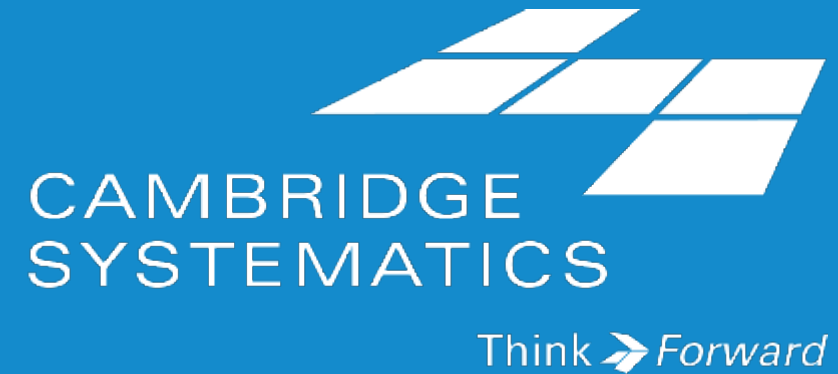


Vision Zero Safety Action Plan

Capital Region Transportation Council



presented to

*Regional Operations and
Safety Advisory Committee*

presented by

Cambridge Systematics, Inc.

with Stantec

Highland Planning

Byer Planning

FHI Studio

Capital Streets

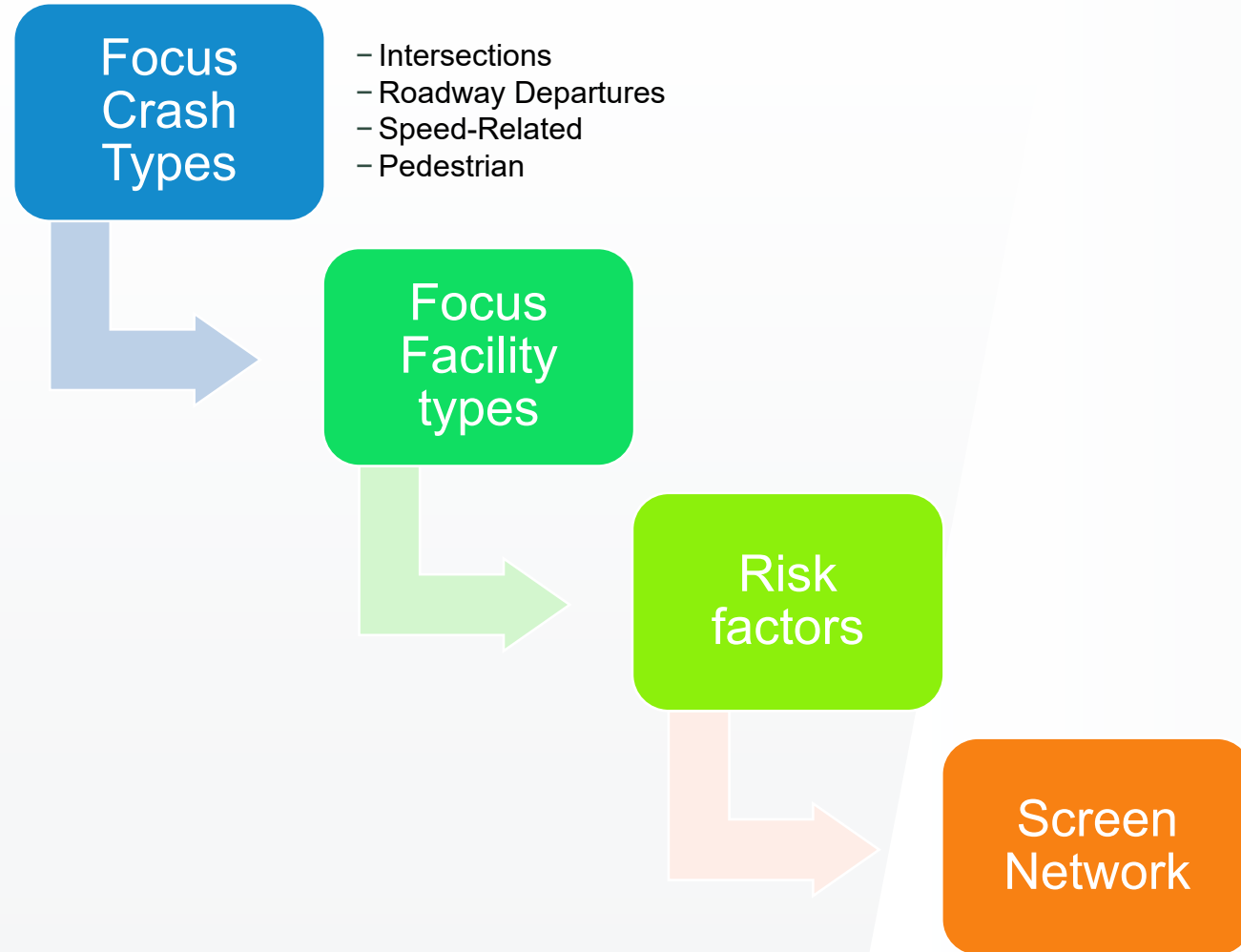
November 14, 2024

Agenda

- Presentations
 - Systemic Safety Analysis
 - Speed Limit Assessments
- Discussion Items
 - Policy and Process Review
 - Safety Improvement Program
- Updates
 - Local Coordination
 - Community Engagement

Systemic Screening

Systemic Screening



Intersections (Top 9)

Urban/ Rural	Geometry Type	Traffic Control Type	Intersections	Crashes	% Crashes (of Grand Total)	Fatal Or Serious Injury Crashes	% Fatal Or Serious Injury Crashes (of GT)	Crashes Per Intersection	Fatal or SI Crashes Per Intersection
Urban	Five or more Legs and Not Circular	Signalized (w/ ped signal)	8	456	0.8%	18	1.1%	57.00	2.25
Rural	Y-Intersection	Signalized (w/o ped signal)	3	81	0.1%	4	0.3%	27.00	1.33
Rural	Cross-Intersection	Signalized (w/ ped signal)	7	209	0.4%	9	0.6%	29.86	1.29
Urban	Roundabout	Other	4	362	0.6%	5	0.3%	90.50	1.25
Urban	Five or more Legs and Not Circular	Signalized (w/o ped signal)	6	142	0.3%	7	0.4%	23.67	1.17
Urban	Other Circular Intersection	Signalized (w/o ped signal)	1	32	0.1%	1	0.1%	32.00	1.00
Urban	Roundabout	Signalized (w/o ped signal)	1	40	0.1%	1	0.1%	40.00	1.00
Urban	Non-Conventional Intersection	Signalized (w/o ped signal)	10	249	0.4%	9	0.6%	24.90	0.90
Urban	Cross-Intersection	Signalized (w/ ped signal)	291	8,847	15.3%	228	14.3%	30.40	0.78

Unsafe Speed – Intersections (Top 8)

Urban/Rural	Geometry Type	Traffic Control Type	Intersections	Crashes	% Crashes (of Grand Total)	Fatal Or Serious Injury Crashes	% Fatal Or Serious Injury Crashes (of GT)	Crashes Per Intersection	Fatal or SI Crashes Per Intersection
Rural	Cross-Intersection	Signalized (w/ ped signal)	7	11	0.4%	3	1.4%	1.57	0.43
Urban	Roundabout	Other	4	24	0.8%	1	0.5%	6.00	0.25
Rural	Y-Intersection	All-Way Stop	6	5	0.2%	1	0.5%	0.83	0.17
Urban	Y-Intersection	Signalized (w/o ped signal)	38	18	0.6%	5	2.3%	0.47	0.13
Rural	T-Intersection	Signalized (w/o ped signal)	9	3	0.1%	1	0.5%	0.33	0.11
Urban	Non-Conventional Intersection	Signalized (w/o ped signal)	10	9	0.3%	1	0.5%	0.90	0.10
Urban	Cross-Intersection	Signalized (w/ ped signal)	291	275	9.2%	20	9.1%	0.95	0.07
Urban	Cross-Intersection	Signalized (w/o ped signal)	380	261	8.8%	25	11.4%	0.69	0.07

Unsafe Speed – Segments

Functional Class	Urban/Rural	Total Miles	Crashes	% Crashes (of Grand Total)	Fatal Or Serious Injury Crashes	% Fatal Or Serious Injury Crashes (of GT)	Crashes Per Mile	Fatal or SI Crashes Per Mile
Arterial - Interstate or Other Freeway	Urban	461	2,353	46.4%	105	31.3%	5.11	0.23
Minor Collector	Urban	41	33	0.7%	4	1.2%	0.80	0.10
Arterial - Not Freeway	Urban	574	593	11.7%	53	15.8%	1.03	0.09
Arterial - Not Freeway	Rural	212	213	4.2%	18	5.4%	1.00	0.08
Major Collector	Rural	243	186	3.7%	19	5.7%	0.77	0.08
Arterial - Interstate or Other Freeway	Rural	56	142	2.8%	4	1.2%	2.52	0.07
Minor Collector	Rural	495	339	6.7%	33	9.8%	0.68	0.07
Major Collector	Urban	442	339	6.7%	27	8.0%	0.77	0.06
Local	Rural	2,194	431	8.5%	46	13.7%	0.20	0.02
Local	Urban	2,680	443	8.7%	27	8.0%	0.17	0.01

Pedestrian – Intersections (Top 8)

