

**NYSAMPO Association  
Safety Working Group Teleconference  
Wednesday January 18, 2017**

**MEETING NOTES**

**1. Introductions**

- A/GFTC – Jack Mance
- BMTS – Cyndi Paddick
- CDTC – Sandy Misiewicz
- GTC – Alex Kone
- HOCTS – Ethan Brennan
- NYMTC – Sherry Southe
- OCTC – Ashlee Long
- PDCTC – Emily Dozier
- SMTC – Mike Alexander
- UCTC – David Staas
- NYSDOT –Regina Doyle, Robert Zitowsky, Rob Limoges
- GTSC – Chuck DeWeese

**2. Meeting Notes** – November 17, 2016 (attached)

Misiewicz asked for comments. None offered, notes accepted.

**3. Presentation** – High End Speeding Analysis Findings (report attached) –

EmilyDozier, PDCTC presented a summary of PDCTC’s work.

data with traffic counts. Speed limit data was in an Access database and not entirely up to date; so they used other checks, including a County map with a sign and speed limit layer, Google Streetview, and direct outreach to municipalities. Used four years of data. Used a program developed by David Staas at UCTC to pull information from a pdf into a spreadsheet. Extracted data for local roads, 85<sup>th</sup> percentile speed. Identified segments where the 85<sup>th</sup> %ile >10 mph over limit, defined as high end speeding. This was done on a directional basis, as speeding was sometimes different directionally. Created maps, tables, spreadsheet. Sent these to local elected officials, law enforcement, Dutchess County Traffic Safety Board.

Lessons learned: 1. Unreliable speed limit data in database, required QA/QC. Developing more robust speed limit data in header file. 2. Roads crossing municipal boundaries were only shown in one; next time will show in both. Segments that did not meet threshold were not shown, but will be next time.

3. Comment from Traffic Safety Board: consider showing crash data on maps. This would show where speeding correlates with a demonstrable safety problem.

The analysis is based on data through 2015. Will rerun after 2017 to see what changes have occurred.

Big picture: conclusions: Speed limits that are set from a political agenda can be arbitrary. For example, there is one Town that has created an areawide 30 mph limit. The Town has the highest number of high end speeding locations, but speed limits are likely not consistent with design. They may not have more of a problem than locations with higher speed limit. Conversely, 55mph rural roads don’t show up but may have higher crash rates.

It is important to tell partners this is a planning tool to identify locations that need further study.

Limoges: NYSDOT is working on updating its policy and methodology for reviewing speed limit requests. PDCTC project is interesting. Arbitrarily lowering speed limits can exacerbate the issue. Must look at crash data. If a study demonstrates the need to reduce, traffic calming design elements are critical.

Limoges referenced the NYC court case concerning traffic calming. The Court of Appeals ruled that New York City and other municipalities can be held liable for failing to redesign streets with a history of traffic injuries and reckless driving.

See <http://nyc.streetsblog.org/2017/01/05/states-highest-court-holds-nyc-liable-for-injuries-on-streets-without-traffic-calming/>

And <http://law.justia.com/cases/new-york/court-of-appeals/2016/196.html>

Misiewicz asked for background on why PDCTC did this project.

Dozier: They get a lot of questions about speeding, and had never done an analysis of the data. The findings were a bit surprising; the Town with areawide limit had the high-end speeding. Both locations are wide open roads.

Misiewicz: There is an awareness that policy-based speed limit does not equate to actual driver behavior. Gayle asked for a description of the traffic count program, and whether there was any pushback from local governments citing the data as a snapshot.

Dozier: There was no pushback. They have been doing the count program since 1996, so local governments see it as credible. The counts are a minimum of 3 days [Tues-Thurs]; there are some 7 day counts on commercial corridors. Includes a full speed report by time bins.

Gayle asked whether they had a time of day analysis to see if behavior changed at night, for example.

Dozier: Time of day analysis would require more robust analytic tools, but may be of interest in the future.

#### 4. 2017-2018 Safety Working Group Work Plan

- Finalize Draft Work plan (attached)

Misiewicz reported that the draft had been distributed, including a poll to prioritize the list of educational projects, then revised based on the input. The Group's priorities include the Fact Sheet on SHSP, work with Bike/Ped Working Group on evaluating the effectiveness of public education campaigns, and maintain the Safety Education Toolkit webpage.

Most of the rest of the plan did not change.

Misiewicz reported that David Orr asked that the SWG provide feedback to CLRP on workshop training priorities for the year. Includes ADA, RSA, Roadway Departure.

**ACTION ITEM:** Misiewicz will send the list of topics and request priorities in response.

Dozier: Item 6, 2<sup>nd</sup> bullet (evaluate effectiveness of public education campaigns). As written, it is unclear that this refers to the Safety Education Toolkit. Not sure how much evaluation is going on so far.

