



NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP

March 23, 2022

Webinar

1:30 PM – 2:30 PM

MEETING NOTES

Participating

- AGFTC - Jack Mance
- BMTS – Ashley Seyfried
- CDTC – Carrie Ward
- DCTC – Emily Dozier
- ECTC – Mike Perry
- GBNRTC – Hector Boggio
- GTC - Alex Kone
- HOCTC- Alexander Turner
- ITCTC - Jay Lambrix
- NYMTC – Sherry Southe
- OCTC – Lauren Bennett
- SMTC – Mike Alexander
- UCTC – Brian Slack
- WJCTC - Barbara Cadwell
- NYSDOT – Karen Lorf
- NYSDOT – Geoff Wood
- NYSDOT - Robert Zitowsky
- NYSDOT - Harriet Lewis
- NYSDOT - Christina Graveling
- FHWA - Daniel Wood
- FHWA - Maria Hayford
- NYSDOH – Jennifer Hogan
- NYSDMV - Chuck DeWeese
- NHTSA - Allison Beas
- ITSMR - Renee Varone
- CLRP - David Orr
- Cambridge Systematics – Cory Hopwood
- Planning4Places – Kathy Ember

1. Introductions & Updates

Alex Kone opened the meeting and participants introduced themselves.

2. Meeting Notes

The February 16, 2022, meeting notes were accepted.

3. Presentation: Local and Regional Safety Plans: State of Practice

Cory Hopwood, Cambridge Systematics, presented on Local Road Safety Plans. He mentioned that Cambridge Systematics had previously presented on the Ulster County Road Safety Plan and on MWCOG for the DC area plan. In certain states, Local road safety plans are starting to be required for communities to apply to the HSIP program. Safety planning is a data-driven process reviewing trends and historic factors impacting safety, but it also uses a proactive framework looking at systemic analysis and can benefit from the Safe System approach. In the development of local or regional safety plans the public engagement and stakeholder effort is ongoing throughout the entire process, gathering input at each integral step as new data and analysis are made available to aid in decision making. The analysis should be tailored and comprehensive, looking at traffic volumes, roadway characteristics, and demographic data to provide context. Cambridge Systematics utilizes a network screening to evaluate finite segments and intersections throughout the entire roadway network and provide a means of prioritizing specific locations, while systemic analysis allows us to call out network-wide risk factors that are overrepresented in the most severe and costly crashes and address roadway risk factors proactively. Cambridge Systematics shared best practices from several local road safety plans completed in the last year. The El Paso County Roadway Safety Plan provided an opportunity to develop several additional resources throughout the planning effort, including a toolkit for best practices, a safety data dashboard, location-specific feedback maps, and a website to share products and decisions within the plan, as well as collect feedback on those elements. El Paso also lacked GPS locations for local crash data. Cambridge Systematics developed a process to geolocate all the locations from the crash report data prior to the analysis to ensure all roads were included in the data analysis and strategies development to address fatalities and serious injuries. In the Ulster County Road Safety Plan the network screening methodology used PII and PIL thresholds to set minimums on crash totals and rates in the resulting priority lists. Recommended improvements were provided for the priority locations leaning on FHWA countermeasures and expected benefits to provide a toolkit of the best options. Another best practice was El Paso's use of road safety audits at all 10 priority locations. It resulted in a variety of recommendations at each location based on available funding and a supporting formal report. The Ulster County plan is approved and the El Paso plan is under review by the County itself and will be posted to the website.

Emily Dozier asked the how approach to doing these plans has changed due to Safe System approach, and if it is different than previously. Cory Hopwood noted that the 5 Es would be supplemented with Safe System elements, safe roads, safe speeds, safe users, safe vehicles, and post-crash care. This has already been seen in Strategic Highway Safety Plans. It is part of the conversation with the stakeholder groups. The process stays the same – the comprehensive nature of these plans and multi-tiered approach. Of course, there is also an equity component. Emily Dozier asked about high injury rate maps. Has that been incorporated? Cory Hopwood replied that we have not always called it that – it looks like a heat map on the roadway network. Cory had examples to share. Alex Kone asked about high injury numbers and prioritizing based on more severe crashes. Cory explained how Equivalent Property Damage Only (EPDO) values were used to rank locations, focusing on the cost of injury crashes. Priority list review usually focuses on about the top 50 locations. The PIL or PII thresholds in New York helps to provide a cut-off. It is different for each plan they have done. Alex Kone noted that GTC is looking to do regional safety plan this year. Is this something others will be doing? Will be trying to build a regional scope of work and

wanted to know if others are thinking about this. Emily – haven't talked about it in Dutchess County. We would be interested if there was a baseline template. We did a fairly comprehensive safety analysis for a long range plan but are not currently planning on a plan. Ashley Seyfried noted that BMTS is interested in participating and they will be moving forward with a plan due to the CLEAR schedule. Please let Alex Kone know if you are interested in teaming up. Cory Hopwood noted that a lot of states are rolling out county plans together within a county scope – that has been beneficial. It is a good way to go about this. Alex Kone agreed that it would be good to know what other states are doing. Dan Wood asked if many locals are putting together a local road safety plan. This is assuming a template would help to spur local plans. Alex Kone replied that we may need to do some inventorying and he does not know for sure how many local plans are being created. Mike Alexander also stated that SMTC will volunteer to help with a template too. Maria Hayford stated that FHWA is happy to support the effort in creating a template. David Orr noted that there have been a few plans supported by FHWA. It could be done through the MPOs or County level to encourage these plans. Alex Kone noted that the Wyoming County safety plan was supported by GTC. David Orr stated that having plans in place will help decision makers and these plans will help get funding for their safety efforts. Alex Kone asked if safety plans have reduced the number of emphasis areas. Cory Hopwood replied that we usually use three or four emphasis areas or a specific functional area.

