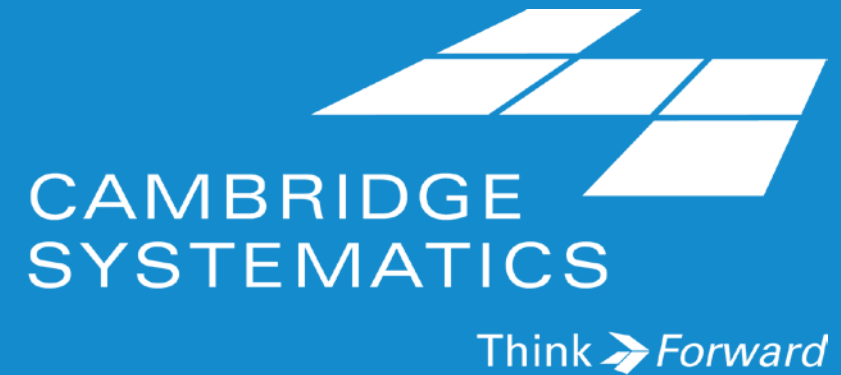


Vision Zero Safety Action Plan

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

February 27, 2025

Agenda

- Presentations
 - Draft Regional Vision Zero Target Statement
 - Local template
 - Performance Tracking
 - Speed Limit Assessments
 - Road Safety Audit and Concept Development Highlights
 - Safety Improvement Program
- Updates
 - Targeted Safety Investigations
 - Updates to Policy and Process Recommendations
 - Community Engagement

Draft Regional Vision Zero Target Statement

Key Principles



- » Identify Leadership
- » Vision Zero Commitment and Accountability
- » Foster Engagement
- » Transparency

Vision Zero Statement Principles

- » Identify Leadership
 - Transportation Council Policy Board
 - ROSAC
- » Vision Zero Commitment and Accountability
 - Target
 - Annual Implementation Report
- » Foster Engagement
 - Advisory Committees
- » Transparency
 - Data Dashboard

