



CAPITAL REGION
**Transportation
Council**

Vision Zero Safety Action Plan

August 28, 2025

P L A N N I N G T H E W A Y W E M O V E



Meeting Overview

1. Safe Streets for All
2. Leadership Commitment & Goal Setting
3. Engagement and Collaboration
4. Safety Analysis
5. Underserved Communities Analysis & Plan
6. Policy & Process Changes
7. Safety Implementation Program
8. Progress, transparency & Next Steps
9. Conclusion



Safe Streets and Roads for All

The Transportation Council was awarded a grant from the US Department of Transportation to conduct the Vision Zero Safety Action Plan, funded through the Safe Streets and Roads for All (SS4A) program.

The Action Plan will identify safety projects and programs that are eligible for SS4A, in addition to other Federal and State funds.

Partner Jurisdictions

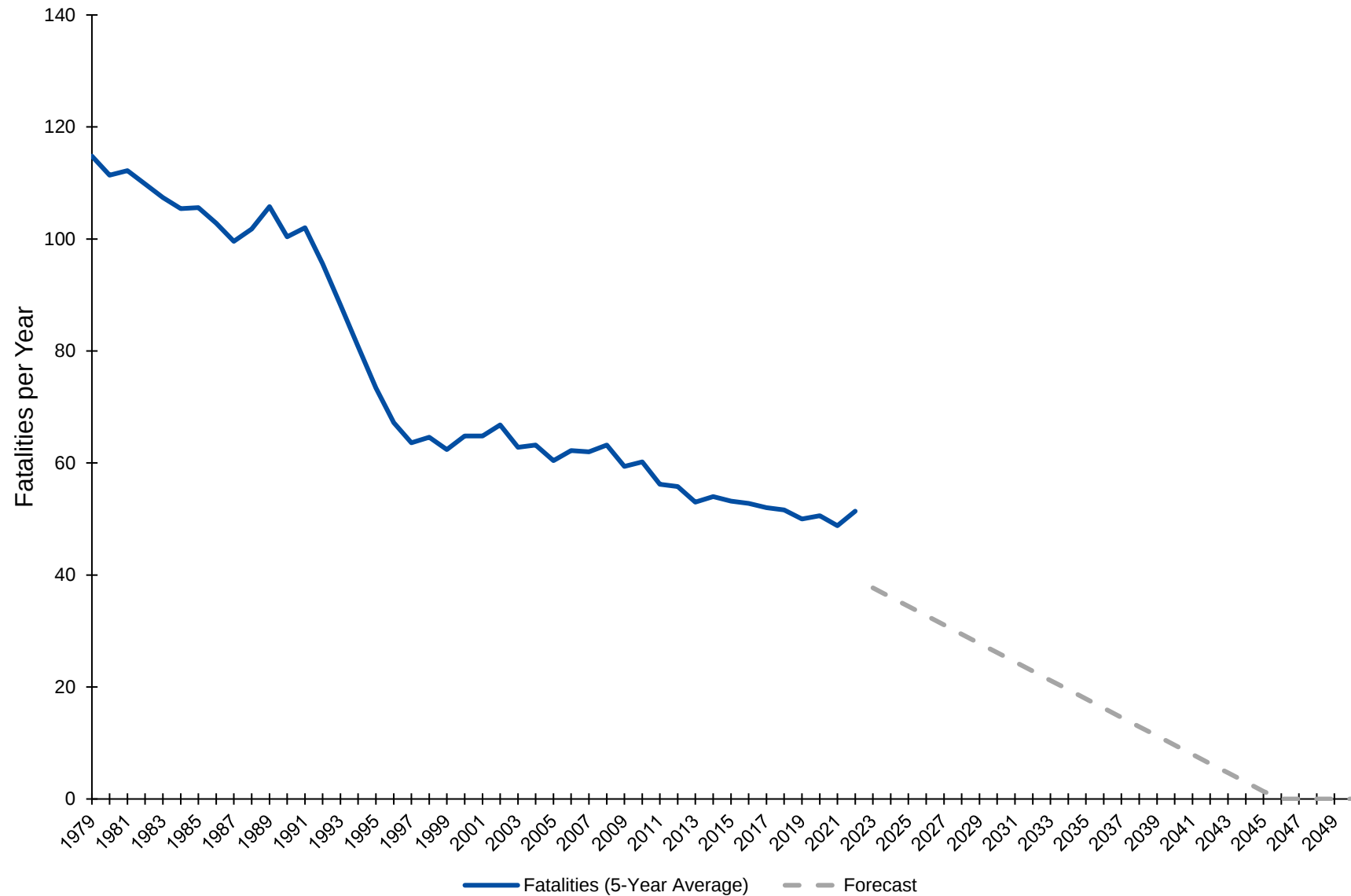
- City of Albany
 - City of Saratoga Springs
 - City of Troy
 - City of Watervliet
 - Village of Green Island
-
- NYSDOT – Region 1 providing financial support

Vision Zero Safety Action Plan Components

Required Component	Description
Leadership Commitment and Goal Setting	The plan shall have an ambitious goal and timeline to reduce fatal and serious injury crashes, which is backed by an official public.
Planning Structure	The plan shall have a committee, task force, implementation group, or similar body charged with oversight of the Safety Action Plan development, implementation, and monitoring.
Engagement and Collaboration	Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback, must be completed.
Safety Analysis	The plan must conduct an analysis of existing and historical crash trends. These trends serve as a baseline level for crashes involving fatalities and serious injuries across the Capital Region.
Equity Considerations	The plan must conduct an analysis of existing and historical crash trends. These trends serve as a baseline level for crashes involving fatalities and serious injuries across the Capital Region.
Policy and Process Changes	The plan must assess existing policies, plans, guidelines, and standards to identify opportunities to improve how these documents improve safety.
Strategy and Project Selection	The plan must identify a comprehensive list of strategies and projects shaped by data, the best available evidence, and noteworthy practices, stakeholder input, and equity considerations.
Progress and Transparency	The Safety Action Plan must have a method to measure progress over time. It shall also include means to ensure ongoing transparency with residents and stakeholders

Leadership and Goal Setting

Long-Term Trend of Fatalities (1979-2049)



