NYSAMPO Association
Safety Working Group Wednesday,
November 4, 2015

MEETING NOTES

1. **Introductions**
    *   A/GFTC – Kate Mance
    *   BMTS – Thomas Sullivan
    *   CDTC – Sandy Misiewicz
    *   ECTC – Mike Perry
    *   GBNRTC – Hector Boggio
    *   GTC – Bob Torzynski
    *   HOCTS – Ethan Brennan
    *   NYMTC – Sherry Southe
    *   OCTC – Ashlee Long
    *   PDCTC – Emily Dozier
    *   SMTC – Mike Alexander
    *   UCTC – David Staas
    *   NYSDOT – Rob Limoges, Regina Doyle, Tom Benware, Andrew Sattinger
    *   CLRP – David Orr

2. **Meeting Notes** – August 5, 2015 (attached)
    The notes were accepted without change

3. **Working Group Items**
    *   Federal Legislation update
        Misiewicz gave a brief report on legislation and rulemaking.
        Gayle reported that the Senate DRIVE Act was passed in July. The House STRR Act was passed by the Transportation & Infrastructure Committee, and is currently in the Rules Committee where a large number of amendments are being addressed. MAP-21 has been extended for three weeks to Nov 20. The intent is to have a final bill by then. Both bills are 6 year authorizations with only 3 years of funding. STRR has 1% annual increases, DRIVE 3%.
        The current FHWA Rulemaking schedule has the HSIP rule issued in December, the Safety Performance Measure final rule in February, the Statewide and Metropolitan Planning final rule in March, and the Pavement and Bridge Infrastructure final rule in May.
        Misiewicz notes that the FTA Safety Performance rule primarily establishes a stronger FTA role. All of this uncertainty makes the current TIP update problematic.
    *   Accident Location Information System – Intersection Queries
        Sattinger reported NYSDOT is in the process of adding statewide intersection attributes, creating an update process routine. He is eager to learn from ALIS users how they will deal with corrections and updates to attributes if intersection is changed/upgraded. Lots of possibilities; cautious about complexities. How do we query old intersection if there is now a new set of attributes? Are there ideas for types of queries relating to intersection attributes? Or process of maintaining intersection data? It is a large data set, which creates challenges.
        Misiewicz: State level is ultimately for reporting purposes. This recognizes emphasis on

intersection safety as a Focus State. It is important to document "after" conditions for performance reporting.

But complexity affects the database. For example, there are a number of roundabouts in the CDTC region. The query timeframe must be related to construction date. Analysts must recognize that changes may interfere with results of query. Is there a process to flag locations on local roads for NYSDOT capture?

Plan to share with GIS WG regarding automating the update process.

Torzynski – Will this add attributes to ALIS tables?

Sattinger – Yes, already adding intersection attributes (intersection type, configuration type, # legs, signal status, ped/countdown, crosswalks, LT lanes, pedestrian refuge island, RT channelization…). What do MPOs want to be able to see? And need for historical data.

Torzynski – This will be very helpful, for example with pedestrian crashes.

Sattinger – They will group intersections into categories based on types to determine crash rates, countywide averages, and to find PIIs. If date range of query includes design/construction change, may see inexplicable change in rates. Need a method to flag the date and type of changes made.

Misiewicz – how does NYSDOT update RIS? How is change to a corridor reflected? Can this be helpful?

Sattinger – In case of roadway realignment, RMs would be retired and be replaced with new RMs.

Limoges – Once a PIL is designated, there will be an investigation which will reveal design changes; note construction date.

Misiewicz – Need to agree on what defines a major improvement. For example, intersection reconfiguration, installation of ped signals or crosswalks. CDTC has created a database of features, capture changes by periodic review process

Sattinger will send a sample of Excel table of attributes prepared for Dutchess County.

Boggio – That would be helpful.

Feedback on broad reports, types of queries, reports.

Sattinger – consider doing numbered intersection versions (current, updates); use FHWA improvement list and date range to avoid data during construction period.

Misiewicz - MPOs don't usually track projects once they are in design process. The configuration that is constructed may differ from the original scope.

Gayle asks if MPOs can ask annually for local agency construction reports. It would be best to develop criteria of what constitutes a reportable improvement. This would add information on off-system intersection improvements that are paid for with local money.