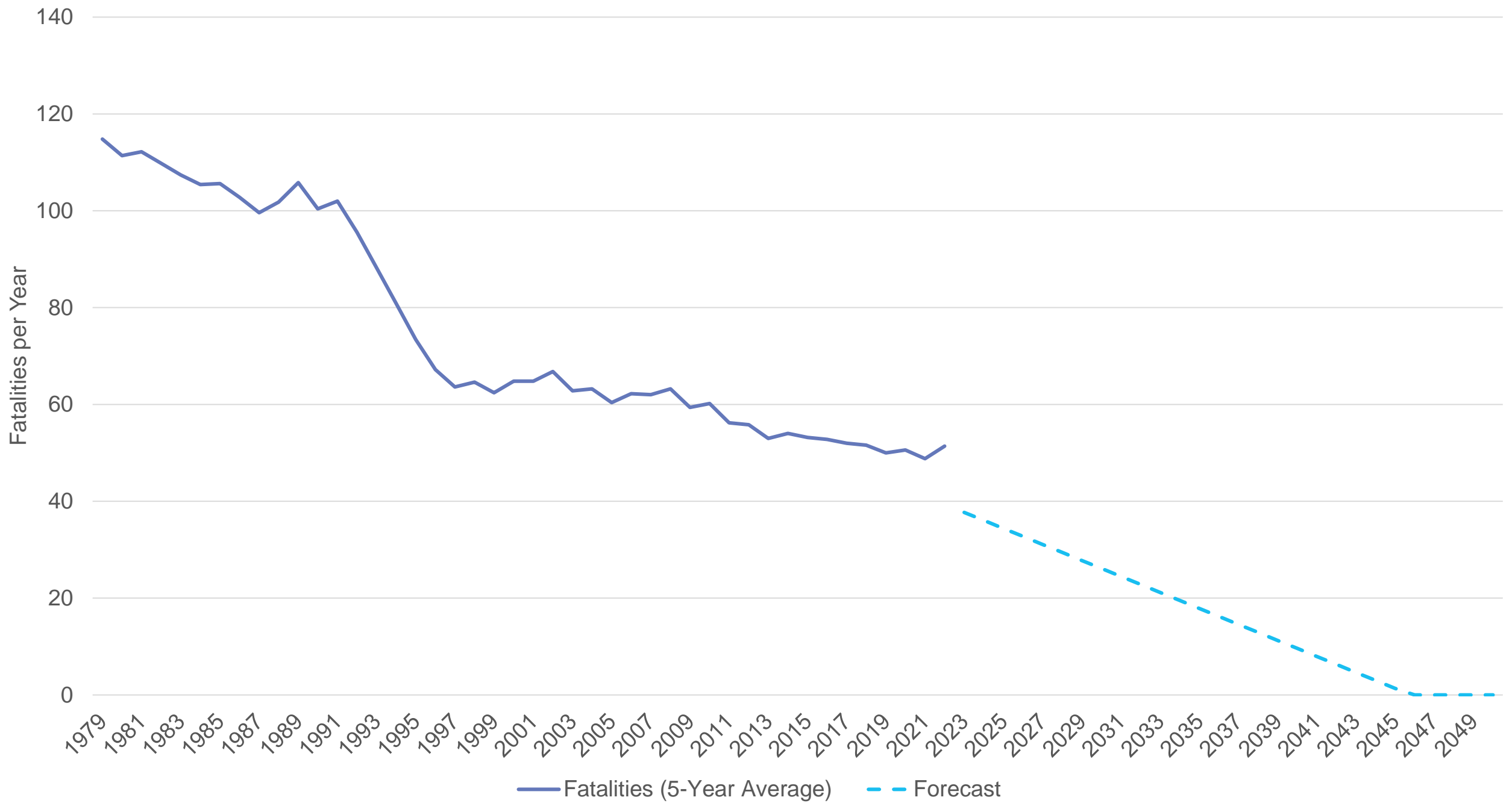
Vision Zero Target *(Proposed)*

- » Eliminate Fatalities by 2050
- » Reduce Serious Injuries by 50% by 2050

Target Setting Process

- » Plot long-term fatalities trend
- » Plot mid-term serious injuries trend
- » Comparison of multiple periods
- » Review of NYSDOT's HSIP performance target setting

Long-Term Trend - Fatalities (Albany, Rensselaer, Saratoga, Schenectady Counties)

