

NYSAMPO Safety Working Group
Thursday, May 30, 2013

1. Introductions

- BMTS – Nancy Dutta
- CDTC – Sandy Misiewicz
- ECTC – Mike Perry
- GBNRTC – Hector Boggio
- PDCTC – Emily Dozier
- UCTC – David Staas
- NYSDOT – Jackie Berlant, Marty Neveu, Regina Doyle, Rob Limoges

2. Meeting Notes – April 18, 2013 (attached)

The April meeting notes were accepted.

3. SWG Work Plan Updates

a) Data Access and Analysis

- Traffic Records Coordinating Council Update (attached)

Misiewicz reported on 2014 Traffic Safety Information System Strategic Plan update that was accepted by the Council. It highlights projects to be funded by NHTSA §405, and old §402 and §408 funds, with project descriptions. Projects of note include:

- Continuation of recording of non-reportable PDO crashes (may be phased out over time).
- Maintenance of TraCS, supported by GTSC.
- Study to integrate ALIS with Safety Information Management System (SIMS).
- Continued support for NYPD moving toward electronic crash reporting and ticketing system, which will save DMV staff data processing resources.
- Linking SIMS with RIS: ongoing project, includes ALIS as well, updating all layers. Incorporates some requirements for developing a linear referencing system for all public roads [see discussion later in agenda].
- New project: ITSMR to develop a web-based searchable crash database for public use. NYSDOT and MPOs will have opportunities to provide input on most common data requests, perhaps through a subcommittee .

Recommend that the Strategic Plan be reviewed and shared with MPO GIS staff.

- Google Maps Visualization Library (attached)

Torzynski unable to participate in call. This item will be moved to June agenda.

<http://assets.zgroks.com/crash.html> or it can be accessed through

<http://safe.zgroks.com>

- NYSDOT Accident (Crash) Reduction Factors

Misiewicz reported that there are questions about how often the factors get updated; the online version seems to be dated (see

<https://www.dot.ny.gov/divisions/operating/osss/highway/accident-reduction>).

Limoges reported that the published factors have footnotes that reference old studies, but that is a legacy that should be removed. Factors are updated annually based on PIES (Post

Implementation Evaluation Software). There are internal discussions in NYSDOT that the online report needs to be cleaned up. NYSDOT has enough of its own data in most cases to not rely on the old studies that are cited.

Misiewicz: If there is something specific that is not on list, can NYSDOT provide information?

Limoges: There may not be enough data to create certain statistically significant crash reduction factors, but can share raw data.

Misiewicz: When there is a difference between NYSDOT data and FHWA, which should MPOs use?

Limoges: Use state factors first; if they are not available, use FHWA CMF clearinghouse and other sources. Do not use factors blindly, use judgment and as much information as may be available. CMF has star rating on reliability of studies. NYSDOT report shows how much data was used to develop reduction factors. More detail on crash types from NYSDOT, helps analyze CMF for particular crash patterns.

Dozier: What does a negative % reduction mean?

Limoges: It means crashes increase; for example installing a signal at a previously unsignalized intersection may increase rear-end crashes, but reduce severity.

Dozier: Where do group codes come from?

Limoges: Will have to check; thinks it relates to improvement type. Follow up offline.

- Alternative Approach to Crash Rate Traffic Volume Data

Misiewicz: The SWG tried to develop a network screening guide for local roads, similar to the state system for High Crash Locations (aka HAL's). Members should be aware of NYSDOT's pilot project to develop a linear reference system for all public roads. This may enable calculation of crash rates on local roads. [This was discussed with MPO Directors and at GIS WG.] Challenge is for long term funding to maintain the project and to go statewide.

Modeling WG discussed using MPO travel demand model volume data. Many links are estimated, but there is a reasonably complete network. Would there be value in using model volumes?

Dozier: Can use model volumes and ALIS crash data to develop expected crash rates for various facility types, and then apply those rates to local roads to screen for high-crash corridors or segments. Colin Smith from RSG [liaison to the Modeling WG] thought this would be fairly easy, but MPOs need to consider resources required for this.

Gayle noted that in the presentation to the MPO Directors, the "Intelligent GIS" or linear referencing system is an FHWA requirement that must be in place for state HPMS reports to be filed in June 2014. This requirement expands from Federal Aid system to all public roads. There will be issues matching current centerline mile files to aerial-based GIS; these will be worked out with each local government.

