



NEW YORK STATE ASSOCIATION OF MPOS
SAFETY WORKING GROUP
January 27, 2021
Webinar
1:30 PM – 2:30 PM

MEETING NOTES

Participating

- AGFTC - Jack Mance
- CDTC - Sandy Misiewicz
- DCTC - Emily Dozier
- ECTC - Mike Perry
- GBNRTC - Hector Boggio
- GTC - Alex Kone
- HOCTC – Alexander Turner
- OCTC – Ashlee Long
- OCTC – Lauren Burns
- SMTC - Mike Alexander
- UCTC - David Staas
- NYSDOT – Andrew Sattinger
- NYSDOT – Regina Doyle
- NYSDOT – Karen Lorf
- NYSDOT – Geoffrey Wood
- NYSDOT - Robert Zitowsky
- CLRP – David Orr
- FHWA – Emmett McDevitt
- ITSMR – Renee Varone
- NHTSA – Allison Beas
- NYSDMV – Chuck DeWeese
- NYSDOH – Jennifer Hogan
- Planning4Places – Kathy Ember
- Cambridge Systematics – Pam Beer

1. Introductions

Sandy Misiewicz opened the meeting and participants introduced themselves.

2. Meeting Notes

The November 18, 2020 meeting notes were accepted – Lauren Burns (OCTC) will be added to the attendance list.

3. Implementing a Local Road Safety Plan

Pam Beer, Cambridge Systematics, presented on the FHWA publication, *Implementing a Local Road Safety Plan*. Pam noted that local roads have a fatality crash rate that is 75 percent higher than the interstates. FHWA wanted to find out about the challenges of implementing Local Road Safety Plans. FHWA asked people how to implement plans and come up with a series of steps to implement plans. The guide includes noteworthy practices

as well. The six steps for successful implementation are the following: maintain buy-in and support, identify funding mechanisms, identify and prioritize projects, determine project delivery methods, evaluate effectiveness, and continue communication and coordination. Maintaining buy-in and support involves informing leaders and stakeholders, addressing citizen complaints and concerns, identifying champions, and obtaining support from colleagues (i.e., public works, DOT). Recommendations to do this include reaching out to new officials, stakeholder meetings, creating a fact sheet, sharing success stories, and reaching out to maintenance departments. Local funding options include HSIP funding, behavioral safety funding, local government budgets and other sources. California has a program that assists municipalities with going after HSIP funding. Every state's safety highway office has funds and some local foundations may offer support. It is important to review the opportunity to overlap with capital improvement projects like paving projects. There may also be opportunities in public/private partnerships such as during land development.

To identify and prioritize projects, the guide discusses using network screening, a systemic safety analysis process, data analysis, and benefit-cost analysis. There may be opportunities to work with jurisdictions across municipal or county boundaries or to coordinate with other efforts/approaches like pedestrian safety. Missouri has developed a crash prediction tool that identifies sites for the greatest promise for safety improvements. To deliver projects, there is an opportunity for project bundling of safety projects with paving projects or in ongoing maintenance. Minnesota has done a lot of bundling to share in the cost burden. If a state road intersects a local road, they could try to do improvements at the same time.

To evaluate implementation, it is important to look to see if serious injuries and fatalities have been reduced. Also, it is important to evaluate the process, something that is often missing, to make sure the local road safety plan is as effective as it can be. In evaluating implementation, a SWOT analysis – Strengths, Weaknesses, Opportunities, and Threats can be used for an update), metrics can be reviewed (i.e., safety performance measures), and an expanded group of stakeholders can be engaged. For communication and coordination, it is important to coordinate with the State DOT and LTAP plus continue outreach to other stakeholders including local law enforcement. Using social media can be a great way to get the word out about a safety project, a new Complete Streets policy, a new roundabout, etc. In addition, presentations and newsletters are also a great way to communicate the message.

