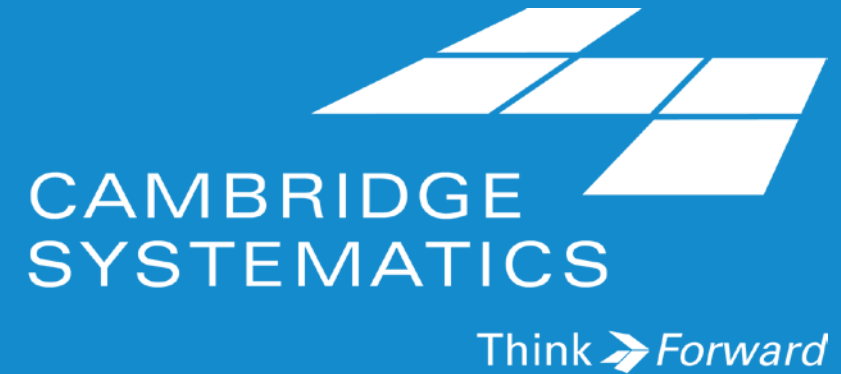


# Vision Zero Safety Action Plan

*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*

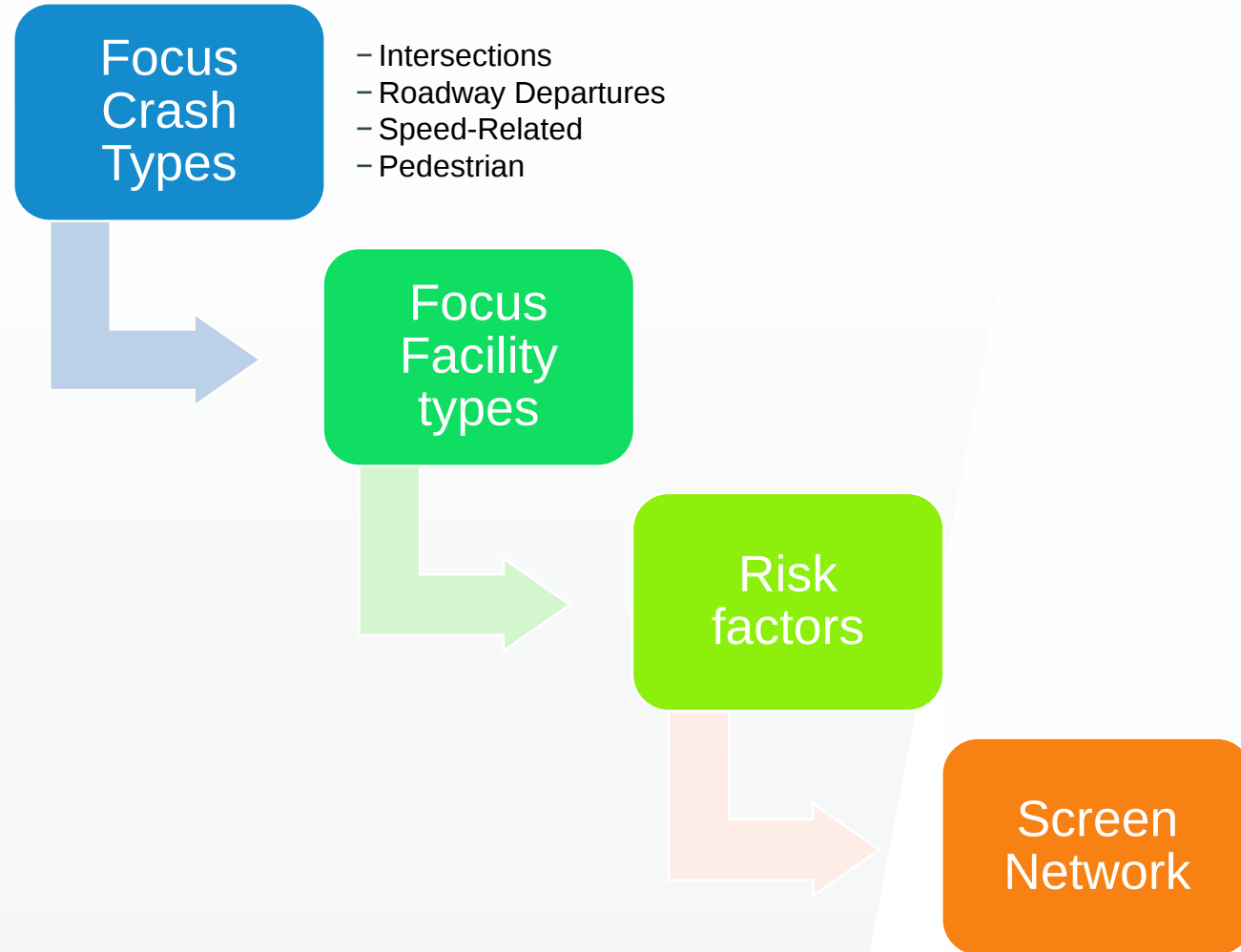
**January 16, 2025**

# Agenda

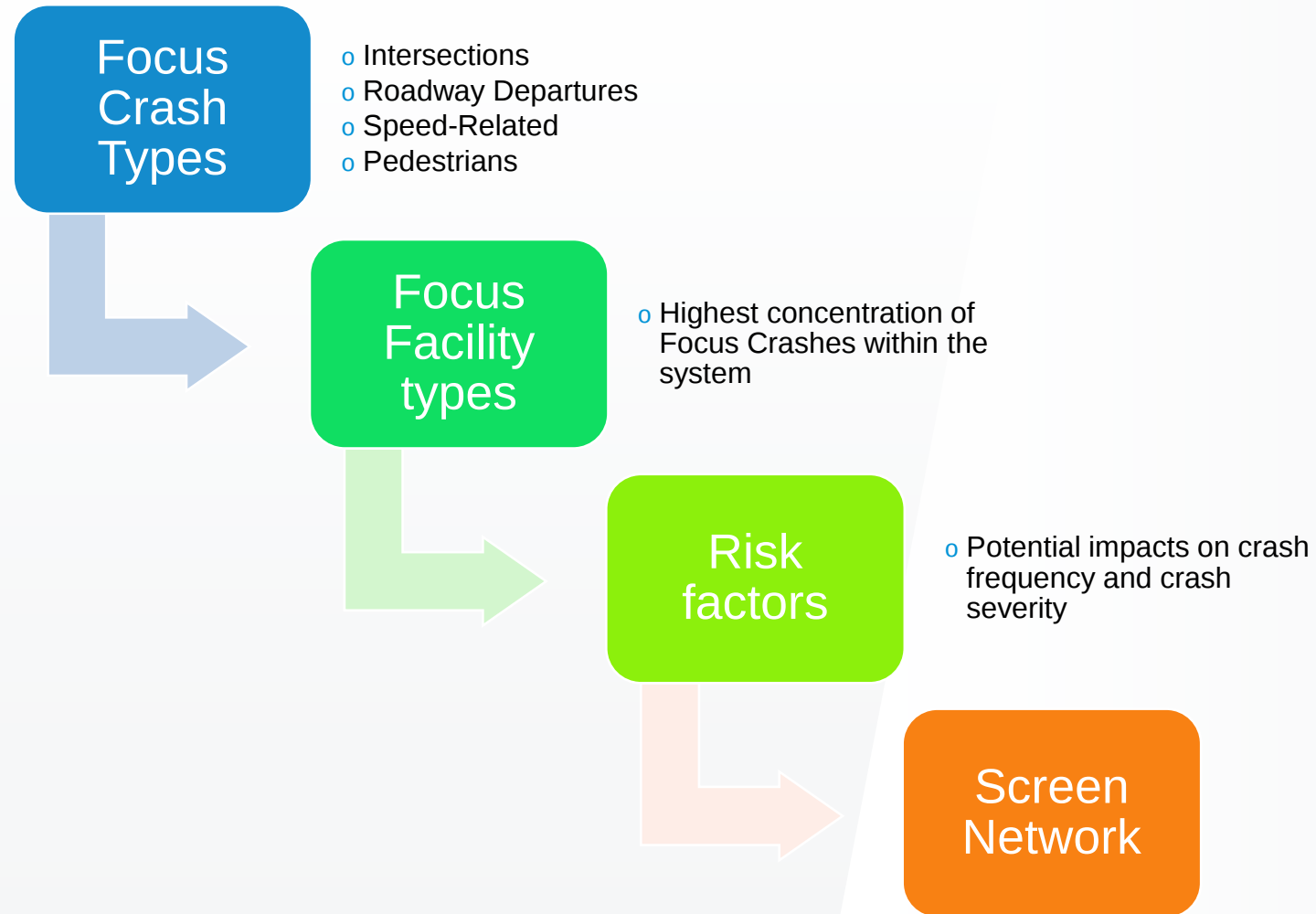
- Presentations
  - Systemic Safety Analysis
    - Systemic Treatment Packages
  - Street Safety Investigations
- Discussion Items
  - Policy and Process Changes
  - Vision Zero Target Setting
    - Peer NYS Targets
    - Local Vision Zero Resolution template
- Updates
  - Local Coordination
  - Community Engagement