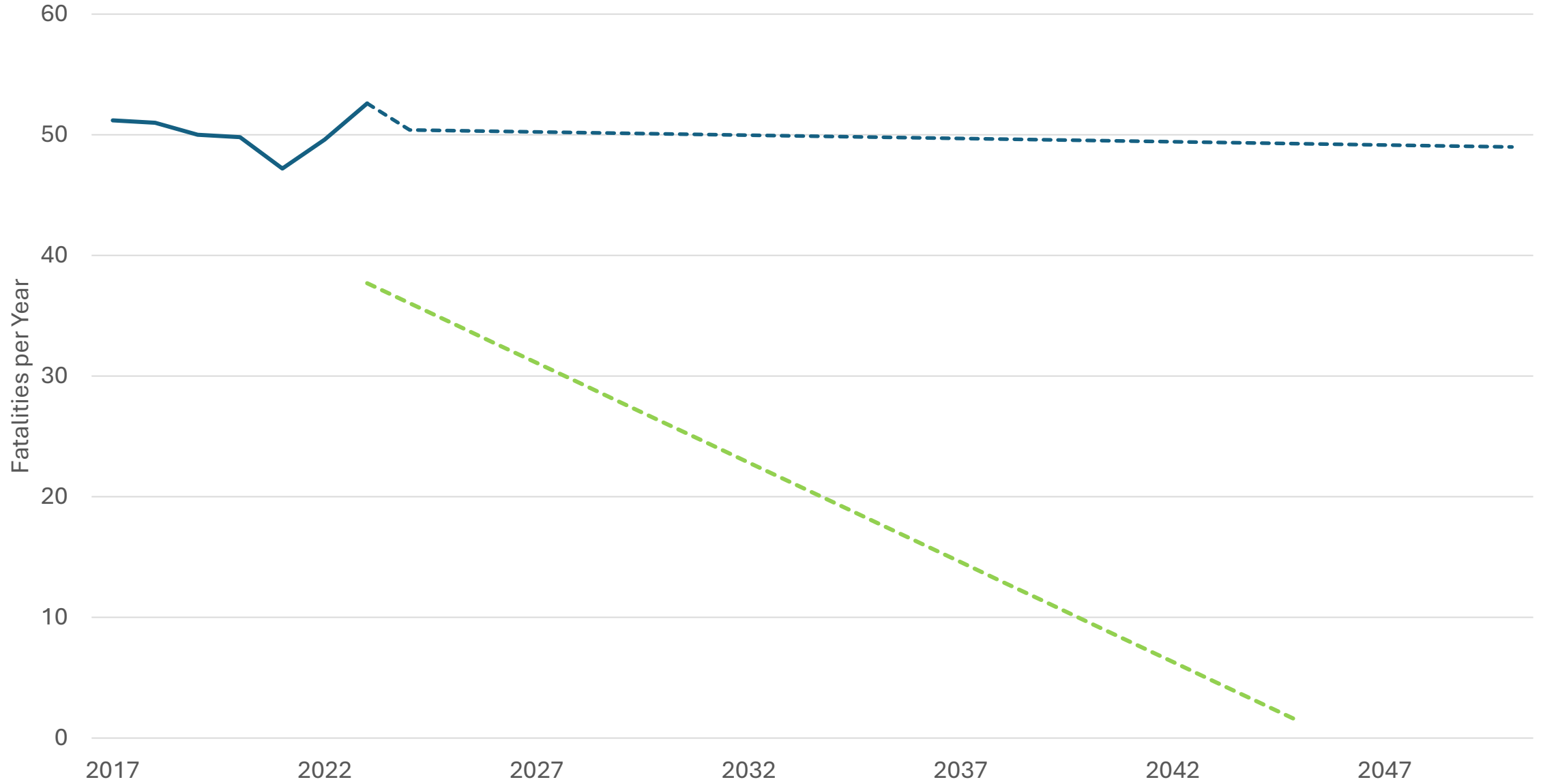


Long-Term Trends

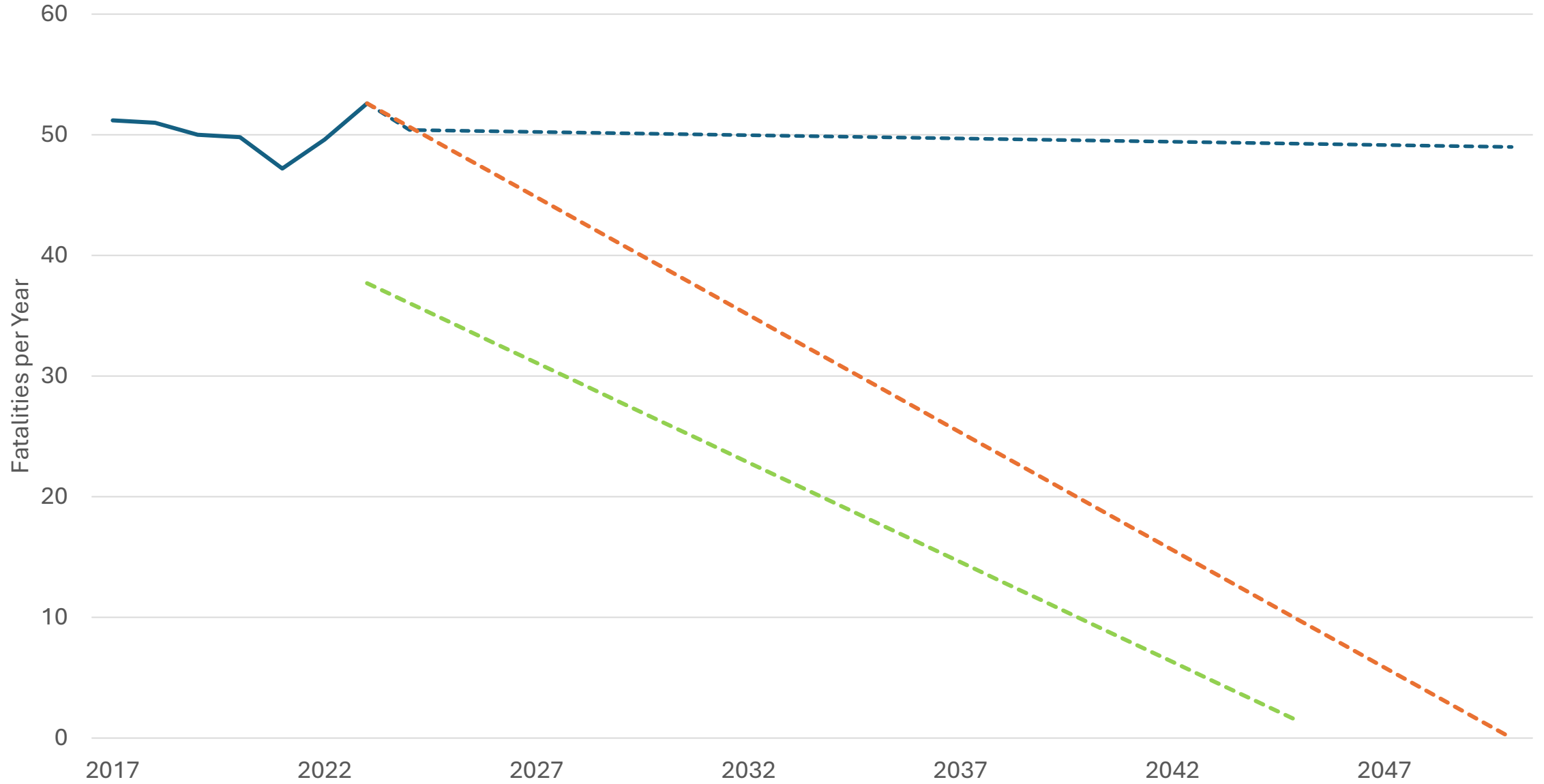
Fatalities (Five-Year Averages) by Decade

Decade	Start	End	Annual Reduction
1980's	111	106	-1%
1990's	100	62	-5%
2000's	65	59	-1%
2010's	60	50	-2%
2020's	51	51	1%
Total	111	51	-2%

Mid-Term Trend, Fatalities (Capital Region)



