NEW YORK STATE ASSOCIATION OF MPOs
SAFETY WORKING GROUP
October 21, 2020
Webinar
1:00 PM – 2:00 PM

MEETING NOTES

Participating
- AGFTC - Jack Mance
- BMTS - Cyndi Paddick
- CDTC - Sandy Misiewicz
- DCTC - Emily Dozier
- ECTC - Mike Perry
- GBNRTC - Hector Boggio
- GTC - Alex Kone
- NYMTC – Sherry Southe
- OCTC – Ashlee Long
- OCTC – Lauren Burns
- SMTC - Mike Alexander
- UCTC - David Staas
- NYSDOT – Harriet Lewis
- NYSDOT – Geoffrey Wood
- NYSDOT - Robert Zitowsky
- NYSDMV – Chuck DeWeese
- NYSDMV – Jim Knapp
- FHWA – Emmett McDevitt
- Planning4Places – Kathy Ember

1. **Introductions**
   Kathy Ember opened the meeting and participants introduced themselves.

2. **Meeting Notes**
   The August 19, 2020 meeting notes were accepted as written.

3. **Discussion on Webinar Topics for Upcoming Meetings**
   Kathy Ember provided an update on upcoming webinar topics. The first webinar to be scheduled, hopefully the 2nd week in November, will be on Safe Routes to Transit. Confirmed panelists include Metropolitan Planning Council (Chicago) and DVRPC, NYSDOT is invited to be the third panelist. Metropolitan Planning Council will be presenting on their Universal Mobility Study and DVRPC started a Safe Routes to Transit Program and they will discuss the program and highlight some case studies. Upcoming presentations for the Safety Working Group include a presentation on the NYSDOT Roadway Departure Safety Action Plan, a NYSDOT CLEAR demonstration, a presentation on the NYSDOT TSMO Strategic Plan to be held on the TSMO Working Group call, a presentation on the Wyoming County Local Road Safety Plan, and a follow-up presentation on the Ulster County Safety Action Plan. There may be other topics in the winter of interest to multiple Working Groups. As the webinar schedule is updated, the Safety Working Group will get a notice. All Working Groups are welcome to attend any of the webinars to be scheduled.

4. **Presentation on CDTC Local Road Safety Plan – Engineering Task**

   Sandy Misiewicz followed-up on a previous presentation on CDTC's Local Road Safety Action Plan. This presentation is focusing on the Local Road Safety Action Plan Site Assessments (Phase 2). The Local Road Safety Action Plan was completed in 2019. There were 30,405 total crashes in the four county area. Urban areas have more intersection and road user behavior crashes and rural area had more lane departures. In Phase 2, CDTC undertook a detailed study of locations. First, they screened for fatal and serious injury crashes. The only change from the Safety Plan data was that they included 2011-2018 data to have more current crash data. They identified 100 segments and 50 intersections for additional review.

   Eleven sites were selected for evaluation through a data screening process that considered crash data, location type, relationship to the local safety plan emphasis areas and geographic distribution. The goal was to generate local government interest in this type of analysis. Three sites were described in the presentation. The first is Stillwater Bridge Road in the Town of Schaghticoke, Rensselaer County. This 1.8-mile rural road segment has lane departure and the number and severity of crashes as primary concerns. The road carries 3,000 vehicles per day and the 85th percentile speed is 60 mph (no posted speeds on the road – some signage on curves for 40-mph advisory speeds). Forty percent of crashes occurred in dark conditions. Slippery pavement was also a contributing factor. Based on field reviews, visibility is limited due to vegetation growing up around signs. Suggested improvement strategies include speed enforcement and testing pavement friction. CDTC met with the roadway owners for each location to review the findings of the assessment.

   The second location is McClellan Street in the City of Schenectady, Schenectady County. This location is an urban minor arterial with no pavement markings. There are two travel lanes in each direction, with sidewalks, on-street parking, driveways, and bus stops on both sides. Three years of data (2016-2018) was used in this analysis because work was done at one signal a few years ago. There was a pedestrian fatality involving a person using a wheelchair. The main contributing factor was road user behavior. Field reviews showed that roadway striping is non-existent or in poor condition. Trees are obstructing traffic signals and there are no marked crosswalks. Recommended improvements include: roadway striping, optimizing signal timings, adding Traffic Yield to Pedestrian signs, adding high visibility crosswalks, and educational outreach on how to use the pedestrian crossing equipment.

   The third location is at Rapp Rd/Crossgates Mall Road in the Town of Guilderland, Albany County. Currently there is large-scale residential and commercial development being proposed in the vicinity of that location which is an opportunity to implement improvements. CDTA will also be implementing BRT in the area. Rapp Road is an urban minor arterial. There are about 8,600 vehicles per day on the road and there are raised medians in the location. There are no pedestrian accommodations or overhead lighting. Severe injuries is an issue for the area and 45% of crashes occur at night. Most crashes are occurring during the holiday shopping season. Recommendations for improvements include restriping and removing right-turn slip lanes. These improvements will be occurring as part of the mitigation for the development proposals (including signal work and bike and pedestrian infrastructure improvements).

In summary, the assessments show that most local high frequency crash sites are already known to the local governments, in fact, some sites had planned projects that addressed some of their ongoing issues. Systemic approaches are best for local roads and there is an opportunity to fix issues through the development mitigation process. Local road data is still a need. Identifying funding that supports these efforts would be helpful.