# Systemic Screening

# Systemic Screening



# Systemic Screening



# Systemic Screening - Intersections

## *Focus Facilities*

| Area Type | Geometry Type                      | Traffic Control Type | # of Intersections | # of Crashes | % of Total Crashes | # of KA Crashes | % of Total KA Crashes | # of Crashes Per Intersection | # of KA Crashes Per Intersection |
|-----------|------------------------------------|----------------------|--------------------|--------------|--------------------|-----------------|-----------------------|-------------------------------|----------------------------------|
| Urban     | Five or more Legs and Not Circular | Signalized           | 14                 | 598          | 1.04%              | 25              | 1.57%                 | 42.71                         | 1.79                             |
| Urban     | Cross-Intersection                 | Signalized           | 671                | 16013        | 27.68%             | 429             | 26.89%                | 23.86                         | 0.64                             |
| Rural     | Cross-Intersection                 | Stop-Controlled      | 488                | 964          | 1.67%              | 51              | 3.20%                 | 1.98                          | 0.10                             |

# Systemic Screening - Pedestrians

## *Focus Facilities*

| Area Type | Geometry Type      | Traffic Control Type | # of Intersections | # of Crashes | % of Total Crashes | # of KA Crashes | % of Total KA Crashes | # of Crashes Per Intersection | # of KA Crashes Per Intersection |
|-----------|--------------------|----------------------|--------------------|--------------|--------------------|-----------------|-----------------------|-------------------------------|----------------------------------|
| Urban     | 4+ Legs            | Signalized           | 685                | 453          | 43.30%             | 101             | 42.08%                | 0.661                         | 0.147                            |
| Urban     | 3 Legs ('Y' & 'T') | Signalized           | 412                | 152          | 14.53%             | 26              | 10.83%                | 0.369                         | 0.063                            |
| Urban     | Cross-Intersection | Stop-Controlled      | 2496               | 132          | 12.62%             | 27              | 11.25%                | 0.053                         | 0.011                            |
| Urban     | 'T' Intersection   | Stop-Controlled      | 7862               | 194          | 18.55%             | 51              | 21.25%                | 0.025                         | 0.006                            |

# Systemic Screening – Roadway Departure

## *Focus Facilities*

| Area Type | Functional Class              | Total Lane Miles | # of Crashes | % of Total Crashes | # of KA Crashes | % of Total KA Crashes | # of Crashes Per Mile | # of KA Crashes Per Mile |
|-----------|-------------------------------|------------------|--------------|--------------------|-----------------|-----------------------|-----------------------|--------------------------|
| Rural     | Arterial (No Access Control)* | 212              | 7.12%        | 45                 | 9.74%           | 2.941                 | 0.212                 | 624                      |
| Rural     | Major Collector               | 243              | 6.35%        | 31                 | 6.71%           | 2.296                 | 0.128                 | 557                      |
| Urban     | Arterial (No Access Control)* | 574              | 15.28%       | 73                 | 15.80%          | 2.336                 | 0.127                 | 1340                     |
| Rural     | Minor Collector               | 495              | 8.19%        | 53                 | 11.47%          | 1.449                 | 0.107                 | 718                      |

*\*Functional Classifications: Principal Arterial – Other and Minor Arterial*

# Systemic Screening – Speed-Related

## Focus Facilities

| Area Type | Functional Class              | Total Lane Miles | # of Crashes | % of Total Crashes | # of KA Crashes | % of Total KA Crashes | # of Crashes Per Mile | # of KA Crashes Per Mile |
|-----------|-------------------------------|------------------|--------------|--------------------|-----------------|-----------------------|-----------------------|--------------------------|
| Urban     | Arterial (No Access Control)* | 574              | 593          | 11.69%             | 53              | 15.77%                | 1.034                 | 0.092                    |
| Rural     | Arterial (No Access Control)* | 212              | 213          | 4.20%              | 18              | 5.36%                 | 1.004                 | 0.085                    |
| Rural     | Major Collector               | 243              | 186          | 3.67%              | 19              | 5.65%                 | 0.767                 | 0.078                    |
| Rural     | Minor Collector               | 495              | 339          | 6.68%              | 33              | 9.82%                 | 0.684                 | 0.067                    |
| Urban     | Major Collector               | 442              | 339          | 6.68%              | 27              | 8.04%                 | 0.767                 | 0.061                    |

*\*Functional Classifications: Principal Arterial – Other and Minor Arterial*

# 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

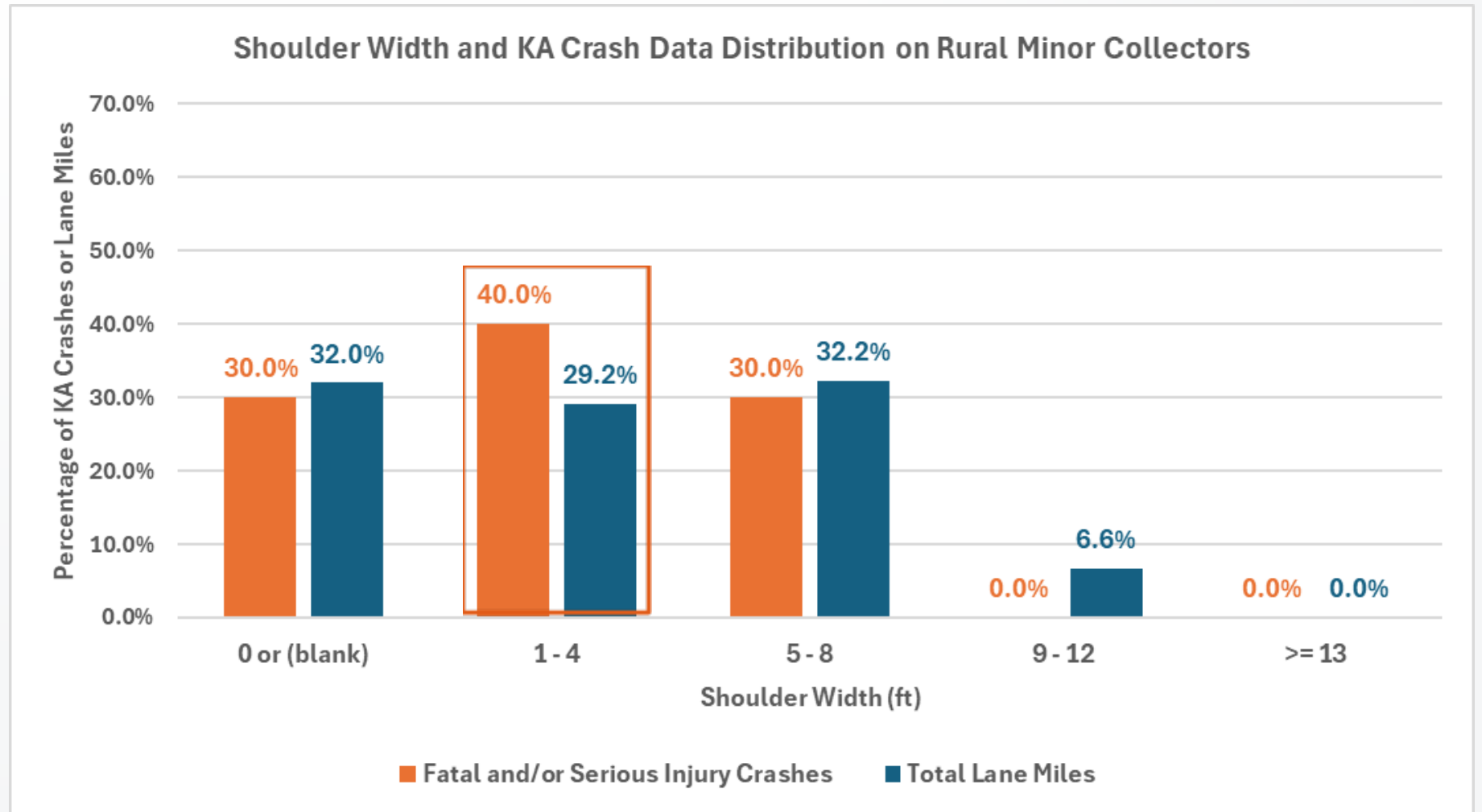
# Risk Factors

## 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
  - Systemics 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



