

NYSAMPO Association
Safety Working Group Teleconference
Wednesday, April 2, 2014
MEETING NOTES

1. Participating

- A/GFTC – Kate Mance
- BMTS – Cyndi Paddick
- CDTC – Chris O’Neill, Sandy Misiewicz
- ECTC – Mike Perry
- GBNRTC – Hector Boggio
- GTC – Bob Torzynski
- NYMTC – Chris Hardej
- OCTC –Ashlee Long
- PDCTC – Emily Dozier
- SMTC – Mike Alexander
- UCTC – David Staas
- NYSDOT – Jackie Berlant, Rob Limoges, Cathy Kuzsman
- GTSC – Chuck DeWeese

2. Meeting Notes – March 5, 2014 (attached)

The March meeting notes were accepted.

3. Federal Register Review

- Safety Performance Measure Rulemaking (attached)
Gayle explained the process that NYSAMPO will use for all NPRM review:
 - Working Group(s) perform initial review; RSG synthesizes comments
 - MAP-21 Implementation Working Group (NYSDOT and MPOs) reviews/edits comments
 - MPO Directors review and approve comments for submission to the docket

Limoges: Collecting comments within NYSDOT, due by April 18.

Misiewicz: Most important is the actual rule language at the end. New York’s work on safety puts us ahead of the curve in meeting these requirements. For example, use of the KABCO injury classification scale in injury typology. Review should address the questions that are posed, including process requirements. MPOs will set their own targets after the state does, and report on progress.

Hardej: Notes the Safety Performance NPRM has a 90 day comment period, but the HSIP NPRM has only a 60 period, so those comments will be due first.

Limoges: Have sent stakeholders information about the Performance Measure rulemaking. Plan to send solicitation for HSIP comments today. Trying to be thoughtful about review burden, focusing on the critical players.

Limoges: Most challenging parts related to coordination of targets with MPOs. Variability of crash types across the state. Different approaches to target setting among MPOs.

Gayle: Notes value of Safety PM webinar

(<http://www.fhwa.dot.gov/tpm/resources/presentations.cfm>) The FHWA Executive Director and Director of the Office of Transportation Performance Management opened the webinar with a discussion of FHWA’s direction and framework for implementing all of the MAP-21 performance measures. The current schedule is for all of the PM rules to become final at the same time, June 2015. At that time, states will have one year to set targets in cooperation with

MPOs and transit operators. At the conclusion of that year, MPOs have 6 months to set their targets, in cooperation with the state.

Misiewicz: Some of our MPOs may already have targets in LRPs. Will they be reasonable in terms of what MPOs can control and achieve?

Hardej: Why can't an MPO set an ambitious target? States will report statewide totals to FHWA.

Misiewicz: Notes NYC Vision Zero may have high level targets that NYMTC will have to consider. CDTC may have different targets.

Hardej, Gayle: References PBPP Workshop at NYMTC. There was a discussion of the tension of target setting: MAP-21 creates a top-down process with states going first, while MPOs may ask for a bottom-up approach that builds from MPO objectives. Trade-offs will get considered across all goal areas in light of limited funds. How much gets spent on infrastructure versus safety for example. Safety has the benefit of HSIP dedicated funding stream.

Dozier: Does not see anything in the NPRM requiring MPOs to make specific progress towards their targets.

Misiewicz: State must meet targets, there are funding consequences.

Torzynski: Is NYS in compliance with Model Minimum Uniform Crash Criteria (MMUCC)?

Limoges: NYS is in compliance and the MV-104's do have an indicator for serious injury.

Misiewicz: ALIS Event table does not highlight injury severity, but it can be found in contributing factor table. Sattinger looking at adding a column in Event Table for "A Level" crashes, which will provide the information on serious injuries to use for the performance measures.

Torzynski: USDOT looking for comments on addressing non-motorized crashes. Could reduce auto crashes, but this could be countered by increase in pedestrian crashes for example.