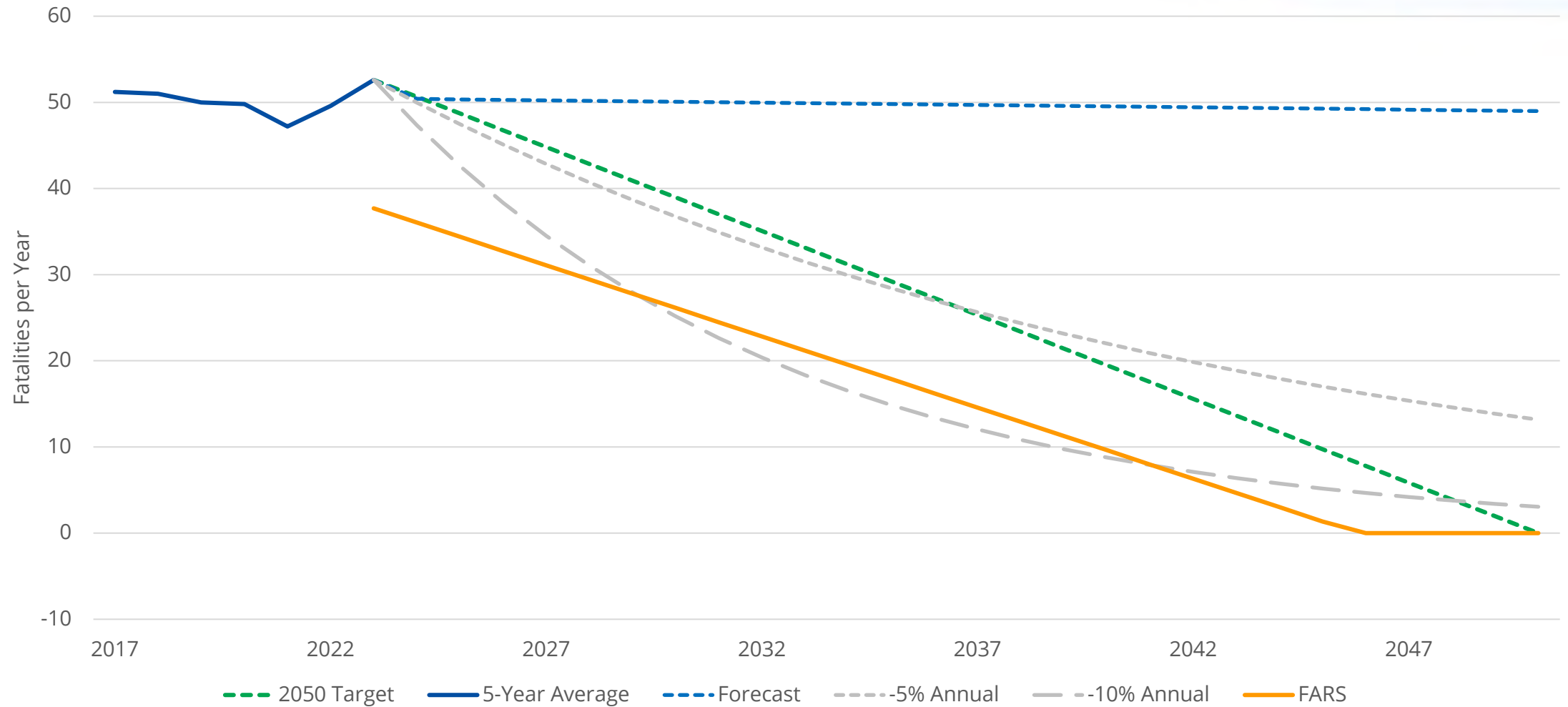
Source: FARS, National Highway Traffic Safety Administration

Fatality Trends by Decade

Decade	Start Year	Fatalities (Five-Year Average)	End Year	Fatalities (Five-Year Average)	Average Annual Reduction
1980s	1980	111	1989	106	-1%
1990s	1990	100	1999	62	-5%
2000s	2000	65	2009	59	-1%
2010s	2010	60	2019	50	-2%
2020s	2020	51	2022	51	0%
All	1980	111	2022	51	-2%

Source: FARS, National Highway Traffic Safety Administration

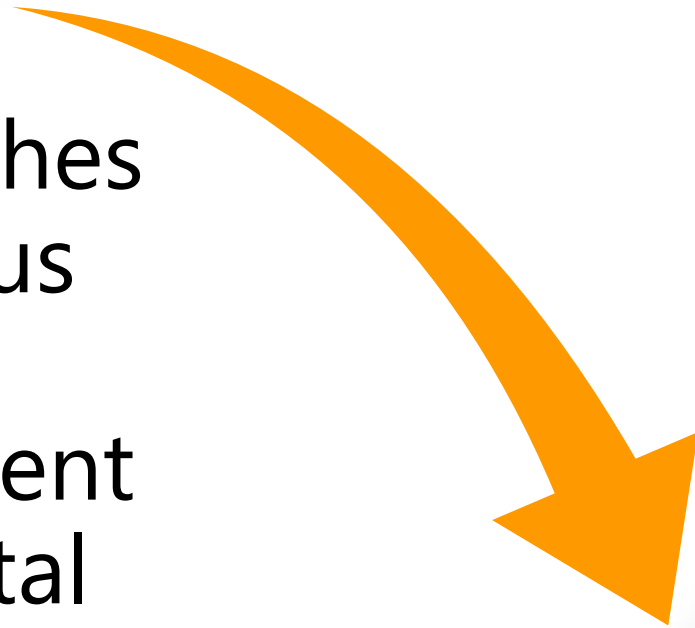
2050 Target for Fatalities



Source: FARS, National Highway Traffic Safety Administration

Vision Zero Target

Eliminate fatal crashes
and reduce serious
injury
crashes by 50 percent
(50%) in the Capital
region by 2050.



Engagement and Collaboration

Planning Structure



Engagement Strategy



Engagement Highlights



- Served as a central hub for community engagement and information sharing.
 - 3,200 unique visitors
 - 6,700 page views
 - Collect 430 unique data points on the interactive map

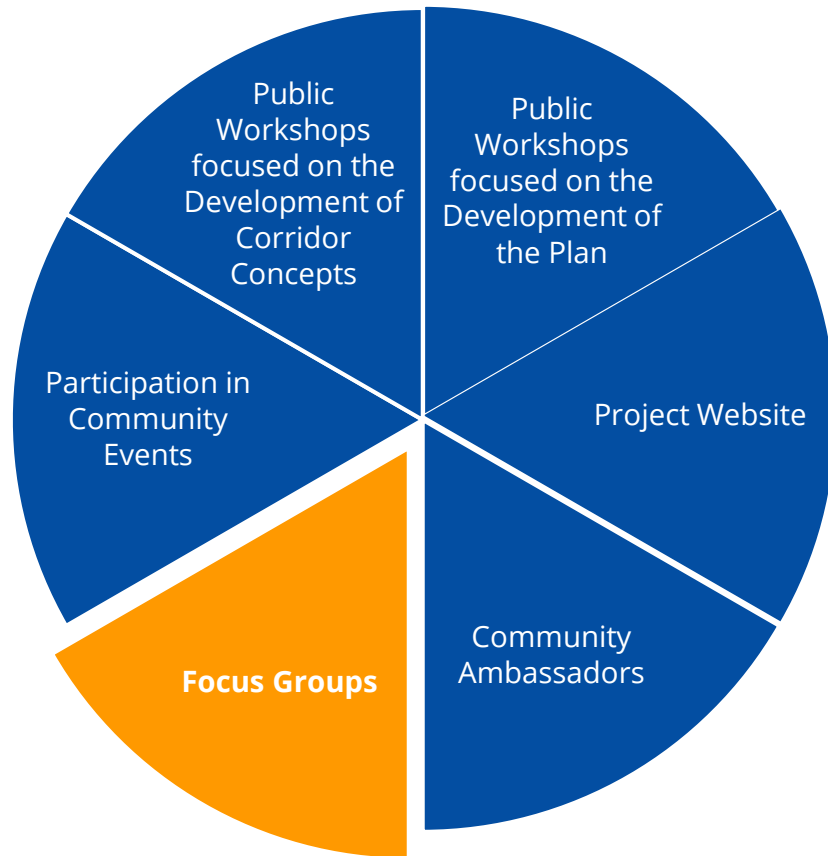
Engagement Highlights



Public engagement and stakeholder outreach efforts from August 2024 to June 2025.

