

**NYSAMPO**  
**Safety Working Group**  
**Wednesday, September 7, 2016**

**MEETING NOTES**

**1. Participating**

- A/GFTC – Kate Mance
- CDTC – Sandy Misiewicz
- ECTC – Mike Perry
- GBNRTC – Hector Boggio
- GTC – Bob Torzynski
- HOCTS – Ethan Brennan
- OCTC – Ashlee Long
- PDCTC – Emily Dozier
- SMTC – Mike Alexander
- UCTC – David Staas
- NYSDOT – Regina Doyle, , Cathy Kuzsman, Andrew Sattinger
- GTSC – Chuck DeWeese

**2. Meeting Notes – July 6, 2016 (attached)**

Approved

**3. Discussion: NHTSA 2015 Crash Data Overview (attached)**

Misiewicz – agenda to include items of interest. Crash data overview for 2015.

- Fatalities and Serious Injuries increased in 2015. NY increased by 7.7%. Increases in other categories. Role of VMT – estimated VMT yields small increase in crash rates. Warm winter may increase vulnerable users. Improvement in employment increases travel

- Link to data for each state and by county: <https://cdan.nhtsa.gov/>

Every state is different. NY fatalities up by 80.

DeWeese: Attended a national conference. Total fatalities 35,092 in 2015. VMT up 3% so exposure does not fully explain the increase. NHTSA Administrator Rosekind says we must think about technology and how it will help.

Driver Alcohol Detection System for Safety (DADSS). Takes breath and touch sample from driver; small device. If BAC exceeds .08, car won't start. Adjust limits for CVO and young drivers. Can also determine through finger touch. Could be deployed by 2022. Questions reakin about functionality in colder climate, wind blowing, drinking style. Could save 7000-8000 lives per year.

Automated enforcement can lead to reduction in bad behavior and outcomes. Function as a supplement to human enforcement, continue high visibility enforcement.

Looking at the safety benefits of CV/AV.

Misiewicz: Notes that automated enforcement cannot be funded by HSIP

DeWeese: FAST Act requires survey of all automated enforcement; cannot spend Federal funds. Don't know what this means; commenting on IFR. Data should show effectiveness of methodology, gives Congress cover to allow use of HSIP. Must implement automated enforcement correctly; see Maryland as example. Avoid being seen as a revenue generator for municipality.

Misiewicz: City of Albany has 20 cameras, not ticketing a lot of people, have viewed it as a deterrent to red light running.

Doyle: NYSDOT echoes what DeWeese says. Find new ways to reduce numbers. Also, regarding percent increase in 2015 numbers, consider that 2014 was historically low.

Gayle: Notes the broad safety benefits of Connected Vehicle program that NHTSA has stated. This can help make the case for public funding for the ITS infrastructure deployments. ITE has announced the creation of Vision Zero task force that will involve both engineers and planners.

Notes that the National Safety Council has published estimates for the first six months of 2016, shows a 9% increase in fatalities.

Misiewicz: NHTSA 5 year rolling average for NY 2010-2015 shows fatalities decreased by 5

DeWeese: ITSMR looks at data and trends for target setting, but below where we are. There is the risk of spending more time and funding on administration and reporting than actual work.

Doyle: SHSP has not required targets until now; NYSDOT will work with GTSC. What will happen with exposure, population unknown. Writing a white paper on performance measures, shows 5 year trends for the five metrics in the FHWA Final Rule on Safety Performance Management. Can use different methods to project future trends. Will want attainable targets. She will share the paper.

DeWeese: GTSC and NYSDOT are on track for Federal safety PMs. HSP includes ped and bike measures; but NHTSA includes wheelchairs, skateboarders.

Doyle: Asks when do targets get set for July submission.

DeWeese: February-March timeframe, ITSMR runs the data.

Misiewicz: Asks for insight into why some states had dramatic increases in fatalities.

DeWeese: Motorcycles, pedestrian, opioid crisis, marijuana; enforcement is reduced nationwide. Changing law enforcement demographics

#### 4. Working Group Discussion Items

- Safety Education Toolkit

Misiewicz: This is a Working Group initiative. Catalog tools and identify gaps. New resources from Pedestrian Safety Action Plan; Jen Hogan at NYSDOH reports on ppt presentations and PSA  
Would this effort be worthwhile? Done as a Web page?

Alexander: SMTC has been working on an initiative to assess ped and bike safety issues in Syracuse; then look at existing educational campaigns. Could share summaries

Misiewicz: If MPOs have resources, send links to Sandy.

Gayle notes that RSG is also developing links

Dozier: Suggests we do in conjunction with Ped/Bike WG. Categorize and share burden with other groups. List of topics would be useful.