4. Bipartisan Infrastructure Law Update

Alex Kone noted NOFO expected for *Safe Streets and Roads for All* expected in May 2022. HSIP special rules will HRRR and Older Drivers and Pedestrians Special Rule, VRU Safety Special Rule (new) If > 15% of fatalities involve vulnerable road users, than 15% of HSIP funds will be dedicated to projects to address safety of those users. Daniel Wood stated that he is the coordinator for discretionary programs. There are 66 discretionary grant programs. Some of these are set-asides from existing programs from HSIP. Anyone who wants this information should go look at the BIL site: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/summary.cfm>

5. NYSAMPO Safety Working Group 2022-2023 Work Program

Kathy Ember shared that the NYSAMPO Work Program was approved at the March 18th Directors Meeting. The Work Program is for the April 1, 2022, - March 31, 2023 time period. Kathy Ember also shared information about the staff support Consultant Contract. Cambridge Systematics and Planning4Places will be starting a new contract with the Association on April 1st. Rich Denbow, Cambridge Systematics will continue in the Project Manager role which he has been doing since January. With the change in the consultant contract, there will be some new staff assigned to some of the Working Groups. Cory Hopwood and Danena Gaines of Cambridge Systematics will be the Safety Working Group support staff. Kathy Ember stated that both Cory and Danena are safety professionals and Cory has presented to this group several times in the past and Danena has been working behind the scenes to bring many of the great presentations during the past few years. Kathy Ember noted she will assist with the transition and will be continuing with the Public Engagement Community of Practice group, assisting with the Bike/Pedestrian Working Group, and continuing providing administrative support for NYSAMPO. Kathy Ember stated that it was great working with the Safety Working Group and the team is excited to bring Cory and Danena on to support this Working Group.

Emily Dozier noted that we had talked about a joint fact sheet on e-scooters, and we recently completed one on e-bikes. If we do want to create another fact sheet, we should determine the scope of that fact sheet. Dan Wood suggested that it could be micro-mobility rather than just e-scooters. Jay Lambrix agrees e-mobility devices could be a good category to incorporate all e-mobility devices including one wheels. Chuck DeWeese shared in the chat a GHSA report on micromobility: <https://www.ghsa.org/resources/understanding-and-tackling-micromobility-transportations-new-disruptor>

Maria Hayford likes the micromobility term and there is interest in expanding this beyond what the state has done. Emily Dozier stated that we should determine what written product we would like and how that is it different than the shared mobility page on the NYSAMPO website. Chuck DeWeese noted that GTSC has been working closely with NYCDOT on this issue and NYCDOT has some great educational resources. GTSC's Jim Knapp is very educated on this topic, and he'd be happy to help the group. This discussion will be added to the agenda for the April Safety Working Group for further discussion.

6. Partner Updates

- a. NYSDOT: Robert Zitowsky due to a data transfer issue, it is expected that CLEAR will be launched in April 2022. NYSDOT has prioritized work on the Roadway Departure Plan and PSAP 2.0. Alex Kone asked if the launch will include both the CLEAR Safety and Data App. Robert Zitowsky will check on those details but shared that information on CLEAR which can be found at the NYSDOT Crash Analysis Toolbox link: <https://www.dot.ny.gov/divisions/operating/osss/highway/crash-analysis-toolbox>
- b. ITSMR: Renee Varone noted that they are continuing to do monthly updates to TSSR (ticket updates).
- c. GTSC: Chuck DeWeese noted he has included some items in the chat. Fatalities continue to rise at astonishing rates. There are several upcoming events – a Speed Day and Click It or Ticket event in May. There is also the Walk-Bike Conference and distracted driving events. GTSC also did a micromobility webinar for the fall conference last year which can be found at: <https://vimeo.com/nysgtsc>
- d. Cornell Local Roads Program: David Orr shared the CLRP website for information on upcoming trainings and they are looking at Safe Systems training and a local systems training through FHWA: <https://cals.cornell.edu/nysltap-local-roads>
Karen Lorf suggested adding classes about the MUTCD would be helpful. David Orr replied that there is a class available.
- e. NHSTA: No report.
- f. FHWA: David Wood will provide updates as information is available on discretionary grants. FHWA is looking to hire a staff member for Emmett's position.
- g. NYSATSB: Alex Kone noted that the NYSATSB had a meeting a few weeks ago but there is nothing to report.

7. Training/Conferences and Other Topics

Trainings and conferences are listed on the agenda. Alex Kone noted the Walk-Bike NY conference in Rochester on May 3-4, 2022. There will be a dinner with NYSAMPO members on May 3rd.

Action Items

- Please let Alex Kone know if you are interested in developing a template for regional and local road safety plans.