- Round 1
 - In-person meetings held in Albany, Watervliet, and Saratoga Springs
 - 1 virtual workshop
 - Over 120 individuals participated
- Round 2
 - In-person meetings held in Albany, Troy, and Saratoga Springs
 - 1 virtual workshop
 - Over 75 individuals participated
- Round 3
 - In-person meetings held in Albany, Troy, and Saratoga Springs

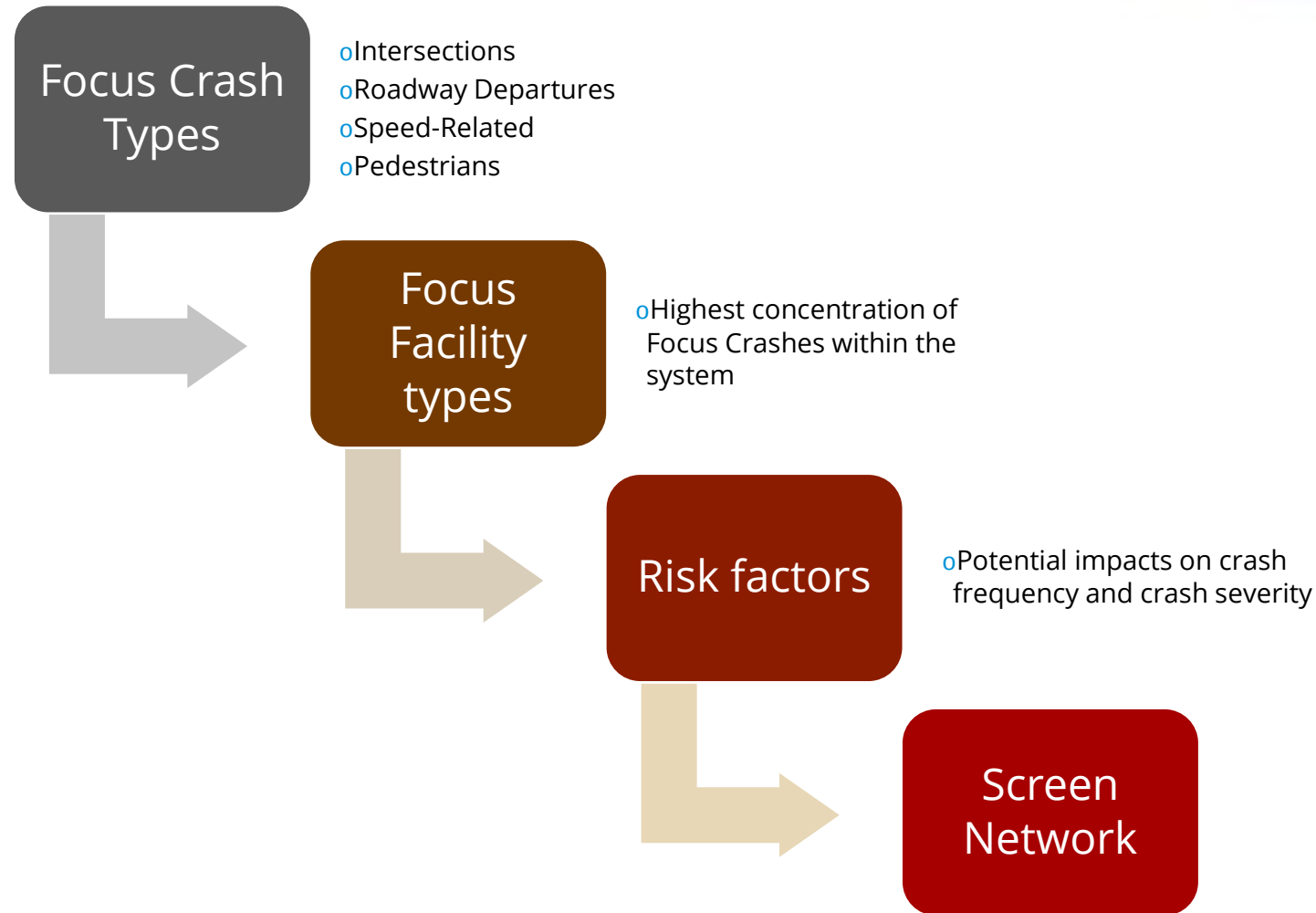
Engagement Highlights



From mid-2024 through early 2025, a series of stakeholder engagement activities (10 total) was conducted to inform the VZSAP:

- Focus Groups
 - One in-person focus group was held at the Washington Avenue Branch of the Albany Public Library
 - Two virtual focus groups were hosted via Zoom
- Traffic Safety Boards and Highway Safety Committees
 - Discussions with the Saratoga County Traffic Safety Board, Albany County Traffic Safety Board, Schenectady County Traffic Safety Board, Colonie Highway Safety Committee, and Clifton Park Highway Safety Committee
- Saratoga Springs Senior Center

Systemic Screening



Risk Factors

Roadway Departures and Speeding

- Number of through lanes
- Annual average daily traffic (AADT)
- Shoulder width (feet)
- Posted speed limit (MPH)
- Divided
- Median width (feet)
- Median types
- Access control types
- Truck route types

Intersections

- Presence of lighting
- Left-turn lane types
- Right-turn channelization types
- Crosswalk types
- Intersection skew angles (degree)
- Pedestrian signal types
- Total entering vehicles (TEV)