Urban/ Rural	Geometry Type	Traffic Control Type	Intersections	Crashes	% Crashes (of Grand Total)	Fatal Or Serious Injury Crashes	% Fatal Or Serious Injury Crashes (of GT)	Crashes Per Intersection	Fatal or SI Crashes Per Intersection
Urban	Five or more Legs and Not Circular	Signalized (w/ ped signal)	8	25	2.4%	9	3.8%	3.13	1.13
Urban	Other Circular Intersection	Signalized (w/o ped signal)	1	1	0.1%	1	0.4%	1.00	1.00
Urban	Five or more Legs and Not Circular	Signalized (w/o ped signal)	6	4	0.4%	3	1.3%	0.67	0.50
Urban	Non-Conventional Intersection	Signalized (w/ ped signal)	3	1	0.1%	1	0.4%	0.33	0.33
Rural	Cross-Intersection	Signalized (w/ ped signal)	7	4	0.4%	2	0.8%	0.57	0.29
Urban	Cross-Intersection	Signalized (w/ ped signal)	291	250	23.9%	59	24.6%	0.86	0.20
Urban	Y-Intersection	Signalized (w/ ped signal)	22	13	1.2%	3	1.3%	0.59	0.14
Urban	Non-Conventional Intersection	Signalized (w/o ped signal)	10	3	0.3%	1	0.4%	0.30	0.10

Pedestrian - Segments

Functional Class	Urban/Rural	Total Miles	Crashes	% Crashes (of Grand Total)	Fatal Or Serious Injury Crashes	% Fatal Or Serious Injury Crashes (of GT)	Crashes Per Mile	Fatal or SI Crashes Per Mile
Arterial - Not Freeway	Urban	574	146	45.3%	37	39.0%	0.25	0.06
Arterial - Not Freeway	Rural	212	10	3.1%	7	7.4%	0.05	0.03
Major Collector	Urban	442	41	12.7%	12	12.6%	0.09	0.03
Minor Collector	Urban	41	2	0.6%	1	1.1%	0.05	0.02
Arterial - Interstate or Other Freeway	Urban	410	8	2.5%	4	4.2%	0.02	0.01
Local	Urban	2,680	100	31.1%	25	26.3%	0.04	0.01
Major Collector	Rural	243	5	1.6%	2	2.1%	0.02	0.01
Local	Rural	2,194	9	2.8%	6	6.3%	0.00	0.00
Minor Collector	Rural	495	1	0.3%	1	1.1%	0.00	0.00

Roadway Departures – Segments

Functional Class	Urban or Rural	Total Miles	Crashes	% Crashes (of Grand Total)	Fatal Or Serious Injury Crashes	% Fatal Or Serious Injury Crashes (of GT)	Crashes Per Mile	Fatal or SI Crashes Per Mile
Arterial - Interstate or Other Freeway	Urban	461	2550	29.1%	110	23.8%	5.54	0.24
Arterial - Not Freeway	Rural	212	624	7.1%	45	9.7%	2.94	0.21
Minor Collector	Urban	41	90	1.0%	6	1.3%	2.18	0.15
Arterial - Interstate or Other Freeway	Rural	56	208	2.4%	8	1.7%	3.69	0.14
Major Collector	Rural	243	557	6.4%	31	6.7%	2.30	0.13
Arterial - Not Freeway	Urban	574	1340	15.3%	73	15.8%	2.34	0.13
Minor Collector	Rural	495	718	8.2%	53	11.5%	1.45	0.11
Major Collector	Urban	442	793	9.0%	33	7.1%	1.79	0.07
Local	Rural	2,194	929	10.6%	66	14.3%	0.42	0.03
Local	Urban	2,680	959	10.9%	36	7.8%	0.36	0.01

Risk Factors

Roadway Departures

- AADT
- Shoulder Width
- Shoulder Type
- Speed Limit

Speeding

- Lanes
- Speed Limit

Intersections

- Turn Lanes
- Lighting

Pedestrians

- Crosswalks
- Lighting
- Equity Priority Areas

Speed Limit Assessments

Presented by:



Safe Speed Limits for the Capital Region



Cities Across New York State are Setting Lower Speed Limits

- » Albany
- » Kingston
- » Brighton
- » Tarrytown
- » New Rochelle



New York State Law Supports:

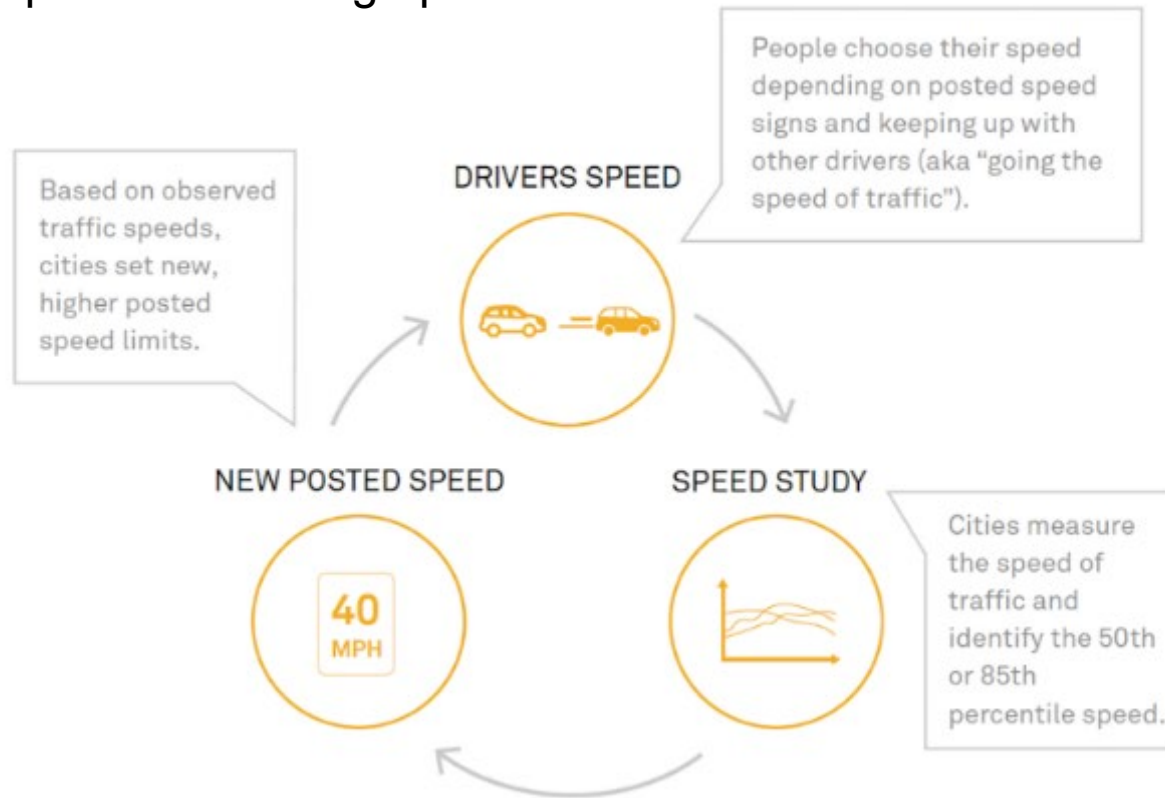
- Areawide 25 mph speed limits on city-owned and village-owned streets after *investigation*
- Corridor-specific speed limits after *engineering study*
- 15 mph & 20 mph speed limits in school zones and traffic-calmed areas



Evolution of Speed Limit Studies

2009 MUTCD:

Must study free-flow speed.
85th Percentile method leads to
speeds ratcheting up over time.



Images: NACTO, NCHRP 855

2023 MUTCD:

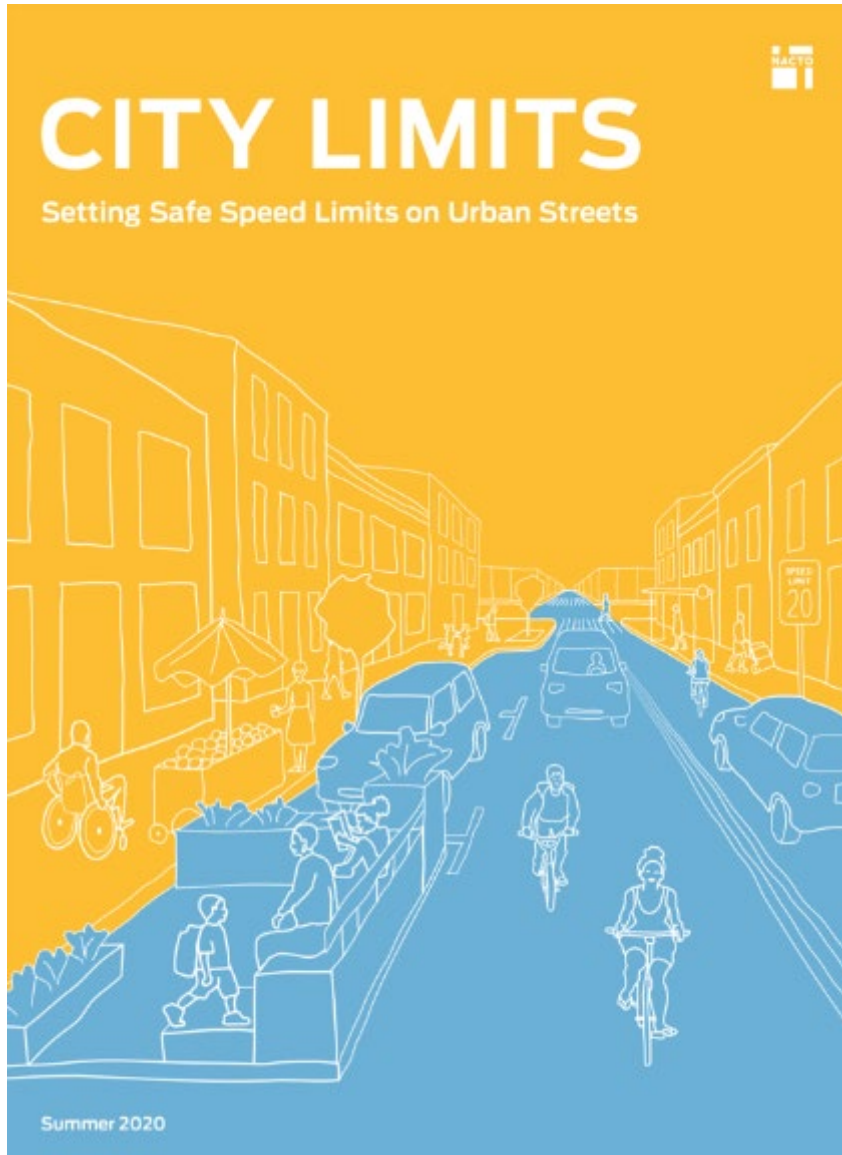
Must study context:



Our
Study
Areas



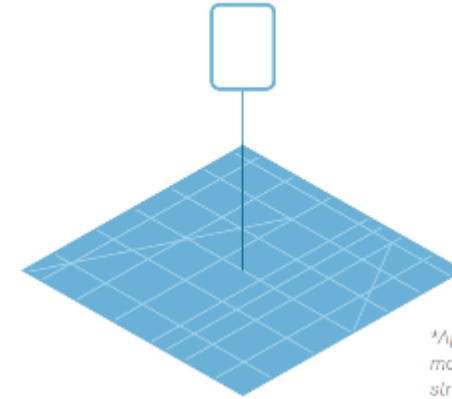
A Layered Approach



Images: NACTO

Default Speed Limits*

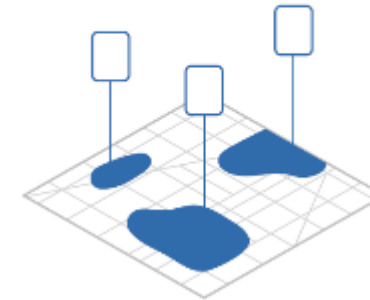
Set default speed limits on many streets at once.



**Applicable on all streets—major, minor, and shared streets / alleys*

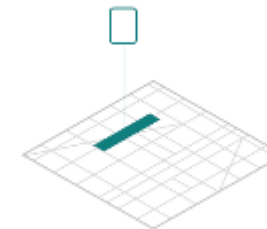
Slow Zones

Designate slow zones in sensitive areas.



Corridor Speed Limits*

Set corridor speed limits on high priority major streets using a Safe Speed Study (see page 58).



**Applicable on major streets only*



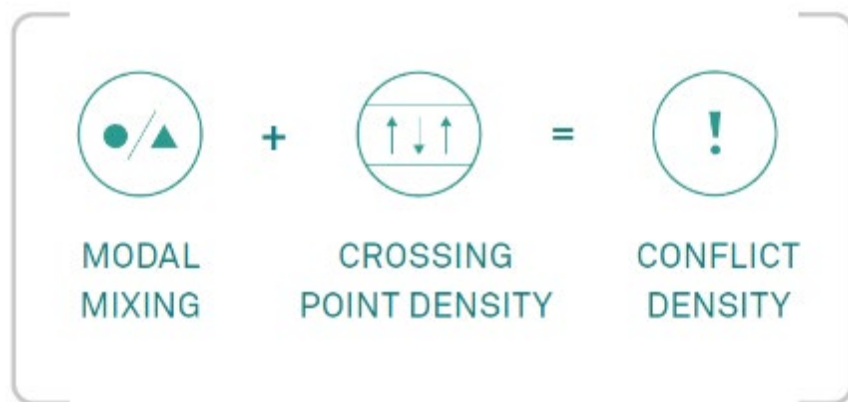
CONFLICT DENSITY

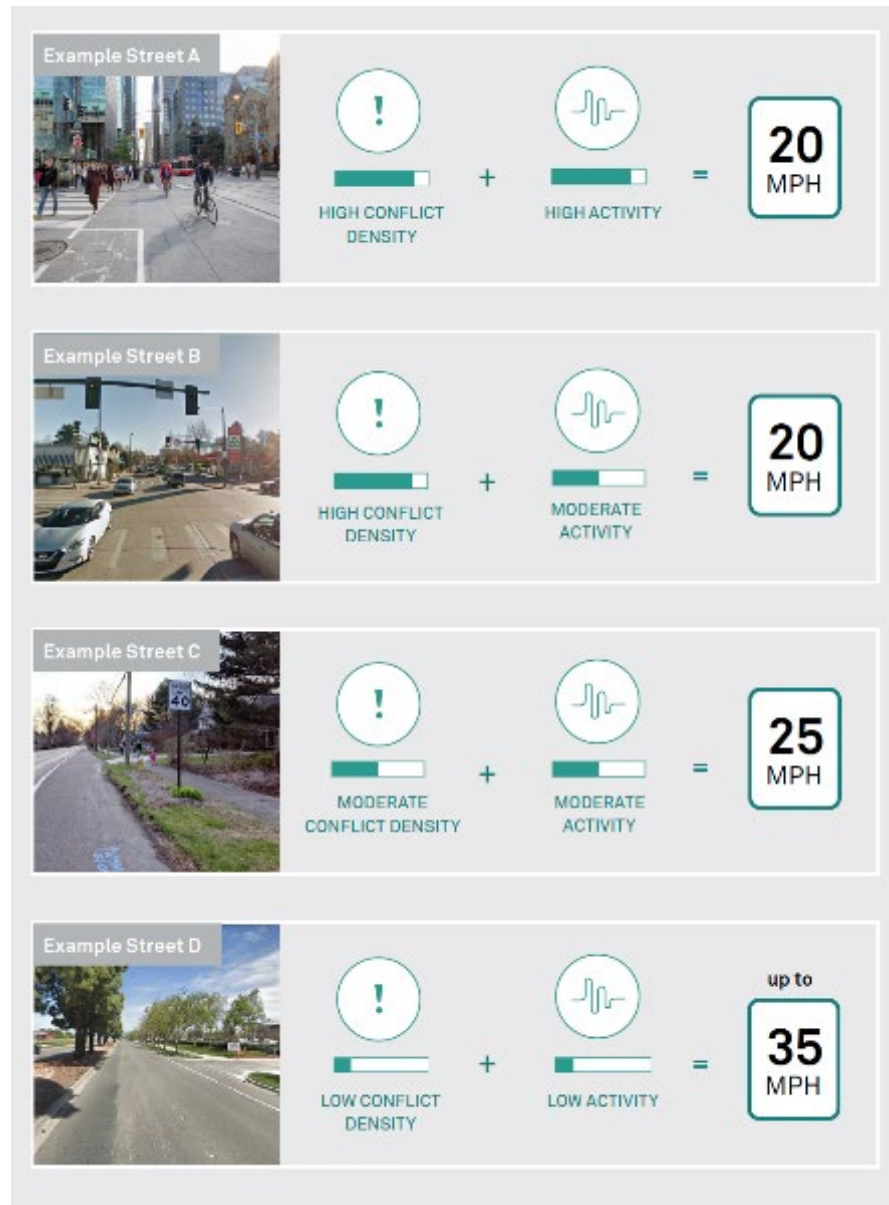
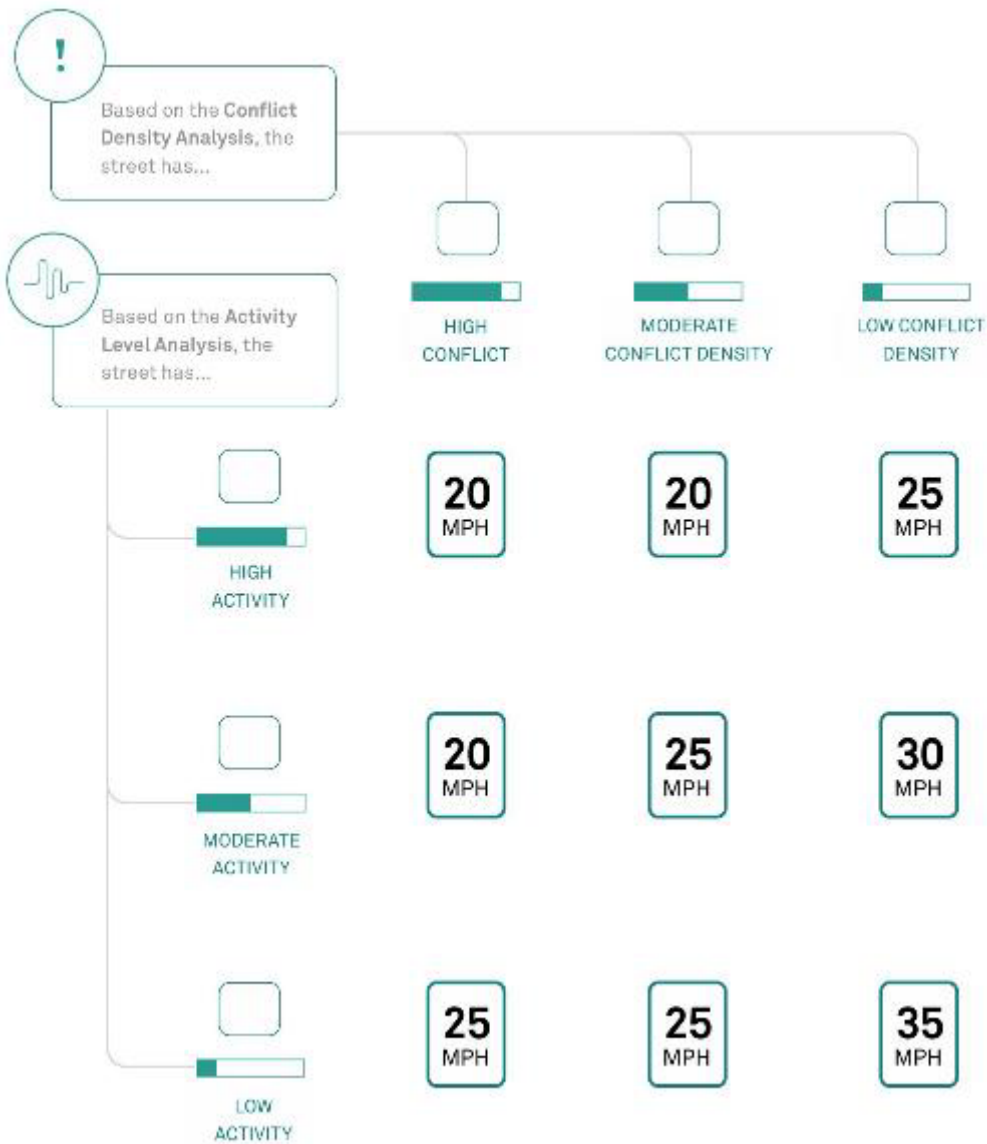
How frequently potential conflicts arise on a given street



