



Regional Safety Action Plan Summit

June 13, 2018

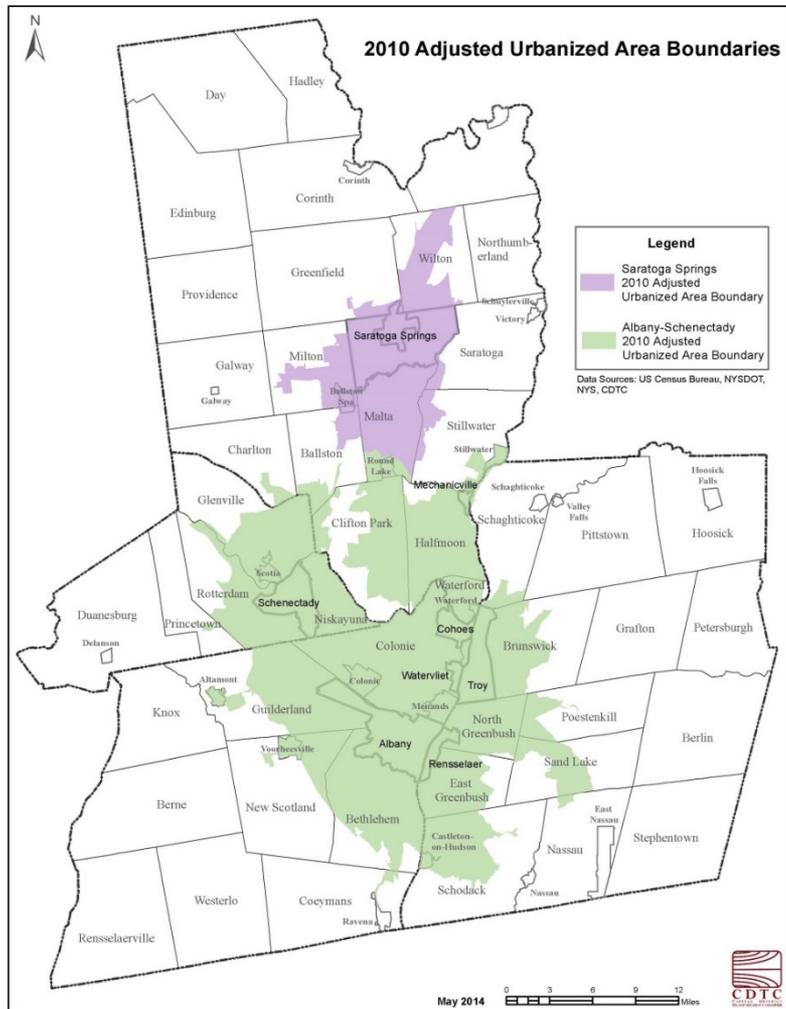




Agenda

- Welcome and Project Introduction
 - Plan Purpose
 - Panel Discussion
 - Break
 - Case Studies
 - Summary and Next Steps
- 

CDTC Overview



- Population 830,000+
- 2 Urban Areas
 - Albany-Schenectady-Troy and Saratoga Springs, NY
- 4 Counties
- 77 Municipalities



Fast Act (2015)

- Highway Safety Improvement Program (HSIP)
 - Reduce fatalities and injuries on **all public roads**
 - Focus on a state's most critical safety needs (strategic)
 - Data driven reporting requirements
 - Strategic Highway Safety Plan (SHSP) - NYSDOT
 - HSIP Annual Report - NYSDOT
 - Performance Measures – NYSDOT/CDTC
 - Coordinated Targets

SHSP is the Umbrella Document

Strategic Highway Safety Plan (SHSP)

- Coordinated by NYSDOT
- Approved by FHWA
- Involves 4E stakeholders
- Infrastructure and behavioral countermeasures
- Requirement of HSIP
- 5 year update cycle (2017)

Highway Safety Plan (HSP)

- Developed by NY GTSC
- Plan submitted annually (July 2017)
- Behavioral programs
- NHTSA approves

Highway Safety Improvement Program (HSIP)

- Developed by NYSDOT
- Report submitted annually (August 2017)
- Infrastructure improvements
- Requirement of HSIP