Pedestrians

- Pedestrian Daily Trip Count
- VRU High-risk area

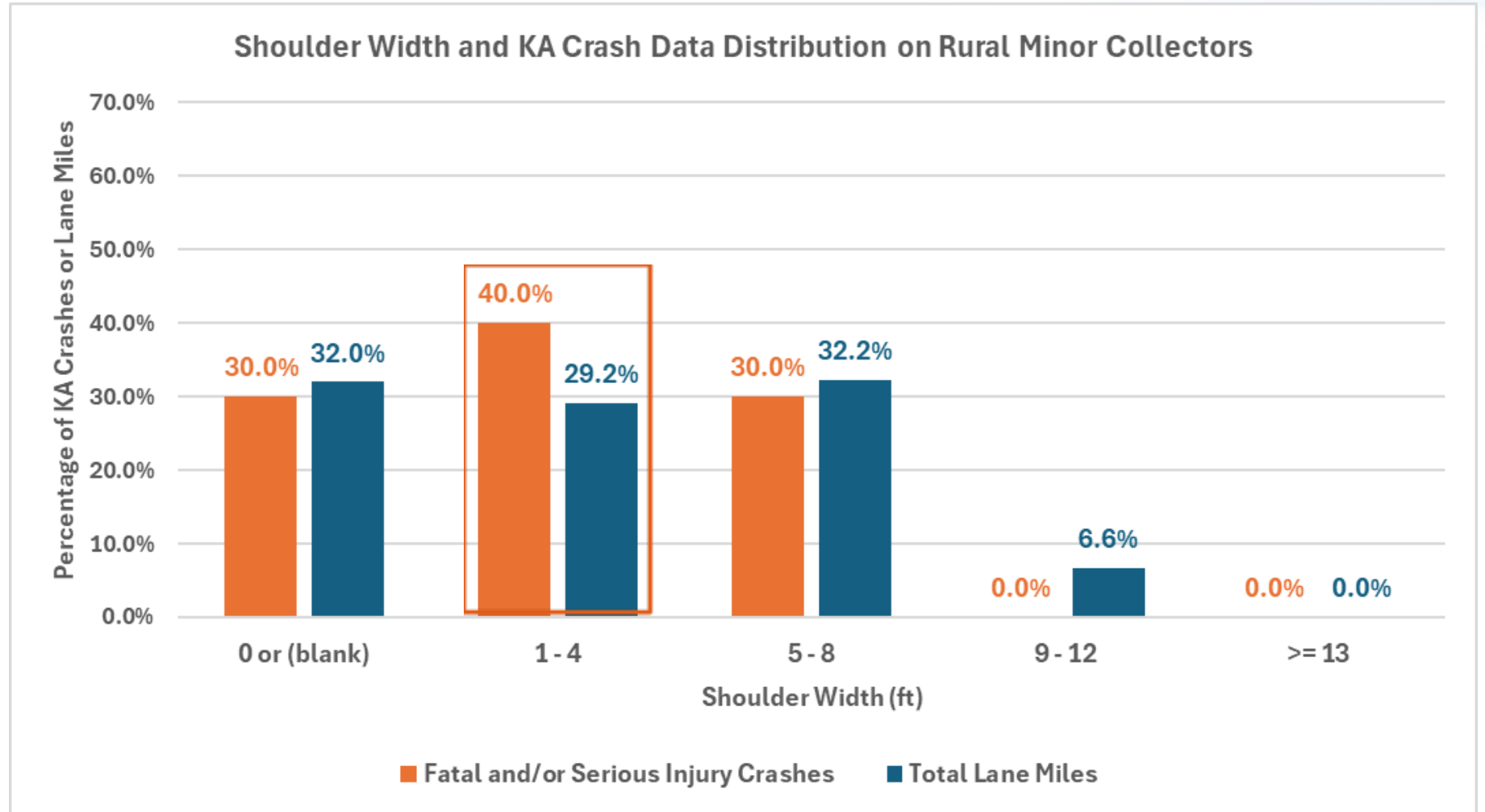
Risk Factors

Example

Risk Factor Analysis
Plot for Shoulder
Width on Rural Minor
Collectors

Percentage of KA
crashes with Risk
Factor exceeds
percentage share of
facilities by at least 10
% among that Focus
Facility Type

Source: NYSDOT CLEAR, 2019-2023



Systemic Treatment Packages

- Compilation of NYSDOT-approved countermeasures
 - Systemic safety plans
 - Pedestrian Safety Action Plan (2018)
 - Vulnerable Road User Safety Assessment (2023)
 - Roadway Departure Safety Action Plan (2024)
 - FHWA Proven Safety Countermeasures
- Packages are grouped by Focus Facility, eligibility, countermeasure type, and compatibility
 - Intended to guide development of grouped projects
 - Packages may be delivered as a whole or “a la carte” countermeasures can be applied
- Individual locations will require field evaluation
- “Enhanced” packages may require further study

Categories – Systemic Projects

- FHWA Proven Safety Countermeasures
 - 28 total
 - HSIP-eligible
 - Considerations provided for context and facility selection



Bicycle Lanes



Medians and Pedestrian Refuge Islands



Road Diets



Walkways



Median Barriers



Roadside Design Improvements at Curves



SafetyEdgeSM



Roundabouts



Corridor Access Management



Dedicated Left and Right Turns at Intersections



Reduced Left Turn Conflict Intersections



Local Road Safety Plans



Pavement Friction Management



Road Safety Audits

Speed-Related Safety Recommendations

Recommendations for Advisory Speed Zones



Speed-feedback signs



Reallocation of lane space



Street width reduction, (curb extension, chokers, median islands, street parking)

Recommendations for Collectors and Local Roadway Segments



Speed hump



Speed cushion



Offset speed table



Raised crosswalk



Raised intersection



Speed table

Roadway Departure Safety Recommendations

Recommendations for Horizontal Curves on Expressways, Arterials, and Collectors



Horizontal alignment signs



Advisory speed plaque



Chevrons / Large directional arrow



Oversized horizontal alignment signs

Optional horizontal alignment signs



Reflectorized sleeves on signposts

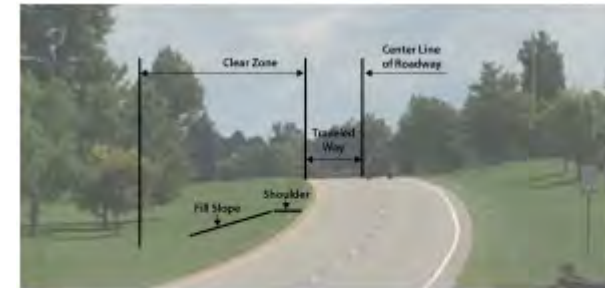
Recommendations for Roadway Classifications



Flashing beacons



Shoulder widening



Clear zone improvements

Fill slopes

Recommendations for Horizontal Curves



Wider edge lines



Curve warning pavement markings

Intersections Safety Recommendations

Recommendations for Signalized Intersections



Backplates with retroreflective borders



Retime yellow and red signals; better coordination



Signal ahead sign



Turning vehicle yield to pedestrian sign



Advance cross street sign names

Recommendations for Stop-Controlled Intersections



Oversized advance intersection warning signs



Oversized advance 'Stop' warning signs



Enhanced pavement markings



Retroreflective sheeting on sign posts

Recommendations for All Intersections



Single-lane or mini roundabouts



Mixed-lane roundabouts

Pedestrian Safety Recommendations

Recommendations for Signalized Intersections



High-visibility crosswalks



Restricted parking at intersections



'Signal Ahead' signs



'No turn on red' signs



'Stop here for pedestrians' signs



Accessible pedestrian signals

Recommendations for Uncontrolled Marked Crosswalks



High-visibility crosswalks



Pedestrian warning signs



Rectangular rapid flashing beacons

Recommendations for Vulnerable Road Users



Construct new countermeasures



High-visibility crosswalks



Enhanced signing and markings

Underserved Communities Analysis

- Build upon the Transportation Council Environmental Justice/Title VI Analysis
- Comparison and/or alignment with Justice40
- Analysis Steps
- Threshold Analysis – Cumulative Scoring based upon Regional Averages
- Index Analysis – Weighting based upon Safety priorities



Priority Indicators

1. Minority Population
2. Low-Income (Below Poverty)
3. Limited English Proficiency
4. Individuals with a Disability
5. Youth (<18)
6. Elderly (65+)
7. Single Female Parent Households
8. Foreign Born
9. Zero Car Households

In 2023, Executive Order 14096, incorporated “Tribal affiliation” and “disability” as protected categories, thereby expanding the current definition of Environmental Justice.