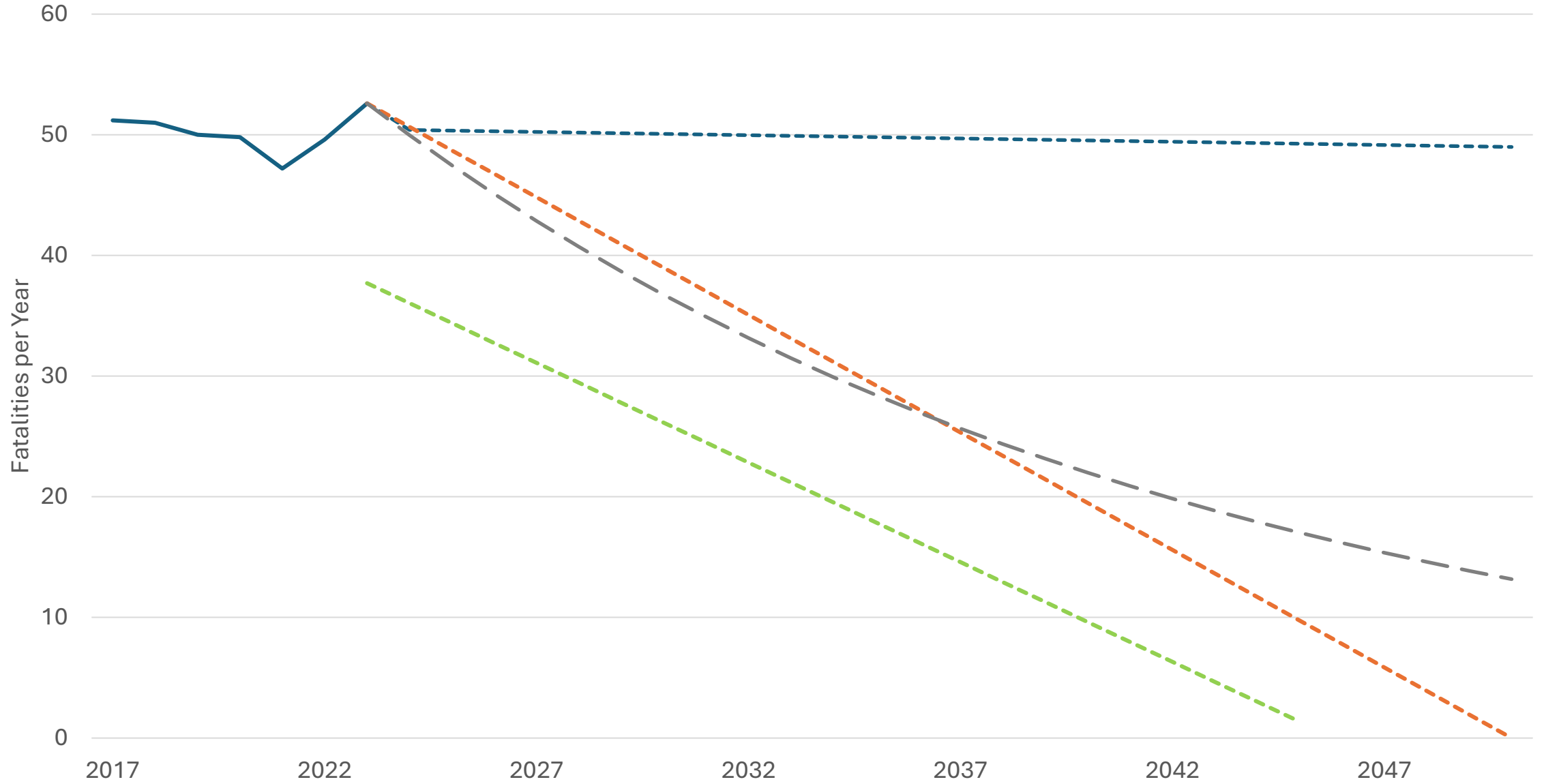
Mid-Term Trend, Fatalities (Capital Region)