ACTIVITY LEVEL

How active a street currently is or is expected to be





Locations

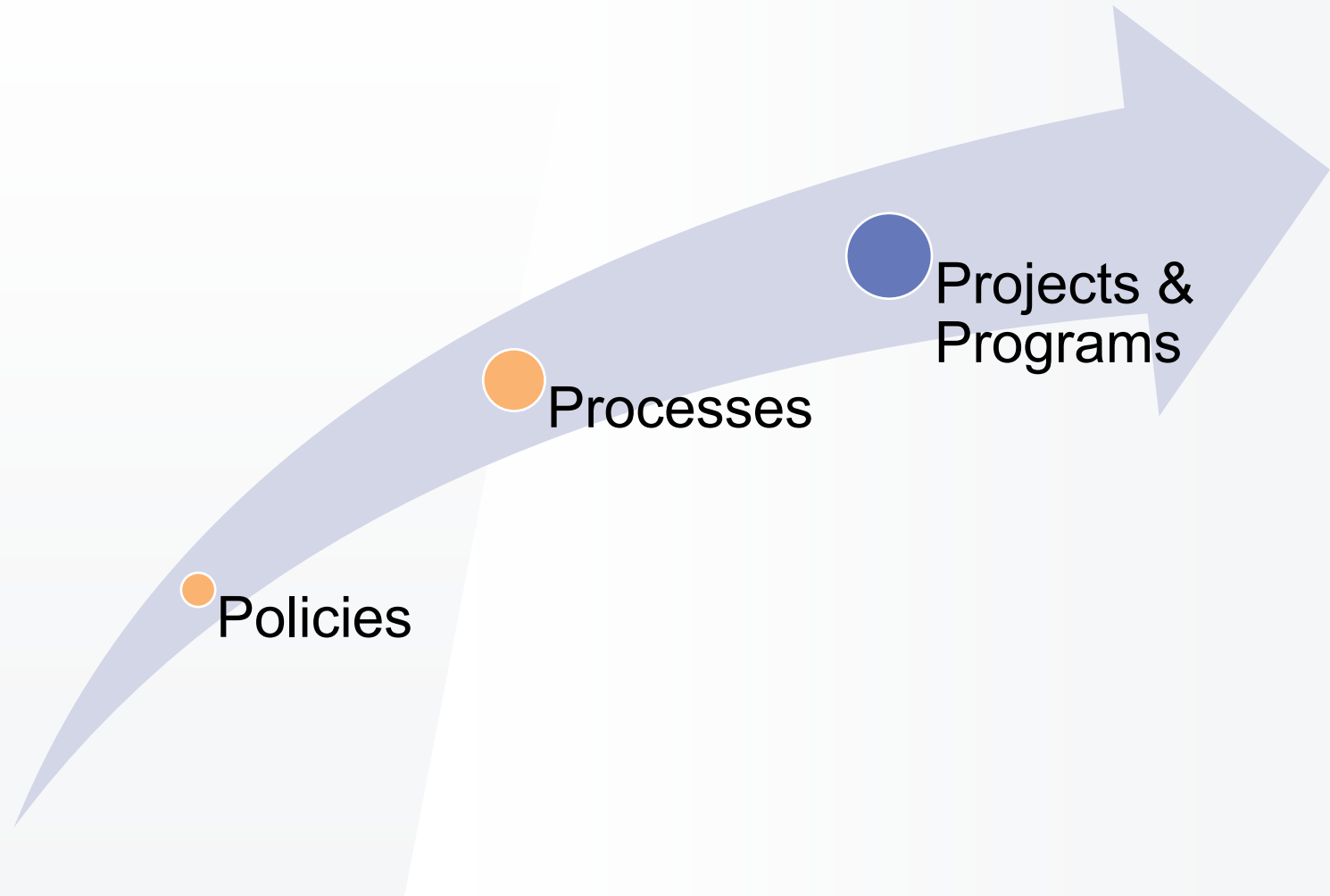
Municipality	Facility Owner	Corridor
Green Island	Village of Green Island	George St from Arch St to Hudson Ave George St/Lower Hudson Ave from Hudson Ave to I-787 NB Ramp
Saratoga Springs	City of Saratoga Springs NYSDOT	Union Ave (Rt 9P) from Circular St to East Ave Church St (Rt 9N) from West Ave to Bensonhurst Ave Lake Ave (Rt 29) from Ritchie Place to I-87 S Broadway (Rt 9) from Lincoln Ave to Crescent Ave Union Ave (Rt 9P) from East Ave to Henning Ave Washington Street (Rt 29) from West Ave to Bensonhurst Ave
Schenectady	City of Schenectady	Erie Blvd from State St (Rt 5) to Nott Street Maxon Rd Ext from Erie Blvd to Van Vranken Ave Nott Street from Erie Blvd to McClellan Street State St (Rt 5) from Fehr Ave to City Line
Troy	City of Troy	2nd Ave (US 4) from 126th St to 101 St Burden Ave (US 4) from 1st St to Mill St (US 4)
Watervliet	City of Watervliet	25th St from 10th Ave to I-787 SB 2nd Ave (Rt 32) from 25th St to 13th St

Policy and Process Changes

Policy and Process Changes

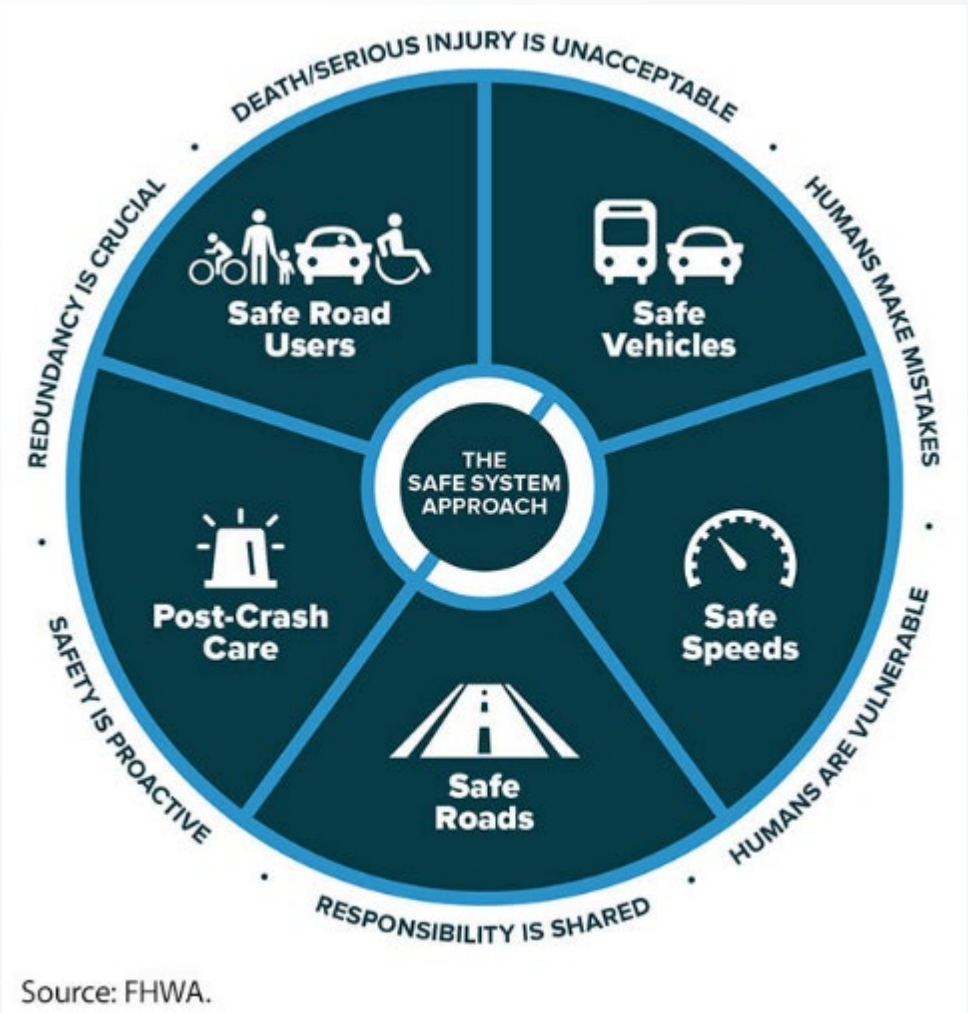
Objectives

- » Identify safety-related policies and processes in the Capital Region
- » Provide an overview of applicable best practices in NYS and nationally
- » Develop Safe System Approach-driven recommendations



