



## **NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP**

**July 28, 2021**

**Webinar**

**1:30 PM – 2:30 PM**

### **MEETING NOTES**

#### **Participating**

- AGFTC - Jack Mance
- BMTS – Cyndi Paddick
- CDTC – Sandy Misiewicz
- DCTC – Emily Dozier
- ECTC – Mike Perry
- GBNRTC – Hector Boggio
- GTC - Alex Kone
- GTC – Jody Binnix
- HOCTC – Alexander Turner
- ITCTC – Jay Lambrix
- OCTC – Lauren Burns
- UCTC – Brian Slack
- UCTC - David Staas
- NYSDOT – Regina Doyle
- NYSDOT – Jonathan Hill
- NYSDOT - Karen Lorf
- NYSDOT - Robert Zitowsky
- NYSDMV – Chuck DeWeese
- FHWA - Emmett McDevitt
- NHTSA – Allison Beas
- Planning4Places – Kathy Ember
- Cambridge Systematics – Danena Gaines

#### **1. Introductions & Updates**

Sandy Misiewicz opened the meeting and participants introduced themselves. Sandy Misiewicz shared that she will be CDTC's Executive Director effective August 2<sup>nd</sup> and stated that Alex Kone has accepted the Chair position for the Safety Working Group. Alex Kone asked for volunteers for the Co-Chair position. Please let Alex know if you are interested.

#### **2. Meeting Notes**

The June 23, 2021 meeting notes were accepted as written.

#### **3. HSIP Flow Chart Development**

Sandy Misiewicz reported that Alex Kone will be taking over this effort. Please let Alex Kone know if you would like to assist in developing the Flow Chart.

#### **4. Safety and GIS Webinar Recap**

Sandy Misiewicz noted that the GIS and Safety Working Group held an ESRI training on crash data mapping. Additional training will be scheduled on CLEAR when it is available.

#### **5. Increase in Serious Injury Crashes**

This item was tabled.

#### **6. GTSC Highway Safety Plan & Safety Performance Measures**

Chuck DeWeese noted that GTSC is coordinating with NYSDOT on setting the performance measures for the Highway Safety Plan and HSIP annual reports, respectively. They are not setting aggressive goals because of the increases in crashes, injuries, and fatalities in 2020 due to COVID. The numbers in 2021 are not much better so far. The updated targets are conservative but they are still reductions. He reiterated that the intent is still to get to zero.

Regina Doyle agreed that the state did not make significant progress towards 2019 performance measures, particularly serious injuries and rate of serious injuries. She added that the 2020 results do not show much success either (it is likely the targets will be missed for the injury numbers, serious injury rate, and non-motorized fatalities and serious injuries). The numbers will be reported in August. She noted that there was a change in the definition of serious injuries so that might have affected the trends but it is hard to tell how it was affected.

Sandy Misiewicz asked if NYSDOT is asking for an adjustment or waiver from FHWA for the 2020 figures? Regina Doyle stated that is being discussed at FHWA. NYSDOT asked that the 2020 results be excluded in the assessment of performance measures from 2020 going forward. Since there was an odd outlier, it will skew the data over the next 5 years. They have not heard on this request as of yet. Emmett McDevitt noted that there is a review underway of data from other states and looking at the issue of the 2020 data.

Sandy Misiewicz asked what is the mitigation process and for not making significant process towards the 2019 targets? Regina Doyle noted that if a state misses the targets there are two penalties, the first is related to HSIP obligation in the next year and there is an additional HSIP Implementation Report required. NYSDOT has developed and sent the report to FHWA in June. We were asked to confirm the state's Strategic Highway Safety Plan Emphasis Areas and how the money has been allocated in those emphasis areas that is needed. For example, if 50% of crashes involve pedestrians, is the state spending 50% on pedestrians in the HSIP allocation.

Regina Doyle also noted that NYSDOT will be continuing with the Emphasis Area plans for pedestrians, roadway departures, and intersections. NYSDOT will also continue to analyze Primary Investigation Locations (PILS). The CLEAR system will be deployed in 2021 to support all these efforts. Also, the HSIP disparity spent on the local system is recognized in the plan. NYSDOT will be reviewing current HSIP allocations and see if there is an opportunity to improve safety state-wide.

Sandy Misiewicz asked regarding HSIP obligation – is that tied to a fiscal year or period of time? Regina Doyle noted the obligation is tied to a fiscal year. Sandy Misiewicz noted that

MPOs can work with local governments to identify projects. Regina Doyle agreed that those projects would be obligated in a few years in the future.