Identical Targets

- Number of fatalities
- Rate of fatalities
- Number of serious injuries



CDTC Safety Planning

- New Visions 2040 Safety Principle:
 - Save lives and reduce injuries
 - Decrease traffic crashes
 - Better respond to traffic emergencies
 - Consider community context
 - Reduces risk
- Regional Safety Action Plan

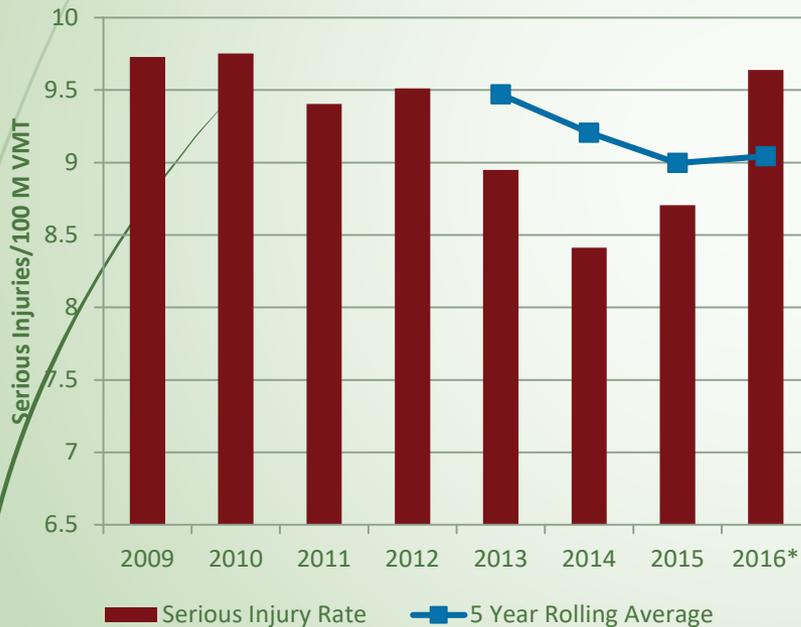


What is the Regional Safety Action Plan?

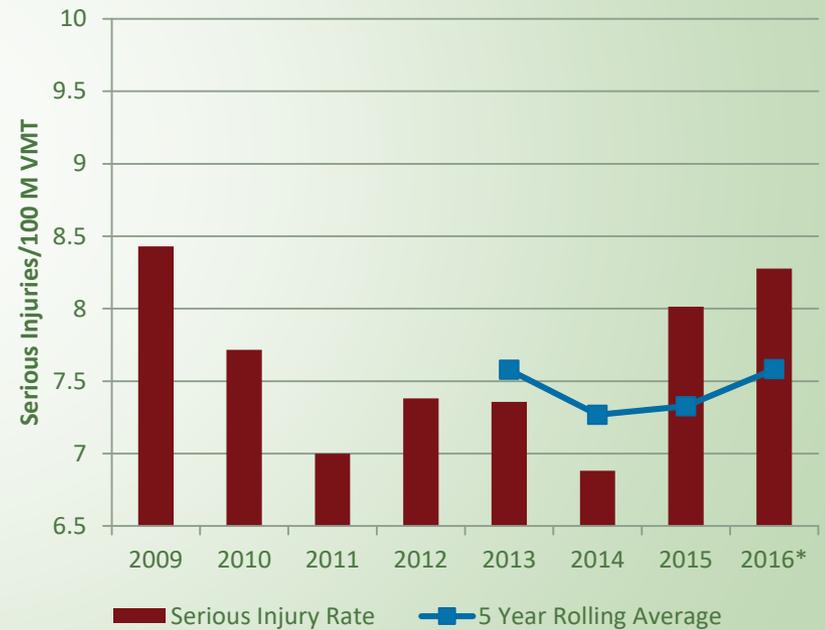
- ▶ Local version of the New York State Strategic Highway Safety Plan (NY SHSP)
- ▶ NY SHSP involved a detailed evaluation of statewide crash data and identified 6 areas of emphasis

