



NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP

February 24, 2021

Webinar

1:30 PM – 2:30 PM

MEETING NOTES

Participating

- AGFTC - Jack Mance
- BMTS - Cyndi Paddick
- CDTC - Sandy Misiewicz
- ECTC - Mike Perry
- GBNRTC - Hector Boggio
- GTC - Alex Kone
- HOCTS – Alexander Turner
- NYMTC – Sherry Southe
- OCTC – Lauren Burns
- OCTC – Ashlee Long
- SMTC - Mike Alexander
- UCTC - David Staas
- NYSDOT – Harriet Lewis
- NYSDOT – Karen Lorf
- NYSDOT - Robert Zitowsky
- CLRP – David Orr
- FHWA – Emmett McDevitt
- NYSDMV – Chuck DeWeese
- NYSDOH – Jennifer Hogan
- Planning4Places – Kathy Ember
- Cambridge Systematics – Laura Richards

1. Introductions

Sandy Misiewicz opened the meeting and participants introduced themselves.

2. Meeting Notes

The January 27, 2021 meeting notes were accepted as written.

3. National Capital Region Safety Analysis

Laura Richards, Cambridge Systematics, presented on the National Capital Region Safety Analysis. Laura noted that the purpose of the project is to understand contributing factors to fatal and serious injury crashes in the National Capital Region, to determine where there are over-represented crashes on the roadway network, and to provide recommendations for TPB and member jurisdictions on how to improve safety. The project started with a peer review, data collection and analysis, and training of COG staff on how to process annual crash data. In addition, the project included an equity emphasis area. Laura noted that the Consultant Team had interviews and meetings with each of the states and districts about their crash data.

The data analysis showed that DC has the most crashes and fatalities are rising and serious injuries are declining. Maryland is above the regional average in the 5 years between 2013-2017 per 100 million miles driven and DC is trending up. For the serious injuries per 100 million miles driven, DC is above the regional average. The top three contributing factors for fatalities includes: intersection, not wearing a seatbelt, and roadway departure. The top three contributing factors for serious injuries includes intersection, younger driver involvement (under 25 years old), and rear end crashes.

The emphasis area analysis that was selected included crashes with pedestrians, crashes at or near intersections, crashes along major arterials, and crashes involving younger drivers. More total pedestrian crashes were found in DC. These crashes are found more in the urban core of the region. Pedestrian crashes were mostly on Thursday followed by Saturday. Serious injuries are more common on Friday. The majority of pedestrian fatalities are outside of intersections. Regarding contributing factors, intersections and older drivers were the most common contributing factors followed by alcohol and intersection. Fatalities on principal arterials are mostly happening at night. Serious injuries are most common between 3-7 pm. Young driver involved crashes are mostly happening on the weekend. More of these crashes are outside of an intersection. They also created equity emphasis areas which are geographic areas with significant concentrations of low-income, minority populations, or both and they reviewed how these areas compare to the region as a whole. In 2014-2018, the equity emphasis areas account for 29% of the population and 34% of the fatalities. There is a slightly higher fatality rate in equity emphasis areas. TPB adopted a board resolution and recommended actions. The TPB also developed a Regional Roadway Safety Program with a \$250K budget. Suggested types of safety projects include assisting with crash data analysis, consultant services for local road safety audits, jurisdictional roadway safety plans, peer exchanges and training programs, etc. While the states and DC have Vision Zero programs, this effort is encouraging local jurisdictions to adopt Vision Zero policies and develop local road safety plans. The TPB will also continue the regional Street Smart Campaign and engage in other education campaigns among other recommendations.

Sandy Misiewicz asked about the regional safety program – who was the champion for the project and what are the fund sources? Laura Richards noted that the TPB was invested and had the political will and she will follow-up regarding the funding source for the regional safety program. Chuck DeWeese asked what type of coordination was done with state highway safety offices? Laura Richards noted that they met several times and they presented the findings throughout the project process. The member jurisdictions now have the analysis completed which they might not have had before this project. Mike Perry commented that the presentation was great and he would love to do this type of project at his MPO. Sandy Misiewicz agreed that it is challenging communicating data so that it is not overwhelming and commended Laura for her presentation.

