Regional Safety Action Plan
Focus Group Meetings

May 24 and 25, 2018
Agenda

- Welcome and Project Introduction
- Review survey feedback
- Data analysis initial findings/facts
- Open discussion
- Wrap-up 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 to reduce fatal and serious injury accidents
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
The rate for serious injuries associated with vehicle crashes in the state and in the region is trending up (blue line). We want these numbers to head back down.
The rate for fatalities associated with vehicle crashes in the state is trending down, but the region is starting to go up. The regional safety action plan is going to provide strategies to reduce fatal crashes and have this line trending down.
Region Compared to State

- The four county area accounts for 6.2% of statewide crashes and 4.7% of all fatal crashes.
- The four county area accounts for 7.6% of alcohol related and 7.5% of impaired driving crashes.
- Bicycle crashes and pedestrian crashes account for 3.0% and 2.5% of the statewide crashes.
- Motorcycle crashes account for 6.8% of the statewide motorcycle crashes.
Are the regional local road emphasis areas the same as the statewide emphasis areas?

We don’t know yet
Useful Definitions

- **Local Road**: any road in the four county area that is owned and maintained by an entity other than NYSDOT. State roads travelling through towns are typically maintained by NYSDOT where state roads through villages and cities are typically maintained by the municipality. For example, US Route 9 in Clifton Park is state maintained.

- **Serious Injury Crash**: crash that results in at least 1 serious injury

- **Fatal Crash**: crash that results in at least 1 fatality
KABCO Scale

- K- Fatal injuries include deaths which occur within thirty days following injury in a motor vehicle crash.
- A- Severe injuries include skull fractures, internal injuries, broken or distorted limbs, unconsciousness, severe lacerations, severe burns, and unable to leave the scene without assistance.
- B- Moderate injuries include visible injuries such as a “lump” on the head, abrasions, and minor lacerations.
- C- Minor injuries include hysteria, nausea, momentary unconsciousness, and complaint of pain without visible signs of injury.
- Unk Severity- Severity of injury unknown
- O- No fatality or injury; property damage only

Definitions directly from the Institute for Traffic Safety Management and Research (ITSMR). The crash data being evaluated includes KABC data.
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 fatality

Serious injury and fatality crashes include K and A data.
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.

Source Data from ALIS
Serious Injury Crashes and Fatalities Compared to VMT

Vehicle Miles Traveled  Serious Injuries & Fatalities

- Albany: 31% 30%
- Rensselaer: 14% 19%
- Saratoga: 16% 18%
- Schenectady: 39% 33%
Vulnerable users includes pedestrians, bicyclists, and motorcyclists
Motorcycle crashes account for 26% of all crashes, but 40% of all serious injuries and fatalities.
Just the beginning

- Urban vs Rural
- Roadway character
- Driver demographics
- Type of vehicle

The data will continue to be evaluated to find the emphasis areas for the four county area.
11.3% of all local road crashes are fatal and serious injury crashes

What do YOU think?
Survey Feedback

- Wide range of respondents including governing and policy agencies, agencies, municipalities, citizens groups, elected officials, and hobbyists.
- Frequency of transportation safety involvement ranged from daily to monthly.
- The major area of concern and largest contributor to crashes was identified as distracted driving (drug use, cell phone, etc.)
Local Roads Crashes

- Cell phone use accounted for 0 fatalities and 16 serious injury crashes regionally from 2011 to 2016 (all roads)
  - Cell phone data wasn’t collected until part way through the data set
  - Difficult to collect this data

- Distracted driving accounted for 49 fatalities and 702 serious injury crashes regionally from 2011 to 2016 (all roads)

Source Data from ITSMR

The crash data doesn’t tell the whole story.
Measures that Improve Safety

- Traffic calming
- High visibility crosswalks
- Safe rider/driver classes
- Increased enforcement
- Bike paths

- Uber/Lyft (other ride choice options)
- Upgraded signals and infrastructure
- Greater visibility of traffic control
- What else?
What else should we discuss?

- Improve operations in areas with bad safety records
- Autonomous vehicles and small vehicle detection
- Improved communication between agencies, enforcement, and auto industry
- Increased education (specifically power outages)
- Bike paths
- **What else?**
Wrap Up & Next Steps

- Regional Safety Summit on June 13th
- Continued data evaluation
- Stay connected!
  - Website: www.cdtcmpo.org/safetyplan
  - Email: safety@cdtcmpo.org