



## NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP

August 16, 2017  
Teleconference  
1:00 PM – 2:00 PM

### MEETING NOTES

#### **Participating**

- AGFTC – Jack Mance
- CDTC – Sandy Misiewicz
- ECTC – Mike Perry
- GTC – Alex Kone
- OCTC – Ashlee Long
- UCTC – David Staas
- NYSDOT – Michael Flynn
- NYSDOT – Regina Doyle
- NYSDOT – Geoffrey Wood
- NYSDOT Robert Zitowsky
- NYSDMV – Chuck DeWeese
- Planning4Places – Kathy Ember

#### **1. Introductions**

Sandy Misiewicz opened the meeting and participants introduced themselves.

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

The July 11, 2017 meeting notes (attached) were accepted with no changes.

#### **3. NYSDOH Driver Education Project – Working Group Comments**

Sandy Misiewicz sent around an email from DOH on the education program that they are constructing. The email mentioned they have limited resources based on available funding to create a driver education “Sharing the Road” Module. Sandy is compiling the comments from everyone. The range of comments included: people wanting more use of videos and other established tools to communicate rules of the road and other initiatives, identifying some behaviors that should be done or not done as a driver, cyclist and pedestrian, such as failing to yield and the 3-foot passing issue for bicyclists. Participants also asked for information on behavior and making sure these modules really communicate the proper things we should be doing as pedestrians, bicyclists, and drivers. Sandy will compile these comments and send an email to Gina with everyone’s thoughts. Gina has limited abilities to make significant changes but utilizing some existing resources will go a long way. Last chance to submit comments is tomorrow. Comments will go to Gina by Friday. Let Sandy know if you have any questions.

#### **4. SMTc Bike Safety PSA Project Update**

Sandy Misiewicz: Sandy, Mike Alexander, and Emily from DCTC have been talking over the last month about finding a way to get the rights to the videos that SMTc utilized in their PSA campaign so that the MPO Association could make a statewide bike safety PSA. They

have been talking with AAA and the Bike League and think they have an agreement on a price (\$350).

There are several options being considered for creating a PSA. The first is to develop a proposal for the MPO Association to be an owner of the video(s) that were developed by SMTC with AAA and the Bike League (would need to be proposed to the Directors for consideration) and add the MPO Association logo to it. Another option is to reach out to the NY Bicycling Coalition, which recently produced a bike safety educational video via a GTSC Grant, to see if they would be willing to create a PSA based on that video. Discussion would need to be held regarding condensing their longer video into a 30 second PSA if financing and the rights can be worked out. A third option would be for GTSC in-house staff to produce PSAs for Bicycling Safety (maybe next year or a future time). This would require a proposal and getting it through the necessary approvals. The first option would be the easiest of the options since the videos have been vetted and have been in use. But there are two other options for consideration if the first option doesn't work out.

The second part of the conversation focused on distribution once the rights have been secured for the material - how it is distributed on-air across the state to make this a state-wide campaign. The group spoke with Chuck DeWeese at GTSC and explained that we could make a proposal to them to air 1-2 small videos during Bike Safety Month in May 2018. As long as we could include NYS logos and they are short enough, they have broadcasting reach throughout the whole state. As a back-up plan, we have reached out to Spectrum (they worked with SMTC previously) and they would be willing to do something similar to areas they serve. Another option to consider - the DOH partnered with NYSDOT and GTSC with the recent pedestrian campaign (they bought media time). The GTSC option would be free for the MPOs. The other options would require splitting the costs among MPOs. There is a lot of interest in this WG and the Bike/Ped Working Group to do this state-wide bicycling campaign and it just requires working out logistics. If there are any questions please contact Sandy. More information will be available in September as an offer from AAA and the Bike League will be provided in writing so that we can move forward and make a proposal to the Executive Committee.

Mike Perry: Has this been discussed with the Directors? Sandy: Not ready yet, once it is in writing then we can reach out to the Directors. Sandy asked if we should we broach it now? They are aware that we are doing this. Mike: Jim is retiring so Mike is filling in for his MPO. Was wondering how many Directors are aware. Kathy: Suggested waiting until the written proposal is ready before going to the Directors to ask for the funding so that any outstanding questions have been addressed.

