Agenda

- Review of State Program
- Why a Local Road Safety Action Plan
- General Local Statistics
- Summary of Local Road Safety Action Plan Findings and Recommendations
- Education and Enforcement Discussion
- Questions?
Highway Safety Improvement Program (HSIP)

- Funded under the FAST Act
  - Fixing America’s Surface Transportation Act
- Reduce fatalities and serious injuries on all public roads
- Data driven approach and reporting requirements
  - Strategic Highway Safety Plan (SHSP) – NYSDOT
    - Strategies and actions
    - List of specific goals
  - HSIP Annual Report – NYSDOT
    - Outlines progress toward goals

Source: FHWA
New York Strategic Highway Safety Plan

- Education, Enforcement and Engineering strategies to meet the safety goals

“New York’s safety partners will advocate for those who travel by any mode, and deliver data driven safety programs to decrease the number of injuries and fatalities that occur on public roads in New York state. Together we will work to ensure safety is a top priority in all engineering, education, enforcement and emergency medical service activities.”
Why a Local Road Study?

- Proven Safety Countermeasure
- Reduce the number of fatal and serious injury crashes on local roads
- Local Plan
  - Specific to roadways and crash history in four county area (Albany, Schenectady, Rensselaer, Saratoga)
  - Strategies targeted to counties and municipalities in our area
  - Short, Medium and Long-term measures identified
  - What can counties and municipalities do?
  - What can CDTC do?
CDTC Jurisdiction Overview

- Population 830,000+
- 2 Urban Areas
  - Albany – Schenectady – Troy
  - Saratoga Springs
- 4 Counties
  - Albany
  - Schenectady
  - Saratoga
  - Rensselaer
- 77 Municipalities
Local Road Statistics (2011-2016)

- All Roads: 30,405
- Local Roads: 15,996
- Fatal: 127
- Serious Injury: 1,683

Fatal and Serious Injury: 1,810
All Crashes vs. Fatal/Serious Injury Crashes (2011-2016)

- 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
Emphasis Areas

- Intersections
- Road User Behavior (impaired, distracted, and drowsy driving)
- Age-Related (20 and younger, 65 and older)
- Vulnerable Users (pedestrians, bicyclists, and motorcyclists)
- Lane Departure
- Speed
## Emphasis Areas

<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>Why?</th>
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<tr>
<td>Intersections</td>
<td>Confusing, lots of activity</td>
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<td>Road User Behavior</td>
<td>People make mistakes</td>
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<tr>
<td>Age Related</td>
<td>Inexperience and declining ability</td>
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<td>Vulnerable Users</td>
<td>Less protection</td>
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<td>Lane Departures</td>
<td>Roadside hazards</td>
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<td>Speed</td>
<td>Lose control</td>
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# Emphasis Area Local Road Crashes by Year
(Serious Injury and Fatal Crashes)

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## Emphasis Area Local Road Crashes by County
(Serious Injury and Fatal Crashes)

<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>Albany</th>
<th>Rensselaer</th>
<th>Saratoga</th>
<th>Schenectady</th>
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<td>Intersections</td>
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<td>Speed</td>
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Major Findings

- Systemic improvements are best
- Improvements can be made through engineering, education, and enforcement

Source: FHWA
Municipal and County

- Adopt a Road Safety Audit Program
- Identify intersections with High Risk Factors
- Implement an Intersection Safety Plan
- Adopt Policies that promote roadway and intersection safety
- Prioritize Vulnerable Users
- Update Maintenance Programs
CDTC

- Collect roadway and intersection data and develop usable inventory
- Define HSIP eligible projects
- Identify and educate others on funding opportunities
- Complete crash evaluations
- Education on new crash data systems as they are developed
Education Strategies

- Awareness Initiatives
  - Younger Drivers
    - Night time driving
    - Distracted driving
    - Impaired driving
  - Older Drivers
    - New traffic control devices

- Vulnerable User Education
  - Materials and resources like "See! Be Seen!"
  - Help identify and foster local partnerships
  - Encourage participation in available grants

Source: Photo from Safety Summit
Enforcement Strategies

- Training
  - Impaired driver training
  - Vulnerable user training
  - Declining ability drivers
  - Crash reporting

- Enforcement Campaigns
  - Planning focused patrols in conjunction with educational campaigns

- Targeted Patrols
Educational Programs
“Choices”
The Beacon of Hope
The Thomas Family Foundation
DISPLAYS
I really enjoyed the program today. It was very touching and effective. Everything I learned, heard, and saw definitely affected me and my future decisions. I will never text and drive, drive and drink and drive, or get in the car with someone under the influence.

I took a lot from this program and I'm definitely happy I got the chance to come today.

I really enjoyed this program, the photos and stories really opened my eyes about how serious and real these things are and aren't just things that happen on TV shows. I think this is an amazing program for children in high school that are about to be behind the wheel of a car. I'm fortunate for the experience.
SPECIAL MOMENTS

A drunk driver hit me...
I got the life sentence.

[Image: Billboard with the message]

[Image: Two women speaking to the media, standing near the billboard]
VERSATILITY
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Questions