

New York State Association of Metropolitan Planning Organizations **SAFETY WORKING GROUP MINUTES**

MEETING DATE: November 17, 2016

LIST OF ATTENDEES:

- A/GFTC – Kate Mance
- BMTS – Cyndi Paddick
- CDTC – Sandy Misiewicz
- ECTC – Mike Perry
- GTC – Alex Kone
- GBNRTC – Hector Boggio
- HOCTS – Ethan Brennan
- NYMTC – Sherry Southe
- OCTC – Ashlee Long
- UCTC – David Staas
- NYSDOT – Regina Doyle, Andrew Sattinger, Robert Zitowsky
- GTSC – Chuck DeWeese
- ITSMR – Renee Varone
- NHTSA – Richard Simon

MINUTES:

1. **Meeting Notes** – October 5, 2016 (attached)
Notes accepted

2. **Presentation: NYS Pedestrian Crash Data Packages**

Misiewicz: Asked NYSDOT to present methodology and overview of crash data layer. Confirm all MPOs have received the data packages; this was sent to GIS Working Group members (Boggio to check with GIS staff).

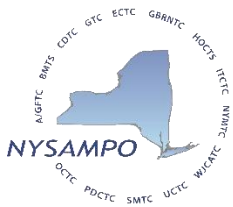
Zitowsky and Sattinger: MPO staff needed data to identify high pedestrian crash locations. Include pedestrian locations like parks, retail areas. Displays Killed+Injured(KI)/mile. HAL, PIL, specialty PILs. 2011-2015 data from ALIS. PIL is 3 std dev (99.9% level of confidence) higher than average.

Pedestrian SPIs for specific crash type, like wet roads. Create average crash rates, expected percentages of crash type. Look for locations above expected percentage. Use same highway type categories as for all PILs. Safety deficient locations are 1 std dev (90% level of confidence) above average. For most, this is 1.5 times expected percentage.

Misiewicz: When sharing info to member agencies, what message should MPOs send? Not saying all “red” roads are dangerous. Local governments want to know when they can get started.

Zitowsky: KI layer using streets layer by town/street name yields crashes/mile. Use judgment to choose method to categorize the KI/mi rate. This is just a visual, not comparing to a baseline.

Doyle: Just another tool to start to identify locations where they may have a pedestrian safety issue. Compare KI/mi rate to PILs; PILs are locations that need further evaluation. Road owners may be encouraged to study locations with highest rate.



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Sattinger: PIL means there is something to be investigated. Prioritize locations. KI on all roads, PIL/SPIL on state system only

Misiewicz: Use data as a network screen to gain access to safety funds?

Doyle: Method can be used to begin the analysis, but that is only part of the data. Would require a full safety study.

Misiewicz: Will NYSDOT offer assistance to local governments for doing safety analysis?

Doyle: Not aware of that

Paddick: BMST did not receive data package

Perry: ECT also did not receive

[Misiewicz will follow up for any MPO that did not receive the data package. Notify her after the call.]

Gayle asked about the crash types represented by Specialty PILs.

Zitowsky: There are 14 Specialty PIL types. These can be used to identify crash patterns

Boggio: Is the KI/mile in red above the Statewide average for that roadway type?

Zitowsky: No, it is just a visual symbology, not related to average rate for that road type. Done at County level.

Misiewicz: Can NYSDOT send mean by county?

Zitowsky: Yes, but since it will be based on all roads in the county, it may not be meaningful

3. NYS Strategic Highway Safety Plan Update (attached)

<http://safety.fhwa.dot.gov/hsp/spm/>

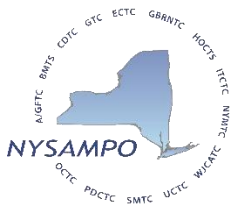
Misiewicz: 9 MPOs participated in the Nov 7 Stakeholder workshop. The proposed update schedule did not change. Emphasis Area working groups will be developed to work on strategies.

Doyle: Rough list of EAs from stakeholder meeting. Resulted in 6 areas: Intersections, driving responsibly, lane departure, age related, speed. Meeting tomorrow with Emphasis Area team leaders, they will reach out to those who signed up to participate at meeting. There was more interest in some topics than others, NYSDOT will review and balance. Should hear over next week or two.

4. 2017-2018 Safety Working Group Work Plan (attached)

Misiewicz: Work Program - prepared draft with assistance from Dozier. Looking for feedback on direction, work tasks.

- Goals: remain similar to current plan.
- Meetings: Maintain regular schedule. RSG will poll in December to target best monthly date. One in-person meeting. Gayle notes there will be a 2017 NYSAMPO Statewide Planning conference that may include opportunities for Working Groups to meet. Consider a March/April meeting for reviewing SHSP.
- Statewide planning initiatives: Continue participation with SHSP, PSAP implementation, TRCC
- Collaboration with partners: Continue working with NYSDOT, NYSDOH, GTSC, ITSMR, NYSATSB, FHWA, NHTSA
- Training: CLRP is considering Combatting Roadway Departures workshop; Speed Management workshop; Low Cost Safety Improvement workshop. Asks for other training ideas. Boggio: refresher on collision diagramming analysis tool.
- Data needs, interpretation, tools; speed data collaboration (Staas, Dozier)



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- Education/outreach: maintain website, safety toolkit web page.
 - Consider Fact Sheet on new safety design applications; speed management tools; SHSP implementation after it is approved
 - White paper with Climate Change/TSMO/Modeling Working Groups on Connected and Automated Vehicle technology and safety

Asks NYSDOT, GTSC for input on any priorities that they would like

DeWeese: GTSC has ability to meet their outreach needs. Focus on drugged driving

ACTION ITEM: Send any additional Work Plan ideas to Sandy by Nov 23.

New idea from DeWeese: FHWA has a resource team focusing on creating speed management action plans. Looking for state support. NYSDOT does not have resources. Could be extended to county or city. Would any MPO be interested? Sam Schwartz Engineering providing consultant support on retainer to FHWA.

ACTION ITEM: Misiewicz will forward information for expressions of interest

5. **Safety Education Toolkit** - http://nysmpos.org/wordpress/?page_id=2031

Misiewicz: RSG developed web page with information provided by Bike/Ped and SWG members. Provides a one stop location for public education materials, initially with pedestrian safety focus. Intention is to keep as a living resource with frequent updates.

6. **Partner Updates**

- NYSDOT
Doyle reported in SHSP, PSAP implementation. There is a new Safety Program Management Bureau Director - Jeffrey Wood. Will add him to SWG roster. Rob Limoges is now Director of the Office of Traffic Safety and Mobility.
- ITSMR
Varone: Enhanced features on TSSR; adding percentages to data tables. Expect to have tickets by Feb 1 for county data packets.
Misiewicz: Tompkins County noted discrepancy between TSSR and ALIS. Location code problem. This has been resolved. Important to pay attention to data sources.
- GTSC
DeWeese: New campaign on Move Over law began this week as collaboration between GTSC, NYSTA, NYSP. Created PSA will start airing this week.
New drugged driving PSA will be announced soon.
- Cornell Local Roads Program
Orr not present, no report
- NHTSA
Simon notes news report on Move Over.
- FHWA
McDevitt not present, no report

7. **Training/Conferences**

- NYSDOT Strategic Highway Safety Plan January Stakeholder Workshop (Jan-Feb)

8. **Next Meeting Date:** December 14, 2016 at 1 p.m.