Misiewicz noted that there is a four-county pilot project underway in Region 1, to determine magnitude of effort for statewide development of a linear referencing system for local roads. CDTC may have access.

Misiewicz asked NYSDOT how much time after Intelligent GIS is completed to integrate with ALIS and other data.

Limoges: It depends first on how quickly the linear referencing system is built. They can work concurrently to build processes for off-system. Expects it will take up to 2 years for operational capability. Can do some steps manually perhaps; can make some enhancements to ALIS after the major release, but will refer questions to Sattinger.

Misiewicz asks if there would be value in using model volumes in the interim.

Limoges: needs to sit down with MPOs in a technical discussion. Notes there is value to the linear referencing system beyond safety, including especially asset management.

ACTION ITEM: Misiewicz will establish a subgroup to meet with NYSDOT, representatives from the Modeling WG, and Colin Smith of RSG. **If you are interested in participating, send email to Sandy.**

Dozier: Asked about request from Region regarding adding additional local traffic counts into NYSDOT database.

Limoges: Traffic count program is a separate issue.

Boggio: Consider an alternate effort to focus on what is needed to assess local highways for systemic regional evaluation. This relies on network attributes (vulnerable features) as another screening tool. What would an MPO need to identify these features?

Misiewicz notes that more robust data helps with HSIP program parity between local and state system projects.

b) Partnerships and Outreach

- Other Updates:

- NYSATSB – May 2, 2013 Meeting Update

Van Slyke not in attendance, no report

- GTSC

DeWeese not in attendance. no report

- NYSDOT

Limoges reported that FY 2014 HSIP applications have been reviewed. Staff has made recommendations to Capital Program Development Committee (Executive Management) which will meet in June. Anticipate approval of recommended projects, then release. There was \$108M in projects submitted, \$40M recommended; 18 site specific, 4 systemic.

Dozier asked about the ALIS scalability project.

Limoges: The project will not roll out until all bugs are fixed, and documentation is available. This is now most likely between July and September. It will include data through May-June 2012. Misiewicz noted training would be in the fall.

Dozier asked about ALIS data use policy. Misiewicz: Have not followed up; will talk to Rob.

- NYSP – Local Status Report (attached)

c) Safety Assessments

- PDCTC Safety Assessment Presentation (attached)

Dozier reviewed the pdf slide presentation of PDCTC's Safety Assessment on Beekman Road in Dutchess County. This was their first assessment, and used consultant services. It followed the Safety Assessment protocol that was developed for NYSAMPO. Dutchess County DPW is implementing recommendations. Because this road had a significant number of crashes, which was the basis of the SA, Dozier hopes to see crash reduction. PDCTC plans to do SAs with their own staff next year, on a smaller scale.

Gayle noted some experience with SA at BMTS, asked if the school district was asked to participate given the road is a bus route. Dozier said they had not, would be a good idea.

Misiewicz asked about feedback from participants.

Dozier: The large team was very effective. Consultants were useful, but local knowledge was good. Participants had a positive response. Nighttime observations were useful. Worth the time spent.

Boggio: Is the report available? This is similar to one Bergmann did for City of Buffalo, now in review.

Dozier: Posted at

<http://www.co.dutchess.ny.us/CountyGov/Departments/TransportationCouncil/18874.htm>

d) Education and Training

- Update/Create a Companion Complete Street Fact Sheet

Misiewicz reported that the MPO Directors approved an update of the Complete Streets Fact Sheet. CDTC uses it a lot, and has identified some potential additions, including freight/goods movement, applications in preservation projects, link to the NYSDOT Complete Streets website, updated list of local policies, and ideas for how municipalities can implement Complete Streets.

Gayle asks for additional input, notes that RSG has done 2 pilot project applications of Complete Streets in 1R paving jobs. These are limited to changing pavement markings to achieve road diet and bike lanes, cannot address all complete streets elements.

ACTION ITEM: Send ideas for Complete Streets Fact Sheet update to Misiewicz and Gayle.

- NYSAMPO Website Update

- FHWA/PBIC Free Webinar: Systemic Safety Project Selection Tool

Tuesday, May 28, 2013, 1 PM to 2:30 PM ET

- NY Highway Safety Symposium, October 20-22, 2013, Liverpool, NY

4. Other Topics and Next SWG Meeting

- Next Teleconference: Thursday, June 20, 2013 @ 1:30 PM