Policies

- » Foster a commitment to achieving goals and objectives through recognition of key principles
- » Establish and sustain leadership, collaboration, and accountability
- » Clarifies relationship to other policies, plans, and programs
- » Help transportation agencies and all levels of government plan for and operate the transportation system in the Capital Region



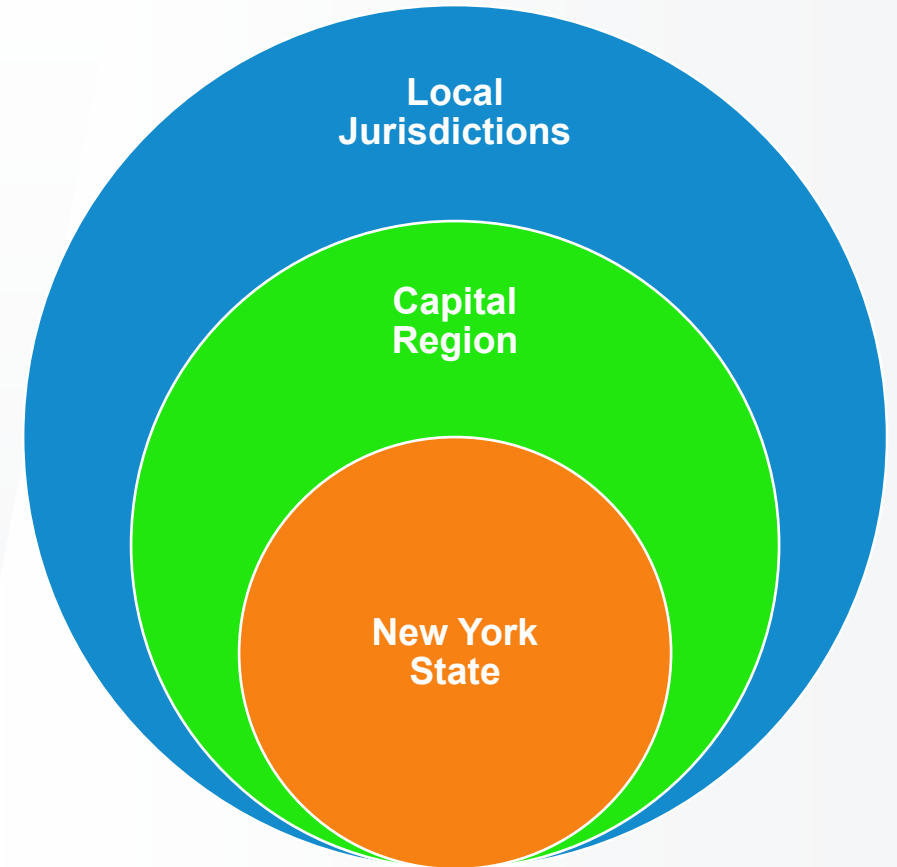
Policy Areas

» Vision Zero Policy

- Adopting a Vision Zero policy to eliminate traffic fatalities and serious injuries while increasing mobility for all users can be done by any level of government.
 - Regional Vision Zero Resolution
 - Local Vision Zero Resolution Template

» Complete Streets Policy

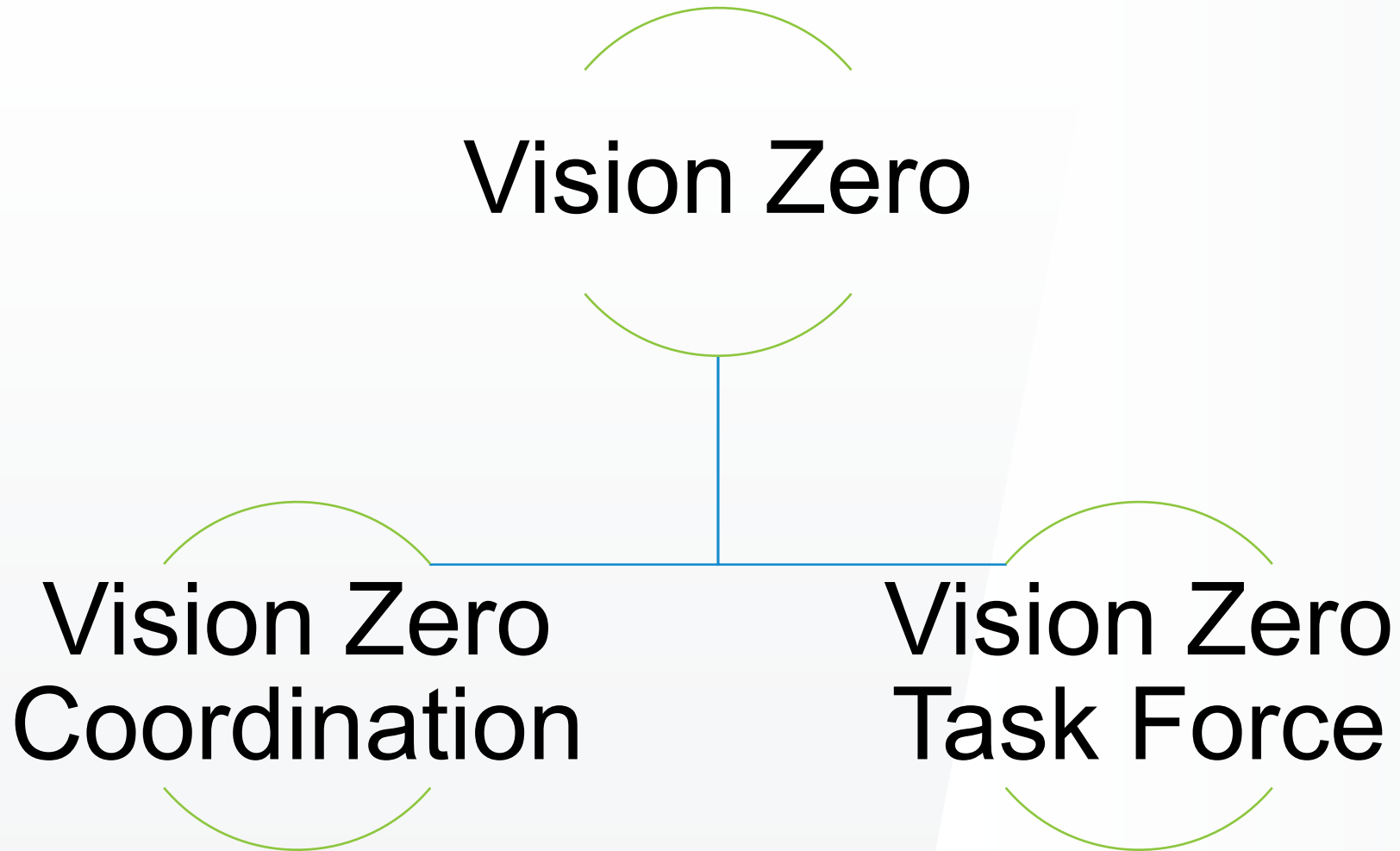
- Creates a defined process for when communities should plan, design, and maintain streets for the safety of users of all ages and abilities.
 - Complete Streets Process Recommendations



Reginal and Local Policy Scan

	Vision Zero	Complete Streets
New York State	Strategic Highway Safety Plan	Complete Streets Act
Capital Region	(In Progress) Vision Zero Safety Action Plan	Capital District Complete Streets Design Guide
Local	(Template)	Town of Bethlehem Complete Streets Resolution
		City of Saratoga Springs Complete Streets Policy
		City of Albany Complete Streets Ordinance
		City of Troy Complete Streets Ordinance
		Village of Scotia Complete Streets Policy
		Town of Niskayuna Complete Streets Resolution
		City of Cohoes Complete Streets Policy
		City of Watervliet Complete Streets Resolution

Vision Zero Policy Framework



Policy Best Practices

» Vision Zero Coordination

- Agency staff responsible for the overall management of the Vision Zero effort
- Leads the implementation of the Vision Zero Safety Action Plan
- Facilitates the Vision Zero Task Force and promotes cooperation between members of different jurisdictions
- Manages the reporting of annual performance measures and safety accomplishments
- Represents the Capital Region at a statewide level with NYSDOT, GTSC, and other agencies

