



## **NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP**

**August 21, 2019**

**Webinar**

**1:00 PM – 2:00 PM**

### **MEETING NOTES**

#### **Participating**

- AGFTC – Jack Mance
- BMTS – Cyndi Paddock
- CDTC – Sandy Misiewicz
- DCTC – Emily Dozier
- ECTC - Courtney Taylor
- GTC – Alex Kone
- GBNRTC – Hector Boggio
- OCTC – Ashlee Long
- SMTC – Mike Alexander
- UCTC – David Staas
- WJCTC – Justin Wood
- NYSDOT – Regina Doyle
- NYSDOT – Geoffrey Wood
- NYSDOT – Robert Zitowsky
- FHWA – Karen Scurry
- ITSMR – Renee Varone
- Planning4Places – Kathy Ember

#### **1. Introductions**

Sandy Misiewicz opened the meeting and participants introduced themselves.

#### **2. Meeting Notes**

The June 19, 2019 and July 15, 2019 meeting notes were accepted with no changes.

#### **3. Presentation from Karen Scurry, FHWA, on Delivering HSIP on Local Roads**

Karen Scurry presented on how HSIP is delivered throughout the country and the role of the MPOs. Generally, the national average shows that states are spending 14% of funds on HSIP towards local safety projects. In Arizona, the MPO approves local projects before applications are submitted. In Indiana, there is a 1/3 set aside coordinated through the MPOs and through LTAP. The Columbus, Ohio MPO has a systemic safety program funded through HSIP. There are state-defined systemic safety projects for Local Public Agencies (including Vermont, Indiana, Michigan and Ohio has one under development). These states have identified a list of countermeasures for funding applications. Indiana defines a list of eligible improvements. Some states require local municipalities to develop local road safety plans prior to being eligible for HSIP funds. LTAPs are relied upon to provide information to local governments and for training. HSIP project eligibility must address an SHSP priority (but each state has their own criteria).

Sandy Misiewicz asked about the map showing in New York that 53% of funding is spent on the local system. Karen Scurry noted the source of the data is from the HSIP report. Regina Doyle will follow-up on the 2017 HSIP report with Karen to address this concern.

Sandy Misiewicz noted that it seems like there is not a lot of systemic work being led by MPOs and the states are taking the lead in these processes. Sandy noted that since the in-person discussion in Utica, some MPOs are doing regional safety work but we are not seeing that overall that the systemic process is the preferred method of analysis and implementation. Karen Scurry added that there may be other MPOs working on similar programs but that FHWA may not be aware of that work.

Alex Kone suggested that if there is a way to have an approved analysis process for certain *Strategic Highway Safety Plan* (SHSP) Emphasis Areas, that would help and suggested that MPOs could work together on developing this analysis process. Regina Doyle noted that the systemic improvements are eligible under the *Pedestrian Safety Action Plan* (PSAP) and NYSDOT has local PSAP programs that have been funded. In addition, local municipalities or MPOs could fund additional PSAP work. In addition, other systemic countermeasures, such as centerline and shoulder line rumble strips can also be currently funded through HSIP. New York's HSIP funding is allocated through 2021.

Sandy Misiewicz mentioned that the only way to add to the systemic countermeasures is through the SHSP process. We should review regional safety plans to see if there are opportunities to work together to make a case with NYSDOT and FHWA to create some new eligible systemic countermeasures.

#### **4. NYS 2020 Safety Targets**

Regina Doyle discussed the 2020 Safety Targets – New York State has forecasted fairly conservative targets and forecasted targets will be going down. NYSDOT will report the targets in the HSIP report at the end of August. The MPOs have 6-months to use the targets or set their own targets for performance measures. Our 2018 targets will get evaluated this year. It does look like we will meet or improve over the baseline, but they are still processing crash reports for 2018.

Sandy Misiewicz asked why the numbers are rounded down. Regina Doyle noted that to be consistent with GTSC numbers, numbers are rounded down - the federal targets are evaluated to the tenth place value based upon the rulemaking. Sandy Misiewicz noted that it is good news that we continue to make progress in the state. She also asked if a crash is a criminal offence, would that count against our numbers? Regina Doyle replied, for example, DWIs are included in the numbers.

Emily Dozier asked why 2% and 4% caps were selected? She suggested being less conservative in the targets. Regina Doyle indicated that they wanted to meet our targets in the first few years but consider a steady 2% reduction over time as important as it means a 10% reduction over 5 years. Emily Dozier suggested that it would be great to see bolder action to make more progress in these targets. Regina Doyle can be reached directly if you have further questions. Sandy Misiewicz noted that the 180-day time period has started for establishing the targets at the MPOs.

## 5. July In-Person Meeting Follow-up

Sandy Misiewicz described the meeting and highlighted the discussion about the Safety Education Toolkit and the launch of the updated website. Alex Kone, Jen Ceponis, and Emily Dozier will take a look at the page in the next few months. Emily Dozier asked Regina Doyle about the PSAP evaluation. Regina Doyle noted that the program will be done in 2021 and they will start an evaluation (pre/post) in 2023.

Also, Sandy let everyone know that Tom Benware has retired from NYSDOT and will keep everyone posted about his replacement. If you have questions in the meantime, please contact Geoff Wood and/or Meghan Webster regarding the Empire State Trail. Also, at the in-person meeting, the Working Groups discussed that we could develop a page on the website to provide information on e-scooters, e-bikes, and micro mobility. Currently the state legislation has not been signed. Emily Dozier, Sandy Misiewicz, and Kathy Ember will talk offline about making that happen in terms of the webpage.

## 6. Pedestrian Road Safety Audits

Sandy Misiewicz mentioned that two RSAs workshops have occurred in Watervliet and Beacon sponsored by FHWA. Based upon the workshops, police and local governments have different interpretation of the laws. Once the reports are completed, the SWG could review the reports and we can ask the consultant team to present on the findings. Emily Dozier noted that sometimes the chief elected official is not aware of grants and GTSC initiatives as that information is only going to the Police Chief. Sandy Misiewicz suggested that this is an issue to work on with the PSAP Working Group. Regina Doyle will follow-up on this at the next PSAP Working Group meeting.

## 7. Partner Updates

- a. NYSDOT: No report.
- b. ITSMR: Renee Varone said that the 2018 crash data is being finalized (DMV is still working on finalizing reports) and ITSMR is also finalizing the 2018 ticket data – all of which should be completed in the next month or so. Sandy Misiewicz requested an electronic copy of the TSSR pamphlet.
- c. GTSC: No report.
- d. Cornell Local Roads Program: No report. Sandy Misiewicz mentioned a good opportunity for training is an upcoming workshop on “Solutions for Safer roads and Streets.” Please let your local governments know about this opportunity – it is also a good resource for newer MPO staff members.
- e. NHTSA: No report.
- f. FHWA: No report.
- g. NYSATSB: Sandy Misiewicz noted that the board will be meeting at the Highway Safety Conference. Registration is open on ITSMR’s website.

## Action Items

The following items were noted for follow-up:

- A small group will work on next steps to share information on shared mobility.
- Please review the Safety Education Toolkit.