Alex Kone asked if the improvement plan is part of the HSIP Annual Report? Regina Doyle replied that the HSIP Annual Report is still required end of August. The implementation report is an additional report if you miss the targets for that year. Sandy Misiewicz requested that the report be shared with the MPOs. Regina Doyle will check if the report can be shared.

Emmett McDevitt noted his surprise that collecting data for high accident locations is not common. Sandy Misiewicz is planning to change data collection in the Capital Region related to volume data and accident locations. David Staas noted that UCTC use volumes as part of the safety data and will use a surrogate based on functional class. He added that they are looking to continue to expand this as part of the count program. Emmett McDevitt asked if tube counts are done. David Staas reported that they are usually done as a part of a specific study. Sandy Misiewicz noted that several MPOs have off-year counts. Emmett McDevitt suggested a sidebar on this conversation. Sandy Misiewicz believes this would be good topic for a future meeting – each MPO has different count programs. Regina Doyle also noted that the CLEAR system will be coming online and MPOs and locals can do their own network screening. Safety performance functions use AADTs. Without that, the network screening will be different and the more collected data available the better for screening for local locations.

## **7. Partner Updates**

- a. NYS DOT: Regina Doyle reported that PSAP 1.0 is concluding by end of 2021. With pedestrian safety being important to state, we wanted to continue the program (PSAP 2.0). In the initial discussion stages, we are looking to validate and update the conclusions under 1<sup>st</sup> PSAP program – if urban areas are where pedestrian crashes are happening, if the focus communities the same, etc. She noted that NYS DOT did a lot of work on the state system in the 1<sup>st</sup> round and we want to provide funding for the local system. They would like to do a post-implementation evaluation after PSAP implementation and we are discussing policy updates and suggestions for legislation. Equity is a potential emphasis in the next program as well as checking on the Focus Areas. If the data is there to support it, PSAP 2.0 will seek ways to provide funding to the poorer communities with pedestrian safety issues. The Plan will also continue to be enforcement and education efforts focus as well.

Emily Dozier asked if there will there be a corridor emphasis for this round more than the previous round? Regina Doyle stated that the program is still under discussion and there has been a desire to be consider corridor treatments. It would be great to zero in on a few more locations. Emily Dozier asked if there will be more flexibility in eligible project types – i.e., more than signal upgrades, crosswalks, and signage. Regina Doyle noted that typically, enhancements are not limited to low-cost treatments. Corridor projects often have higher cost treatments such as new sidewalks, new crosswalks, road diets, more curb work, signal work. She noted that most of the projects with crash reductions tend to be the corridor projects. PSAP funding will be continuing going forward.

Allison Beas asked about the date for launch of PSAP 2.0? Regina Doyle hopes that it will be by the end of the year but there is no scheduled date so far.

Sandy Misiewicz asked about the status of roadway departure safety action plan. Regina Doyle reported that it is close to being complete and they are talking about implementation strategies now. Regina Doyle will distribute the report when it is available.

Sandy Misiewicz also noted that Andrew Sattinger had asked for MPO testers of the CLEAR system and so far, they have received 6 volunteers. If you interested, please send Alex Kone an email.

- b. ITSMR: No report.
- c. GTSC: Chuck DeWeese reported that GTSC submitted the Highway Safety Plan to NHTSA. The report should be on the website soon. GTSC is having 6-8 webinars on traffic safety issues on equity, covid, motorcycle safety, ped/bike safety, etc. The GHSA conference is still scheduled in September in Denver. The numbers are still not good in 2021 however enforcement numbers are coming back. It shows that education and enforcement works and we need to get back out there. GTSC will be doing a teen speeding presentation at the Niagara County Fair.
- d. Cornell Local Roads Program: No report. The CLRP website has training opportunities available.
- e. NHSTA: Allison Beas reported that NHSTA is reviewing the highway safety plans. Following that review, NHSTA will be working on the pilot project discussion.
- f. FHWA: No report.
- g. NYSATSB: Sandy Misiewicz noted that NYSATSB has not met in some time. We will need a contact between the SWG and that group going forward.

## **8. Training/Conferences and Other Topics**

Sandy Misiewicz noted that conference and training opportunities are listed on the agenda.

### **Action Items**

- If you are interested in serving as the Co-Chair of the Safety Working Group, please contact Alex Kone. A volunteer will also be needed to be the representative to NYSATSB.
- Also, please let Alex Kone know if you would like to assist in developing the HSIP Flow Chart.
- If anyone else is interested in being a tester of the CLEAR system, please send Alex Kone an email.