#### **5. Potential Fall NHI Training (Speed Management Course)**

Sandy Misiewicz: The SWG made a proposal to Directors for funding for an NHI Speed Management Course. Any additional information to add from the Directors, Kathy?

Kathy Ember: I will send an update by email but it was talked about by the Executive Committee and will be discussed by the Directors soon. I will email the SWG with an update. Sandy Misiewicz: Speed management is one of our emphasis areas. We are hopeful we will be able to bring the training this Fall. Stay tuned.

#### **6. Joint In-Person Meeting with Bike/Ped Working Group**

Sandy Misiewicz: The SWG is tentatively planning a joint meeting at DCTC in-person (with maybe a call in option).

Kathy Ember: The plan is to start late morning and end early afternoon to accommodate travel. Chuck DeWeese: The Traffic Safety Board meets that day but will send one staff member to the meeting. Sandy Misiewicz: I will reach out to Scott Reigle on planning the agenda for the meeting.

## 7. Work Plan Discussion Items

### a. NYS Safety Data Integration Project.

- Andrew Sattinger: There are two parts to the project – one is the transfer of data from DMV. We are going to have a new source for data going forward that takes a lot of testing as we are building the new system. The RFP is out right now – responses are due September 7th. In the meantime, improvements are being made to ALIS and new intersection reports and intersection queries will be done soon. Regarding the survey – we are deciding if it is appropriate to archive some of the data. We are trying to determine how much data and how many years of data to use. A little about the non-reportable data - the police are not filling out the reports anymore and the driver exchange forms are being used instead so that is changing the number of non-reportable crashes. We are trying to get a feel of where people are regarding data needs so that we know when developing the new system. If there are opportunities to archive some data to improve performance than we will do that if we can. Any questions about the survey?
- Sandy Misiewicz: Interesting news about non-reportables. Has that impacted the DOT analysis for high accident locations? Does that change anything?
- Andrew Sattinger: This has been an ongoing problem for a while. Individual police agencies are making their own decisions on whether to fill out the non-reportable police report. We know that those numbers have been changing over time. Back in 2008 when ALIS came around and electronic reports were first being received by DMV, a new agreement was set up that DMV would process electronic reports but they are still tossing paper ones in the garbage. For years we were putting info into SIMS and a low percentage was making it into ALIS – only about 17% of everything we were processing was making it into the system. So that was not an economically feasible solution. From 2012 on – non-reportable reports have been destroyed by DMV. Because it is inconsistent, we are changing how we are calculating average accidents so we can exclude that category to make the numbers more consistent across the state. We are also going to do it by county rather than state-wide so that if there are differences in reporting, we can address them by calculating the rates on a county-basis instead. A lot of reports are designed around specific pieces of information that is not usually found on a motorist reports and we are not getting roadway information, accurate locations, apparent factors, collision types...so when you are trying to run a report those null values are problematic. We are trying to get a handle on the situation and what will make clean, clear, understandable reports and numbers.
- Sandy Misiewicz: CDTC is embarking on a regional safety plan which includes network screening. Do you advise excluding non-reportable crashes in that effort?
- Andrew Sattinger: Yes, exclude them from that kind of analysis but site analysis should use it to help with the accident pattern. When calculating the rate, it should be excluded to have a consistent definition for those values.
- Sandy Misiewicz: Be sure to fill out the survey when you get a chance. Andrew Sattinger: Appreciate all the good information.