Threshold Analysis

Indicator	Region Average
% Race and Ethnicity	23%
% Low-Income Below Poverty Level	10%
% Limited English Proficiency	3%
% Individuals with Disability	12%
% Elderly population (75 years of age or older)	18%
% Youth population (18 and Under)	19%
% Female single-parent household	2%
% Zero Vehicle households	4%
% Foreign Born	9%

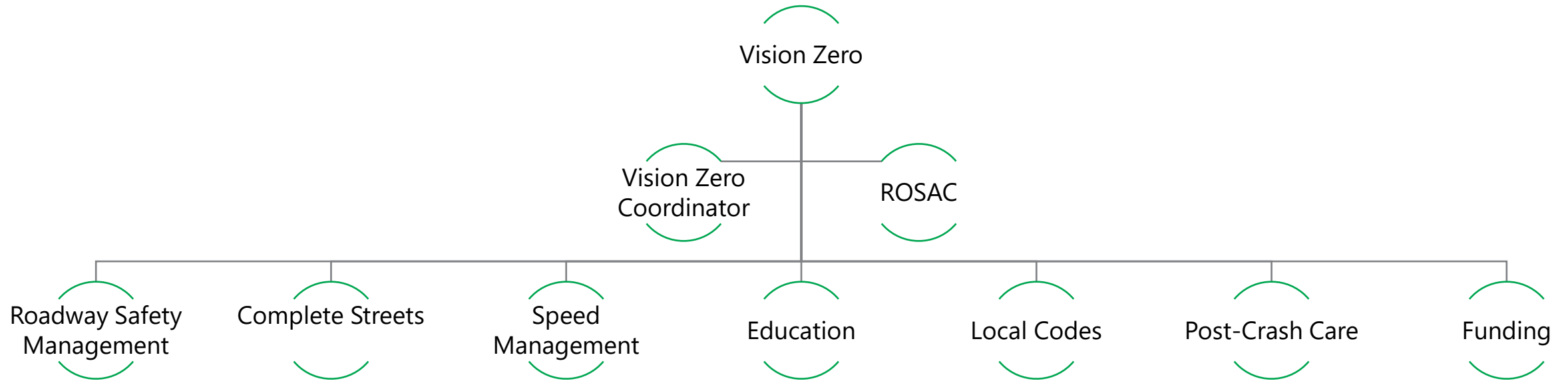
Weighted Scoring



Crash Impacts

	>= 90th Percentile	50th to 90th Percentile	< 50th Percentile
Regional Population	83,553	327,319	444,517
Regional Population (%)	9.77%	38.27%	51.97%
Crashes (Fatal and Severe Injury)	424	1,123	1,503
Crashes (Fatal and Severe Injury) per 100,000 Residents	507.46	343.09	338.12
Vulnerable Road User Crashes (Fatal and Severe Injury)	144	231	103
Vulnerable Road User Crashes (Fatal and Severe Injury) per 100,000 Residents	172.35	70.57	23.17

Vision Zero Policy and Process Framework



Policy and Processes - Priorities

Key Action Items	Category	Lead Agency	Supporting Partners
Vision Zero Policy			
Adopt a Vision Zero Policy for the Capital Region	Leadership	Transportation Council	Counties and Municipalities
Encourage counties, municipalities, and other public/private entities to adopt their own supporting Vision Zero resolutions	Leadership	Transportation Council	Counties and Municipalities
Provide an annual VZSAP Annual Report with updates on key safety performance metrics, tracking progress on the implementation of priority initiatives, and highlighting accomplishments made by partners	Transparency	Transportation Council	NYSDOT
Roadway Safety Management			
Provide network screening results, including vulnerable road users, to facility owners on an annual basis	Network Screening	Transportation Council	NYSDOT
Develop and support an Annual Work Program of Highway Safety Investigations for county- and municipal-owned roads	Public Awareness	Transportation Council	Counties, Municipalities
Provide “seed funding” to conduct preliminary engineering for safety projects where Highway Safety Investigations recommend capital improvements	Project Prioritization	Transportation Council	NYSDOT
Develop an inventory and data management system of horizontal curves on county- and municipal-owned roads for risk assessment of roadway departure crashes	Counter-measure Selection	Transportation Council	Counties, Municipalities

Policy and Processes - Priorities

Key Action Items	Category	Lead Agency	Supporting Partners
Complete Streets			
Continue to collect and analyze active transportation counts, sidewalk inventory, and bicycle facilities data to support corridor-level analysis and project planning	Data Development	Transportation Council	NYSDOT, Counties, Municipalities
Speed Management			
Collect vehicle operating speed data through traffic counts and other methods, per the FHWA Speed Limit Setting Handbook, to analyze the impacts of implementing municipal speed limit changes	Evaluation	Municipalities	TSBs, ROSAC, Transportation Council,
Develop a regional template for required engineering studies to enable municipalities to lower statutory speed limits to 25 miles per hour, per Section 1643 of the NYS Vehicle and Traffic Law	Guidance	ROSAC	Transportation Council, TSBs
Education			
Convene an annual meeting of GTSC grantees to promote coordination and knowledge sharing, pursue a common curriculum and materials, and identify regional gaps in program coverage in advance of the GTSC call for projects	Coordination	ROSAC	TSBs, Counties, Law Enforcement