Emmett McDevitt commented that federal funds are tight and we have to look at other sources of funding besides the HSIP. It is often considered the entire safety program but in reality, it is a small pot of money. He recommends HSIP be used as a supplemental source of funding. Pam Beer noted that a lot of states are putting money into active transportation, pedestrian and bicycle safety. There has been much less done with foundations but that is something to look into if they have transportation as a focus area. The highway safety office has behavioral project funding for enforcement and grants are available every year. Emmett McDevitt noted that newsletters are very effective such as through local RSAs or PSAP. Pam Beer noted that telling a story about fatalities and what safety can do for a community is one strategy.

Sandy Misiewicz noted that LRSPs are data driven with crashes documented and emphasis areas identified for what is occurring but too often advocates get attention on issues that may not be the highest priorities based on the data. Sandy asked Pam's thoughts on how to deal with that issue with respect to LSRP implementation. Pam Beer has been in situations where, as an example, issues are raised by bike advocates. She suggested that in meeting with elected officials consider adding bike safety to existing capital projects. If there is a problem intersection that an improvement can also improve bike safety, then that is an opportunity. If a bike lane cannot be built where you cannot add more space, what else can you do with the infrastructure or perhaps monitoring an area for speeding is a strategy. Sandy Misiewicz suggested that reinforcing the goals of the LRSP with leadership is important and noting the data that exists i.e., one bike fatality versus ten roadway departure fatalities in explaining the safety emphasis areas that can be considered in a project.

4. Draft 2021-2022 NYSAMPO Safety Working Group Work Program & Cost of Safety Countermeasures and Projects

Sandy Misiewicz described the Safety Working Group Work Program that has been drafted and reviewed the document. The goals remain the same. Tasks have been updated and reorganized. We are planning for joint meetings with other Working Groups – increasing our coordination. Emily Dozier asked about getting an email out to municipalities on TSSR. Renee Varone said there is a brochure and she will work with Hilda to see if they can put something out to municipalities. Emily also suggested that perhaps working with CLRP could help to get the word out to municipalities.

Sandy Misiewicz discussed the CLEAR project and noted it will be rolled out in two phases with the simple crash data application being available in June and the crash analysis tools being available in late 2021. Sandy also discussed how CLEAR will have countermeasure costs embedded in it and Andrew Sattinger is looking for cost information to include in CLEAR for the benefit-cost calculations. Andrew Sattinger noted that the cost of safety countermeasures and projects vary between downstate and upstate. CLEAR will be providing links to available cost data but it will also allow for user entered data. Over time, NYSDOT may average some values for well-known types of treatments where costs are standardized but CLEAR will allow you to change it. Sandy Misiewicz noted that sometimes costs vary based upon different fund sources (local, state and federal) so we could add to the Work Program an investigation on costs of countermeasures. Andrew Sattinger noted it would be important to consider other details such whether or not right of way is included in the cost, cost of analysis by a consultant, etc. Emily Dozier noted that the Bike/Ped Working Group is also looking at a cost estimating toolkit in addition. This item will be added to the Work Program. The group discussed that the NYSDOT cost estimator is out of date but they are looking to update the countermeasures piece at this time. Andrew Sattinger noted that the countermeasure table can be distributed to the Working Group to start that process.

Emily Dozier and Sandy Misiewicz agreed that other sources of funding beyond HSIP should be encouraged. Sandy Misiewicz reviewed the new Available Resources section. It was discussed that the intention of this section is to provide information for new MPO staff looking for safety resources. Please send any comments on the Work Program as soon as you can. Sandy Misiewicz noted that we do have a lot in the Work Program but we will be mindful of not delving into everything all at once. Emily suggested prioritizing certain tasks

and Sandy noted that CLEAR, implementation of the Roadway Safety Departure Plan, and the HSIP decision tree will be priorities.

5. MUTCD Rulemaking Comments

Sandy Misiewicz noted that SWG reached out to the NYSAMPO Directors regarding comments on the MUTCD rulemaking and we have been authorized to develop a set of general comments to provide to each MPO. Each MPO can then decide if they would like to submit comments directly. We will be discussing the MUTCD Rulemaking at the February meeting. There was some discussion about trying to find someone to present about the major proposed changes. Emmett McDevitt will look into the availability of the proposed authors for a presentation on the proposed changes. Karen Lorf asked how local municipalities are made aware of the MUTCD changes. Emmett McDevitt noted that there has not been outreach in previous years. Sandy Misiewicz asked what the process is related to the state supplemental MUTCD. Geoff Wood stated that NYSDOT will need to update the state supplement after the national MUTCD changes are finalized. Sandy Misiewicz noted that comments are due mid-March.