Misiewicz will work with Dozier on topics on SHSP and HSP

#### 5. Working Group Updates

- NYSATSB August Meeting summary

Misiewicz reports that the Association met in Albany. Energetic Board revamping Association, aiming for increased membership. Focused on the October conference at Lake Placid.

Misiewicz remains Engineering Committee chair; will send out meeting notes.

- NPRM's

Gayle reported.

- Safety Performance Management Final Rule: FHWA has prepared resources:

- <http://safety.fhwa.dot.gov/hsip/spm/> FHWA package includes an MPO Fact Sheet. Under the law, MPOs can support State target or establish their own.

- Metropolitan Planning Organization Coordination and Planning Area Reform – This is a very controversial rulemaking. It would require a single LRTP, TIP, and performance targets when there are multiple MPOs in a UZA. This is especially troublesome for NYMTC, as the UZA is NJ-NY-CT and includes North Jersey TPA, NYMTC, and three Connecticut MPOs. NYSAMPO and NYSDOT have both submitted comments.

- System Performance Rule – This is the last of the performance measure rulemakings. It covers the National Goals on Congestion, Reliability, Freight, and Environment. Relies entirely on NPMRDS dataset; U Albany AVAIL is developing a web tool to make this data accessible to all MPOs. There is concern about the data, the proposed measures, and the timing. NYSAMPO and NYSDOT have submitted comments .
- [Public Transit Safety Program](#) – Final Rule
- Northeast Road Diet Peer Exchange Summary (attached)  
Misiewicz attended. Discussed value of RSAs, education tools
- Crash Data Access and Use Policy  
Working with Satinger to get to a point to circulate internally in NYSDOT
- Traffic Records Coordinating Council
  - NY Traffic Records Assessment Report Out on September 8<sup>th</sup>  
Participated in this assessment, report out to be shared by Anne Dowling

## 6. Partnerships/Coordination

- NYSDOT
  - Pedestrian Safety Action Plan: Data packets, Enforcement Campaign Data  
Doyle reeports: Data packages: Satinger and Zitowsky to support PSAP. One package per Region with MPO boundaries. Will include transit layer, school layer, uncontrolled crosswalks. Fatals and serious injuries per mile for all roads (since PILs only on State system). Highlights
  - NY Strategic Highway Safety Plan is due in August 2017  
Doyle: Hired VHB to develop; meetings in the fall, have an outline similar to the current SHSP, emphasizing core themes. Broad outreach through workshops (Nov); looking for CDTC and NYMTC as members of the Core Team. Other MPOs will participate through broader outreach.
- ITSMR  
Varone not available. They are working to refine crash data for public site.
- GTSC  
DeWeese notes upcoming Walk/Bike conference in Syracuse; Traffic Records Assessment underway as required.
- Cornell Local Roads Program  
Orr not available, no report
- NHTSA – New Region 2 representative Richard Simon. Not on call, no report
- FHWA  
McDevitt not on call
  - [Every Day Counts 4 – Innovations](#). Safety Topics: Data Driven Safety Analysis, Safe Transportation for Every Pedestrian (STEP), and Using Data to Improvement Traffic Incident Management.  
Regional summit in Albany November 1-2.

## 7. Training/Conferences

- September 7<sup>th</sup> and repeated on September 8<sup>th</sup>: [Safe Transportation for Every Pedestrian \(STEP\)](#) Webinar on pedestrian safety at uncontrolled crossings. [Register here](#).
- September 13-14, 2016 [Walk-Bike NY](#) at the Crowne Plaza in Syracuse, NY. Visit <https://www.itsmr.org/events/> for more information
- September 15, 2016, from 1:30 to 3:30 p.m.: [FHWA Webinar: Introduction to Performance-Based Practical Design](#). Target audience: State or local DOT Safety, Design, Planning, Pedestrian/Bicyclist, Freight, Operations, and Maintenance. [Register here](#).

- September 20, 2016, from 2:00 to 3:30 p.m.: Safety Target Setting and Coordination Webinar. Open to staff from FHWA, State DOTs, SHSOs, MPOs, and other stakeholder agencies. [Register here](#).
- September 27, 2016, from 1:00 to 2:30 p.m. Introduction to Data-Driven Safety Analysis Webinar. This webinar will be helpful to practitioners in planning, environment, design, traffic operations, asset management, and safety. [Register here](#).
- October 16-19 Annual NY Highway Safety Symposium at the Crowne Plaza in Lake Placid, NY. Visit <https://www.itsmr.org/events/> for more information

**8. Other Topics**

**9. Next Meeting Date:** October 5, 2016 at 1 p.m.