Policy and Processes - Priorities

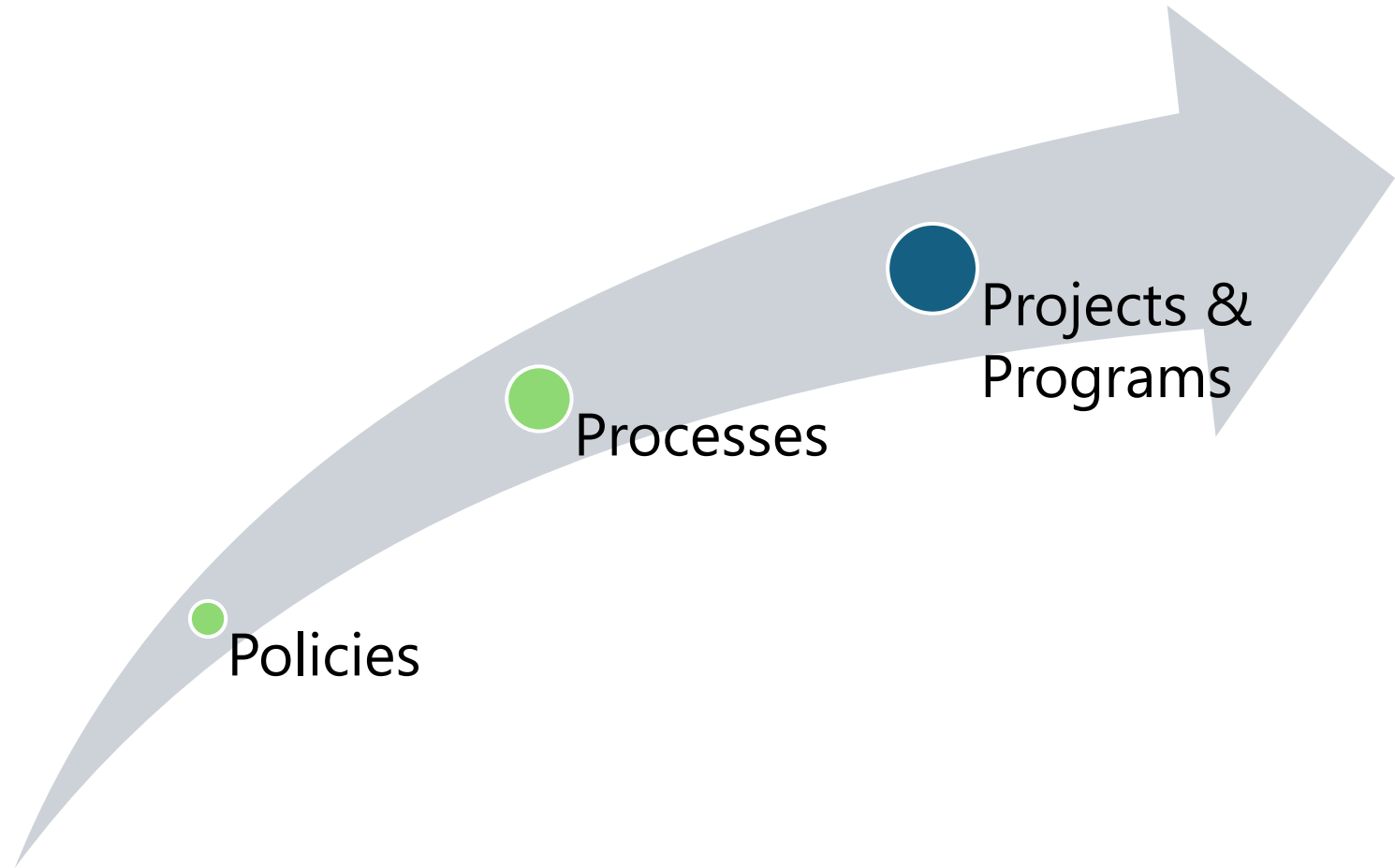
Key Action Items	Category	Lead Agency	Supporting Partners
Funding			
Guide local jurisdictions through TIP applications and promote available systemic treatments to access the Highway Safety Improvement Program funding	Guidance	Transportation Council	Counties, Municipalities

Strategy and Project Selection

Key Themes

Purpose

- Organize safety-related strategies and actions in the Capital Region
- Develop Safe System Approach-driven recommendations for Projects and Programs



Key Themes

Safe System Approach	NYS Emphasis Area	Crash Category	Themes
Safer Roads	Intersections	(All)	Intersections
	Roadway Departures	Roadway Departures	Roadway Departures
		Head-On	
		Sideswipe	
	Vulnerable Road Users	Bicyclists	Complete Streets
		Pedestrian	
		Road Workers	
	Alternate Road Vehicles	Buses	
		Motorcycles	
		Trucks	
Safer Speeds	Aggressive Driving	Aggressive Driving Following Closely Traffic Control Unsafe Speed	Speed Management
Safer Road Users	Road User Behavior	Alcohol	Safer Road Users
		Drugs	
		Cell Phones	
		Distracted	
		Asleep	
	Age Related	65+ < 21	
Safer Vehicles	(Additional Safety Opportunities)	Safer Vehicles	-
Post-Crash Care		Post-Crash Care	Post-Crash Care
		Data	

Leadership & Coordination
Equity
Local Codes

The seven Emphasis Areas comprise 97% of fatal and serious injury crashes in the Capital Region.

Leadership and Coordination

Elected officials and leaders within public agencies, including transportation, public health, and law enforcement, can commit to a goal of eliminating traffic fatalities and serious injuries.

Together they will build a shared safety culture and strategy that will work with the entire Capital Region community for achieving Vision Zero.

Why is it important?

- High-level leadership and sustained political commitment are essential to the success of Vision Zero plans.
- The Transportation Council, county, and municipal governments, and other agencies will must set the tone and direction for Vision Zero and back up their words of commitment with action, reflected in spending decisions, policies, and practices that prioritize safety

Speed Management

A speed-related crash is a crash that had "Unsafe Speed" reported as a contributing factor on the police report and/or a ticket was issued for speeding.

Why is it important?

Speeding can directly increase the likelihood of a crash and the risk of fatal and serious injuries in the event of a crash.

Key Facts

- 20% of all fatal and serious injury (F&SI) crashes have been reported to include unsafe speed as a contributing factor.

Unsafe Speed has also been a contributing factor in:

- 40% of F&SI crashes involving **roadway departures**
- 30% of F&SI crashes involving **alcohol impairment**
- 27% of F&SI crashes involving a **motorcycle**

Roadway Departures

Roadway departure crashes occur when a vehicle crosses an edge or center line or otherwise leaves a travel lane.

Why is it important?

Roadway Departure crashes through identified risk factors network-wide can be assessed and locations for treatment identified. Effective safety interventions can keep vehicles in their lanes and reduce the severity of crashes.

Key Facts

- **26%** of all fatal and serious injury (F&SI) crashes involved roadway departures
- **35%** of roadway departure fatal and serious injury crashes happen on **rural roads** though they only account for 17% of vehicle miles traveled (2022) in the Capital Region.

Intersections

An intersection-related crash is a crash that occurs at or near an intersection of two or more roadways

Why is it important?

Intersections are a primary point of conflict between various road users including vehicles, pedestrians, bicyclists, and buses. These locations present design and operational opportunities to remove severe conflicts.

Key Facts

- 52% of all fatal and serious injury (F&SI) crashes occurred at intersections
- 67% of bicyclist and pedestrian F&SI crashes happened at intersections

Vehicular parking at intersections decreases visibility and endangers pedestrians

Turn intersections into all-way stops to reduce the risk of highspeed collisions

Complete Streets

Complete Streets are roads, streets, and systems that are designed to enable safe, convenient, and context-sensitive travel that is accessible for users of all ages and abilities..

Why is it important?

Complete Streets are designed to encourage slower vehicle speeds and remove potential roadway conflicts by separating vulnerable road users from traveling vehicles, with the goal of reducing crash severity.

Key Facts

- 476 crashes involving Vulnerable Road Users (Bicyclists, Pedestrians, and Other Pedestrians) from 2019 to 2023
 - 47% increase over five years.
 - 357 (75%) crashes involved pedestrians
- 18% of all crashes involving Vulnerable Road Users resulted in a fatality or serious injury.
 - Six times the rate of all crashes in the region

Safe Road Users

Unsafe behaviors are pre-crash actions from drivers that are major contributing factors to fatal and serious crashes.

