

**NYSAMPO Association
Joint Safety and GIS Working Groups
Monday, December 2, 2013**

Participating:

- A/GFTC – Kate Mance ☎
- BMTS – John Sterbentz, Nancy Dutta ☎
- CDTC – Sandy Misiewicz, Teresa LaSalle
- ECTC – Mike Perry
- GBNRTC – Hector Boggio
- GTC – Chris Tortora, Bob Torzynski
- HOCTS – Jeff Quackenbush, Matt Van Slyke
- NYMTC – Chris Hardej
- PDCTC – Mark Debald, Jen Cocozza, Monica Rusko
- SMTC – Jason Deshaies, Mike Alexander, Liz Hassett
- UCTC – David Staas
- NYSDOT – Cathy Kuzsman, Korie McAllister, Andrew Sattinger ☎
- RSG – Steven Gayle, Erich Rentz ☎

ALIS Demonstration

Sattinger conducted a demo of the ALIS scalability project/current enhanced ALIS.

He noted the new system preserves the functionality of QRA and LESQR, rolled into one simple query function. The new map function is faster (click and drag, zoom).

Users have been assigned a default study area with creation of their account; map automatically zooms to the correct MPO region.

There are 3 layers: default is Street layer (from ESRI); topographic map layer; ortho images map layer (Google). Can also view as Google street-view; Bing birdseye view, see different angles of roadway and intersections.

Use ALIS street layer for analysis. Roadway inventory layer included.

Simple query – draw a polygon, get crashes. Cannot directly export as a shapefile.

Questions:

Misiewicz: Without accepted local facility crash rates, can you reasonably compare a local case to another comparable local road base case?

Quackenbush: What is the source data?

Sattinger: Data necessarily comes from DMV (electronic or paper, Law Enforcement or motorist-filed report); then location coding (based on GPS, RM, street/cross street). Nightly transfer to NYSDOT includes contributing factor and vehicle information. That is in SIMS database; then transfer into ALIS

Limoges: Traffic Records Coordinating Committee continues to look to improvements; this is a long term issue. Input and data processing are key fault points; focus on TraCS. Looking at improving data processing. Work in progress on data quality improvement.

Sattinger: Crashes without spatial location data will not appear in query. MPOs should partner with local police agencies to encourage use of TRacS. Police agencies have access to ALIS, can use it to focus patrol activity. This can be used as a tool to teach them value of proper input. There will be an ALIS application to correct location data.

Quackenbush: Is there access to police report/MV-104 yet?

Sattinger: This is in the works. Addressing ALIS enhancement opportunities next. With TraCS, it may be possible to pull out officer's notes.

Quackenbush: Is more recent data more accurate than older data?

Sattinger: Pre-2008, crashes were located either to RM, node, or mid-block location. Now there is a more precise GIS-based location. Notes that NYC still is all paper reports.

GIS Working Group meeting

Participating:

- CDTC – Teresa LaSalle
- ECTC – Mike Perry
- GTC – Chris Tortora
- HOCTS – Jeff Quackenbush
- PDCTC – Monica Rusko
- SMTC – Liz Hassett
- UCTC – David Staas
- NYSDOT – Korie McAllister

1. ArcGIS Online

- The group discussed how Esri has already changed their licensing to allow easier access to the ArcGIS Online service.
 - At this time, Esri is granting a “free” license to any user who has an ArcGIS license at any level.
 - However, the group noted that the current license agreement through NYSDOT does not come with that free access.
- The group agreed that each MPO will seek its own path in regard to ArcGIS online. Some members may become heavily involved with ArcGIS Online while some members may not use ArcGIS Online.

2. FHWA urban areas

- All group members have submitted the necessary urban areas data to NYSDOT. NYSDOT Main Office acknowledged receipt of appropriate data from MPO staff.

3. ArcGIS 10.1

- HOCTS is the only one who has an installation of ArcServer. Everyone else relies on desktop software.
 - Jeff: ArcServer 10.1 is pretty nice and much more intuitive than prior versions.

4. Traffic Count Program

- This topic spurred discussion about not only traffic count data, but data collection in general. Each MPO collects data that is valuable to not only the MPO but also the local governments that each MPO serves.
- Collecting data on the non-State Federal Aid system enables MPOs to have the means and methods that in many ways can be applied to local transportation networks as well.
 - Passing on those means and methods to the various local Highway Superintendents and City Engineers is a way to increase the value of the data that is collected, and also increase the value of MPOs.

5. Pavement condition reporting

- Managing this data spatially is now seen by all MPOs as the standard operating procedure.
- Collecting and analyzing this data is all done with GIS and is done much more efficiently than ever before. Discussion about applying these methods to local transportation network as part of contractual agreements with local governments was again discussed on this topic.

6. Training needs

- Jeff reiterated the need for signal timing training.
 - Signal timing training remains an interest for the group.