4. MUTCD Rulemaking Comments

Sandy Misiewicz shared a presentation on the MUTCD notice of proposed amendments. Sandy noted that the MUTCD amendments are revising standards and guidance and updating technical provisions. There is a focus on the need to think about Automated Vehicles and the physical environment. The MUTCD promotes traffic control device application uniformity and was last revised in May 2012. There are 132 substantive revisions (600 total revisions) including 37 new traffic control device applications with 8 substantive

revisions having quantifiable economic impacts. Key changes include sections on Rectangular Rapid Flash Beacons (RRFBs), green colored pavement for bicycle lanes, red colored for transit lanes (both had interim approval for use). There is new traffic signal warrants which include crash experience and updated guidance on pushbutton placement at signalized crosswalks for accessibility. Crosswalk marking patterns (creative crosswalks) shall be devoid of advertising, pictographs, symbols, and multiple color arrangements and materials cannot confuse vision impaired pedestrians. Aesthetic treatments can be used but white lines need to be utilized on the exterior of the crosswalk area. Aesthetic treatments can include brick, stone, cobblestone, and pavers on streets with 30 mph or less speeds. Traffic control devices related to bicyclists include two-stage turn boxes and bike boxes. There is also a section on bicycle traffic signal faces. There are also revised procedures for posting speed limits including speed distribution of free-flowing vehicles (such as the 85th percentile speed, pace, review of past speed studies), added road characteristics and road context i.e., pedestrian activity, bicycle activity, and functional classification. In terms of automated vehicles, there is a new part 5 which gives suggestions to local governments to prepare for AV use. There are no standards at this time for AV.

FHWA is holding webinars in March about the amendments. The SWG will coordinate with the Bike/Ped Working Group regarding developing some comments which will then be forwarded to the Directors. The MUTCD adoption is tentatively scheduled for late 2022. Alex Kone noted he was surprised some of these items were not previously included. Sandy Misiewicz agreed that some of those treatment types being used by municipalities had not yet been incorporated in the document. There also is no oversight on routine maintenance projects to ensure they are consistent with the MUTCD and there also is not any enforcement of the MUTCD. Alex Kone asked if PSAP projects were provisional? Emmett McDevitt noted that NYSDOT has asked for state-wide approval for provisional treatments and these treatments have had New York State state-wide approval. Sandy Misiewicz noted that New York State has its own supplement to the MUTCD. There are a lot of treatments that have been approved for state-wide use. The most significant changes are with posting speed limits (not just 85th percentile treatments) and aesthetic crosswalk treatments which intend to discourage people from staying in the road and interacting with the art. Please submit comments to Sandy Misiewicz and Kathy Ember so we can prepare a summary document. We will have more at the next meeting.

5. Partner Updates

- a. NYSDOT: Robert Zitowsky reported that the Roadway Departure Safety Action Plan is under review. The CLEAR data viewer will be released in June and the full CLEAR app will be available in late fall.
- b. ITSMR: No report.
- c. GTSC: Chuck DeWeese reported that fatalities and motorcycles crashes are up in the state and he will give a more detailed report at the next meeting. Emmet McDevitt commented that there is a discussion with FHWA headquarters about performance standards for the country since VMT is down and fatalities are up. Chuck DeWeese noted that NHTSA may offer waivers to states on a case by case basis. The Safety Working Group discussed how performance measures will work this year and hope that there will be a waiver for New York, especially if the state will have required changes to its obligation authority.

- d. Cornell Local Roads Program: David Orr passed along that there are virtual and in person options for training from CLRP. CLRP has a total of 7 topics, but 4 are most applicable for the Safety Working Group. Please note that NHI sessions (even virtual) have limited space. The topics include:
- (NHI) Roadside Safety Design (18 PDHs) – In-person August
 - ADA Construction Issues (3 PDHs) – Virtual May
 - LVR Geometry (3 PDHs) - Virtual June
 - (NHI) Traffic Signal Design & Operation - 12 PDHs - FREE! - Virtual September
 - Details can be found at: <https://www.clrp.cornell.edu/workshops/engineer.html>
- e. NHSTA: No report.
- f. FHWA: No report.
- g. NYSATSB: Sandy Misiewicz noted that NYSATSB had a virtual meeting to regroup for 2021. There will be more to report over the course of the next year as there are more events.

6. Training/Conferences and Other Topics

Sandy Misiewicz noted the GIS training is on March 3, 2021 and noted other trainings as listed on the agenda.

Mike Perry reported that their county was awarded \$3.7 million in funding after their pilot road safety planning effort for implementation of road safety projects.

Action Items

- Please send comments on the MUTCD rulemaking to Sandy Misiewicz or Kathy Ember.