SafetyEdge<sup>SM</sup>



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

# Treatment Packages – Intersections

| Package              | Countermeasures                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicable Locations | Focus Facilities (Risk Factors)                                           | Warrants/ Considerations | NYSDOT Source                                     | FHWA Proven Countermeasure                                       |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------------------------------------------------------------------|--------------------------|---------------------------------------------------|------------------------------------------------------------------|
| A                    | <ul style="list-style-type: none"> <li><input type="checkbox"/> Backplates with retroreflective borders</li> <li><input type="checkbox"/> Retime signals for Yellow and Red clearance intervals and improved coordination</li> <li><input type="checkbox"/> Signal Ahead sign</li> <li><input type="checkbox"/> Turning vehicle yield to Pedestrian Sign</li> <li><input type="checkbox"/> Advance cross street sign names</li> </ul> | Signalized           | Urban<br>Signalized 4-way (or more legs)<br>- >15,000 AADT<br>- Skew > 4° |                          | <i>Pedestrian Safety Action Plan</i> (Appendix B) | Backplates with Retroreflective Borders, Yellow Change Intervals |
| A – Enhanced Options | <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>(Package A)</b></li> <li><input type="checkbox"/> Raised Crosswalks</li> <li><input type="checkbox"/> No Turn on Red sign (Overhead Blank-Out)</li> <li><input type="checkbox"/> Restrict parking</li> <li><input type="checkbox"/> Lighting</li> <li><input type="checkbox"/> Dedicated left- and right-turn lanes</li> </ul>                                     | Signalized           | Urban<br>Signalized 4-way (or more legs)<br>- >15,000 AADT<br>- Skew > 4° |                          | <i>Pedestrian Safety Action Plan</i> (Appendix B) | Dedicated Left- and Right-Turn Lanes at Intersections            |

# Treatment Packages – Intersections

| Package              | Countermeasures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Applicable Locations | Focus Facilities (Risk Factors)                                                                                               | Warrants/ Considerations | NYSDOT Source | FHWA Proven Countermeasure                                                                 |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------|--------------------------------------------------------------------------------------------|
| B                    | <ul style="list-style-type: none"> <li><input type="checkbox"/> Double oversized advance intersection warning signs (on through approach)</li> <li><input type="checkbox"/> Double oversized advance “Stop Ahead” warning signs (on the stop approach).</li> <li><input type="checkbox"/> Doubled (left and right), oversized Stop signs.</li> <li><input type="checkbox"/> Retroreflective sheeting on sign posts.</li> <li><input type="checkbox"/> Enhanced pavement markings</li> <li><input type="checkbox"/> Painted stop bar</li> <li><input type="checkbox"/> Removal of sight distance obstructions</li> </ul> | Stop-Controlled      | Rural, stop-controlled 4-way <ul style="list-style-type: none"> <li>- &gt;1,000 AADT</li> <li>- Skew &gt; 4-6°, 9°</li> </ul> |                          |               | Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections |
| B – Enhanced Options | <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>(Package B)</b></li> <li><input type="checkbox"/> Flashing beacons</li> <li><input type="checkbox"/> Lighting</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                             | Stop-Controlled      | Rural, stop-controlled 4-way <ul style="list-style-type: none"> <li>- &gt;1,000 AADT</li> <li>- Skew &gt; 4-6°, 9°</li> </ul> |                          |               | (Above); Lighting                                                                          |

# Treatment Packages – Roadway Departures

| Package      | Countermeasures                                                                                                                                                                                                                                                                                                                                     | Applicable Locations                                        | Focus Facilities (Risk Factors)                                             | Warrants/ Considerations                                                                                    | NYSDOT Source                                                                    | FHWA Proven Countermeasure                                                                           |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| A            | <ul style="list-style-type: none"> <li>❑ Horizontal alignment signs*</li> <li>❑ Advisory speed plaque*</li> <li>❑ Chevrons and/or One Direction Large Arrow*</li> </ul> <p>*Where “Required” per Table 2C-5 of Section 2C-07 (MUTCD, 2009)</p>                                                                                                      | Horizontal curves on Expressways, Arterials, and Collectors | Urban and Rural Arterials (No Access Control); Rural Major/Minor Collectors | AADT > 1,000;                                                                                               | <i>Roadway Departure Safety Action Plan – Level 1 Countermeasures (Table 19)</i> | Enhanced Delineation for Horizontal Curves                                                           |
| A – Enhanced | <ul style="list-style-type: none"> <li>❑ Oversized horizontal alignments signs</li> <li>❑ “Recommended” and/or “Optional” horizontal alignment signs (Table 2C-5 of Section 2C-07 (MUTCD, 2009))</li> <li>❑ Reflectorized sleeves on signposts</li> <li>❑ Post-mounted or barrier mounted delineators</li> <li>❑ Breakaway sign supports</li> </ul> | Horizontal curves on Expressways, Arterials, and Collectors | Urban and Rural Arterials (No Access Control); Rural Major/Minor Collectors | AADT > 1,000; KA Roadway departure crash history, At least 1 Risk Factors (Tables 5-6, RwDSAP) <sup>1</sup> | <i>Roadway Departure Safety Action Plan – Level 2 Countermeasures (Table 19)</i> | Enhanced Delineation for Horizontal Curves                                                           |
| B            | <ul style="list-style-type: none"> <li>❑ Wider edge lines</li> <li>❑ Curve warning pavement markings</li> <li>❑ Flashing beacons/driver feedback signs</li> <li>❑ Shoulder widening (including SafetyEdge)</li> <li>❑ Clear zone improvements</li> <li>❑ Fill slopes</li> <li>❑ Roadside barriers</li> </ul>                                        | Horizontal curves                                           | Urban and Rural Arterials (No Access Control); Rural Major/Minor Collectors | At least 2 Risk Factors (Tables 5-6, RwDSAP) <sup>1</sup>                                                   | <i>Roadway Departure Safety Action Plan – Corridor Projects (Table 20)</i>       | Enhanced Delineation for Horizontal Curves, Roadside Design Improvements at Curves, Wider Edge Lines |

1. Upcoming RwDSAP Call for Projects is expected to make Regional/Local Safety Plan Focus Facilities eligible

# Treatment Packages – Roadway Departures

| Package      | Countermeasures                                          | Applicable Locations           | Focus Facilities (Risk Factors)                                             | Warrants/ Considerations                                                      | NYSDOT Source                                                              | FHWA Proven Countermeasure                               |
|--------------|----------------------------------------------------------|--------------------------------|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------|
| B – Friction | ❑ High Friction Surface Treatments                       | Curves                         | Urban and Rural Arterials (No Access Control); Rural Major/Minor Collectors | Must include a Benefit-Cost Analysis > 1                                      | <i>Roadway Departure Safety Action Plan – Corridor Projects (Table 20)</i> | Pavement Friction Management                             |
| C            | ❑ Centerline audible roadway delineators (CARDS)         | All functional classifications | Urban and Rural Arterials (No Access Control); Rural Major/Minor Collectors | Posted speed > = 45 mph; AADT >= 2,000; No Median or Two-Way Left Turn Lane   | Engineering Instruction 13-021                                             | Longitudinal Rumble Strips and Stripes on Two-Lane Roads |
| D            | ❑ Secondary Highway Audible Roadway Delineators (SHARDS) | All functional classifications | Urban and Rural Arterials (No Access Control); Rural Major/Minor Collectors | Posted speed > = 50 mph; AADT >= 2,000; Lane and Shoulder wide must be >= 17' | Engineering Instruction 16-014                                             | Longitudinal Rumble Strips and Stripes on Two-Lane Roads |

