NEW YORK STATE ASSOCIATION OF MPOs
SAFETY WORKING GROUP &
BICYCLE AND PEDESTRIAN WORKING GROUP
July 15, 2019
In Person Meeting @ NYSAMPO Conference
3:00 PM – 5:00 PM

MEETING NOTES

Participating

- BMTS – Cyndi Paddick
- BMTS – Scott Reigle
- BMTS – Joseph Reigle
- CDTC – Jordan Solano-Reed
- CDTC – Sandy Misiewicz
- DCTC – Emily Dozier
- ECTC – Mike Perry
- GTC – Alex Kone
- GTC – Robert Williams
- HOCTS – Alexander Turner
- NYMTC – Gauri Jumde
- OCTC – Ashlee Long
- SMTC – Mike Alexander
- SMTC – Andrew Frasier
- SMTC – Danielle Krol
- UCTC – David Staas
- WJCTC – Geoff Urda
- ITSMR – Hilda Hardy
- NYBC – Kyle Hatch
- NYSDOT – Tom Benware
- NYSDOT (Region 1) – Valerie Deane
- NYSDOT (Region 2) – Christina Gravelding
- NYSDOT (Region 7) – Alexandra Beck
- Gotcha Bikes – Paul Colabafo
- Planning4Places – Kathy Ember

1. **Introductions**
   Sandy Misiewicz opened the meeting and participants introduced themselves.

2. **Presentation on PSAP Accomplishments to Date**
   Tom Benware presented in place of Regina Doyle. Tom provided an overview of why NYSDOT created the Pedestrian Safety Action Plan (PSAP) – outside of New York City, approximately 300 pedestrians are killed each year and 15,000 pedestrians are injured. NYSDOT has reviewed 1,500 uncontrolled crosswalks and 1,500 signalized intersections as of July 2019, doing field reviews using Survey 123, and has put them in a GIS system.

   Alex Kone asked if Survey123 data includes similar information that was previously provided? Tom Benware relayed that NYSDOT is looking at crosswalk improvements. The

goal is 50% of signalized crosswalks on the State system will be improved. All the uncontrolled crossings are targeted for improvements.

Sandy Misiewicz asked with PSAP coming to an end, what will be the future support? Tom Benware noted that NYSDOT may need additional HSIP funds to fund the projects. From a policy perspective, we are all excited about the systemic approach. Based upon how we are reaching targets, that will affect next steps. Sandy Misiewicz asked when will an assessment will be done of whether the systemic process has worked? Tom will defer this question to Regina Doyle to follow-up on the next steps.

3. **Presentation on Vulnerable Road Users Safety Assessment**

Alex Kone discussed GTC's Vulnerable Road Users Plan which included a regional vulnerable users safety analysis, bike and pedestrian countermeasures toolbox, and roadway safety audits. GTC has taken a systemic approach and used a prioritization index. For the roadway safety audits, the walk and talks were the most effective method in terms of feedback from key stakeholders. From the audits they have short-term, medium-term, and long-term recommendations with a short report (about 15 pages). Future activities include a walkability audit program so that they do not have to wait a full UPWP cycle.

Tom Benware suggested looking at the Empire State Trail design guide in terms of the current thinking on bike safety treatments. Tom also asked about the non-motorized network in the area and suggested where there are off-road facilities you can build from there to build the network. Sandy Misiewicz asked if the local municipalities are thinking about the systemic approach versus only high crash locations? Alex Kone replied that they are addressing a lot of locations and getting everyone in the room has been helpful. Kyle Hatch asked who are typically the stakeholders coming to the meetings? Alex Kone stated that stakeholders include the transit agency, local municipalities, a local advocacy group, accessibility minded advocacy group (10-12 people), sometimes school districts and economic development agencies. Tom Benware asked if anyone is doing Complete Streets policies? Alex Kone noted the RSAs are mostly looking at facilities at this time, but partners have included Creating Healthy Schools and Communities grantees who are developing local policies

4. **Updates on e-scooters, e-bikes, bike share, and a potential micro-mobility safety Fact Sheet**