Serious Injury Rate

New York State

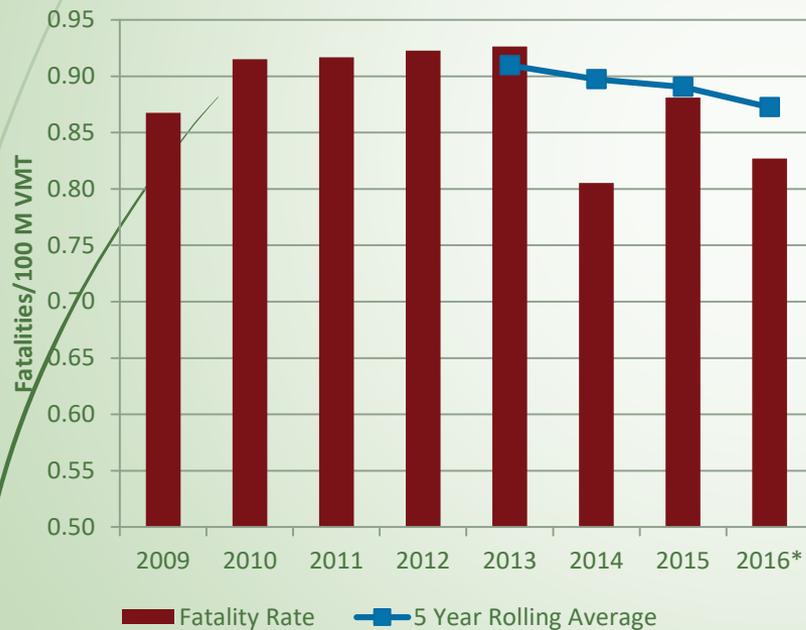


Capital Region

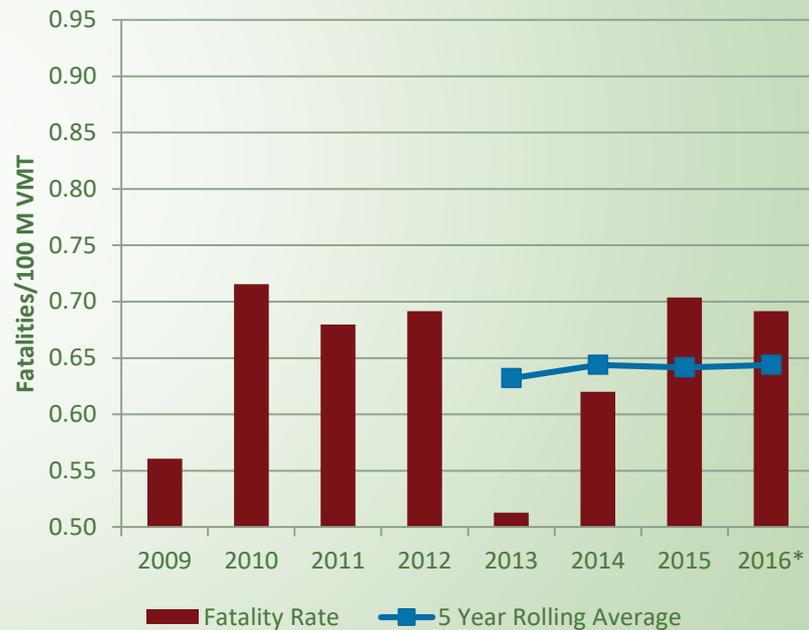


Fatality Rate

New York State



Capital Region





NY SHSP Emphasis Areas

- **Intersections**
- **Lane Departure**
- **Vulnerable Users** (bicyclists, pedestrians, motorcyclists, and individuals working/traveling in a work zone)
- **Age-Related** (20 and younger & 65 and older)
- **Road User Behavior** (impaired driving, occupant protection, distracted and drowsy driving)
- **Speed**



NY SHSP Strategies

- Plan provides strategies to reduce serious injuries and fatalities
- Integrate multidisciplinary approaches to traffic safety in the strategies
 - Engineering
 - Enforcement
 - Education



Lane Departure Strategies-NY SHSP

- Complete a Lane Departure Action Plan
- Implement a program of systemic safety improvements that decrease the number and severity of lane departure crashes
- Implement safety counter-measures at locations based on lane departure crash experience
- Develop education and training materials related to lane departure crashes
- Continue enforcement of traffic laws that reduce lane departure crashes



Are the regional local road emphasis areas the same as the statewide emphasis areas?