# Treatment Packages – Pedestrians

| Package                  | Countermeasures                                                                                                                                                                                                                                                                   | Applicable Locations     | Focus Facilities (Risk Factors)                                 | Warrants/ Considerations                                                                | NYSDOT Source                                                                            | FHWA Proven Countermeasure         |
|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------|
| A – Signage and Markings | <ul style="list-style-type: none"> <li>❑ High-Visibility crosswalks</li> <li>❑ Restrict parking at intersections (“Daylighting”)</li> <li>❑ Signal Ahead signs</li> <li>❑ No Turn on Red Signs</li> <li>❑ Stop Here for Pedestrians Signs (Section 2B.19, MUTCD, 2024)</li> </ul> | Signalized Intersections | Urban “T”, 4-Way, and Non-Conventional Signalized Intersections | No Turn on Red signs should be prioritized near schools and other pedestrian generators | <i>Pedestrian Safety Action Plan – Signalized Intersection Improvements (Appendix B)</i> | Crosswalk Visibility Enhancements; |
| A – Signals              | <ul style="list-style-type: none"> <li>❑ Leading Pedestrian Interval</li> <li>❑ Pedestrian countdown times</li> <li>❑ Evaluate left-turn phasing for pedestrian crossings</li> <li>❑ Accessible Pedestrian Signals</li> <li>❑ No Turn on Red sign (Overhead Blank-Out)</li> </ul> | Signalized Intersections | Urban “T”, 4-Way, and Non-Conventional Signalized Intersections |                                                                                         | <i>Pedestrian Safety Action Plan – Signalized Intersection Improvements (Appendix B)</i> | Leading Pedestrian Interval        |

# Treatment Packages – Pedestrians

| Package      | Countermeasures                                                                                                                                                                                                                 | Applicable Locations           | Focus Facilities (Risk Factors) | Warrants/ Considerations                                                            | NYSDOT Source                                                                            | FHWA Proven Countermeasure                                                                                                       |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| B            | <input type="checkbox"/> High-visibility crosswalks<br><input type="checkbox"/> Pedestrian warning signs<br><input type="checkbox"/> Retroreflective sign posts                                                                 | Uncontrolled marked crosswalks | -                               | Cross Reference to HDM for # of lanes, median type, AADT, and posted speed (App. C) | <i>Pedestrian Safety Action Plan – Signalized Intersection Improvements (Appendix A)</i> | Crosswalk Visibility Enhancements;                                                                                               |
| B – Enhanced | <input type="checkbox"/> Rectangular Rapid Flashing Beacons (RRFB)<br><input type="checkbox"/> Raised pedestrian median refuge and/or corner island and/or curb extension<br><input type="checkbox"/> Pedestrian Hybrid Beacons | Uncontrolled marked crosswalks | -                               | Cross Reference to AADT, and posted speed (App. C)                                  | <i>Pedestrian Safety Action Plan – Signalized Intersection Improvements (Appendix A)</i> | Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons |

# Treatment Packages – Pedestrians

| Package | Countermeasures                                                                                                                                             | Applicable Locations                         | Focus Facilities (Risk Factors) | Warrants/ Considerations          | NYSDOT Source                                 | FHWA Proven Countermeasure                  |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------------------------|-----------------------------------|-----------------------------------------------|---------------------------------------------|
| C       | <input type="checkbox"/> Countermeasures in Packages A/B                                                                                                    | All roadways                                 |                                 | VRU “High-Risk” Areas <u>only</u> | <i>Vulnerable Road User Safety Assessment</i> |                                             |
| D       | <input type="checkbox"/> High-visibility crosswalks<br><input type="checkbox"/> Enhanced signing and pavement markings<br><input type="checkbox"/> Lighting | All roadways                                 |                                 | Near public transportation stops  | <i>Vulnerable Road User Safety Assessment</i> | Crosswalk Visibility Enhancements; Lighting |
| E       | <input type="checkbox"/> Construct new facilities                                                                                                           | All Roadways (without pedestrian facilities) |                                 | VRU “High-Risk” Areas <u>only</u> | <i>Vulnerable Road User Safety Assessment</i> | Walkways                                    |

# Treatment Packages – Speed-Related

| Package | Countermeasures                               | Applicable Locations                                     | Focus Facilities (Risk Factors)                                       | Warrants/ Considerations                                  | NYSDOT Source                     | FHWA Proven Countermeasure |
|---------|-----------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------|-----------------------------------|----------------------------|
| A       | <input type="checkbox"/> Speed Feedback Signs | Curves; in advance of posted speed changes, School Zones | Urban and Rural Arterials (No Access Control); Urban Major Collectors |                                                           |                                   |                            |
| B       | <input type="checkbox"/> Road Diets           | 4-Lane Undivided                                         | Urban and Rural Arterials (No Access Control); Urban Major Collectors | AADT < 15,000; Considered during Initial Project Proposal | NYSDOT Complete Streets Checklist | Road Diets                 |

# Street Safety Investigations

# Street/Highway Safety Inspections

## CRTC Vision Zero Action Plan





## » Highway Safety Investigation

1. Summary
2. Location Map
3. Crash History Summary
4. Pedestrian Conditions
5. Bicycling Conditions
6. Site Photos
7. Recommendations



# Street » Highway Safety Investigation

1. Summary
2. Location Map
3. Crash History Summary
4. Pedestrian Conditions
5. Bicycling Conditions
6. Site Photos
7. Recommendations

## » Sidewalks

- » Broken or missing sidewalks
- » Heaving and settling
- » Inaccessibly narrow sidewalks, sometimes due to utility poles
- » Minimal street lighting present



## » Inaccessible Sidewalks

- » Deteriorated /unmaintained sidewalks result in exposure to motor vehicle traffic



## » Intersection ns

- » Long crossing distances without refuge islands
- » Detectable warning surfaces are deteriorated
- » Threshold and gap issues with concrete pads due to heaving/settling
- » Accessible Pedestrian Signals not present
- » Minimal street lighting



## » **Bicycling & Micromobility**

- » Very few dedicated facilities for bicycling and micromobility at the investigation sites.
- » Some sites have excess roadway capacity or width that could be repurposed as bicycle facilities



## » Other Geometric Conditions

- » - Excess roadway space unused by any active motor vehicle lanes
- Sidewalks are interrupted by driveways
- Potential for street redesign



# Equity Priority Areas and Street Safety Investigations

**Equity Priority Areas**

Weighted Score

- >= 90th Percentile
- 50th to 90th Percentile

Investigations - Intersection

Investigations - Segment

Albany

Rensselaer

0 0.5 1 Miles

## Equity Priority Areas

Weighted Score

-   $\geq 90$ th Percentile
-  50th to 90th Percentile
-  Investigations - Intersection
-  Investigations - Segment

## Equity Priority Areas

Weighted Score

-   $\geq 90$ th Percentile
-  50th to 90th Percentile
-  Investigations - Intersection
-  Investigations - Segment

## Equity Priority Areas

Weighted Score

-   $\geq 90$ th Percentile
-  50th to 90th Percentile
-  Investigations - Intersection
-  Investigations - Segment

## Equity Priority Areas

Weighted Score

-   $\geq 90$ th Percentile
-  50th to 90th Percentile
-  Investigations - Intersection
-  Investigations - Segment