Emily Dozier asked how the 11 sites were selected? Sandy Misiewicz noted they started by taking the high frequency crash locations and first screening for fatal and serious injury crashes and then ranked those locations (150 sites). Some had recent projects completed so those were removed and then a mix of intersections and roadway segments with various land use characters, intersection controls, jurisdictions, and locations were selected to reach 11. Emily Dozier asked if crash rate per vehicle volume or totals were used? Sandy Misiewicz replied that they used frequency data because CDTC does not have local road volume data. The 150 sites will be used to collect the data. The COVID-19 pandemic paused the data collection. Sandy Misiewicz asked the Working Group how they have encouraged local governments to be interested in the safety topic – is it primarily based on needs when something occurs? Emily Dozier stated that in Dutchess County, they do annual safety assessment and focus on county roads so they get buy in as the County DPW will be doing the improvements. DCTC also asks for suggestions from the Planning Committee and they look at high crash locations. This process has helped with getting buy-in from the local communities. Also, we did implement improvements in the Poughkeepsie PSAP application.

Cyndi Paddick stated that BMTS does a couple RSAs each year from a request from member agencies or staff suggests a location. This process has been successful because municipalities ask for the assessments and the changes suggested are low-cost improvements. We also have local engineering assistance available. We look at crash history and conduct field visits. The City of Binghamton has a Traffic Board so they ask BMTS to look at the intersections that are of concern. Sandy Misiewicz reported that CDTC does have a technical assistance program, however municipalities have not submitted applications for safety work. Cyndi Paddick also stated that BMTS gets back to municipalities within a week or two with data and site visits. Jack Mance noted that A/GFTC has a technical assistance program as an ongoing UPWP item. Municipalities can submit a request at any time. Jack stated that at least 85% of requests are safety related and it may be even more as municipalities ask about an intersection or a section of road. There has been an issue with safety implementation however, after municipalities receive a long list of recommendations in a plan. A/GFTC is looking at using an online map showing locations or a more visual way of showing recommendations.

5. **October Pedestrian Safety Month**
Jim Knapp from GTSC reported on the first national pedestrian safety program for the month of October. GTSC's June's campaign was cancelled due to the pandemic. There was a great opportunity to reengage with October beginning a new federal fiscal year and there are some new partnerships. GTSC is asking 2021 police traffic services recipients or highway services grant recipients to mobilize October 16th through October 30th for a traffic enforcement campaign. The first week will be warnings and educational materials will be given to pedestrian and drivers and the second week of October 23rd through October 30th will have enforcement with ticketing. There is a new police roll call training video on NYS traffic law for pedestrian and drivers from GTSC and DOH. Also, there is a training guide by NHTSA for law enforcement. GTSC is making available heat maps showing pedestrian hot

spots available for focus communities and also available by request. On the education side, everyone is struggling with education virtually. The educational programs were previously school-based and in-person events. So, GTSC has had to pivot to deliver this education and is using social media posts and promoted posts (paid posts on Twitter, Facebook, and Instagram) to deliver the messages. There are also Public Service Announcements including the Visibility PSA through the end of the month. GTSC's Vimeo page has the videos. The "See and Be Seen" Campaign materials are available on the PSAP website. In development with DOH, GTSC will be switching to a virtual campaign with a series of video vignettes for K-5 of 1-2 minutes in length with focus themes on crosswalk safety, visibility, traffic lights, darting between parked cars, how to look before crossing. Emily Dozier reported that Dutchess County is considering using videos for students at the elementary level. Jim Knapp noted that in 9-12 months, the videos will be produced and they will be found on GTSC's Vimeo page.

6. **Partner Updates**
   a. NYSDOT: Robert Zitowsky reported that Roadway Departure Action Plan stakeholder meeting was held a month ago and the consultant team is writing the plan. The CLEAR data viewer is scheduled for early summer 2021. Robert noted that in terms of the performance measures, preliminary data shows that New York will meet 3 out of 5 targets and 4 out of 5 are required so NYSDOT may need to work with FHWA on an implementation plan. Sandy Misiewicz asked which targets are an issue? Robert Zitowsky stated that serious injury and serious injury rate targets were not met for 2019.
   b. ITSMR: No report.
   c. GTSC: Chuck DeWeese reported that they are studying traffic and data patterns since COVID started. They are seeing an increase in issues with seat belts not being used, impairment, and speed. Fatalities are up in New York significantly. The State Police are starting to get back to levels of enforcement as they were pre-COVID-19. GTSC is thinking about ways to develop new countermeasures in a COVID world. GTSC will be developing the annual report due to NHTSA at the end of the year. Sandy Misiewicz stated there are universal concerns throughout the country on education and enforcement.
   d. Cornell Local Roads Program: No report. Sandy Misiewicz noted that trainings are available on their website.
   e. NHSTA: No report. Sandy Misiewicz noted that SWG will have a new contact person in January from NHSTA.
   f. FHWA: No report.
   g. NYSATSB: No report. Sandy Misiewicz reported that there have not been any in person or online meetings to date.

7. **Training/Conferences**
   Sandy Misiewicz noted that there are some training options on the agenda and there will be upcoming webinars that might be of interest to the group.

8. **Meeting Schedule/Other Topics**
   The meeting schedule is posted on the agenda.

Action Items

   - None at this time.