What's Going On? (2011-2016)

- 30,405 = Total crashes on all roads in the four county area
- 15,996 = Total local road crashes in the four county area
- 1,810 = Total local road serious injury and fatality crashes
 - 1,683 serious injury
 - 127 fatal



Local Roads: All Crashes vs. Severe Crashes

- A higher percentage of severe crashes occur on dark road and curve conditions
- Weather conditions do not result in increased severe crash percentages
- The highest percentage of severe crashes on local roads occur where there is no traffic control
- More than half of severe crashes on local roads are single vehicle crashes

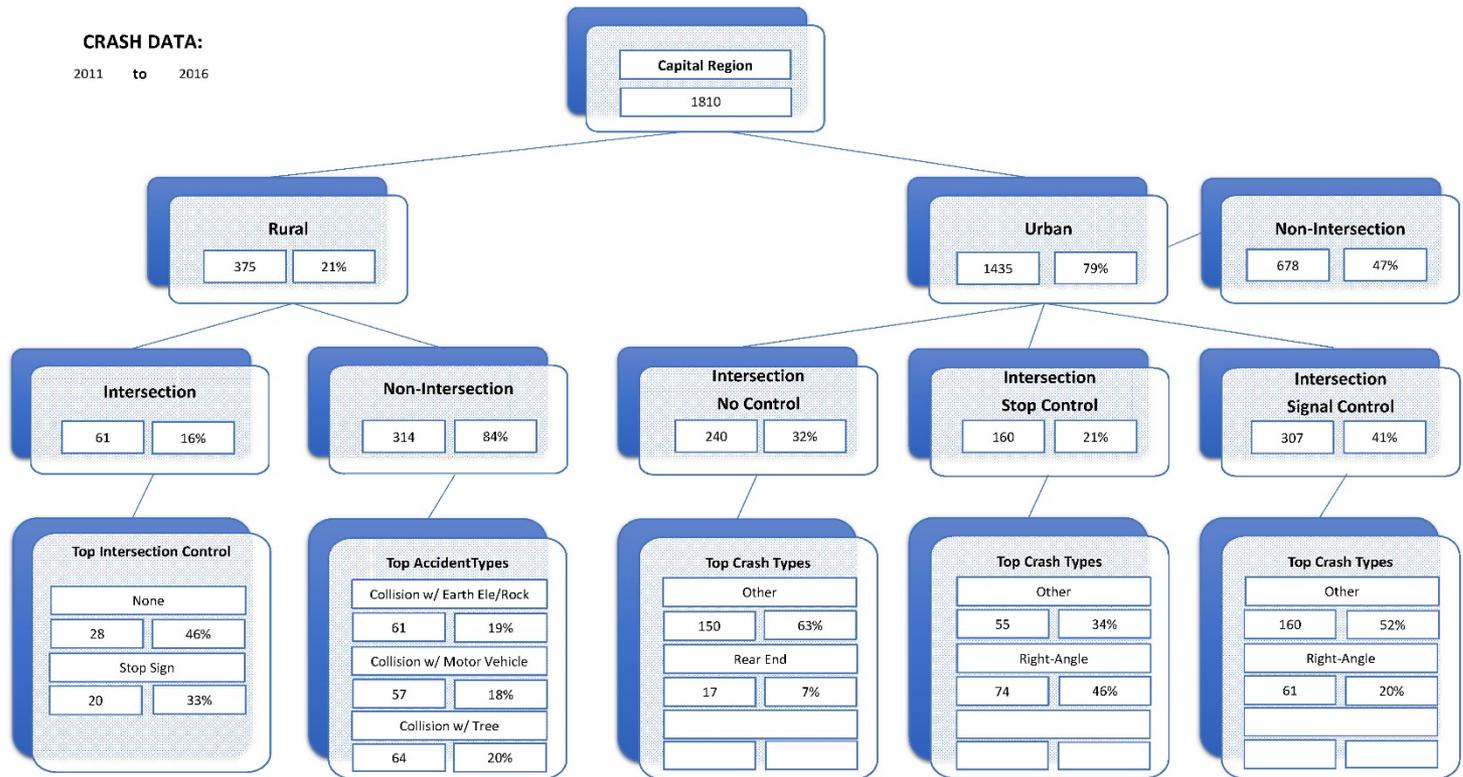


Data Breakdown

- Rural vs. Urban
- Intersection vs. Non-Intersection
- Traffic Signal vs. No Control
- Defined vs. “Other”