Why is it important?

Road User Behaviors were identified as contributing factors for 26% of all fatal and severe injury crashes.

Need to focus on educating drivers about vehicle traffic laws, including how to navigate roundabouts and what flashing red lights mean

We need blunt, serious, and impactful public service announcements about traffic safety to avoid being dismissed, particularly by younger audiences.

Safe Road Users

Key Facts

		Driver Age	
		16-20	65+
Share of Licensed Drivers		4%	35% ¹
Share of All Road User Behavior fatal and personal injury crashes ²		14%	20%
Share of fatal and personal injury crashes by contributing factor ³	Alcohol	7%	7%
	Drugs	7%	6%
	Cell Phones	23%	9%
	Distracted	16%	24%
	Falling Asleep	14%	17%

Notes:

1. Includes drivers 60+
2. Includes all of Saratoga County
3. There may be multiple contributing factors to a crash.

Source: Traffic Safety Statistical Repository (Institute for Traffic Safety Management and Research)

Local Codes

Site plan review is a process by which development projects are reviewed by municipalities against zoning regulations and other design criteria in terms of their impacts on local growth and the need for facilities.

Why is it important?

Transportation safety countermeasures, particularly for vulnerable road users, such as traffic signals, enhanced pedestrian crossings, and lighting can be added to development codes or considered in the review process.

Key Facts

- **78** separate municipalities in the Capital Region with the authority to develop their own land use ordinances and zoning codes.

Proposed Strategies

- Assess land use along 'Hot Spot' corridors
- Provide safety training to Planning and Zoning Boards
- Incorporated safety countermeasures into Site Plan Review Checklists

Post-Crash Care

The survivability of crashes is enhanced by expedient response by first responders and access to hospitals for emergency medical care.

Why is it important?

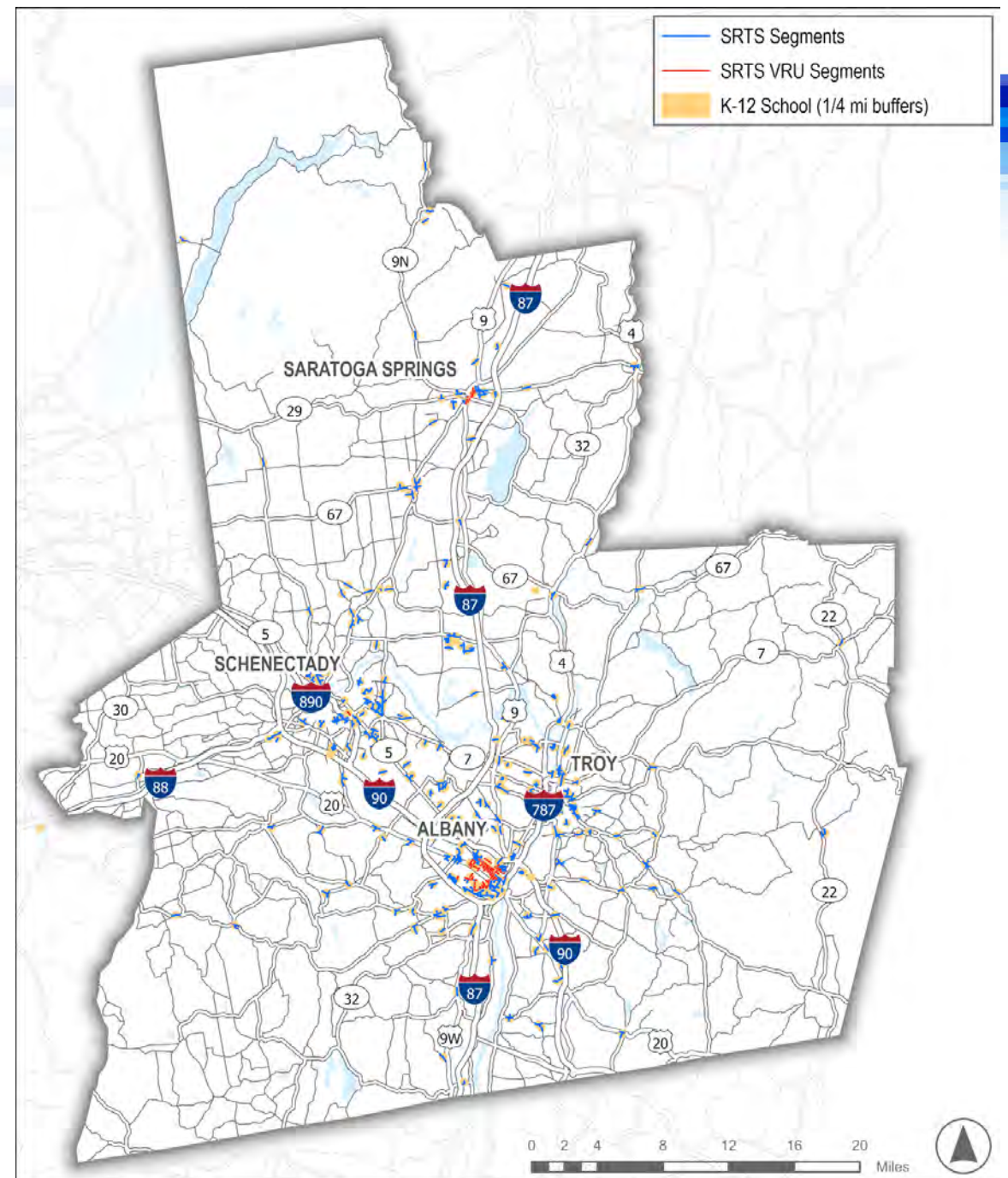
Response times and the capacity of emergency medical services can be a pivotal factor in determining whether an individual receives the care they need to survive a crash.

Key Facts

- 62% of individuals dying in crashes in the Capital Region, from 2008 to 2021, were alive when first responders arrived, but later died at a hospital or other location.
- Albany Medical Center Hospital is the only Level 1 Adult and Level 2 Pediatric Trauma Center in the Capital Region.
- 20% of all fatal and serious injury crashes occurred on rural roads