- b. NYS DOT Strategic Highway Safety Plan Draft Report Status.
- Regina Doyle: The SHSP submitted to FHWA 2nd week of July. Got approval - it is on the website. The periodic newsletter was sent out to the SWG – the plan was approved and a link to the plan is available. Now on to the hard part, doing all the work contained in the plan. We have started going through plan implementation looking at ongoing and new initiatives that will require additional work and additional initiatives beyond what we already do. We are required to evaluate progress against the plan over the next couple years. We have an annual HSIP report that we have to do, GTSC has their report every year, and we will have to consider what else we need to do to report progress over the next couple of years. We will loop in our partners around mid-to end of September time frame to have conversations about what to do with the plan going forward.
  - Sandy Misiewicz: Since the targets are in the plan when do the MPOs need to get started related to the 180-day clock with their respective actions? Regina Doyle: The targets are not in the SHSP plan (the SHSP is a 5-year plan and the targets are annual). We are required to report the targets in the HSIP annual report (to be sent to FHWA). The report is due at the end of August and the targets will be reported in that report and that is when the 180-day clock starts.
  - Sandy Misiewicz: The Directors are doing the target setting at the MPO level. The CDTC will be talking about the targets at the Planning Committee at their next meeting. Regina Doyle: Confirmed that the numbers haven't changed and don't anticipate any changes to the numbers.
- c. PSAP Update Local Project Solicitation Status.
- Regina Doyle: Actively working on that guidance now. Should have it more finalized by September SWG meeting. We are now writing the guidance, the application, and a companion question & answer document. We have created the materials and distributed it a couple times for review and created answers to questions that we have been asked so far. That is moving along pretty well. It is anticipated that this will be completed a little longer than the end of August.
  - Alex Kone: On the local project solicitation, is this Strategy 2 for focus area communities? Counties or communities?
  - Regina Doyle: This is part of the PSAP-- it provides funding to local communities to make systematic pedestrian improvements on their roads, consistent with the state system PSAP implementation going on now. We hope that a good portion of the funding will go to the focus communities but it is not limited to the focus communities and doesn't exclude other communities outside the focus communities.

## 8. Partner Updates

- a. NYS DOT.  
No additional report.
- b. ITSMR.  
Sandy Misiewicz: They are always tweaking the public crash data tool on their website – check that out. Make sure to register for the fall Highway Safety Conference at [www.itsmr.org](http://www.itsmr.org).
- c. GTSC.
- Chuck DeWeese: A couple of things, one in related to what Andrew was taking about - one of the issues with the crash report is how much damage was done to a vehicle – often police officers don't fill that out and it goes into the non-reportable category

and the police officers select unknown. We want to remove the unknown category so the form will indicate the crash is over \$1,000 or under \$1,000. We have approved it and we will be checking with police agencies to get their buy-in on this change. Secondly, GTSC issued an RFI to look to contract out the crash records unit due to IT resource issues. We have 11 vendors coming in over the next month to give us proposals and we then possibly do an RFP to be in full compliance.

You may have not seen a press release from the Governor's Office which directed GTSC to study the Textalyzer technology created by Cellebrite. The idea is that after the crash a police officer can take a phone and determine if someone was using their phone at the time of the crash. GTSC will be studying the technology and we will be putting together three listening sessions across the state. Invitations will be sent to law enforcement, the DA Association, ACLU, other civil liberties groups, and Cellebrite. Cellebrite will present what they are looking to build and then people can weigh in on their thoughts. GTSC will compile a report and issue it in December. If you want to attend there will be a press release coming out soon about dates and locations.

- Mike Perry: There are so many people on smart phone devices making bad decisions while they are driving and this is why the government is looking into this option. This issue is worse than drunk driving. Sandy Misiewicz: Good observation, behavior is the biggest factor in crashes. Mike Perry: This is what we have to do – we have to educate people.
- d. Cornell Local Roads Program.  
No report.
- e. NHTSA.  
No report.
- f. FHWA.  
No report.
- g. NYSATSB.  
Sandy Misiewicz: NYSATB met in August. Sandy reported on Working Group discussions at the Engineering Committee. Hopefully some progress can be made on engineering topics regarding pedestrian and bike infrastructure implementation as well as educating people to use the facilities provided on street correctly. We will be meeting at the Highway Safety Conference in October.

## 9. Training/Conferences

- a. September 14: NACTO Urban (CDTC).
- b. September 15: New York Bike Summit - NYBC (Albany, NY)
- c. October 15-18: NYS Highway Safety Conference (Niagara Falls)
- d. March 28-29, 2018: Walk-Bike NY 2018 (Schenectady, NY)

## Action Items

The following were noted for follow-up:

- Contact Sandy Misiewicz if you have suggested agenda topics for future Safety Working Group meetings.
- Kathy Ember will update the SWG on the request for a Fall NHI Training (Speed Management Course) via email.

- Sandy Misiewicz will follow-up with Scott Reigle on the September joint in-person meeting with the Bike/Ped Group to get working on the meeting's agenda.
- Sandy Misiewicz will send a link around for the CDTC NACTO training workshop for members who are interested in attending: <http://www.cdtcmpo.org/news/latest-news/271-nacto-training>
- In the Fall, the SWG will determine meeting dates for 2018.