Capital Region

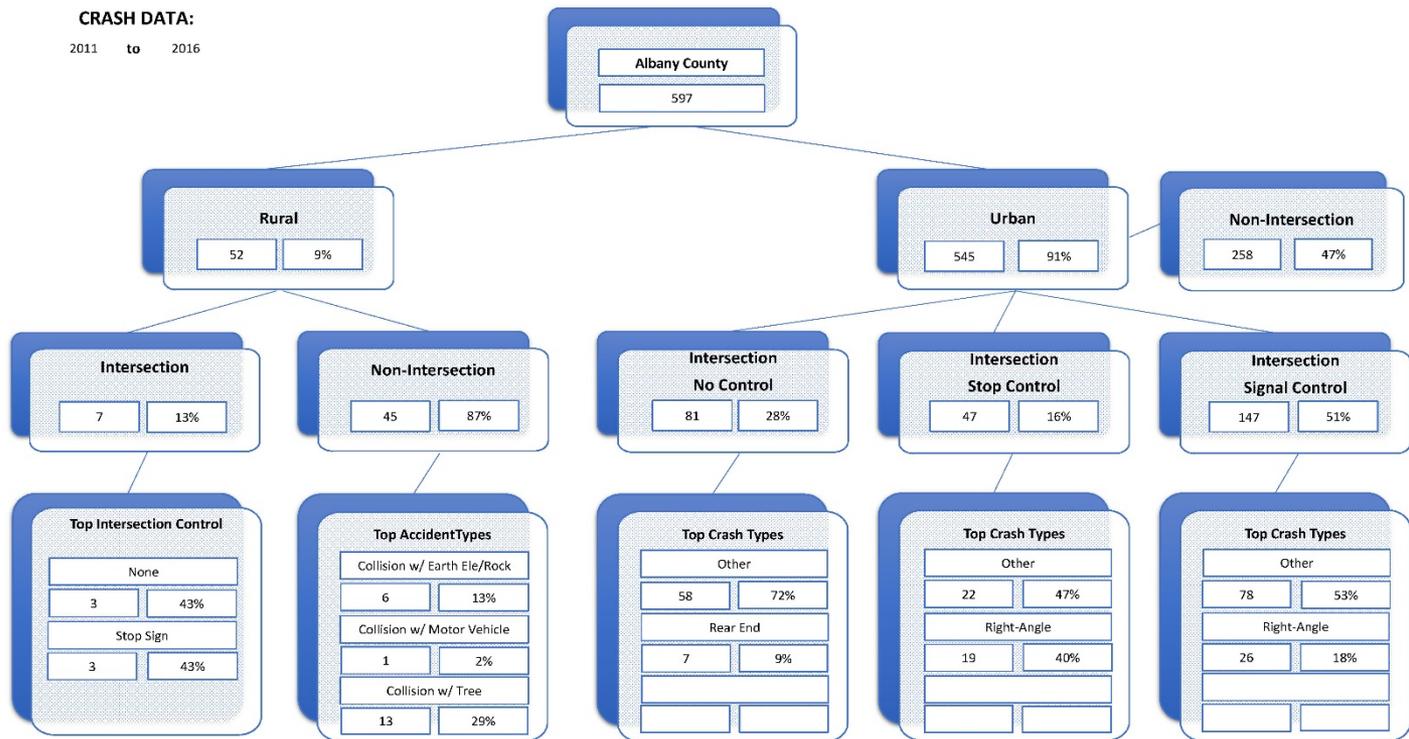
CRASH DATA:
2011 to 2016



Albany County

CRASH DATA:

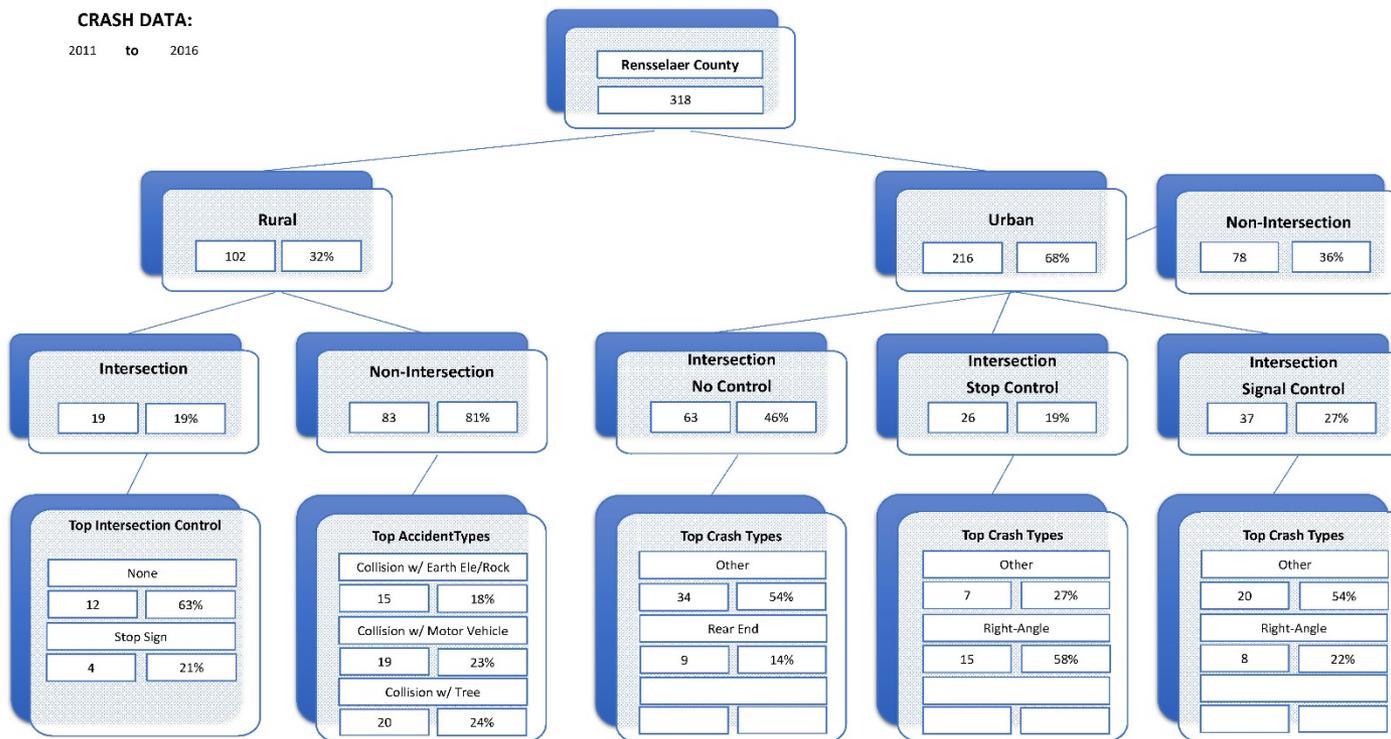
2011 to 2016



Rensselaer County

CRASH DATA:

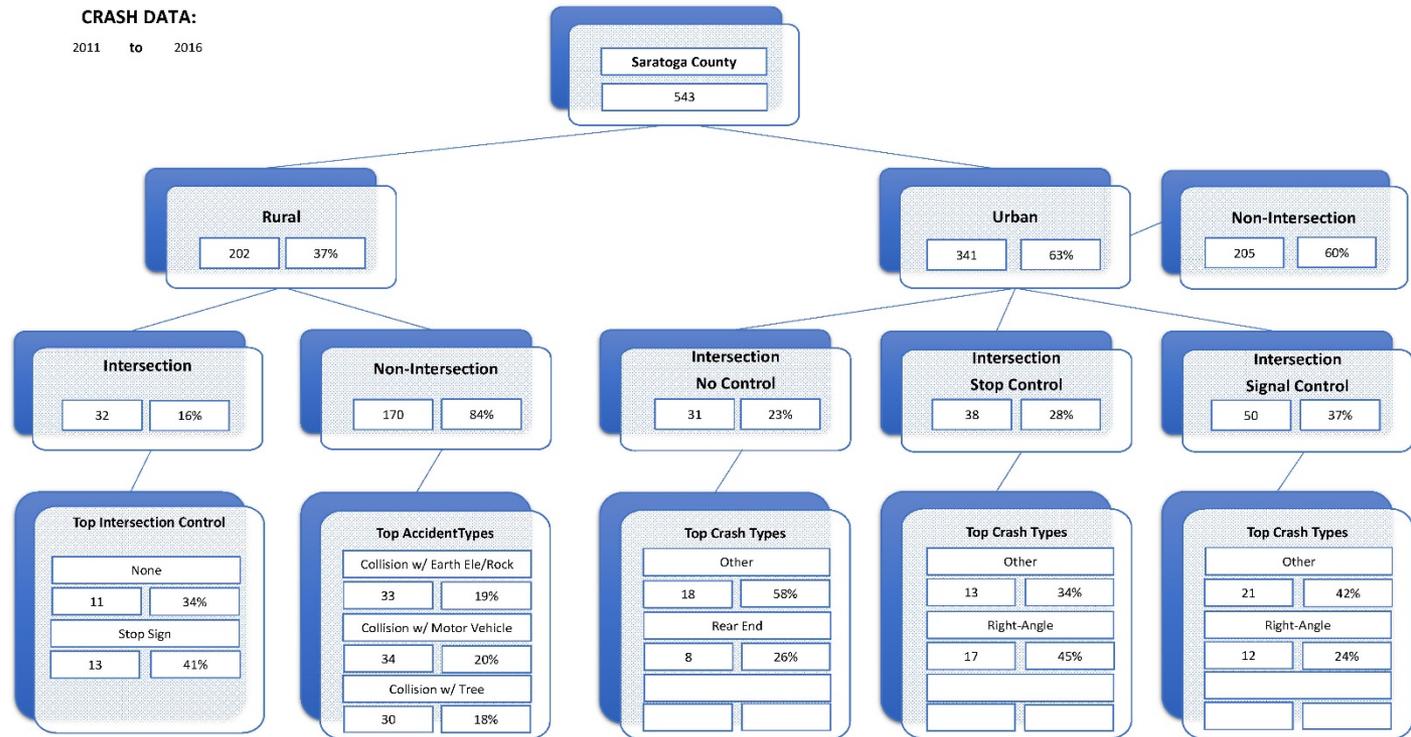
2011 to 2016



Saratoga County

CRASH DATA:

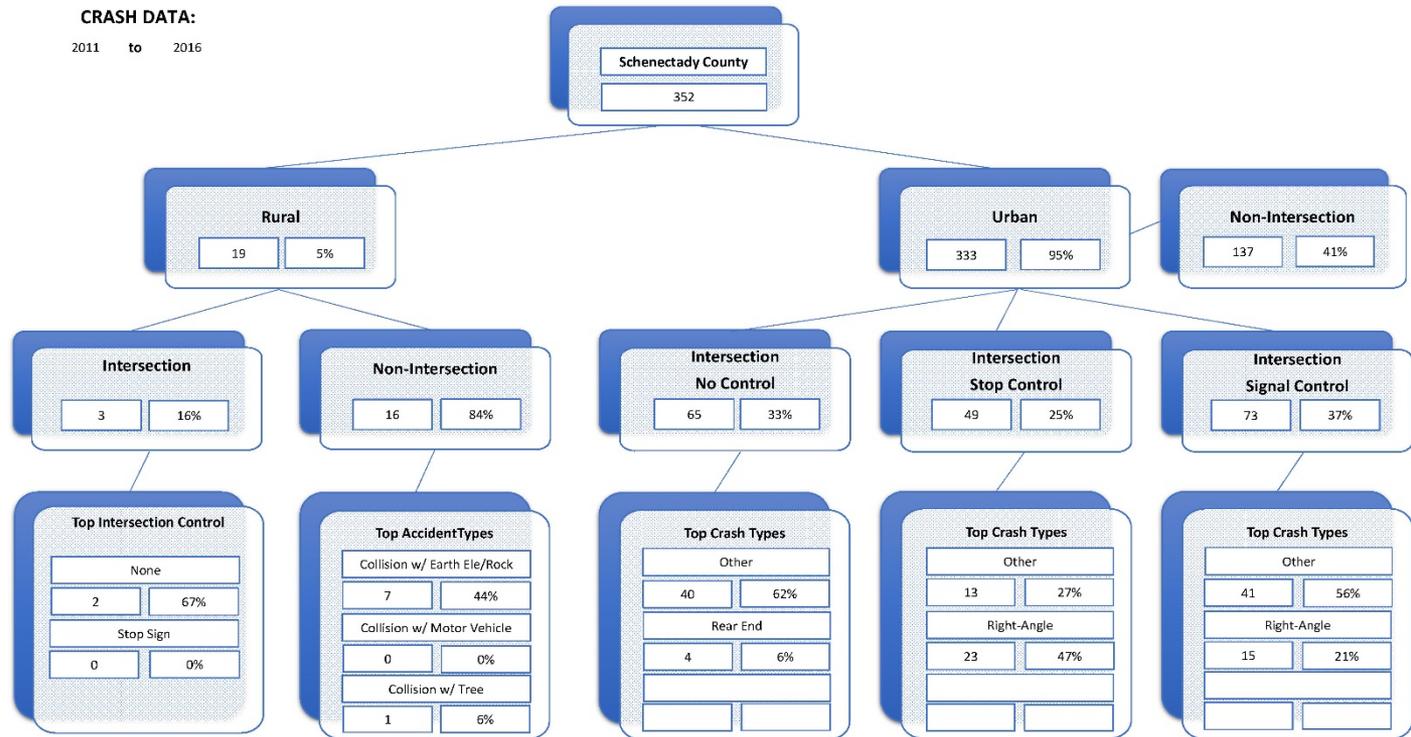
2011 to 2016



Schenectady County

CRASH DATA:

2011 to 2016





Case Studies

Two “Representative” Roadways

Setting

- Roadway Character
- Traffic Volume
- Land Use
- Crash History

Safety Implications

- Pedestrian
- Bicyclist
- Vehicle
- Motorcyclist

What trade-offs and compromises are associated with the different user groups?



Rural – Tamarac Road (CR 129) NY Route 278 to Log Woods Rd

- 5.6 mile segment of rural major collector
- 2-lane roadway with striped centerline and narrow shoulders, many passing zones
- Single family, agriculture, open space, educational
- 35-mph, 40-mph, and 45-mph posted speed limits
- Numerous warning signs- curve, intersection
- 2,500 vehicles per day- 10 ton weight limit



Rural – Tamarac Road (CR 129)

Tamarac Road northbound near NY Route 278



Rural – Tamarac Road (CR 129)

Tamarac Road northbound at Carrolls Grove Road



Rural – Tamarac Road (CR 129)

Tamarac Road southbound at Carrolls Grove Road



Rural – Tamarac Road (CR 129)

Tamarac Road passing zones



Rural – Tamarac Road (CR 129)

Tamarac Road vertical curve and driveway warning sign



Rural – Tamarac Road (CR 129)

Tamarac Road horizontal curve and warning sign



Rural - Tamarac Road (CR 129)

- 8 crashes in six years (7 injury, 1 fatal)
- 6 single vehicle, 2 two vehicle
- 3 collisions with tree, 2 collisions with pedestrian (not at intersection), 1 left-turn, 1 overturned (fatal), 1 unknown
- Contributing factors included unsafe speed, driver inattention, pedestrian error/confusion, and passing or improper lane usage



Urban - McClellan Street State Street to Eastern Parkway

- 0.87 mile section of urban minor arterial
- 2-lane roadway with, generally no roadway striping, signalized intersections
- On-street parking, maintenance strip with street trees, sidewalks on both sides of roadway
- Transit service
- Residential, commercial, and medical
- 30-mph posted speed limit
- 33 to 34-mph 85th percentile speed
- 9,300 vehicles per day



Urban – McClellan Street

McClellan Street northbound at Eastern Parkway



Urban – McClellan Street

McClellan Street northbound at Bradley Street



Urban – McClellan Street

McClellan Street southbound at Becker Street



Urban – McClellan Street

McClellan Street northbound north of Becker Street



Urban – McClellan Street

McClellan Street southbound south of Bradley Street



Urban – McClellan Street

McClellan Street southbound at State Street



Urban – McClellan Street

- 10 crashes in six years (9 injury, 1 fatal)
- 2 single vehicle, 7 two vehicle, 1 three vehicle
- 3 collision with pedestrian (1 fatal), 3 right-angle, 2 head on, 1 rear end, 1 other
- Contributing factors varied but included failure to yield right-of-way, driver inattention, pedestrian error/confusion, and disregard of traffic control



Wrap Up & Next Steps

- Continued data evaluation
- Stay connected!
 - Website: www.cdtcmpo.org/safetyplan
 - Email: safety@cdtcmpo.org