Misiewicz: Consider distinct differences among metro areas; NYC pedestrian crash focus. Is there a flaw by not acknowledging different modes?

Limoges: Need all 50 states to be able to report, so measures are kept at a high level. Does not mean NYS can't create own PMs by mode. See GTSC HSSP. SHSP will set measures and targets.

Hardej: CitiBike has resulted in large increase in cycling, so greater exposure. How calculate non-motorized crash rates?

Dozier: It looks like the NPRM provides the option for MPOs to establish own targets or program TIP projects that support State targets. Is this correct?

Misiewicz: Agree that options allow MPO to set own target or use State target and follow SHSP in TIP project programming to demonstrate progress. Options may relate to MPO staff capacity for crash data analysis. There have been calls for flexibility by the MPOs.

Dozier: Is there a standard identified for how VMT is calculated?

Limoges: Specifies use of HPMS data.

Limoges: Evaluating proposed methodology for determination on "significant progress". Look at 5 year moving average and trend line from that, creates a 70% band that accounts for significant progress. NYSDOT trying to look at change in 70% performance band based on 3, 4 or 5 year moving average. Shorter time gives more flexibility.

Doyle: If a state does not meet target, then FHWA looks at significant progress based on crash history.

Gayle: Notes the overall problem of PBPP. The intent is to evaluate outcomes of transportation investments, and use that to modify subsequent investment. But there is a lag in data and project results. So for safety "significant progress" we are forced to look backward at data that reflects project investments that are historical. This is an inherent flaw.

Hardej: The NPRMd discusses merging hospital and crash records.

Limoges: NYSDOT is meeting next week with DMV, DOH, and others to talk about that.

Requirement in NPRM is vague on incorporating that data. Part of Traffic Records Strategic Plan.

Hardej: NYC and NYS will need to discuss the merging of hospital and crash records. Noted the need to consolidate the multiple state safety plans currently required into a single plan with consistent goals.

SM: This is a long term issue, recognizing limits on linking datasets.

Limoges: There is a foundation from CODES.

ACTION ITEM: Comments to be submitted by April 25 to Misiewicz and Gayle.

- HSIP rulemaking
This was just issued on March 28. There is a 60 day comment period, due May 27.
Misiewicz: Discuss at next meeting. Appears to be geared toward clarification of language, for example removing references to High Risk Rural Road Program.
Hardej: What does it mean for State to establish an inventory of road elements to be collected for all roads, including local roads?
Doyle: Not sure of ramifications for MPOs; new data requirements are the biggest issue from NYSDOT's perspective. Have Local Highway Inventory, but not AADT and intersection data.

4. Training/Conferences

- ALIS Training: May 13th from 10 AM to 3 PM NYSDOT Region 3 (Syracuse)
Send reservations to Steve Gayle (there is limited space in the training room). Other trainings will be held downstate.
- FHWA Intersection Safety Courses
Working with Cornell Local Roads Program. Likely locations include Albany, Utica, Western NY; scheduling mid-May through June.
- FHWA Signalized Intersection Safety Guide
<http://safety.fhwa.dot.gov/intersection/signalized/13027/index.cfm>
- Highway Safety Conference Session Proposal [Oct 19-22, Lake Placid NY]
Dozier and Misiewicz finalizing panel presentation proposal. Cyndi Paddick has agreed to be on the panel.
- Walk/Bike NY Symposium: May 21-22, 2014, Suffern, NY

5. NYSDOT/Crash Record Coordination

- Traffic Records Coordinating Council
No report

6. Partnerships/Coordination

- NYSDOT
Misiewicz: Marty Neveu provided Shoulder Rumble Strip EI – send comments by April 25 to Misiewicz and Gayle.
- NYSATSB: Engineering Committee
No report
- GTSC
No report

7. Next Meeting Date

- Wednesday, May 7th at 1:00 PM