ACTION ITEM: Misiewicz will distribute NYSDOT tables. SWG members to offer input in return.

- TIP updates related to Safety projects
  See HSIP solicitation report in Item 4

4. **Partnerships/Coordination**
   - NYSDOT
     o HSIP Statewide Solicitation (attached)
     Limoges reports guidance sent in October; similar process and application to previous rounds. Applications are due Nov 30, local sponsors and MPOs must coordinate prior to that date on project prioritization. Each Region given a cap that is 5x annual allocation of formula based HSIP. Evaluation criteria largely unchanged: reduction in fatal and severe injury crashes, high b/c. Will also look at partnerships, other project benefits (enforcement, education); but need to

accomplish primary purpose.

Open Q&A Conference Call: Thursday, November 12, 2015 from 2:30 PM-3:30 PM

Limoges notes a high level of interest in Q&A conference call. Dozier provided some questions ahead:

1. Q: Can CHIPS be used for local match? A: Yes, if project meets CHIPS criteria
2. Q: Is a crash analysis or b/c required for systemic projects? A: No for CARDS and countdown timers; these have been approved by FHWA. But will need criteria for specific site locations. No other systemic applications will be accepted, but can discuss.
3. Q: Is post implementation evaluation required for off-system local projects? A: Can't put into PIES, but will develop a worksheet for project sponsors. This will help build data for crash reduction factors.
4. Q: Can an MPO use HSIP for an existing project at risk of being deferred from TIP? A: In previous rounds, no. NYSDOT prefers new unfunded projects; but understand that there are good projects that were funded with other than HSIP that may be deferred. They will consider these with a documented reason for the change.

ACTION ITEM: Doyle encourages other MPOs to send questions in advance to Limoges, Doyle.

The timeline is to develop recommendation to Executive Management for awards after Jan 1.

- o Safety Action Plans
  Limoges reports that the Pedestrian SAP is being finalized by Doyle and Benware, working to have comments resolved. Needs approval from Executive teams in NYSDOT.
  The Plan may initially remain internal, not sure of public announcement.
  Doyle: Implementation responsibility rests with NYSDOT, GTSC, DOH working together
  Misiewicz: How does this relate to current update of TIP? Can MPOs do a local solicitation that is consistent with the Action Plans?
  Limoges: The intent has always been to get the program established with on-system projects in Year 1. Not a lot of field work. In Year 2, there would be a solicitation for Pedestrian SAP actions for local agencies. Also, each Region's formula-based HSIP allocation is unchanged by this. What is proposed in the SAP will be funded outside the allocations.

- ITSMR
  - o Public Crash Record Database : Varone not on call, no report
- GTSC
  DeWeese not on call, no report
  - o Stop DWI - Drive Sober Get Pulled Over Campaign (attached) – compiling data on DWI tickets
    Misiewicz reported on behalf of DeWeese that 2014 showed a downward trend, but 2015 has been upward, which triggered this focused effort.
- Cornell Local Roads Program
  Orr reports that he is waiting for contract to schedule Roadway Departure class

- NHTSA
  Purdy not on call, no report
  - o NHTSA Social media campaigns
    Misiewicz reported that these campaigns of prepackaged social media content are useful. MPOs that use social media should consider.

- FHWA
  McDevitt not on call, no report.

5. Training/Conferences
- November 18, 2015 from 1 p.m. to 3 p.m. [FHWA Safety Webinar: Advancing Systemic Safety Implementation Efforts](). Learn how agencies are using innovative implementation and evaluation techniques to advance a systemic approach to safety.

- December 10, 2015 from 1 p.m. to 3 p.m. [Every Day Counts 3: Regional Models of Cooperation – Safety Planning](). State DOTs and MPOs will share their experiences collaborating across jurisdictions on safety planning, including discussion of their collaborative techniques as well as their improved outcomes.

6. Other Topics
- Next SWG Work Plan (2016)

ACTION ITEM: Misiewicz requests that SWG members consider work plan items to be discussed on the December call.

Gayle notes that there have been no new NYSAMPO Fact Sheets recently. The Know Your Pedestrian and Bicycle Laws is going into a second printing, MPOs have found it very useful in public outreach.

- Presentation Ideas?

Next Meeting: Dec 2, 1:00 PM

Next Meeting Date: December 2, 2015 and/or January 6, 2015 at 1:00 p.m.