



## NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP

June 23, 2021

Webinar

1:30 PM – 2:30 PM

### MEETING NOTES

#### **Participating**

- AGFTC - Jack Mance
- BMTS – Cyndi Paddick
- CDTC – Sandy Misiewicz
- DCTC – Emily Dozier
- GTC - Alex Kone
- ITCTC – Jay Lambrich
- NYMTC – Sherry Southe
- OCTC – Ashlee Long
- OCTC – Lauren Burns
- UCTC - David Staas
- NYSDOT – Regina Doyle
- NYSDOT – Harriet Lewis
- NYSDOT - Karen Lorf
- NYSDOT - Robert Zitowsky
- NYSDMV – Chuck DeWeese
- FHWA - Emmett McDevitt
- ITSMR – Renee Varone
- NYSDOH – Jennifer Hogan
- NHTSA – Allison Beas
- FHWA – Karen Scurry
- Planning4Places – Kathy Ember

#### **1. Introductions**

Sandy Misiewicz opened the meeting and participants introduced themselves.

#### **2. Meeting Notes**

The May 26, 2021 meeting notes were accepted as written.

#### **3. Presentation: The Safe System Approach and HSIP**

Karen Scurry discussed the Safe System Approach – that death/serious injury is unacceptable. Integrating the Safe System Approach with the Highway Safety Improvement Program will require aligning with the foundational elements. The goal of the Approach is to pursue the five Safe System Elements to get to zero deaths. See publication for more information: <https://safety.fhwa.dot.gov/hsip/docs/fhwasa2018.pdf>

Karen stated that more needs to be done to integrate safe systems approach into the current processes. For example, the Strategic Highway Safety Plan (SHSP) can be organized around the Safe Systems Approach. Other opportunities include committing to a goal of zero

deaths and establishing performance management strategies. This approach can also be used in regional and local road safety plans. The key is to align emphasis areas, strategies, and perform safe system assessment. There is not a one size fits all approach. The zero goal should also be a top priority of implementation. "Backcasting" can be used to set interim funding, policy, and program milestones – consider what does it take to get to the goal and identify interim milestones. Performance measures are outcome focused but there is an opportunity to consider safety. States could refocus on speed management and roadway design of future SHSP. This is our greatest opportunity to truly make a difference. FHWA is partnering with ITE to explore additional guidance.

Equity is a priority of the current of the administration and is also a key element of the safe systems approach to protect our most vulnerable users. Equity can be highlighted in the SHSP. In the New Jersey SHSP, they adopted Equity as the "5<sup>th</sup> E." Incorporate innovative data to address equity considerations looking at socioeconomic data and risk factors. Some agencies are exploring that type of data as part of their systemic analyses. Other opportunities including engineering countermeasures, assessing crash severity risk using level of kinetic energy transfer and speed. Further opportunities include establishing Safe System working groups and pilot projects. Countermeasures can be viewed as a "Hierarchy of Controls"– elimination, substitution, engineering controls, administrative controls, PPE (from most effective to least effective). Primary and supporting countermeasures is another model. Beyond traditional countermeasures, research is prioritized for countermeasures focused on bicycle and pedestrian safety with a goal on reducing K & As.

Karen Scurry noted that FHWA has research on countermeasures and suggested working group members include individuals beyond the typical safety community (design, communications, etc.). There is an opportunity to identify pilot and demonstration projects to show the safe systems approach (on intersection projects or road safety audit or assessment). There will be some FHWA pilots going forward.

Jay Lambrix asked for certain areas there are gaps for using the toolbox - is there a list of those gaps for a Focus Group? Has NACTO been involved in these discussions? They have a lot of roadway safety research. Jay shared the site in the chat:  
<https://nacto.org/program/vision-zero-and-safety/>

Karen Scurry agreed that is a good suggestion and we can work to put that together. Jay Lambrix agreed that will help expediate a lot of our research. Emily Dozier asked about kinetic energy transfer and if it is related to oversized vehicles? Karen Scurry replied that yes, vehicle mass is part of the equation. The context is where pedestrians and bicyclists are present speeds should be lower and crashes will be at lower speeds (minimize kinetic energy transfer).

Sandy Misiewicz asked that given the upcoming new Federal transportation bill - where is FHWA going to start? Is it focused on SHSP or HSIP program itself? Karen Scurry stated they will be working on all of those priorities. They will be working with states on how to organize their SHSPs. She noted that a priority is the pilot projects and FHWA will be facilitating some of the pilot projects (i.e., road safety audits through the safe system lens). States will decide what to focus on first. Sandy Misiewicz stated that since New York State will be embarking on its SHSP soon, she is hoping NYSDOT will incorporate safe systems

into their approach. Emmett McDevitt believes that this transcends DOT – all players need to shift to safe systems. Regina Doyle stated that NYSDOT has not yet committed to a Vision Zero goal, but they have incorporated safe systems to some degree, are now focusing on K & A crashes, and other items they have done include the Complete Streets Policy, the PSAP Program, and they will be extending the PSAP program, and are incorporating more systematic improvements. Regina Doyle asked when the guidance on SHSP will be available? Our next SHSP is due next August 2022.

