



NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP

October 27, 2021

Webinar

1:30 PM – 2:30 PM

MEETING NOTES

Participating

- AGFTC - Jack Mance
- BMTS – Cyndi Paddick
- CDTC – Carrie Ward
- DCTC – Emily Dozier
- ECTC – Mike Perry
- GTC - Alex Kone
- GTC - Dave Hrankowski (Monroe County)
- GTC -Thomas Polech (Monroe County)
- HOCTC – Alexander Turner
- ITCTC – Jay Lambrix
- NYMTC – Sherry Southe
- OCTC – Ashlee Long
- OCTC – Zack Coleman
- SMTC – Mike Alexander
- UCTC – Brian Slack
- UCTC – David Staas
- NYSDOT – Jonathan Hill
- NYSDOT – Andrew Sattinger
- NYSDOT - Geoff Wood
- NYSDOT - Robert Zitowsky
- NYSDMV – Chuck DeWeese
- NHTSA – Allison Beas
- FHWA – Emmett McDevitt
- NYSDOH – Jennifer Hogan
- Planning4Places – Kathy Ember

1. Introductions & Updates

Alex Kone opened the meeting and participants introduced themselves.

2. Meeting Notes

The September 22, 2021, meeting notes were accepted as written.

3. CLEAR Safety App Presentation

Alex Kone noted that there has been one “train the trainer” session on the Query Tool and there will be one scheduled for the CLEAR Safety app. Alex Kone noted we will send a Doodle poll for the next session and please let Alex Kone or Kathy Ember know if you are interested in attending.

Andrew Sattinger shared the CLEAR Safety App to provide a high-level overview of the app. He first showed the CLEAR Crash Data Viewer and how to create a range of queries. He then demonstrated the network screening process and the options to look at different crash severities and crash types. He showed how to select a range of years and facility types (segments, intersections, and ramps). He then selected the applicable road systems (federal, state, and local jurisdictions). The next step involved selecting a geographic boundary (for example, an MPO). He then discussed the different screening methodologies (average crash frequency, critical crash rate, expected fatal and serious injury crash frequency with EB adjustment, excess expected fatal and serious injury crash frequency with EB adjustment, and level of service of safety).

Alex Kone asked about the network screening types, particularly the expected and excess expected frequency options. Andrew Sattinger noted that critical crash rates are compared to the state average. Expected fatal and serious injury crash frequency with EB adjustment are based upon the Highway Safety Manual (HSM) and New York State adjustments will be provided in the documentation when the system goes live to explain how the formulas and calculations are done.

Andrew Sattinger also described the Annual Work Program (AWP) Management screens – sites that are identified through network screening are suggestions for the NYSDOT regions for possible projects. He noted that one person from each MPO will be designated to run the AWP Manager. Sites could be pulled off the AWP list if there is a project underway or the network screening sites can be added to AWP to be investigated throughout the year. The MPO can utilize this system internally. The system relates to the HSIP program and number of sites. It can also look at past or future work programs. A user can also look if a specific crash type is overrepresented. A user's own construction and maintenance costs will be entered based upon your local contracts. At the end of the analysis, the countermeasure might be recommended.

Dave Hrankowski asked about the calculation of the critical rate method and its statistical confidence level. Andrew Sattinger replied that the rates will be calculated statewide from CLEAR and that the confidence level is 95%.

David Staas asked in the chat if there is a minimum crash threshold applied for the AWP screening similar to the PIL/HAL methodology? Andrew Sattinger replied that there are no minimum thresholds in CLEAR, which follows the HSM methodology.

Emily Dozier asked if an MPO has to develop its own Annual Work Program for the county and the local road system? Andrew Sattinger noted that NYSDOT cannot do network screening for MPOs or local facility owners unless the agencies ask for that assistance. The AWP manager would run the network screening and the applicable staff would decide how to rank those sites. Andrew noted that users would determine how many segments, ramps, intersections to include. He added the AWP would allow users to track progress on identified sites going forward.

Alex Kone asked if there can be multiple work programs for multiple counties? Andrew Sattinger replied that there is one list, but you could filter by county.

Emily Dozier also asked if there is a how-to guide. Andrew Sattinger replied that there will be a how-to guide and mentioned there will be more details to come. Alex Kone will have dates for training coming soon.

4. HSIP Flow Chart

Alex Kone shared the HSIP flow chart and will send it out for members to make comments online. Alex will work with Andrew Sattinger and NYSDOT Main Office to finalize the flow chart. Emmett McDevitt suggested getting a policy paper developed by Regina Doyle 4-5 years ago related to the eligibility process. (Emmett will share the document after the meeting.) Emily Dozier suggested including resource links to SHSP or what is a data-driven process, what are the requirements, standards, etc. If this is going to the local municipalities, they might need more detail, links, or resources. Alex Kone agreed that it is a great idea to include links related to RSAs, HSIP, etc.

5. Partner Updates

- a. NYSDOT: No report.
- b. ITSMR: Renee Varone could not attend the meeting but passed along that the final 2020 crash data and ticket data has recently been added to the TSSR. The 2021 updates for each will continue to be updated monthly for the crash data and quarterly for the tickets.
- c. GTSC: No report. Chuck DeWeese asked about whether an exemption for 2020 safety performance measures due to the pandemic has been agreed to by FHWA. Emmett McDevitt reported that this issue has not been addressed yet. They are looking at data from other states and looking at the effect on COVID and would have to go back to Congress to change the regulations.
- d. Cornell Local Roads Program: No report.
- e. NHSTA: Allison Beas reported about the Justice40 Initiative which is a government-wide program to deliver 40% of the overall federal investments to disadvantaged communities. Information can be found at: [Justice40 Initiative | US Department of Transportation](#)
- f. FHWA: Emmett McDevitt noted that there will be a focused approach to safety will be looking at MPOs rather than states in general (a deeper dive to safety and safe pedestrians). There is small subgroup is looking into PSAP 2.0 and they are working on work plan for the program and is working with a consultant to develop the program further. Emmett also mentioned that he is retiring, and this will be his last meeting.
- g. NYSATSB: No report.

6. Training/Conferences and Other Topics

Alex Kone noted that conference and training opportunities including the recordings from the Highway Safety Symposium at ISTMR and the upcoming two-part sessions (on November 9th and November 16th) about the Justice40 Initiative.

Action Items

- Please contact Alex Kone or Kathy Ember know if you are interested in attending CLEAR Safety App training.