Source: Traffic Safety Statistical Repository

— 5-Year Average - - - Forecast - - - Long-Term Trend - - - 0 by 2050

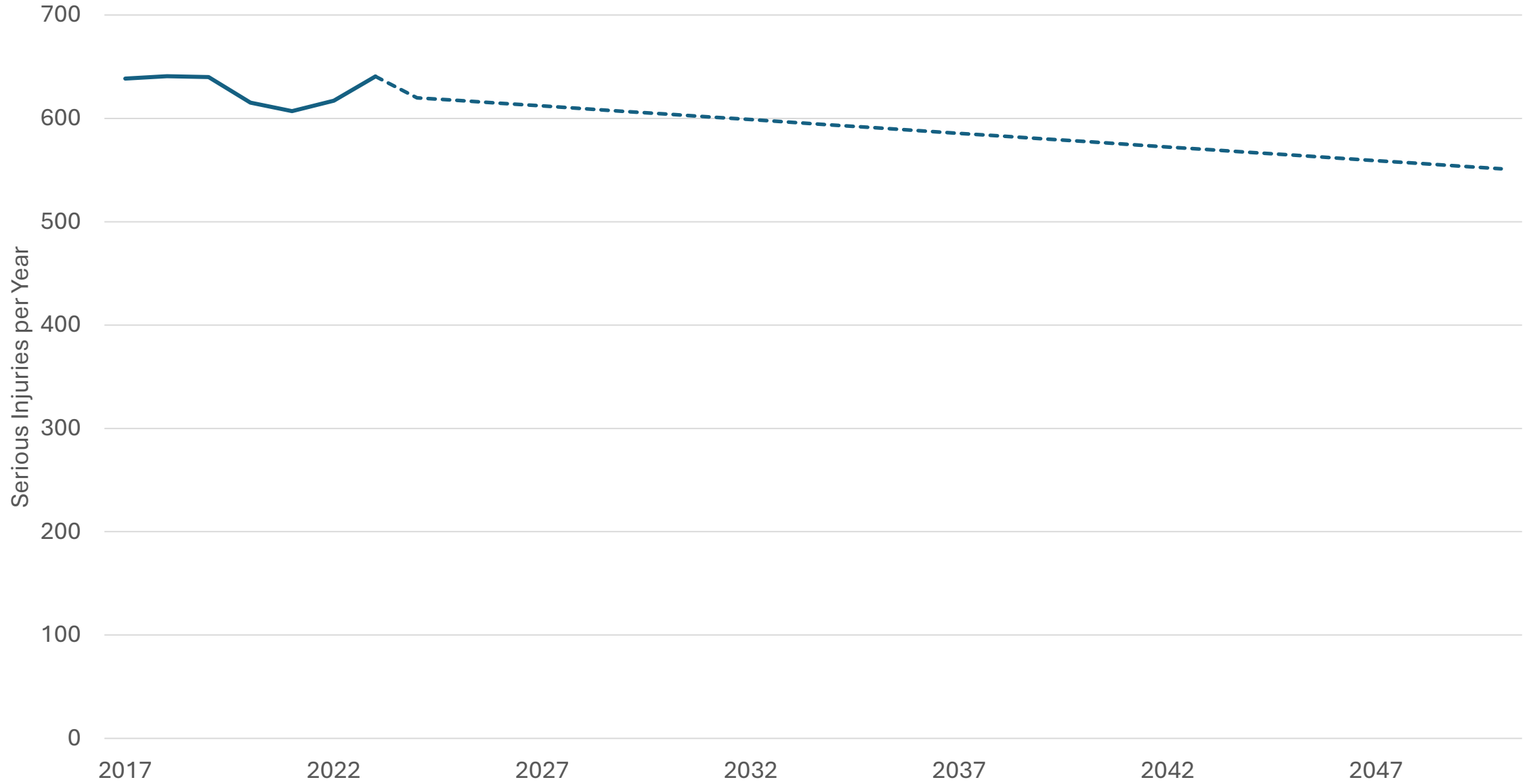
Mid-Term Trend, Fatalities (Capital Region)



Source: Traffic Safety Statistical Repository

— 5-Year Average - - - Forecast - - - Long-Term Trend - - - 0 by 2050 - - - -5% Annual

