

NYS ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS  
SAFETY WORKING GROUP  
October 18, 2012  
MEETING NOTES

☒ Participating

AGFTC-Kate Mance  
CDTC – Sandy Misiewicz  
ECTC – Mike Perry  
GBNRTC – Hector Boggio  
GTC – Robert Torzynski  
PDCTC – Emily Dozier  
SMTC – Mike Alexander  
NYS DOT - Rob Limoges , Marty Neveu  
NYS DMV – Chuck DeWeese

☒ Meeting notes August 30, 2012

The meeting notes were accepted.

☒ SWG Work Plan Updates

○ Education and Training

▪ FHWA Local Safety Peer Exchange:

Specific to local roads traffic safety and planning and project needs; noteworthy practices are

- NJ has plans for a safety tool will have additional functionality compared to what NY has; they have regional allocations of HSIP funds to ensure that funds are being spent on local issues;
- VT has held regional safety forums (as opposed to statewide)- helps to kick start regional safety efforts; High Risk Rural Roads program may be eliminated;
- NH has good website for Towards Zero which is a good one-stop shopping site;
- RI has Strategically Targeted Affordable Road Solutions (STARS), a state level program to address documented safety issues;
- MA requires road safety audit before competing for HSIP funds;
- CT has excellent website through LTAP with links to videos for local sponsors;

Each state at the workshop was asked to identify strategies and develop an action plan to make progress on local involvement; Misiewicz has ideas that MPOs in NY can do; she will follow up with Limoges and Boggio on these: Cornell Local Roads should be part of this safety workgroup; add task as part of MPO peer exchange line item- talk about emphasis areas every other month and talk about potential solutions; some states in the northeast have system-level approach but not data; programmatic approaches at state level, not regional or local to

▪ FHWA Highway Safety Manual Lite Training:

FHWA is coming to New York in November to conduct HSM training on how to evaluate local roads; this is a valuable opportunity for this group, particularly with network screening step; Sandy will send along times and dates.

▪ Advocacy Advance Action 2020 Workshop:

Focused on MAP 21 funding and promoting advocates and how to get funding for HSIP; VA has fair share for safety to match funds for bike-ped safety; creative ways to access funds; also

- looking into NHTSA Section 402 funding for programs that go through GSC programs; but mostly oriented to general BP, not just safety; Rochester won bronze level bike friendly city;
- Legislation Watch
  - Automated enforcement- HSIP funds cannot be used for red light running cameras, etc. unless it is specific to school zones;
  - Maintain priority of upgrading sign reflectivity;
- Data Access and Analysis
  - Capital program update
    - Limoges: NYSDOT will keep funding level flat for first two years. Additional HSIP funding from MAP-21 will be weighted towards crash reductions, benefit costs, how safety fits into corridor type approach, and the other “E’s”.
    - Project deliverability is important to NYSDOT (and a national goal in MAP-21). Goal is to fully obligate HSIP funds each year.
    - Half of HSIP funding (which was roughly doubled in MAP-21) will be programmed on a statewide basis. Limoges is reviewing funding criteria; not sure how solicitation will work in FY 13; hopeful that judging projects will level the playing field by calculating benefits e.g. using yellow book process; want to work towards common data system, but in meantime this will help to pick the best projects to reduce crashes.
    - Questions were raised:
      - How does HSIP program fit into Preservation First? A: They are totally separate.
      - How does the TIP update relate to last year’s CPU? Regarding current capital program, all goals and priorities of 2011 capital program update are being carried forward. Keeps the goals consistent, focuses on most cost-effective projects; fully obligates prior HSIP projects; not constrained by trying to evenly distribute HSIP based on geography.
      - Limoges will look for feedback from this group on the criteria for the additional MAP-21 funding. Will connect with the group when it’s ready.
      - Make sure talking with DOT regional folks on safety.
  - Network screening document- talk about it more on next call.
  - Safety Performance Measures-Emily has compiled, but there are still many outstanding; MPOs- please send Emily your safety performance measures before next call to inventory what is being used.
  - Local System PIL List- Question was raised regarding the value of off-system PILs for each MPO. NYSDOT has to develop a benefit-cost analysis; need new GIS local highway route system for local roads. NYSDOT could then create one HAL/PIL list rather than many jurisdictional lists. Best case, this would still be years away. Need to make sure that in short term the network screening document will be useful.
    - Is this what Schissell was asking for more than a year ago? Yes, but developing GIS local highway route system is an expensive, long-term project. Would be much easier analysis if there were a local system similar to the state-wide system; having a reference marker system would be useful. Should definitely be moved forward.
  - MPO Support for TraCS Crash Report- Sandy hasn’t heard back from police contact yet. If you see agencies in your region that are not transmitting reports, let WG know so they can figure out how to address.
    - ALIS- any progress in being able to view actual crash reports in ALIS? Not yet. NYSDOT is concerned about personal information included in PDFs.

- Data in automated reports is not informative enough for a safety analysis. The crash report narrative is critical to understanding the crash logistics Misiewicz will follow up with Sattinger on potential progress.
- Partnerships and Outreach
  - NYSATSB-Misiewicz will make sure to get meeting notes regularly.
  - GTSC  
DeWeese – The Safety Conference went very well.  
Provided a MAP 21 summary from perspective on NHTSA §402 and §408 funds; funding for 2013 (started 10/1) are due at end of February; money has been authorized but not appropriated; applications for 2014 are due July 1, 2013. In order to qualify, New York would have to pass legislation to (1 ) increase fines for repeat offenders; (2)add test question on licensing exam; (3) prohibition on under 18 drivers using any device including handsfree. Another fund source is related to GDL for teen drivers; Towards Zero Deaths (TZD)- looking into how everyone can adapt their program.
  - NYSDOT-No additional report.
  - NYSP-No report.

☒ Other Topics  
None

☒ Next Meeting  
Meetings for the remainder of the year:  
Thursday, November 15 at 1:30PM  
Thursday, December 20 at 1:30PM