Sandy Misiewicz discussed that in future meetings perhaps we can delve into more detail about shared mobility. Jen Ceponis has spearheaded research into shared mobility but is chairing another meeting. An e-mobility policy document is being developed. We are picturing an online tool on the NYSAMPO website that catalogues shared mobility options rather than a printed Fact Sheet. One graphic shows where shared mobility is available by MPO region. There has been discussion of electric scooter sharing (although it is not currently legal). There is a bill under discussion-- Senate Bill S5294A. Scooters more than e-bikes are causing controversy. The main issues are making sure how they are maintained, where they are used, and where they are parked. Emily Dozier asked if shared mobility has come up at other MPOs? Sandy Misiewicz noted that in Albany, the transit agency is looking at it – CDTA envisions becoming the mobility manager for the region. Also, the Albany police department uses e-bikes (and they are not legal yet). Paul Colabafo from Gotcha noted that in Syracuse they started a fleet of e-bikes 6 days ago. Gotcha has 4 products – e-bikes, e-trikes that go 20 mph, scooters, and an electric ride share (golf cart/car holds 6 people that is ADA accessible). The electric ride share brings students from dorms to bars so

that people do not drink and drive (electric ride share goes 15 mph). Sandy Misiewicz noted traffic safety concerns and helmet laws related to shared mobility options. Paul Colabafo noted that in New York State you only have to wear a helmet until age 14. Gotcha has been doing free helmet giveaways and working with bike shops to encourage discounts. The best way to get safe drivers is to put them on a bike to experience it. When Gotcha launched the program, they closed the street so that people could try the bike. Kyle Hatch noted it is critical to maintain infrastructure. He noted that Bird, another ride share company, is looking to improve sidewalks. Is there talk industry wide regarding this idea? Paul Colabafo is not sure about an industry wide role. Christina Gravelding asked about whether there will be winter use for the Syracuse bike share. Paul Colabafo noted that they are planning for winter use and they also have discounts for people in low-income communities. There is an opportunity to use e-bikes for transportation to Syracuse games instead of parking at big events.

5. **NYSAMPO Website Preview**
   Kathy Ember noted that physical Fact Sheets can be found on the SMTC table. Kathy provided a preview of the new NYSAMPO website developed by Planning4Places on behalf of the TY Lin consultant team. The Executive Committee is undertaking a final review and approval and we hope it will be transferred over soon. There will be an opportunity to tweak the pages. Sandy thanked the team for developing the website and suggested a review of the Safety Education Toolkit to review the resources and to make it more visual. Kathy Ember noted there will be an opportunity for the Working Groups to dig into the website with a closer look and make suggestions.

6. **Short Announcements**
   In the interest of time, this topic will be covered at the next Working Group meetings.

7. **TSSR Training**
   Hilda Hardy provided information on the Traffic Safety Statistical Repository (TSSR) which is a crash and ticket data online system developed by ITSMR, with funding provided by GTSC. Members of the Working Groups logged on to the website to follow along with the overview of TSSR. Emily Dozier asked how is this different than ALIS? Hilda stated that ITSMR cleans the data for TSSR. Sandy Misiewicz noted that ALIS includes property damage-only and non-reportable crashes, as well as a wider range of fatality types and locations (including parking lot fatalities). Hilda Hardy mentioned there are some differences between FARS and TSSR data – for example, FARS data is finalized 1.5 years later. Hilda Hardy reviewed the box on new reports and features which includes the user guide, FAQ, glossary, and the TSSR Directory. The New York State motor vehicle crash data is summarized in statewide and county wide reports. There is also crash data by region, county, and crash data by county and municipality. Use caution with preliminary data. Hilda Hardy showed the Working Groups the types of reports available and how to sort and change the graphs and tables to provide different information. Sandy Misiewicz notes that location-specific data can be found in ALIS but for summarized data, use TSSR.

Action Items

The following items were noted for follow-up:

- PowerPoint presentations and other materials will be made available to Working Group members following the conference.