Policy Best Practices

» Vision Zero Task Force

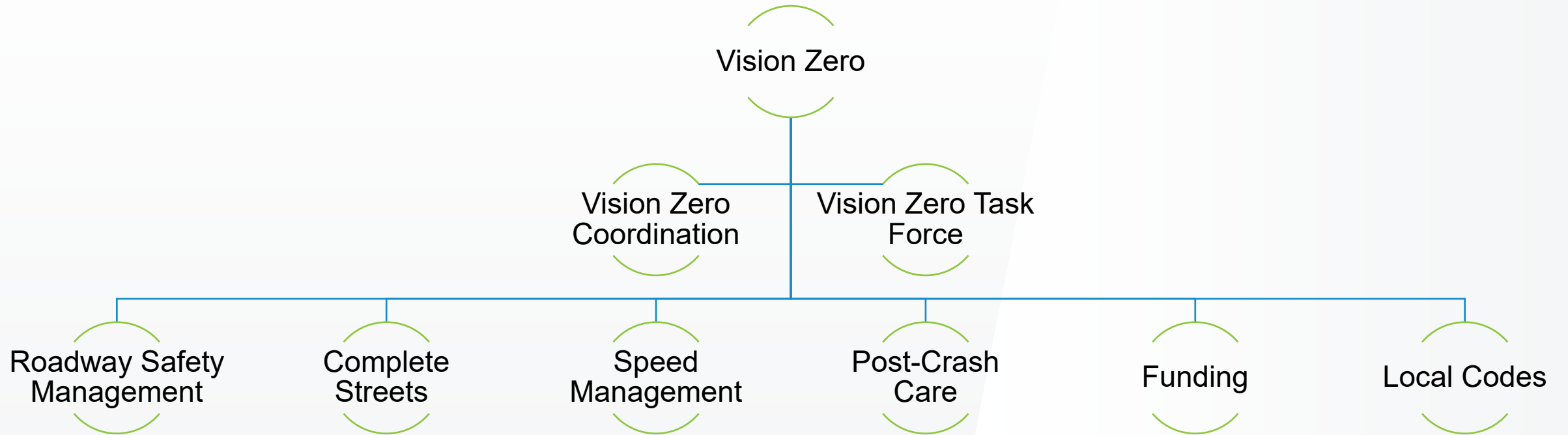
- Members from different occupations such as planning, engineering, safety, health, community development and engagement, and local, regional, and state elected officials.
- Advance the goals of zero fatalities and serious injuries and promote the strategies in the Plan.
- Coordinates with ROSAC, Community Advisory Council, Traffic Safety Boards

Policy Best Practices

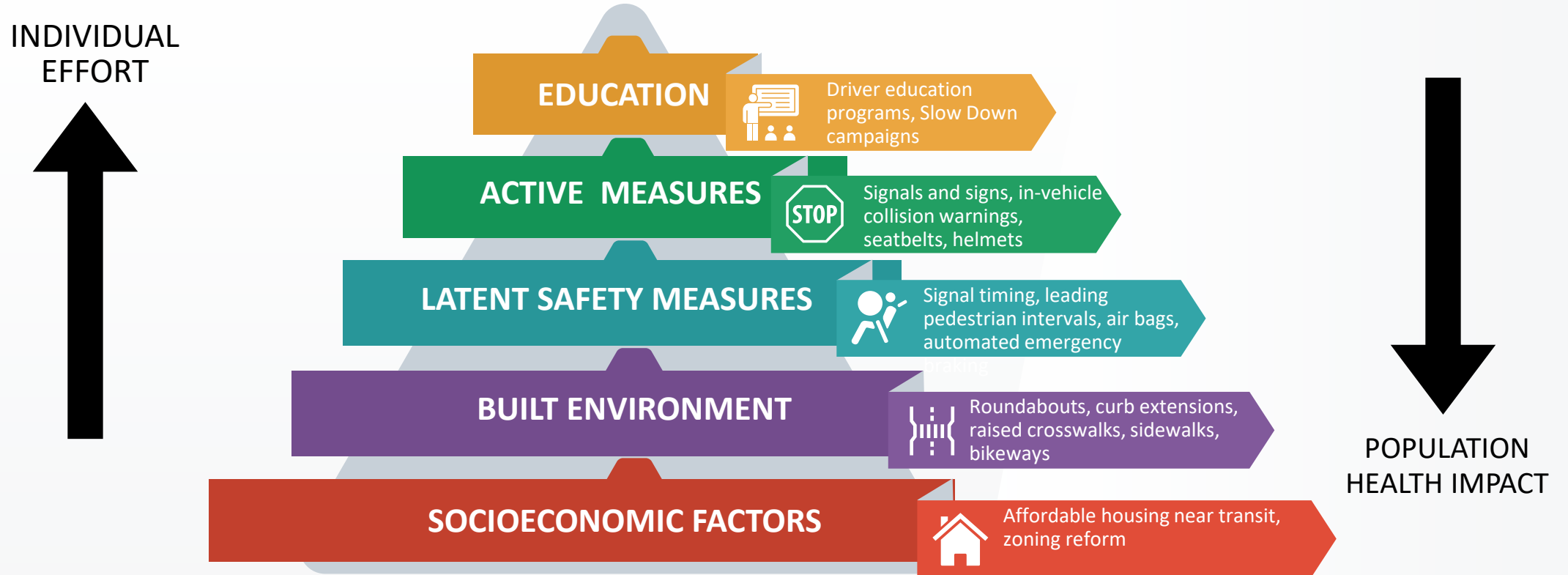
- » Safety Action Plan Updates
 - Update it every 5 years
- Local Road Safety Action Plans (LRSP)



Vision Zero Policy and Process Framework



Safe System Pyramid



Ederer, D. J., Panik, R. T., Botchwey, N., & Watkins, K. (2023). The Safe Systems Pyramid: A new framework for traffic safety. *Transportation Research Interdisciplinary Perspectives*, 21, 100905. doi:10.1016/j.trip.2023.100905

Best Practices: Roadway Safety Management

Targeted Processes

- » MPO Planning and Programming
- » MPO/Local Roadway Safety Management Processes
 - Network Screening
 - Data Collection
 - Traffic and active transportation counts
 - Curve inventories
 - Diagnosis
 - Street Safety Investigations
 - Road Safety Audits
 - Local Road Safety Plans

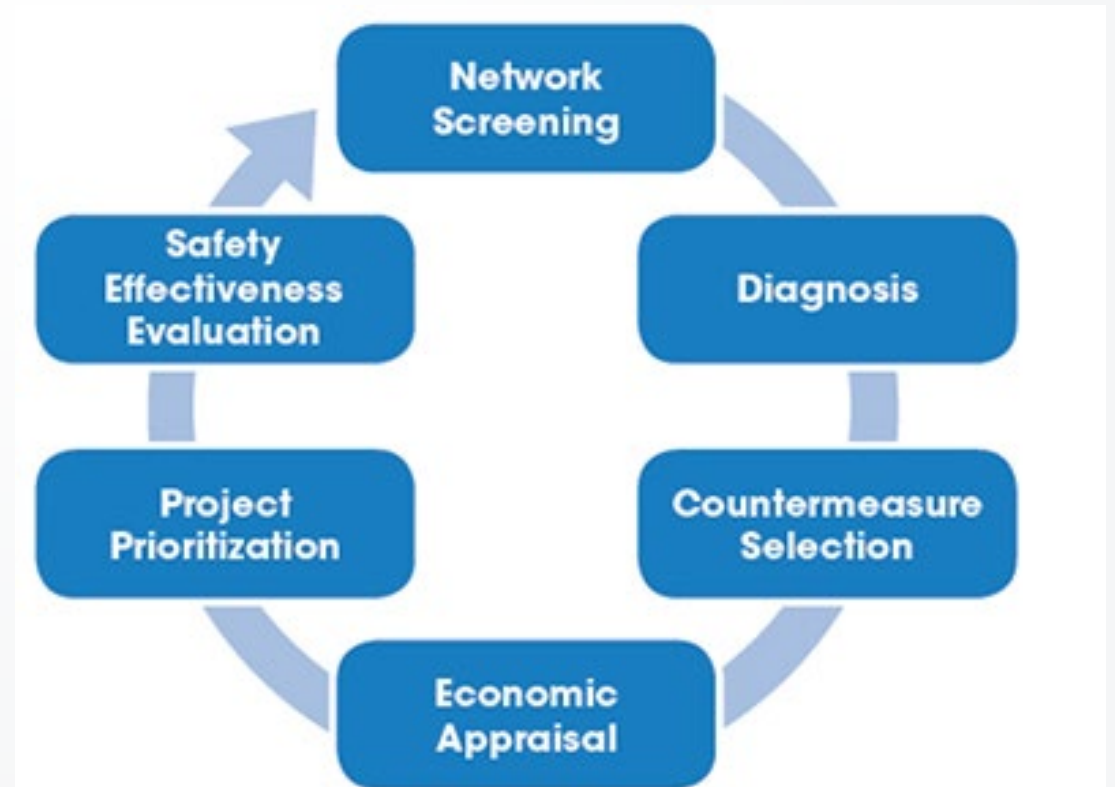


Figure 1. HSM 6-Step Roadway Safety Management Process

Best Practices: Roadway Safety Management

Project Prioritization

- » **Indianapolis MPO, Indiana** included safety projects in its Regional TIP which reflects the region's transportation priorities as established by the MTP.
- » **The City of Saint Paul, Minnesota** is revising its Capital Improvement Program and project development process to incorporate safety as a prominent criterion in project selection.
- » **The City of Austin, Texas** developed a new [project prioritization](#) methodology to ensure the Mobility Bond Vision Zero funds are used most effectively.



Best Practices: Complete Streets

» **Howard County, Maryland** was awarded a perfect score for its policy from National Complete Streets Coalition. The policy does a good job in terms of establishing commitment and vision and prioritizing.



» **City of El Paso, Texas**, also establishes a clear vision and intent, building upon the goals the city established over a decade ago.

Best Practices: Complete Streets

Design Guidance

- » **The City of Hoboken, New Jersey**, adopted the Hoboken Street Design Guide as the toolbox for implementing vision Zero.
- » **The City of Saint Paul, Minnesota**, is reviewing its existing design policies to assess whether safety is prioritized within the guidance, as part of its Safety Action Plan. Saint Paul's Street Design Manual as well as federal best practices will be used to inform any policy adjustments.
- » **New York City** has developed [NYC Street Design Manual](#) which is a fitted engineering/design guidance to guide decision-makers and inform stakeholders.