## Equity Priority Areas

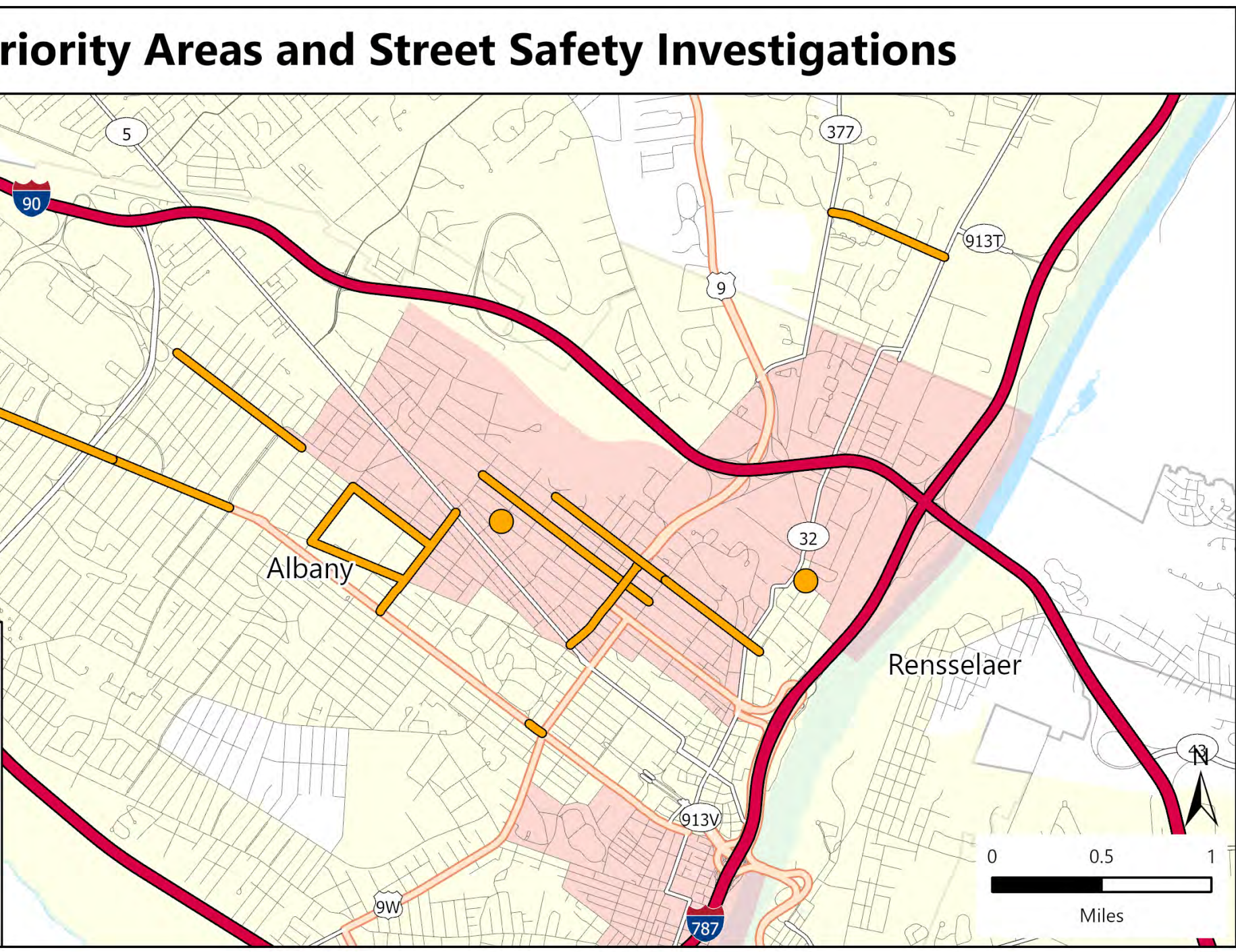
Weighted Score

-   $\geq 90$ th Percentile
-  50th to 90th Percentile
-  Investigations - Intersection
-  Investigations - Segment