Alexander: Reminder that SMTC is working on bike safety PSA, looking at needs and developing report. The League of American Bicyclists (LAB) created smart videos. SMTC intends to edit them down to 30 seconds with local issue focus. When completed, they will share with the SWG and B/PWG. They evaluated campaigns from NY and nationally. Chose not to duplicate NYSDOT/NYSDOH work on Pedestrian Safety.

Dozier: Is SMTC branding the videos?

Alexander: Currently branded by LAB, with credit to contributors. They are willing to co-brand. SMTC has not yet decided. If there is a decision to go statewide, could be co-branded with NYSAMPO.

Possible cost sharing for statewide broadcast. Aiming toward broadcast during Bike Month (May).

#### 5. NYS Strategic Highway Safety Plan Update

- PSAP Crash Data Packages Follow Up

Misiewicz asked if every MPO had received their data packages. Direct any questions to Zitowsky. All the MPOs indicated they have received the data.

- SHSP Emphasis Areas and Next Steps  
Doyle reported that the SHSP must be completed by August. Aiming for early spring to allow time for comments. Have had Core Team meeting last fall, lot of MPO participation. Stakeholder meeting in November, defined emphasis areas and assembled teams. Six emphasis areas, based on crash data: lane departure, intersections, driver behavior, speed, age, and vulnerable road users. Also looking at crosscutting areas that affect all crash types: EMS, data, and technology. Emphasis area teams met in December; will have follow up conference calls in the next 2 weeks. Stakeholder meeting Feb 16; would like to have draft list of strategies from each team by that time to present.

## 6. Partner Updates

- NYSDOT  
Doyle reported work on PSAP. Working to get contracts in place for design and construction work at some sites. Regarding a solicitation for local projects: beginning to work on application process, no date finalized. Will likely concentrate on systemic type of projects.  
Met with GTSC on performance targets. Discussed using FHWA methodology versus GTSC methods in HSSP.
- ITSMR  
Varone unable to attend, no report
- GTSC  
DeWeese reported that ITSMR sent preliminary fatality data. For 2015 1, 045; 2016 953. He noted this is preliminary, number may go up. Even then, New York is going counter to the national trends of significant increases.  
For those who have Amish communities in their regions, there will be a slow moving vehicle symposium at Doubletree in Syracuse on Feb 21. He asked that MPOs notify traffic safety partners. Notify DeWeese if planning to attend.  
Traffic Records Coordinating Council meeting 02/27  
GTSC was asked to put in State Budget proposal an omnibus traffic safety bill. It includes:
  1. Allow DMV to put pedestrian/bike question on licensing exam;
  2. Current legal definition of drug is based on DOH Part 3306 list; therefore, altered synthetic drugs do not show up. Propose to change the definition to anything that impairs ability;
  3. Close a loophole that provides license revocation for DWI, but only suspension for impaired by drugs;
  4. Seatbelt requirements for all passengers, including those in the back seat;
  5. No phone (including hands free) use at all for those under 18; add question to license exam.
 This will meet NHTSA requirements qualify for distracted driving funds.
- Cornell Local Roads Program  
Orr unable to attend, no report
- NHTSA  
Simon not on call, no report
- FHWA  
McDevitt not on call, no report
- NYSATSB  
Misiewicz remains as engineering committee liaison. Provide updates on EIs and design changes.

## 7. Training/Conferences

- June 20-21<sup>st</sup> – MPO Conference in Syracuse (possible in person SWG meeting)  
Gayle noted that the conference planning committee is looking into training on the Monday and Thursday.  
Dozier asked if that would be full, half day.  
Gayle: depends on what might be available from FHWA Resource Centers or other sources.

- October 15-18<sup>th</sup> – NYS Highway Safety Conference (Niagara Falls)

## 8. Other Topics

- Safety Performance Measures: MPO 2018 Safety Targets must be established by February 27, 2018 *regardless* of when the State establishes their targets.  
Gayle noted that FHWA last week released copies of the Infrastructure and System Performance Management Final Rules. He will be analyzing for the MPO Directors.  
Southe asked about language in the Final Planning Rule that states MPOs must set targets.  
Gayle responded that it has been made clear the “setting targets” means the MPO can exercise the option to support the State target through appropriate TIP project programming, or set their own quantifiable target.
- Traffic Records Coordinating Committee for 2017
- ALIS Crash Data and Use Policy Update:  
Misiewicz reported CDTC in discussion with NYSDOT in response to a pending FOIL request on the appropriate format and response.
- TraCS Status Report (attached) overall increased, getting NYPD onboard

## 9. 2017 Meeting Schedule (all Wednesdays at 1 p.m. unless otherwise noted):

February 8<sup>th</sup>

March 15<sup>th</sup>

April 19<sup>th</sup>

May 17<sup>th</sup>

June 21<sup>st</sup> – Tentative MPO Conference in person SWG meeting in Syracuse

July 19<sup>th</sup>

August 16<sup>th</sup>

September 13<sup>th</sup>

October 18<sup>th</sup>

November 15<sup>th</sup>

December 20<sup>th</sup>