



## **NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP**

**October 26, 2022**

**Webinar**

**1:30 PM – 2:30 PM**

### **MEETING NOTES**

#### **Participating**

- AGFTC – Jack Mance
- ECTC - Mike Perry
- CDTC – Carrie Ward
- GTC - Alex Kone
- ITCTC - Jay Lambrix
- NYMTC - Sherry Southe
- OCTC - Lauren Bennett
- SMTC - Michael Alexander
- UCTC – Brian Slack
- UCTC – David Staas
- WJCTC – Barb Cadwell
- NYSDOT – Andrew Sattinger
- NYSDOT - Robert Zitowsky
- NYSDOT – Kelsey Pianka
- FHWA – Teresa Haslauer
- GTSC – Maureen Kozakiewicz
- ITSMR - Renee Varone
- Cambridge Systematics – Cory Hopwood

#### **1. Introductions & Updates**

Alex Kone opened the meeting with introductions.

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

The August 24th, 2022 meeting notes were shared. SWG members can send changes over the next few weeks.

#### **3. Strategic Highway Safety Plan Update**

Andrew Sattinger (NYSDOT) provided information on the 2017 Strategic Highway Safety Plan update. Meeting invites for the first stakeholder engagement meeting on December 13-14 will be coming out shortly from their update mailbox. This discussion will be very important for driving safety strategies in the state over the next five years.

The [Vulnerable Road User Assessment guidelines](#) were recently released. Per the IIJA, the latest SHSP will be required to include a Vulnerable Road User Assessment and identify high risk areas, while working with MPOs and local agencies. Andrew noted that CLEAR may help with some of this analysis and prioritization. Sherry Southe suggested that identifying

priority or high-risk corridors might be more beneficial and more flexible than specific project locations.

#### **4. Crash Trends: Pre- and Post-COVID**

In the last meeting an update was provided on the HSIP Performance Measures and Targets. However, there were known challenges referenced in the data that was not shown for 2020 and 2021. Alex provided updated numbers on these most recent years. There have been increases across most key emphasis areas. He asked the group if there were particular challenges the group was interested in, such as speed related and pedestrian fatalities,

Lauren Bennett asked what the appropriate “post” or “after” period should be regarding COVID. Andrew Sattinger provided a slide as part of the SHSP development process showing AADT and crashes compared to when restrictions were implemented and when they were lifted. There were relatively large increases in fatalities (compared to 2017-2019 average) following each time restrictions were lifted.

#### **5. 25 MPH Speed Limits**

Alex shared information on Assembly Bill 1007 regarding speed limits, applicable to facilities owned by cities, villages and counties. The process must include an Engineering Study, certified by a P.E. in Traffic Operations.

Teresa Haslauer summarized the required Engineering Study elements, including test drives, crash analysis, measurements, etc. She added that New York does not currently have specific guidance on what is required in the study. The MUTCD simply states that it requires a study and there are a few national best practices that can be utilized. Additional study requirements will also be shared with the group at a future meeting. Alex asked if this is the type of study for which MPOs can provide planning technical assistance. Teresa expressed that this might be resource intensive and MPOs may not have a lot of resources to spare. Andrew mentioned some questions brought up on a recent webinar about adjacent locations, consistency, and resources. New Jersey has a blanket 25 mph standard and the studies are used as a requirement for anywhere that wants to raise the speed limit.

#### **6. Partner Updates**

- a. **NYSDOT:** Andrew provided an update on CLEAR testing. November 7<sup>th</sup> is the target date for rolling out the CLEAR Safety Application. The evaluation section will not be immediately available. The network screening feature will allow for regional priority list development. Andrew will provide a demo on Safety Application (following the six-step Highway Safety Manual process) in the near future.

New York falls under the new requirements for vulnerable road users due to increased pedestrian and bicycle fatalities. This means 15 percent of HSIP funding must go towards vulnerable road user safety.

Andrew also provided an update on the Roadway Departure Plan. Robert is progressing through the data to determine a methodology for local roads. A project to replace curve signage and countermeasures will be developed and shared shortly.

- b. ITSMR: Renee updated everyone that the 2021 crash data has been finalized. This has been sent to DMV to be uploaded on the TSSR. Fact sheets will also be updated shortly. Ticket data will also be updated.
- c. GTSC: Maureen mentioned the ongoing Safety Symposium. They are working on the end of grant reporting and processing for 2022. 2023 grants have already kicked off, and there has been a lot of new restructuring internally. The deadline for proposals (May) for 2024 is coming up. They are looking to expand their partnerships and address all the increases we are seeing.
- d. Cornell Local Roads Program: Alex shared information from Emily, including that they are working on legal liability training.
- e. NHSTA: No report.
- f. FHWA: Teresa provided an update on the recent VRU special rule trigger in New York. She made a call for municipalities that have HSIP eligible projects for vulnerable road user safety.
- g. NYSATSB: No report.
- h. NYMTC: Sherry discussed the ADA workshop hosted by NYMTC taught by FHWA staff. In October they hosted a public safety workshop, including a roundtable with NYC divisions. The Vision Zero event at Fleet Week was also highlighted.

## **7. 2022 Meeting Schedule**

The next meeting is on November 30, 2022.

### **Action Items**

- Please provide any changes to last month's meeting notes.
- For future meetings
  - CLEAR Safety App Training
  - VRU Assessment through CLEAR
  - Guidance on Engineering Study for 25 mph roads