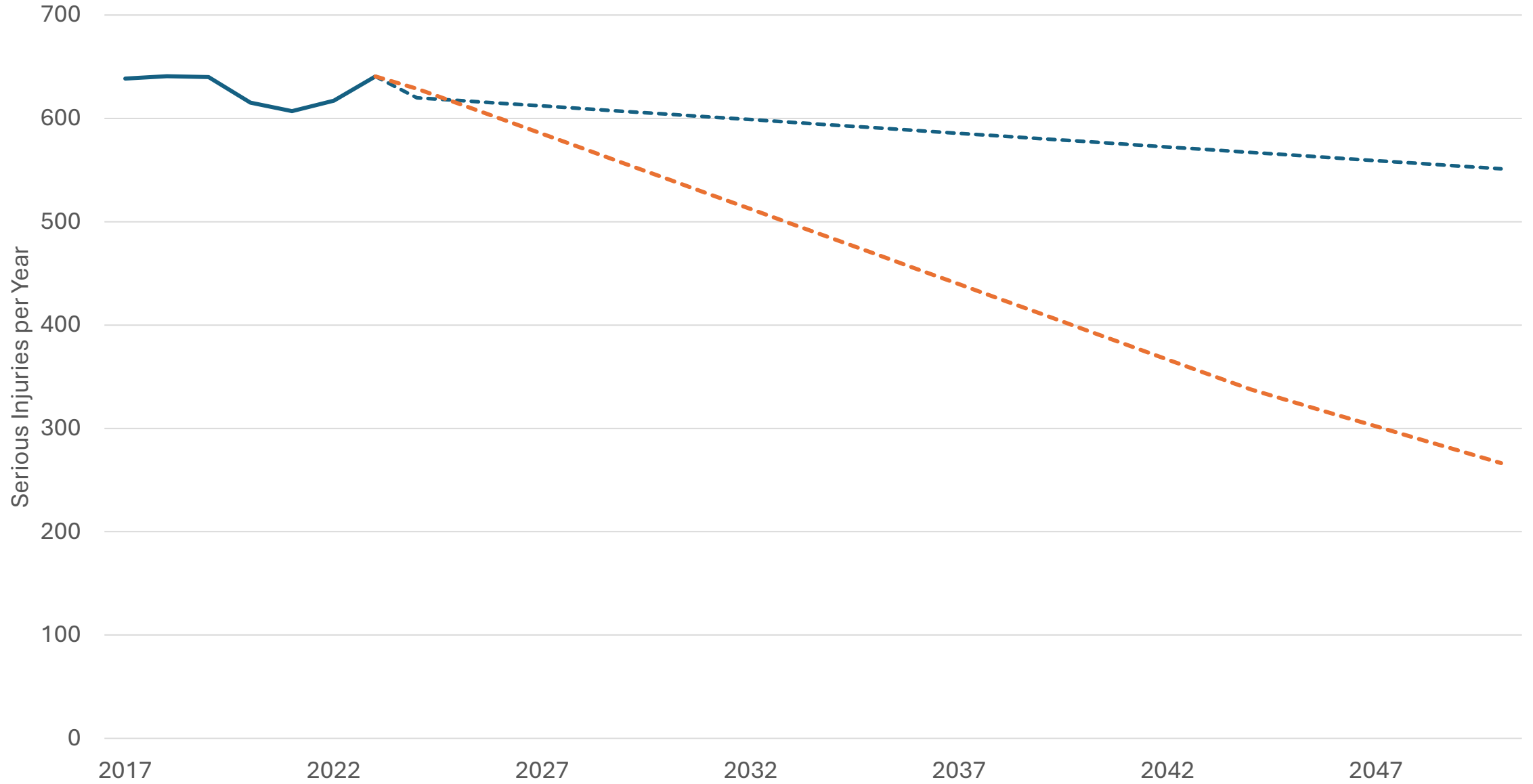
Mid-Term Trend, Serious Injuries (Capital Region)