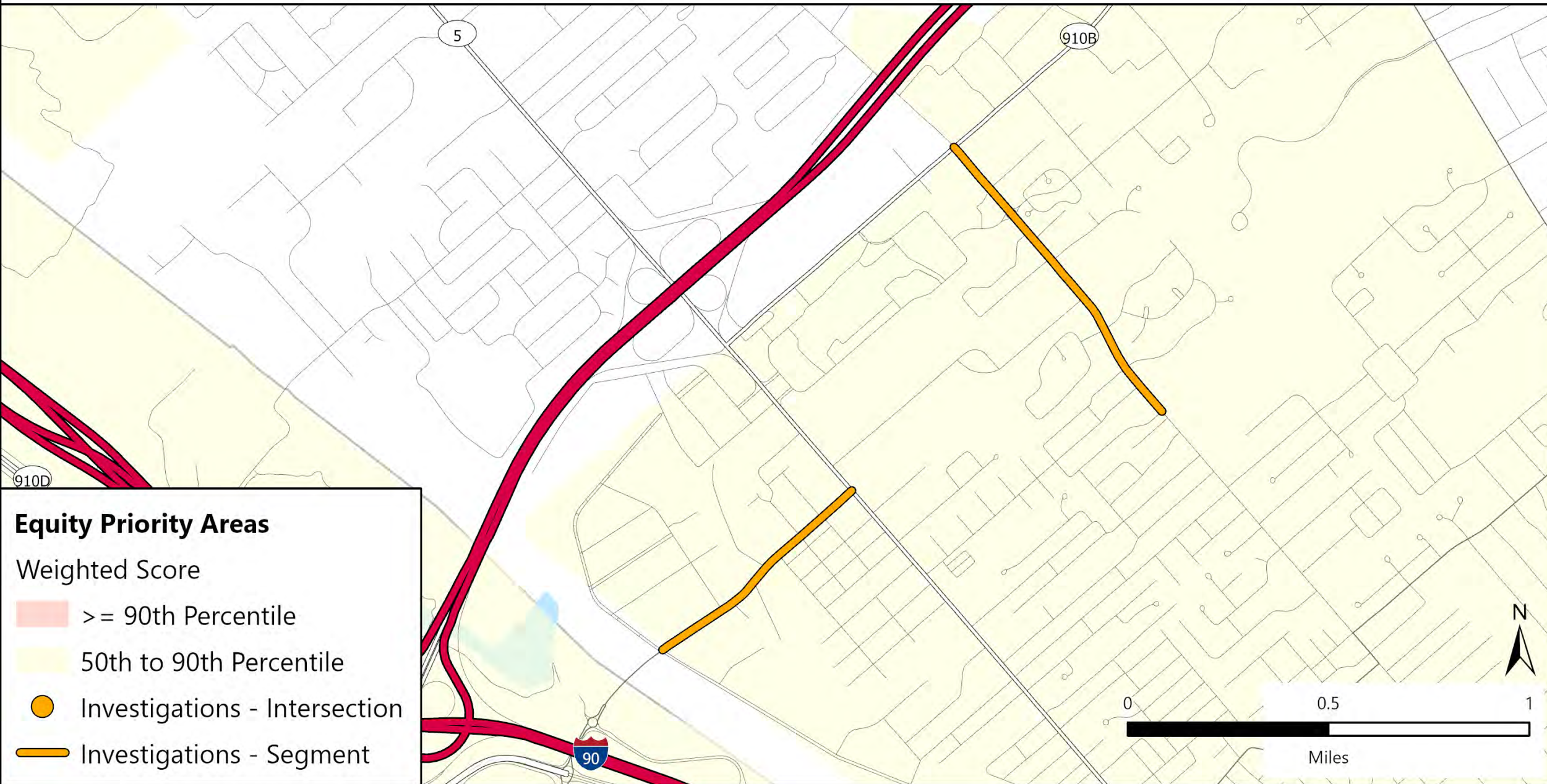
## Equity Priority Areas

Weighted Score

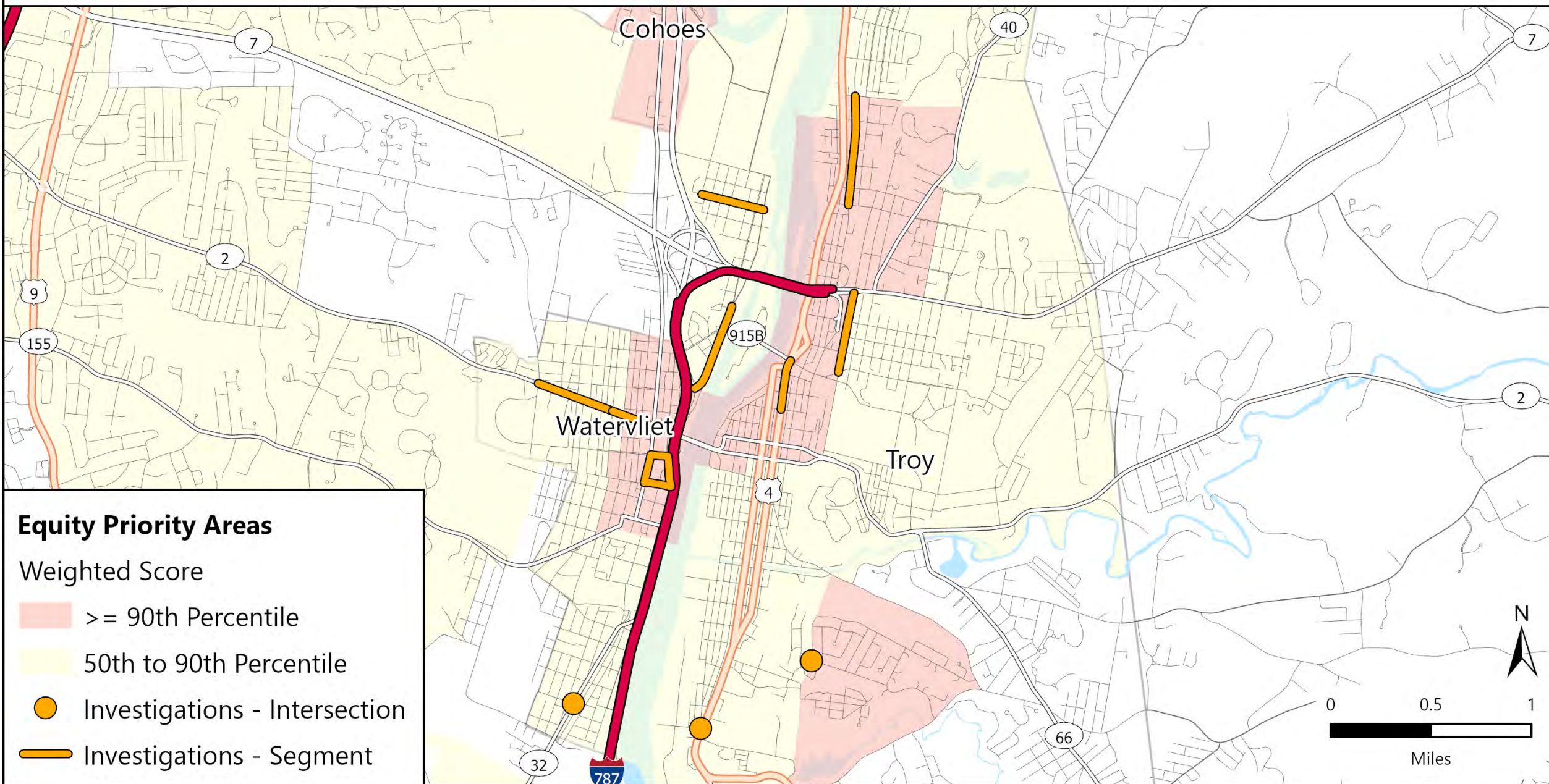
-   $\geq 90$ th Percentile
-  50th to 90th Percentile
-  Investigations - Intersection
-  Investigations - Segment



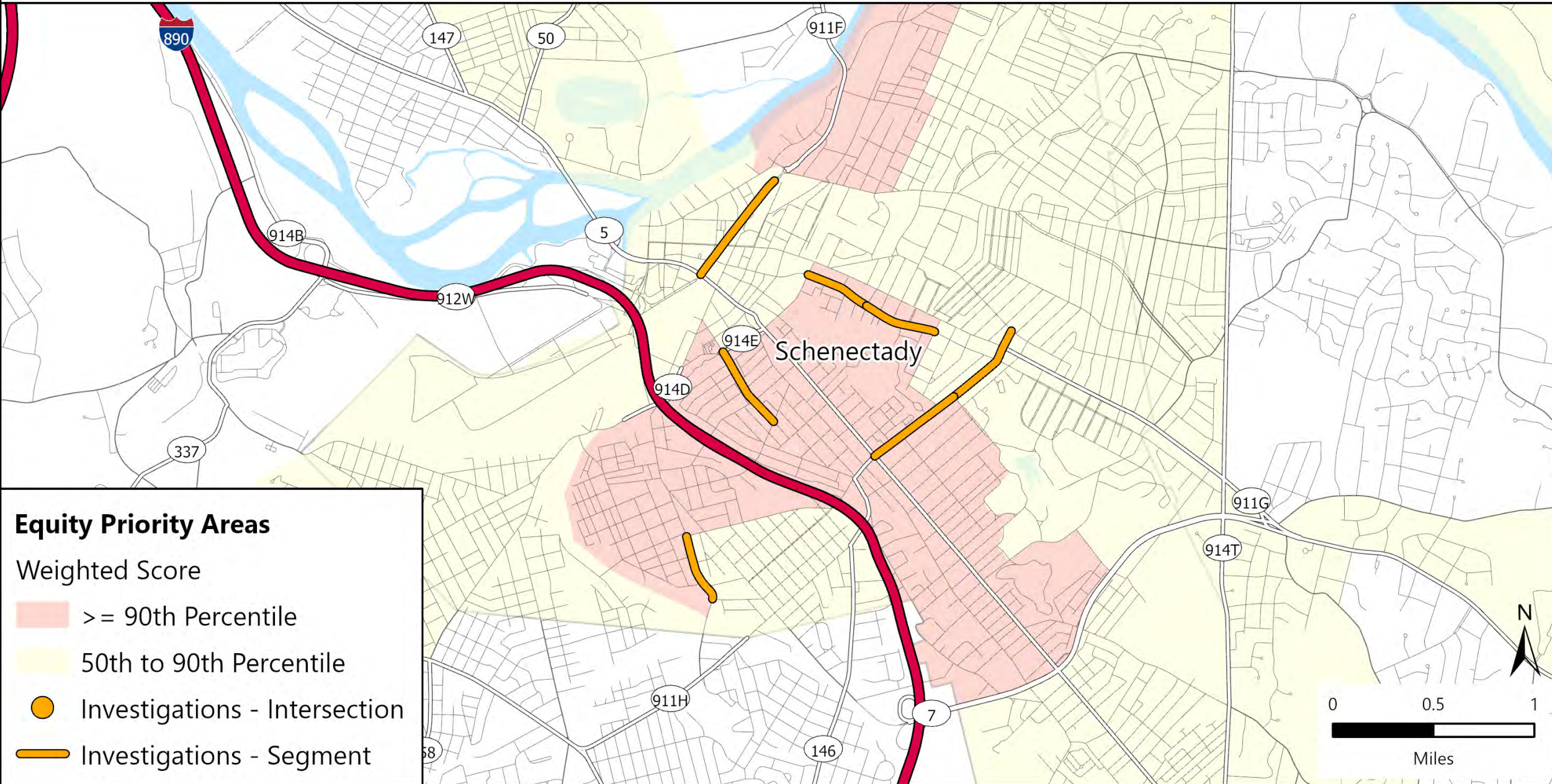
# Equity Priority Areas and Street Safety Investigations



