Why the Study?

- Reduce the number of fatal and serious injury crashes on the nations roadways
- Each state has a Strategic Highway Safety Plan
- Target specific emphasis areas with the greatest potential to reduce crashes
- Use data analysis to reduce the potential for fatal and serious injury crashes on local roads
Emphasis Areas

• Intersections
• Lane Departure
• Vulnerable Users
• Age-Related
• Road User Behavior
• Speed
Major Findings

• Analysis did not identify any specific “hot spots”
• Crashes lend themselves to systemic improvements
• Strategies include engineering, education, and enforcement recommendations
Agenda

- Draft Report Recommendations
  - Municipal and County
  - CDTC
  - Education
  - Enforcement
  - Other
- Public Meeting
- Priority Location Inventory
- Next Steps
Municipal and County Actions

Draft Report Recommendations
Adopt a Road Safety Audit (RSA) Program

- Identify RSA team
- Commit to conducting a set number of audits per year

CDTC Support
- Provide tutorial illustrating how to create and implement a Road Safety Audit Plan
- Continue to educate partners about available funding opportunities
Identify Intersections with High Risk Factors

• Conduct intersection inventory
• Commit to conducting a set number of inventories per year
• Create a system for organizing, conducting, and reporting each intersection inventory

• CDTC Support
  • Develop a list of intersection inventory features
    • Highlight the high risk factors
  • Create a checklist to conduct an intersection inventory
  • Continue to educate partners about available funding opportunities
Implement an Intersection Safety Plan

• Prioritize intersections for safety countermeasures
• Implement safety countermeasures at a set number of locations per year
• CDTC Support
  • Create a simple tutorial illustrating how to develop an intersection safety program
  • Continue to educate partners about available funding opportunities
Adopt Policies that Promote Safe Roadways and Intersections

• Create an access management plan
• Adopt a Complete Streets policy
• Adopt a lane departure safety program
• Update Codes to create consistency with safety policies
Adopt Policies that Promote Safe Roadways and Intersections

- **CDTC Support**
  - Develop a methodology to review horizontal curves
  - Identify locations with high risk roadway features associated with lane departure crashes
  - Create a step by step process to implement countermeasures addressing lane departure crashes
  - Encourage the use of CDTC programs
    - Educational workshops series
    - New Visions Complete Streets White Paper
    - Technical assistance program
    - ADA compliance checklist
Prioritize Vulnerable Users

- Conduct pedestrian and bicyclist inventory
- Identify locations with pedestrian and bicyclist risk factors
- Prioritize locations for implementation of vulnerable user countermeasures

CDTC Support
- Develop a list of roadway and intersection characteristics that are high risk factors for pedestrians and bicyclists
- Create a checklist to conduct a pedestrian/bicyclist safety review
Update Maintenance Program

- Review and update maintenance program for basic safety features
- Implement lane departure countermeasures during routine maintenance
Update Maintenance Program

• CDTC Support
  • Create a list of safety items that should be included in all routine maintenance activities
  • Provide relative cost and benefit for each item
  • Encourage the use of CDTC programs
    • Educational workshops series
    • New Visions Complete Streets White Paper
    • ADA compliance checklist
  • Continue to educate partners about available funding opportunities
HSIP Eligible Projects

- HSIP Projects can be either infrastructure or non-infrastructure, but must:
  - Address a priority in the SHSP
  - Be identified through a data-driven process
  - Target an identified safety problem
  - Contribute a reduction in fatalities and serious injuries
HSIP Eligible Projects

- Installing backplates at traffic signals
- Warning signs
- Clearing to improve sight lines
- Retroreflective shoulder striping
- High friction surface treatments
- Intersection and/or roadway lighting
- Flashing Beacons
- Rumble strips
- Vulnerable user infrastructure
- Safety Edge
- Roadside clear zones
Questions

• Are these reasonable steps municipalities can take?
• Are the resources available to even do these?
• Does CDTC need to take a bigger role?
Roadway and Intersection Data

- Develop roadway character and intersection characteristics inventory checklist and samples
- Document a sample database structure for monitoring, maintaining, and reporting roadway and intersection inventories
Crash Data and Evaluation

- Provide training for the CLEAR system
- Create templates for the CLEAR system to share with the local municipalities for a consistent data evaluation methodology
- Complete data analysis when needed
- Support post-implementation evaluation by helping to track and report project information
Project Funding

• Provide a clearing house for all safety funding options and resources
• Continue to assist with completion of funding applications including crash evaluations
• Continue to monitor new safety funding sources and partnering opportunities
Questions

• Are these reasonable steps CDTC can take?
• Are the resources available to even do these?
Awareness Initiatives

- Younger Drivers
  - Night time driving
  - Distracted driving
  - Impaired driving
- Older Drivers
  - New traffic control devices
Vulnerable User Education

• Provide materials and resources like "See! Be Seen!"
• Identify and foster local partnerships
• Encourage participation in available grants
Questions

• Are these reasonable steps that the Department of Health and local partners can take?
• Are the resources available to even do these?
• Does CDTC need to take a bigger role?
Education and Training

- Impaired driver training
  - Drug Recognition Expert (DRE)
  - Advanced Roadside Impaired Driving Enforcement (ARIDE)
- Pedestrian and bicyclist safety training
- Motorcycle targeted training
- Drivers with declining ability and/or at risk medical conditions
- Provide consistent and continual training for crash reporting
Enforcement Campaigns

• Focused patrols in conjunction with educational campaigns
  • Road user behavior (impaired, drowsy, distracted driving)
  • Vulnerable users (pedestrians, bicyclists, motorcyclists)
Targeted Patrols

- Conduct enforcement details at top ten safety deficient priority locations annually
- Increase speed enforcement
Questions

• Are these reasonable steps that the GTSC and local partners can take?
• Are the resources available to even do these?
• Does CDTC need to take a bigger role?
Other Considerations

Draft Report Recommendations
Data

- Local road fatal and serious injury crashes are infrequent and sporadic
  - Systemic countermeasures are more appropriate

- Funding for mitigation is data driven; currently
  - Incomplete local road data
  - Inaccurate crash data
  - No correlation between crash data and road data
Future Explorations

- Safe Systems
- Vision Zero
- Connected and Autonomous Vehicles
- E-Scooters and E-Bikes
- Coordination with Other LRSP Sponsors
Public Meeting
Public Meeting

- June 12, 2019 from 4:00 to 6:00 pm
- Town of Colonie Public Library
- Materials
- Target Audience
- Publicity
Priority Location
Inventory
Priority Locations

- Where are they?
- How do we identify them?
- Criteria for identification?
Next Steps
Next Steps

• Finalize draft report
• Public Meeting
• Identify Priority Locations