6. Presentation Topics

Sandy Misiewicz reviewed the presentation and webinar series topic ideas for both the Safety Working Group and with other Working Groups including the upcoming Regional Safety Plan for the Metropolitan Washington Council of Governments at the February meeting. Other potential topics include:

- Safe System(s) Research
- Incident management with the Transportation System Management and Operations (TSMO) Working Group
https://www.fhwa.dot.gov/innovation/everydaycounts/edc_6/nextgen_tim.cfm
- CLEAR GIS training with the GIS Working Group
- Cross-MPO training – Highway Injury Analysis Tools (GIS Tools) – possible resources – MORPC, DVRPC, Hillsborough FL, Atlanta Regional Commission
- Equity – San Francisco Communities of Concern
- NHTSA – impaired driving training
- Explore training on USLIMITS2 for speed limit setting (see FHWA)
- Planning for Reliability webinar
- Climate change and resiliency
- Implementation of safety culture
- FHWA noteworthy practices for local safety (presentation or panel)

7. Partner Updates

- a. NYSDOT: Robert Zitowsky noted that the Roadway Departure Safety Plan is under review. Sandy asked if it will be out in the first half of 2021 and it should be.
- b. ITSMR: Renee Varone reported that there are two new research notes on the ITSMR website - cell phone use and distractions and impaired crashes on the New York roadways which include 2019 data. New reports: Manner of collision for New York State and county reports, new ticket reports, New York and county aggressive driving tickets, alcohol involvement in fatal and personal crashes, fatality and persons injured by county and municipality, passenger 16-20 years old was added to the New York State young driver crash summary. Data is pulled monthly and is posted on the 1st of the following

- month. The ticket reports will have a new quarterly report for posting by the beginning of February.
- c. GTSC: Chuck DeWeese noted that GTSC has grant money available, applications are due by May 1st, and they are looking for pedestrian safety improvement projects and behavioral enforcement and education. Please reach out to Jim Knapp for more information. GTSC's annual report to NHTSA was filed at the end of the year. Renee has provided data from ITSMR and New York State is up 90 fatalities from last year and they expect that will continue to go up similar to the rest of the country. Motorcycle fatalities are up 50 from last year and they will be coming up with some motorcycle countermeasures this year to address this issue. Speed, impairment, and issues with seat belt usage have been trending up this year. The marijuana legislation was introduced again and GTSC suggested that combined use of alcohol and marijuana be treated as a felony. The Governors Highway Safety Association is looking at the issue of the black and brown community being involved in more motor vehicle crashes. Chuck will share the research report when it is completed and GTSC will use that information to assist with education and enforcement efforts to address this concern.
 - d. Cornell Local Roads Program: David Orr noted that the rest of CLRP's winter Topical Tuesday Webinars and spring workshops are up and registrations are open. Some engineering workshops including ADA, Traffic Signals, and Roadside Design will be announced soon. Registration should be open by next month's meeting. Please visit <http://nysltap.cals.cornell.edu/> for more information.
 - e. NHSTA: No report.
 - f. FHWA: Emmett McDevitt discussed how the federal transportation bill development process will likely be restarted. There is more of an emphasis on safety and local governments.
 - g. NYSATSB: No report.

8. Training/Conferences

Sandy Misiewicz noted that there are some training options on the agenda and there will be upcoming webinars that might be of interest to the group including an upcoming GIS crash data training.

9. 2021 Meeting Schedule

Sandy Misiewicz noted that the meeting schedule is posted on the agenda and we may add another meeting on the MUTCD changes. Jen Hogan stated that the Life Saver National Conference will be virtual in April and registration is available.

Action Items

- Please send comments on the Work Program by the end of the week.
- A meeting with the Bike/Ped Working Group on MUTCD comments may be scheduled.
- Please send Andrew Sattinger any cost details that you may have on countermeasures.