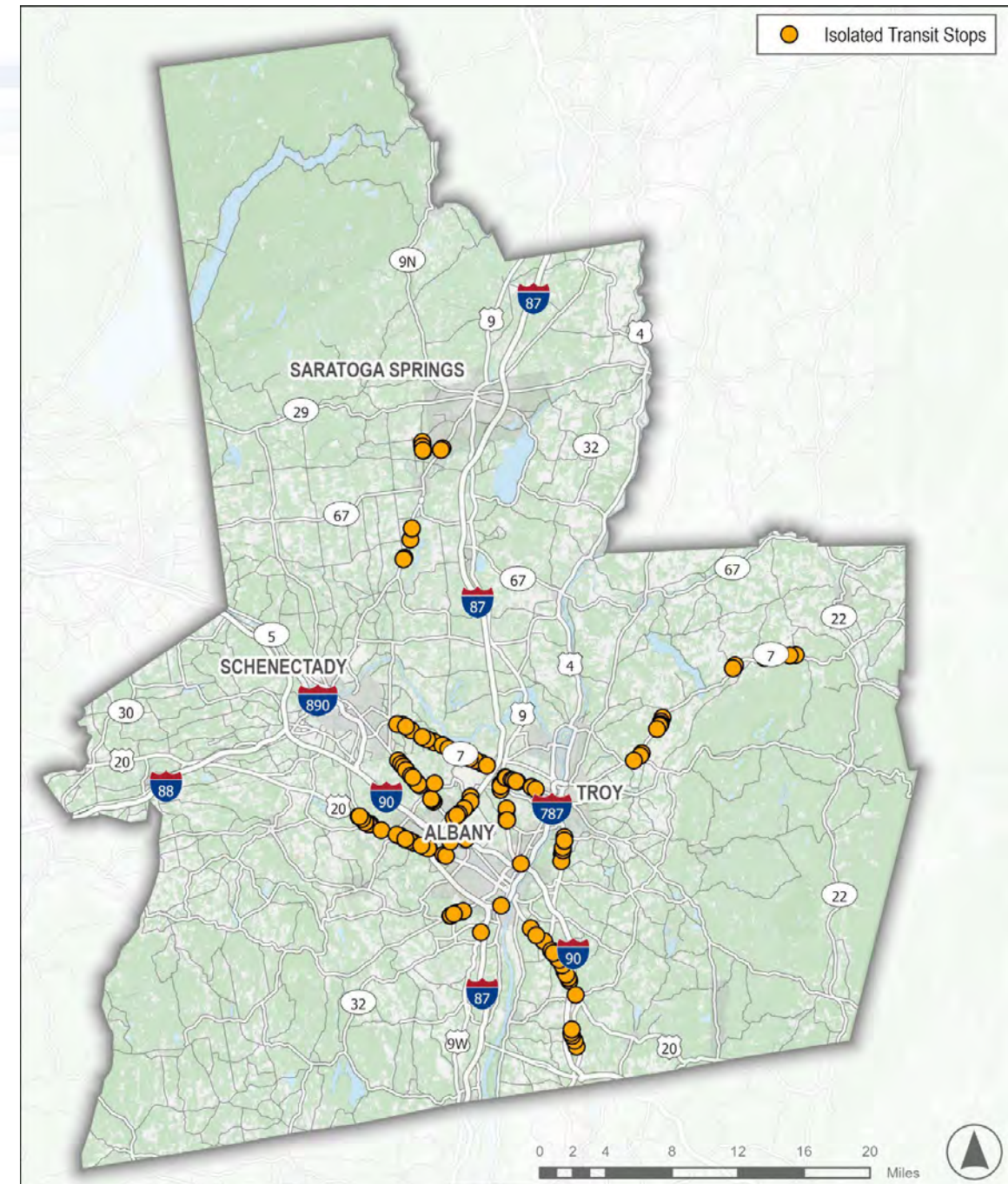
Safe Routes to Schools

- Treatments to enhance these corridors and create a safer and more accessible environment for students
 - Capital recommendations
 - Pedestrian infrastructure capital improvement
 - School Zone signage and speed management installation
 - Crossing Guards Program
 - Safe Route to School Education



Safe Routes to Transit

- The *Safe Transportation for Every Pedestrian (STEP) Guide* promotes the following effective and lower-cost countermeasures that communities can deploy for isolated transit stops based on their specific needs: High-visibility crosswalk markings
 - Parking restriction on the crosswalk approach
 - Improved lighting
 - Crosswalk warning signs



GTSC Enforcement and Education Grants

	# of Grants	Agencies	Total
Police Traffic Services			\$369,990
Albany County	9	Albany County Sheriff's Office, Green Island Village PD, Guilderland Town PD, Menands Village PD, Watervliet City PD, Albany City Police, Cohoes City PD, Bethlehem Town PD, Colonie Town PD	\$199,722
Saratoga County	3	Saratoga County Sheriff's Office, Waterford Town & Village PD, Ballston Spa Village PD	\$36,104
Rensselaer County	5	Rensselaer City PD, Rensselaer County Sheriff's Office, Schodack Town PD, Troy City PD, East Greenbush Town PD	\$17,093
Schenectady County	5	Glenville Town PD, Niskayuna Town PD, Rotterdam Town PD, Schenectady City PD, Scotia Village PD	\$79,952
Child Passenger Safety			\$176,593
Albany County	2	Albany County Sheriff's Office, Albany County Traffic Safety Board,	\$129,100
Saratoga County	1	Cornell Cooperative Extension of Saratoga County	\$24,000
Rensselaer County	6	Rensselaer City PD, Troy City PD, Commission on Economic Opportunity, Samaritan Hospital, The Eddy Foundation, East Greenbush Town PD, Hoosick Falls Village PD	\$54,212
Schenectady County	4	Glenville Town PD, Niskayuna Town PD, Rotterdam Town PD, Scotia Village PD	\$6,400
Community Traffic Safety			\$185,099
Albany County	3	Albany County Department of Health, Cohoes City PD, Colonie Town PD	\$104,260
Schenectady County	1	Glenville Town PD	\$3,150
Saratoga County	1	Cornell Cooperative Extension of Saratoga County	\$77,698

Progress and Transparency

Progress and Transparency

Implementation Annual Report

- The *Implementation Program Annual Report* will track action items the member agencies and other partners will undertake to improve safety in the region.

NYSDOT PERFORMANCE MEASURES

Based on FHWA performance measures, NYSDOT has established five performance measures for safety on all public roads. The performance measures are five-year rolling averages of:

- Number of Fatalities
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100M VMT
- Number of Nonmotorized Fatalities and Serious Injuries

In addition to NYSDOT performance measures, the VZSAP will recommend two additional performance measures:

- Fatalities & Serious Injuries per 100M VMT by Functional Classification
- Ratio of Fatalities and Serious Injuries per 100,000 residents in Equity Priority Areas compared to Capital Region-wide Average

Performance Measures

Performance Measure	Performance Measure Subset	Baseline	Target by 2050	Source	Period
Fatalities	Total	53	Zero	TSSR	Five-Year Rolling Average
	Fatalities per 100M VMT	0.70		TSSR, Highway Pavement Management System (HPMS)	
	National Highway System	0.68		CLEAR, HPMS	
	Federal Aid (Non-NHS)	1.02			
	Non-Federal Aid	0.31			
Serious Injuries	Total	641	50% reduction	TSSR	Five-Year Rolling Average
	Serious Injuries per 100M VMT	8.49		TSSR, HPMS	
	National Highway System	4.81		CLEAR, HPMS	
	Federal Aid (Non-NHS)	10.59			
	Non-Federal Aid	4.71			
Non-Motorized Fatalities and Serious Injuries		103	-	TSSR	Five-Year Rolling Average
Ratio of Fatalities & Serious Injuries per 100,000 residents in the Community of Concern to Regional Average	All Crashes	1.33	1	TSSR, ACS 5-year Estimates	
	Vulnerable Road Users	3.26	1		



Thank you!