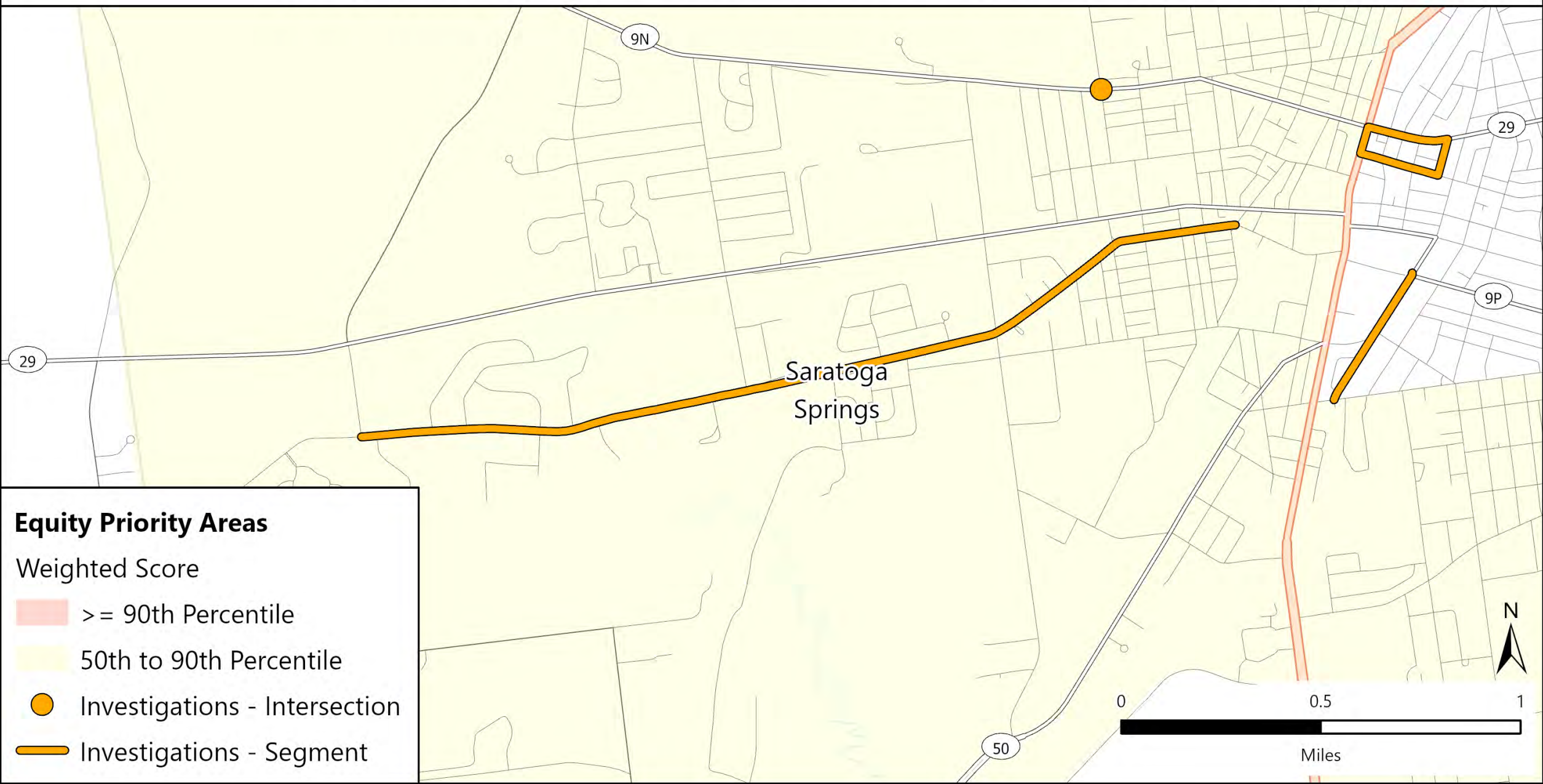
# Equity Priority Areas and Street Safety Investigations



# Equity Priority Areas and Street Safety Investigations



## Equity Priority Areas and Street Safety Investigations

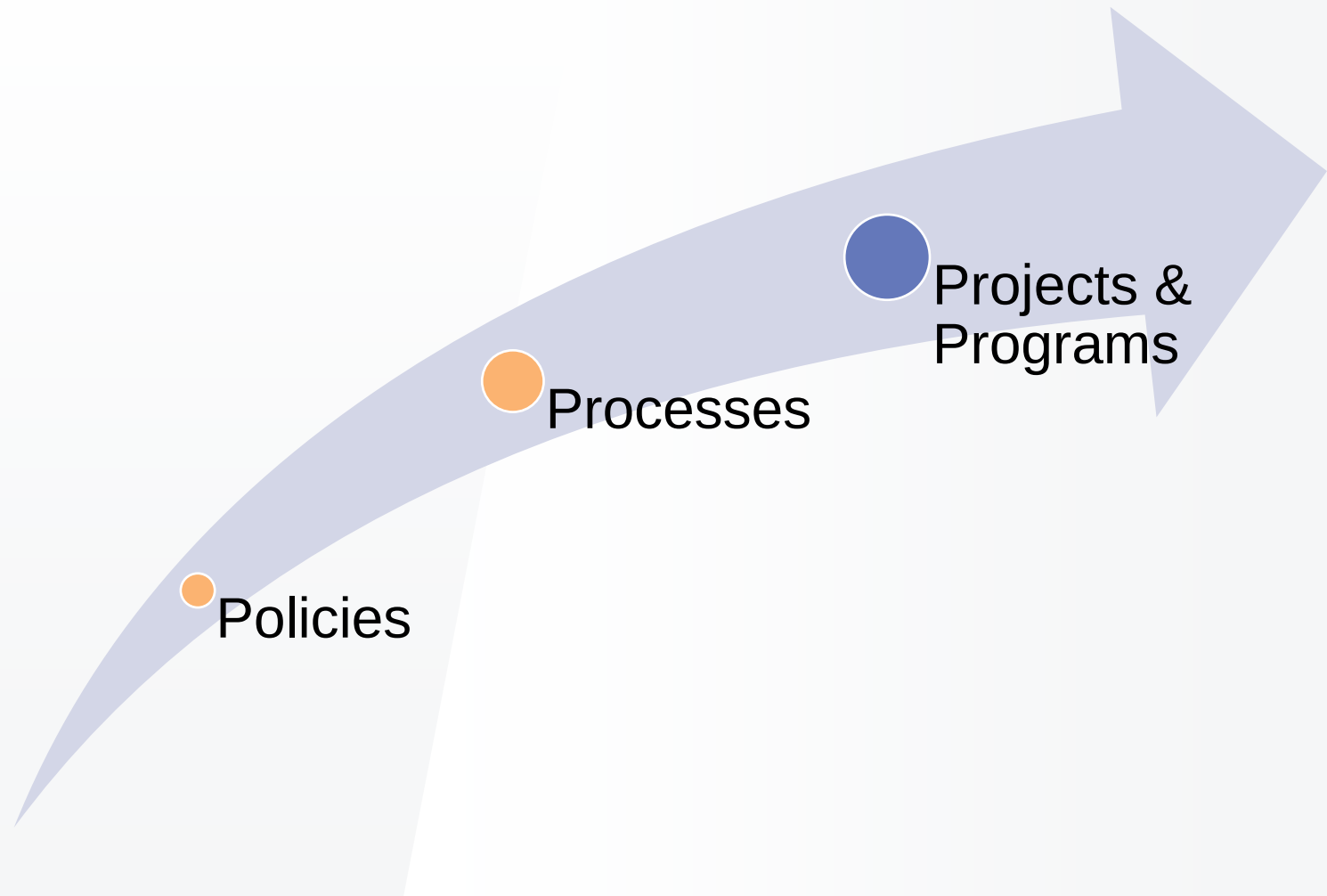


# Policy and Process Changes

# Policy and Process Changes

## Objectives

- » Identify safety-related policies and processes in the Capital Region
- » Build upon applicable best practices in NYS and nationally
- » Develop Safe System Approach-driven recommendations



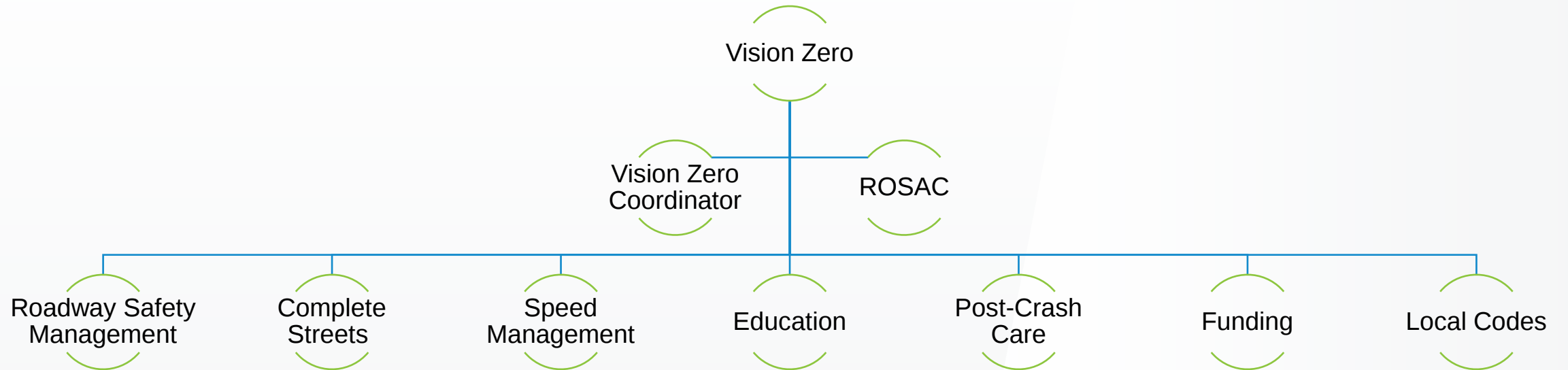
# Policy and Process Changes - Targets

- » Targets will be set as part of Draft Plan
- » Vision Zero Resolution template will be provided for local jurisdiction consideration