Best Practices: Speed Management

Setting Speed Limits

- **New York City** reduced the speed limit to 20 mph on individual streets and 10 mph on select streets that were undergoing safety-related redesigns.
- **The City of Hoboken, New Jersey**, has lowered the speed limit to 20 miles per hour city wide.
- **City of Fayetteville, Arkansas**, has lowered the default residential speed limit from 25 to 20 mph. The University of Arkansas has also lowered posted speed limits on most campus streets to 20 mph.
- **Boston MPO** reduced speed limit to 20 mph in some neighborhoods of Boston City, Cambridge, and Somerville.



Process Best Practices

- » Speed Limit Reductions
 - 25 mph
 - School Zones
 - Speed Monitoring Displays
- » Automated Enforcement
 - Speed Violation Monitoring Systems
 - Work Zone Cameras
 - School Zone Cameras
 - Red Light Cameras
 - Bus Arm Cameras
- » [Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device Plan \(Connecticut\)](#)
- » [Automated Enforcement Checklist \(IHSS\)](#)



Best Practices: Post-Crash Care

- [FICEMS Recommendations to Improve Post-Crash Care](#)
 - Improve EMS personnel on-scene safety through data, research, education, and outreach
 - Improve the availability and quality of EMS data
 - Improve the equitable delivery of EMS nationwide.
- [EMS, Highway Safety & Post-Crash Care](#)
- Prehospital Blood Transfusion



COUNTERMEASURES



**EMERGENCY
MEDICAL
DISPATCH**
(EMD) 911 PROTOCOLS



**TIMELY
ON-SCENE CARE**
USING MODEL EMS
CLINICAL GUIDELINES



**TRANSPORTATION
TO A TRAUMA CENTER**
BASED ON NATIONAL FIELD TRAUMA
TRIAGE GUIDELINES



**PERFORMANCE
MEASUREMENT**
FOR CONTINUOUS QUALITY
IMPROVEMENT AND SEAMLESS,
LINKED AND DATA-DRIVEN CARE

Funding

- » Provide a central source for all safety funding opportunities and resources
- » Guide local jurisdictions through TIP applications and promote available systemic treatments to access HSIP funding
- » Promote and assist in collaborative funding applications through GTSC and program implementation
- » Pursue new funding and innovative funding opportunities

Local Codes

- » Site development
 - Opportunities to install safety and Complete Streets improvements
- » Incorporating safety into regular maintenance (paving and restoration projects)



Discussion

- » Are there additional existing policies to include in the Safety Action Plan?
- » Are there any policy barriers for implementing safety improvements?
- » What additional processes and programs would support your existing initiatives or others that you would like to implement?

Safety Improvement Program

Safety Improvement Program - Categories

- » Planned Projects
- » Systemic Improvement Packages
- » Enforcement Programs
- » Education Programs
- » Emergency Response
- » Safe Routes to School
- » Safe Routes to Transit
- » Evaluation, Planning, and Data

Category – Planned Projects

- » In Motion 2050
- » Local Plans and Studies
- » 2022-2027 TIP
 - Illustrative Projects
- » Others?

Categories – Systemic Projects

- » Centerline Rumble Strips (CARDS) ([EI-13021](#))
- » Secondary Highway Audible Roadway Delineators (SHARDS) ([EI 16-014](#))
- » Pedestrian Safety Action Plan (2018)
 - Pedestrian Countdown Timers
 - Pedestrian improvements at uncontrolled crosswalks ([Appendix A](#))
 - Signalized intersections ([Appendix B](#))
- » Roadway Departure Safety Action Plan (2024)
 - Level 1 and Level 2 Countermeasures ([Table 19](#))
 - Roadway Departure Corridor Project ([Table 20](#))

Categories – Systemic Projects

» Vulnerable Road User Safety Assessment (2023)

- Action: Promote pedestrian and bicycling safety and encourage mobility, especially in disadvantaged communities, by considering new or additional pedestrian and bicycle infrastructure.
 - Construct bicycle and/or pedestrian countermeasures on roadways in VRU High Risk Areas
 - Install high-visibility crosswalks and lighting near public transportation stops (all Areas)
 - Construct new bicycle and pedestrian facilities where gaps exist in VRU High Risk Areas
- Eligible for HSIP

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

Systemic Improvements - Pedestrians

» Treatments

- Lead Pedestrian Intervals (LPIs)
- Curb extensions
- Left turn calming infrastructure

» Applicable Locations

- High pedestrian volumes
- Low crosswalk visibility due to geometry
- Vulnerable pedestrian populations

» Other Planning/Design Considerations

- Effects on traffic congestion

Systemic Improvements – Roadway Departures

» Treatments

- Centerline Audible Roadway Delineators (CARDs)
- Shoulder Audible Roadway Delineators (SHARDs)
- Rumble Strips

» Applicable Locations

- Roadways with posted speed > 45mph, volume > 2000 vpd
- Crash history indicates prevalence of Roadway Departure incidents

» Other Planning/Design Considerations

- Maintenance
- Snow removal
- Effect on slow moving vehicles

Systemic Improvements – Speeding

» Treatments

- Automated Enforcement
- Radar speed signs - "Your speed is..."
- Speed enforcement cameras

» Applicable Locations

- School zones
- Hospital zones
- Work zones

» Other Planning/Design Considerations

- Installation cost
- Maintenance

Systemic Improvements – Intersections

» Treatments

- Support walk or bike audits with stakeholder groups to gather input about pedestrian and bicycle safety issues

» Applicable Locations

- Central business Districts
- Railway stations
- Bus routes

» Other Planning/Design Considerations

- Upgrade to pedestrian sensing equipment

Systemic Improvements – Local Streets

» Treatments

- Flashing beacons
- Driver feedback signs

» Applicable Locations

- Curves on State or local roads
- Multiple risk factors or a history of Roadway Departure crashes.

» Other Planning/Design Considerations

- Potential funding sources: HSIP
- BCA may not be required

Enforcement

» Programs

- Increased GTSC-supported targeted enforcement:
 - Impaired Driving
 - Motorcycle
- Community Traffic Safety Programs

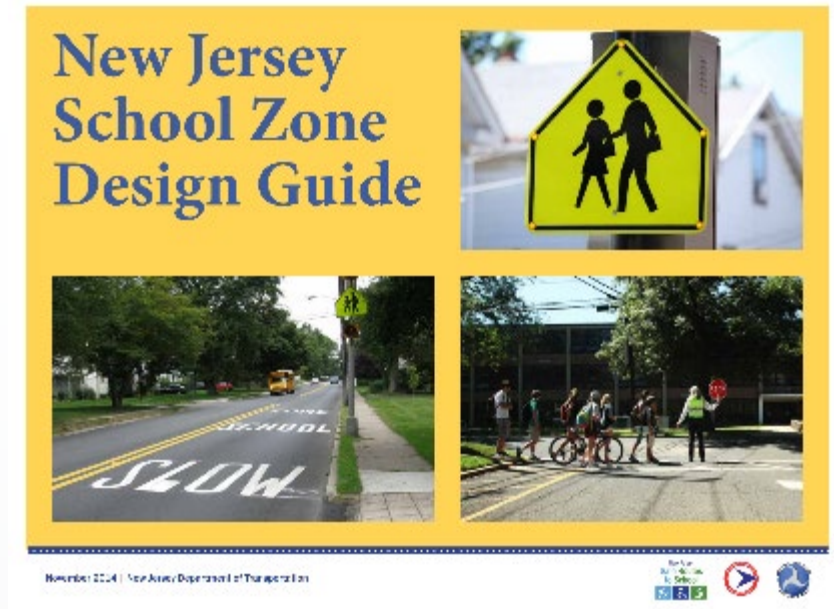
» Automated Enforcement



Safe Routes to School

» Education

- Public Service Campaigns
- Safety Training
- Safety Education for Vulnerable Road Users
 - Bike Rodeos
 - School-Age Safety Curriculum
 - Younger Drivers – Drivers Education
 - Older Drivers – Drivers Education
 - Safe Routes to School

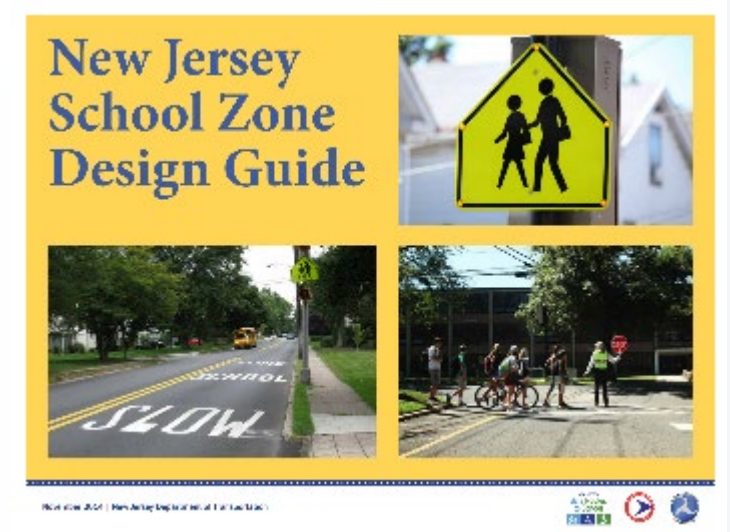


Best Practices – Safe Routes to School

- » In New Jersey, 354 school and municipal winners were recognized for their commitment and support of the SRTS program in 2024.
- » Northwest Arkansas MPO has been promoting bike education in their school curriculum over the last decade, particularly in Fayetteville, Springdale, Rogers, and Bentonville.