Karen Lorf also said that they need studies that show reposting the speed and not doing traffic calming is not effective. There is a lot of push back on speed reduction. What resources are available? Karen Scurry will look into that to see if this is available. Karen Lorf stated that research will be critical to implement changes. Emmett McDevitt noted that TRB studied that artificially reducing speed limits does not reduce speeding. See: <http://onlinepubs.trb.org/onlinepubs/sr/sr254.pdf>

Karen Scurry's presentation will be made available to the Safety Working Group.

#### **4. HSIP Flow Chart Development Discussion**

Sandy Misiewicz previewed some flow chart ideas and also listed potential funding sources for safety projects. Jack Mance state that the Flow Chart would be very useful and recommended that hyperlinks be added to the Flow Chart. Alex Kone asked about approved systemic countermeasures. Emmett McDevitt asked about funding for education campaigns. Sandy Misiewicz stated that planning funds, local support and STBG, and mostly PL funds were used. Sandy Misiewicz requested that if anyone is interested in working on this as a subcommittee, to please let her know. In the meantime, Sandy may reach out individually for some assistance. Sandy Misiewicz will send it around for review. Sandy Misiewicz also showed another resource from FHWA which has some information on HSIP (as a PowerPoint template). This PowerPoint can be tailored further for New York State or for your MPO which could help promote the HSIP program. Emmett McDevitt stated that federal regulations have things that are eligible but they ultimately may not be fundable.

#### **5. NHTSA Pedestrian Safety Pilot Project**

Allison Beas reported that there were several sessions to discuss the potential for creating a pilot project and there may have another local session to get more information. This is an initiative from the Office of the Secretary to pursue engagement with low-income communities in high pedestrian and bicycle crash areas and to encourage them to utilize HSIP and other funding. The administration is open to legislative changes. One idea is removing a match or allowing HSIP funding to be used for ADA compliance, maintenance improvements, etc. They are still in the data gathering phase. In a few weeks, there will have be a local, MPO, and Federal combined discussion session. Allison Beas asked if this session should be New York only or include other states as well? Sandy Misiewicz suggested that it might be good to have a separate session since there may be institutional differences between states. Regina Doyle stated that she is not sure how mobility and maintenance would help with reducing K & As. There would be a disconnect between the HSIP Program requirements and the type of projects. The states would need more control over setting safety performance measures to allow for those kind of improvements. Allison Beas asked if a mobility performance measure would work better. Regina Doyle suggested a mobility performance measure and an ADA performance measure might work. Allison Beas will

create a proposal for everyone to review. Emmett McDevitt stated that getting to zero is important. It cannot happen if we do not get serious about including maintenance and ADA. We need to do things materially different and not add more programs. Allison Beas stated that it is about improving the quality of life of people as well.

## **6. Partner Updates**

- a. NYS DOT: Regina Doyle reported that she will discuss the upcoming PSAP 2.0 at the next meeting (current program ends this year). Regarding CLEAR and training, NYS DOT is looking to implement CLEAR in two phases – the first phase will be in August for DMV for location coding. The majority of changes for MPOs will be later of the year (closer to the end of the year). Sandy Misiewicz state that they will need to use other network screening options until CLEAR is available. We will follow-up with the GIS Working Groups to look at network screening options.
- b. ITSMR: Renee Varone noted that Jerry Miller is taking over as Director. There are two new bar charts in the reports illustrating the percentages of licensed drivers, drivers in F & PI crashes, and drivers arrested/ticketed by age and licensed drivers, and drivers arrested/ticketed by gender. These reports can be found under the new reports button on TSSR.
- c. GTSC: Chuck DeWeese reported that GTSC is in the process of finishing the Highway Safety Plan which is due on July 1<sup>st</sup> and they are looking at applications for funding. The federal government will be doing some research projects to educate states on working with MPOs. Chuck noted the great working relationship with the MPOs in New York State and NYS was interviewed as part of the research project.
- d. Cornell Local Roads Program: No report.
- e. NHSTA: No report.
- f. FHWA: Emmett McDevitt reported that FHWA received 25,000 comments on the draft MUTCD. The docket is now closed. The final rule will come out next fall.
- g. NYSATS: No report.

## **7. Training/Conferences and Other Topics**

Sandy Misiewicz noted that conference and training are listed on the agenda.

### **Action Items**

- If you would like to assist the development of HSIP Flow Chart please let Sandy Misiewicz know if you are interested.