## *Vision Zero Targets*

| Region/City                 | Goal                                                                   | Date Resolution Adopted |
|-----------------------------|------------------------------------------------------------------------|-------------------------|
| New York City               | Zero fatalities by 2024                                                | 2014                    |
| Greater Buffalo-Niagara MPO | Zero fatalities & 50% reduction in serious injuries by 2050            | 2022                    |
| City of Rochester           | Eliminate traffic fatalities                                           | 2022                    |
| City of Syracuse            | Eliminate traffic fatalities and serious injuries from traffic crashes | 2023                    |
| Tompkins County             | Zero fatalities & 50% reduction in serious injuries by 2040            | 2025 (pending)          |

# Policy and Process Recommendations



# Vision Zero Policy

- » Adopt a **Vision Zero Policy** for the Capital Region.
  - Designate a **Vision Zero Coordinator**
  - Continue to **support the ROSAC** as key Task Force
  - Include Vision Zero updates to all Transportation Council **Advisory Committees**
  - Continue to engage with **Traffic Safety Boards** and other stakeholder groups
- » Encourage **local jurisdictions** such as municipalities and cities to adopt a Vision Zero resolution
  - *(Project Team will provide a template for a model policy)*

# Complete Streets

## » Adopt a **MPO Complete Streets Policy**

- Encourage **local jurisdictions** to update their existing complete streets policies
- Provide a template for a model local policy

## » Support the **Capital Region Complete Streets Design Guide**

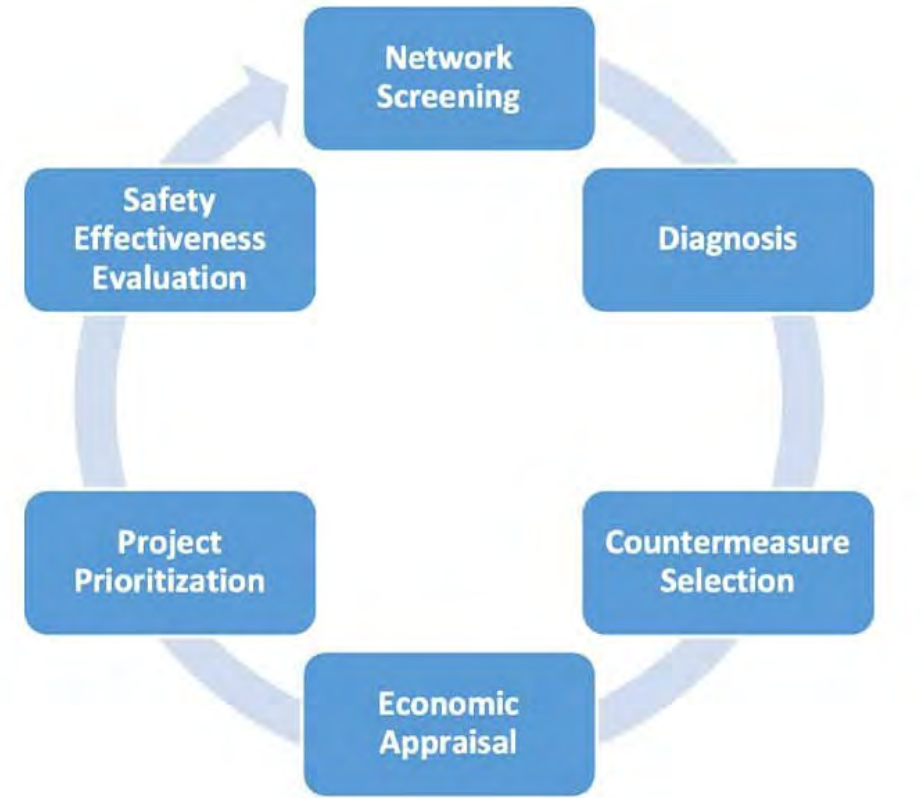
- **Provide training** to staff, stakeholders, and the public on applying the Guide to local projects
- Develop a **Pedestrian and Bicycle Safety Review Checklist** that includes the application of potential countermeasures through the Safe Streets Design Hierarchy

## » Regularly assess potential safety and accessibility issues through Road Safety Audits

## » **Coordinate with community partners** to ensure the capital investments and safety programs for vulnerable road users are reaching diverse and underserved communities

# Road Safety Management

- » Provide annual **network screening results** to facility owners
- » Develop and provide MPO planning funds for an **Annual Work Program** of Highway Safety Investigations and Road Safety Audits
- » Establish a **Community Traffic Safety Team** to promote engagement through HSI and RSA process
- » Provide “**seed funding**” (Preliminary Engineering) to develop safety projects at identified Hot Spots
- » Maintain periodic updates to the **Safety Improvement Program** to inventory and screen candidate projects
- » Incorporate **safety data development tasks into the UPWP** (project costs, Crash Modification Factors, active transportation counts, etc.).



*Highway Safety Manual  
Roadway Safety Management Process*

# Speed Management

- » Develop a regional Speed Study Template
  - Support shared funding and deployment of **speed studies** to analyze the impacts of posted speed limit change and
  - Potentially **lower citywide speed limit** to 25 mph to reflect a safe speed threshold
- » Develop a Traffic Calming Design Guide to guide the installation of traffic-calming infrastructure
  - Share regional practices on the implementation of Traffic Calming Features from the Design Guide
- » Develop **regional guidelines** for **automated enforcement** at Red lights and School zones
- » Support collaborative procurement and sharing of **speed feedback signs** (SFS)

# Education

- » Convene the annual meeting of the GTSC grantees in the Capital Region to promote coordination and knowledge-sharing
  - To pursue common curriculum and materials
  - To identify regional gaps in program coverage
- » Develop and implement **peer-to-peer programs to promote Vision Zero and build safety culture**
  - Invite **trucking industry stakeholders** to participate in an annual freight forum to discuss new technologies, policies, and policies
- » Provide coordination to support Safe Routes to School programs
  - Development of curriculum
  - Train-the-Trainer support
  - Technical support for local SRTS committees

# Funding

- » **Guide local jurisdictions through TIP applications** and promote available systemic treatments to access HSIP funding
- » Promote and assist in **collaborative funding applications through** the Transportation Council for regional Education and Enforcement program implementation
- » Pursue **new funding and innovative funding** opportunities

# Local Codes

- » Assess and review **future land use along corridors** related to high-crash locations and corridors identified through data and public input
- » Provide training to local Planning and Zoning boards on systemic safety treatments, particularly in regard to pedestrian facilities, that may be implemented through the land use review process.

# Post-Crash Care

- » Encourage all City and Local law enforcement agencies to **adopt the Traffic and Criminal Software (TraCS)** crash reporting system
- » Support a collaborate grant to implement **Federal Interagency Committee on Emergency Medical Services (FICEMS)** recommendations to improve post-crash care
- » Pursue funding opportunities to support **prehospital blood transfusion** to decrease prehospital and early-hospital mortality

# Updates

# Updates

## » Community Engagement

- Corridor Concept Workshops
  - Schenectady – February 5<sup>th</sup> (Tentative) at Renaissance Square
  - Albany – February 26<sup>th</sup> at Pine Hills Library
- Traffic Safety Boards
  - Town of Clifton Park – January 23<sup>rd</sup>

## » Local Coordination

- Street Safety Investigations
- Speed Limit Studies
- Active Transportation Geodatabase

# Active Transportation Geodatabase

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

# Next Meeting

**February 27<sup>th</sup>, 2025**  
**1 PM**

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**Thank you!**