Crossing Guards

- » New Jersey has developed a [model policy](#) as a guide for New Jersey municipalities seeking to adopt a School Crossing Guard Policy.
- » City of Weston, Florida provides the [Minimum Guidelines for the Placement of Adult Crossing Guards for Public Elementary and Middle Schools](#).



Updates

Updates

» Community Engagement

» Local Coordination

- Street Safety Investigations
- Speed Limit Studies
- Corridor Concept Development and Engagement

Street Safety Investigations

Municipality	Location	Notes
Albany	N Main Ave from Western Ave to Washington Ave	Corridor Concept – Albany High School
	Ontario Street from Madison Ave to Central Ave	
	Western Ave from N Main Ave to Ontario St	
	Washington Ave from N Main Ave to Quail St	
	Broadway at Thather St/Pleasant St	
	2nd Street from Ontario Street to Lark St	
	Henry Johnson Boulevard from Livingston Ave to Central Ave	
	Livingston Ave from N Lake Street to Lark St	
	Livingston Ave from Lark St to Broadway (US 9)	
	Madison Ave from Willet St to Lark St	
	Quail Street at Clinton Ave	
	Washington Ave from Brevator Street to N Pine Ave	
	Western Ave from City Line to Rosemont St	
	Western Ave from Rosemont St to Manning Blvd	

Street Safety Investigations

Municipality	Location	Notes
Green Island	Arch St from Cohoes Ave to Hudson Ave	Corridor Concept
	George St/Lower Hudson Ave from Hudson Ave to I-787 NB Ramp	
Saratoga Springs	Broadway (US 9) from Lake Ave (Rt 29) to Caroline St	Corridor Concept
	Caroline St from Broadway (US 9) to Hodgeman St	
	Hodgeman St from Lake Ave (Rt 29) to Caroline St	
	Lake Ave (Rt 29) from Broadway (US 9) to Hodgeman St	
	Regent Street from Union Ave to Lincoln Ave	
	Grand Ave from Slade Rd to S Franklin St	
	Church St (Rt 9N) at Myrtle Avenue	

Street Safety Investigations

Municipality	Location	Notes
Troy	111th St from 2nd Avenue to 6th Avenue	Corridor Concept
	4th St from Federal St to Broadway	
	6th Ave from 101st Street to Middleburgh St	
	8th St from Hoosick St (Rt 7) to Federal St	
	Biscayne Blvd at Oakwood Avenue	
	Burden Avenue/4th St (US 4) at Main St	
	Delaware Ave at Madison Ave	
Watervliet	15th St from 2nd Ave (Rt 32) to Broadway	Corridor Concept
	16th St from 2nd Ave (Rt 32) to Broadway	
	2nd Ave (Rt 32) from 16th St to 15th St	
	Broadway from 16th St to 15th St	
	3rd Ave (Rt 32) at 6th St	
	19th St (Rt 2) from 12th Ave to 6th Ave	
Watervliet	19th St (Rt 2) from 6th Ave to 2nd Ave	

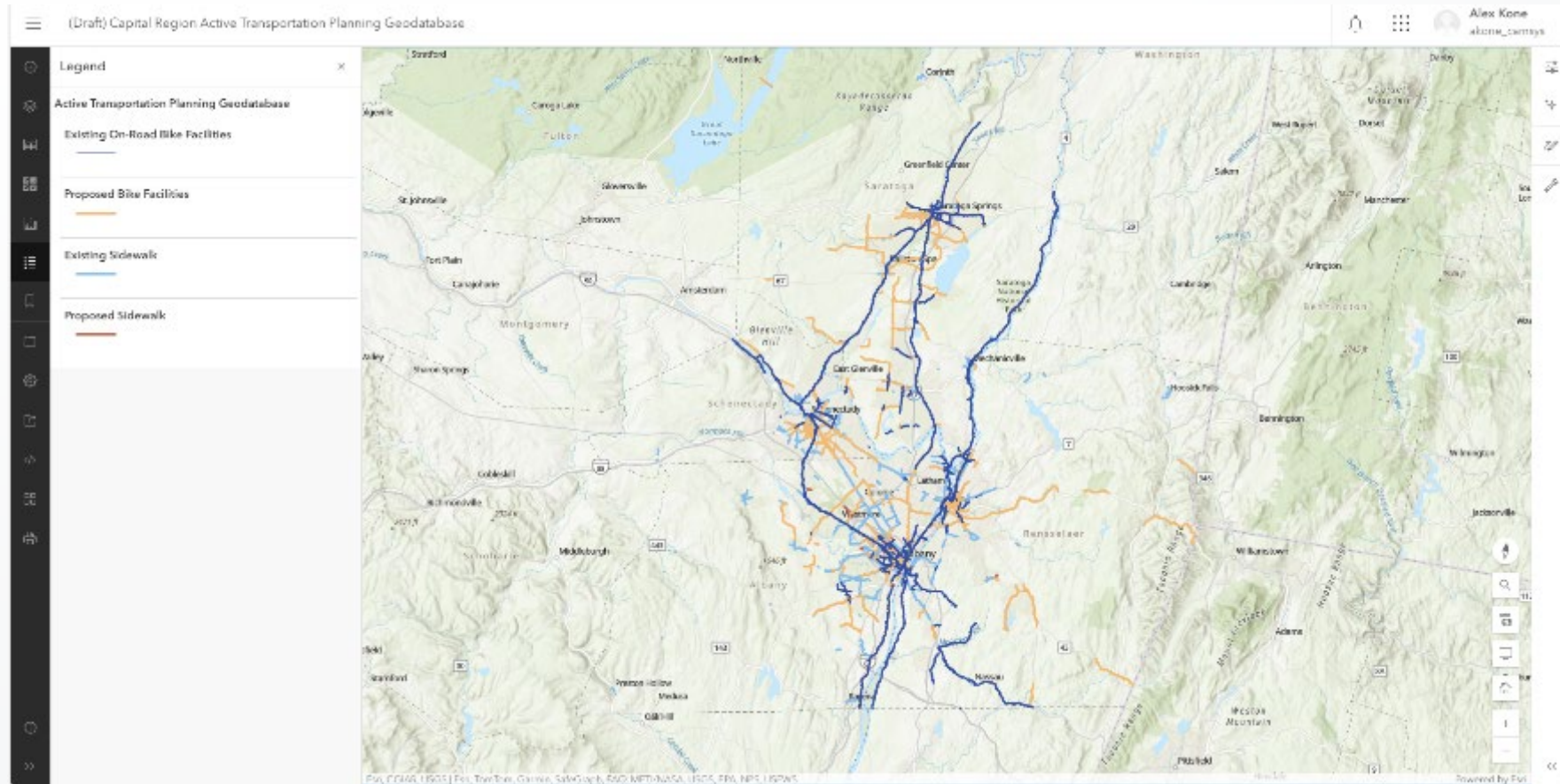
Street Safety Investigations

Municipality	Location	Notes
	Crane St from Norwood Ave to Van Velsen St	Corridor Concept
	Eastern Ave from Nott Ter to University Pl	
	Eastern Ave from University Pl to Elmer Ave	
	Erie Blvd from State St (Rt 5) to Nott St	
	Hamilton St from Veeder Ave to Craig St	
	McClellan St from Bradley St to Rugby Rd	
Schenectady	McClellan St from State St (Rt 5) to Bradley St	To be confirmed
Ballston	Round Lake Rd from Benedict Rd to Diamond Rd	
Cohoes	Ontario St/Beford St from Saratoga St (Rt 32) to Columbia St	
	Fuller Road from Railroad Ave to Central Ave	
Colonie	Sand Creek Rd from Wolf Rd to Sand Creek MS	
Menands	Wards Ln from Van Rensselaar (Rt 377) to Broadway (Rt 32)	
Schodack	Country Route 7 at Hoags Corner Rd	

Corridor Concepts

Municipality	Location	Road Safety Audit	Corridor Workshop	Workshop Location
Saratoga Springs	Broadway (US 9) from Lake Ave (Rt 29) to Caroline St Caroline St from Broadway (US 9) to Hodgeman St Hodgeman St from Lake Ave (Rt 29) to Caroline St Lake Ave (Rt 29) from Broadway (US 9) to Hodgeman St	11/18 (Confirmed)	TBD	Saratoga Springs Public Library
Schenectady	Eastern Ave from Nott Ter to Elmer Ave	12/5 (Tentative)	TBD	
Albany	N Main Ave from Western Ave to Washington Ave Ontario Street from Madison Ave to Central Ave Western Ave from N Main Ave to Ontario St Washington Ave from N Main Ave to Quail St	12/6 (Proposed)	TBD – Wednesday in January	Albany Pine Hills Library
Green Island	Lower Hudson Ave from Hudson Ave to I-787 NB Ramp	12/12 – 12/13 (Proposed)	12/14 (Proposed)	Troy Winter Farmers Market
Watervliet	15th St from 2nd Ave (Rt 32) to Broadway 16th St from 2nd Ave (Rt 32) to Broadway 2nd Ave (Rt 32) from 16th St to 15th St Broadway from 16th St to 15th St			
Troy	4th St from Federal St to Broadway			

Active Transportation Geodatabase



<https://camsys.maps.arcgis.com/apps/mapviewer/index.html?webmap=93066cb2225f4326b486ebfb07ab11df>

Next Meeting

January 16th, 2025
1 PM

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Thank you!