Regional Safety Action Plan and Safety Investigation Program

Technical Advisory Committee Meeting #4

August 7, 2018
Focus Group 1 – CDTC May 24, 2018

- Nine Participants
  - Complete Streets Committee
  - NY Bicycle Coalition
  - Albany Traffic Safety
  - Governors Traffic Safety Committee
  - Albany Police Department
  - Alliance for Positive Health (2 attendees)
  - Albany County Legislature
  - Arbor Hill Development Corp
Focus Group 1
Main Discussion Topics

- Distracted drivers – cell phone use
- Data needs – more specificity
- Vulnerable road users - Pedestrians, Bicyclists, Bus Riders
- Underserved populations - obstacles for transit users
- Safety campaigns/education and outreach
- Speeding
- Interchanges & toll booths
- Traffic redirection during crashes/weather
- Enforcement and penalties
- Traffic calming measures
- Social toll of crashes
Focus Group 2 – Saratoga Library
May 25, 2018

- Six Participants
  - AAA Northway
  - Harley Owners Group
  - CDRPC
  - Malta Highway Safety Committee
  - Schenectady County Public Health
  - CDTC Policy Board (former NYSDOT)
Focus Group 2
Main Discussion Topics

- Distracted drivers – cell phone use
- Data needs – more specificity
- Vulnerable road users
  - Pedestrians, Bicyclists, bus drivers, motorcyclists
- Safety campaigns/education and outreach
- Street and road design/Complete Streets
- Advanced/emerging technology
Safety Summit
June 13, 2018 at The Crossings

- 25 participants representing multiple municipalities, state agencies and departments, user and advocacy groups, and enforcement agencies

- Summit Agenda
  - project introduction
  - preliminary findings presentation
  - panel discussion
  - break-out sessions to assess representative rural and urban roads in the area
Safety Summit

General Points

- Distracted driving is a larger contributor to crashes than the data shows
- Education programs appear to be helping, but their impact is difficult to quantify
- We aren’t yet able to determine the impact of rideshare programs (Uber, Lyft, etc.)
- Single vehicle run off road crashes represent a relatively high % of serious crashes in the four county area
Safety Summit
Crash Counter-Measures

- Be aware of trade-offs. Physical changes to intersections and roadways impact users differently.

- System wide counter-measures (systemic) can be more effective at overall crash reductions than a single, high-dollar change.

- Consider and implement safety counter-measures during regularly scheduled maintenance (cost savings).
Technical Evaluations – Emphasis Areas

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

- Rear-end and right-angle collisions are the predominant crash type at intersections involving more than one vehicle
- Potential counter-measures include:
  - Provide additional turn lanes at intersections
  - Clear sight triangles at stop or yield controlled intersections
  - Eliminate parking near intersections that limits sight distance
  - Restrict right turns on red at signals
Lane Departure

- Run off road crashes account for 33% of all serious injury and fatal crashes

- The crashes occur at the same frequency on straight and curved segments
  - Roadway lighting appears to be a contributing factor on curves more than straight segments
  - Weather does not seem to be a big factor

- 60% lane departure crashes involve hitting earth elements/ditches, utility/light poles, or trees

- Counter measures objectives include:
  - Keep vehicles from encroaching on the roadside-wide shoulders, rumble strips
  - Minimize the likelihood of crashing into an object or overturning if the vehicle travels off the shoulder-increase clear zone
  - Lighting/signing curves
Vulnerable Users (pedestrians, bicyclists)

- Pedestrian crashes account for 269 and bicyclist crashes account for 103 of the 1,810 serious injury and fatal crashes.
- Roadway lighting condition does not appear to be a contributing factor.
- 27% of pedestrian crashes occur at traffic signals. Potential counter measures include:
  - Install or upgrade traffic and pedestrian signals
  - Improve pedestrian and motorist safety awareness and behavior
- No current pattern associated with bicycle crashes. Further evaluate roadway character and spatial context.
Additional Areas of Evaluation

- **Age-Related** (young drivers and older drivers)
- **Road User Behavior** (impaired driving, occupant protection, distracted and drowsy driving)
- **Speed**
- **Motorcycles**