



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

**August 25, 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
- HOCTC – Alexander Turner
- ITCTC – Jay Lambrix
- NYMTC – Sherry Southe
- UCTC - David Staas
- NYSDOT – Christina Graveling
- NYSDOT – Jonathan Hill
- NYSDOT – Harriet Lewis
- NYSDOT - Karen Lorf
- NYSDOT - Robert Zitowsky
- Planning4Places – Kathy Ember
- Cambridge Systematics – Danena Gaines
- FHWA - Jeff Shaw

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

Alex Kone opened the meeting and participants introduced themselves. Alex Kone asked for volunteers for the Co-Chair position. Please let Alex know if you are interested.

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

The July 28, 2021 meeting notes were accepted as written.

#### **3. Presentation – Safe System Based Framework for Assessing Intersections**

Jeff Shaw, FHWA, shared a PowerPoint presentation on the Safe System Based Framework for assessing intersections. The Safe System's approach is to ensure that there are zero fatalities and serious injuries. There are six safe system principals – death/serious injury is unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is critical. There are five safe system elements – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Instead of improving human behavior we are designing for human mistakes.

Jeff played a video on the "Principles of Intersection Safety" which lays out the foundation of the safe system approach and the intersection approach. For example, reduced left-turn

conflict intersections and other designs decrease conflict points. Intersection designs that change the angle which vehicles move through reduce the chance of severe crashes and road infrastructure characteristics can be assessed from a kinetic energy management perspective.

Jeff discussed Intersection Control Evaluation (ICE), a two stage process including both alternative screening and selection (<https://safety.fhwa.dot.gov/intersection/ice/>). The Safe System Intersection (SSI) score looks at the number of conflict points of type, conflict point types, exposure index, severity, conflicting traffic complexity factor, and nonmotorized movement complexity factor. Jeff provided an example of a suburban area-type intersection with minor arterial and a collector and presented the scores by the intersection type. The signalized traditional intersection has a lower SSI score than a median U-turn and a 2 x 1 roundabout. The calculations also looks at conflict type SSI scores as well. It helps evaluate the various alternatives being considered.

Safe Systems resources can be found at: [safety.fhwa.dot.gov/zerodeaths](https://safety.fhwa.dot.gov/zerodeaths) and SSI resources can be found at [safety.fhwa.dot.gov/intersection/ssi/](https://safety.fhwa.dot.gov/intersection/ssi/)

Jay Lambrix expressed concern about that the images did not show intersections with bicycle and pedestrian facilities and suggests that they should be included as a best practice. Jeff Shaw replied that FHWA is going to include best practices for bicycle and pedestrian facilities and other alternative intersections in a guide that will be released in early 2022 which will include protected elements for bicyclists and pedestrians. Alex Kone noted that the MPOs are doing more bicycle and pedestrian counts and asked what else MPOs can collect to support SSI scoring. Jeff Shaw stated that better information of speed of movements through intersections would be helpful, as well as countermeasures to reduce those speeds. i.e., NYC left-turn hardening practices would also be helpful to know.

Emily Dozier asked if the pros and cons of the intersection types is available on the website? Jeff Shaw noted that the report has a library of intersection types. Also, Florida DOT is adding to their ICE tool as well and they are adding to the library. Jeff will send the spreadsheet of calculations which shows the process and a PDF of the presentation.

Alex Kone asked about if benefit cost analyses can be calculated as well? Jeff Shaw stated that this approach adds to the safety performance analysis but does not replace the *Highway Safety Manual* (HSM) Safety Performance Functions and cost estimates. He noted that Mass DOT has piloted safe system on an intersection project. The Transportation Research Board is also pursuing projects to reconcile the HSM with the Safe System Approach.

#### **4. Discussion on Traffic Counts**

Alex Kone noted that this topic came up at the last meeting in regard to providing counts to support the Safety Performance Functions in the CLEAR network screening. Alex asked if the MPOs have supported traffic counts through their UPWPs? Alex may share some scopes of work for PL dollars. Emily Dozier noted that DCTC collects 300 or so every year and coordinates with NYSDOT so to not duplicate efforts. They also use the same contractor. UCTC has a similar program. Karen Lorf stated that there was an EI that was released that discussed non-motorized counts and collection standards. Karen Lorf can share the link to

the group including the updates that were done. Alex Kone asked if any MPOs have done bicycle and pedestrian counts along with vehicle counts? Emily Dozier stated that DCTC has put down tubes for bicycle and pedestrian counts and cameras for priority locations. Please send more details about your programs to Alex Kone. This topic will be discussed next month again.

## 5. **HSIP Flow Chart Development**

This item will be tabled until the next meeting. Please let Alex Kone know if you have any questions on the HSIP process.

## 6. **Partner Updates**

- a. NYSDOT: Robert Zitowsky shared that the Roadway Departure Safety Action Plan is in progress and CLEAR is progressing well. The CLEAR “train the trainer” is happening tomorrow. Emily Dozier asked about the Pedestrian Safety Action Plan 2.0. Robert Zitowsky has no new information at this time. Alex Kone reported that he and Scott Reigle from the Bike/Ped Working Group are participating in the PSAP 2.0 working Group and Alex will have more to report as part of that effort.
- b. ITSMR: No report.
- c. GTSC: No report.
- d. Cornell Local Roads Program: No report.
- e. NHSTA: No report.
- f. FHWA: No report.
- g. NYSATSB: Alex Kone will serve as the representative to NYSATSB and will report back when there are any updates.

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

Alex Kone noted that conference and training opportunities are listed on the agenda.

### **Action Items**

- Please reach out to Alex Kone about your MPO’s traffic count programs (this information will be compiled for the next meeting).
- Please also reach out to Alex about any HSIP questions.