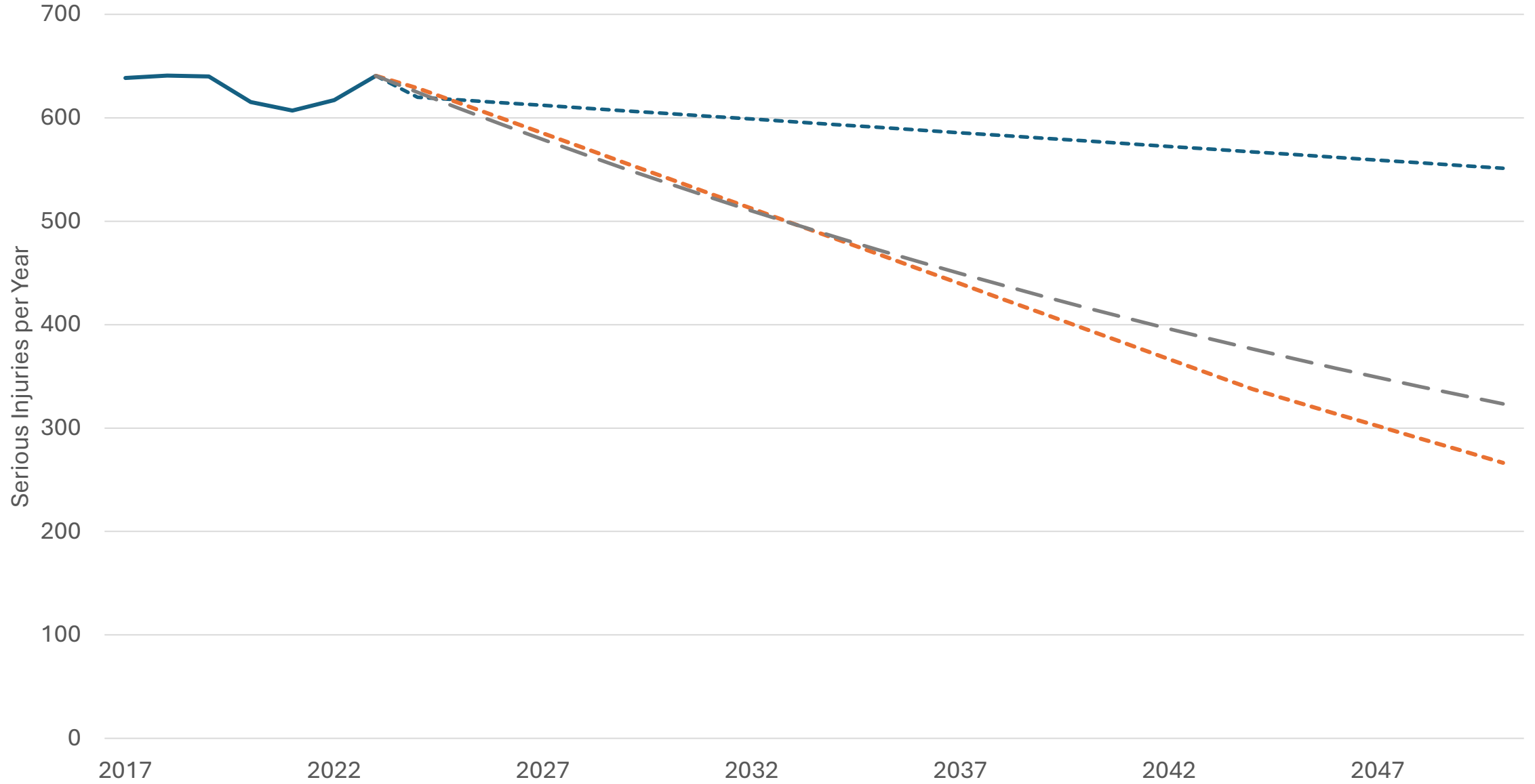
Source: Traffic Safety Statistical Repository

— 5-Year Average - - - Forecast

Mid-Term Trend, Serious Injuries (Capital Region)



Mid-Term Trend, Serious Injuries (Capital Region)



Source: Traffic Safety Statistical Repository

— 5-Year Average - - - Forecast - - - 50% by 2050 - - - -2.5% Annual

Vision Zero Targets

- » Targets for Fatalities and Serious Injuries are both **Policy-based** and **Trend-based**
 - They are aspirational and reflect select periods of past performance
- » Planning horizon aligns with Transportation Council's LRTP
- » These targets are greater than the near-term projections of NYSDOT but are complimentary
- » Targets can and should be revisited in future Safety Action Plan updates

Performance Tracking

Implementation Annual Report

- » Tracking of key Action Plan processes, programs, and projects
- » Highlight key partnerships and accomplishments
- » Track annual performance measures

Performance Measures

- » HSIP Performance Measures
 - Fatalities (Total & per 100m VMT)
 - Serious Injuries (Total & per 100m VMT)
 - Vulnerable Road User Fatalities and Serious Injuries
- » Additional Measures
 - Crashes (KA) by Municipality
 - Crashes (KA) by Facility Owner Type

Speed Limit Assessments



Cities Across New York State are Setting Lower Speed Limits

- » Adopted
 - » Albany
 - » Kingston
 - » White Plains
 - » Brighton
 - » Bronxville
 - » New Rochelle
 - » Mamaroneck
 - » Scarsdale
 - » **Schenectady**
 - » Tarrytown
- » In Process:
 - » Saugerties
 - » Cohoes
- » Under Study (CRTC):
 - » Saratoga Springs
 - » Green Island
 - » Troy
 - » Watervliet

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

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



Sample Analysis

A 25 mph areawide speed limit is typically a citywide (or town- or village-wide) speed limit with listed exceptions.

State-maintained streets are not subject to city/town/village jurisdiction and typically retain their existing speed limit.

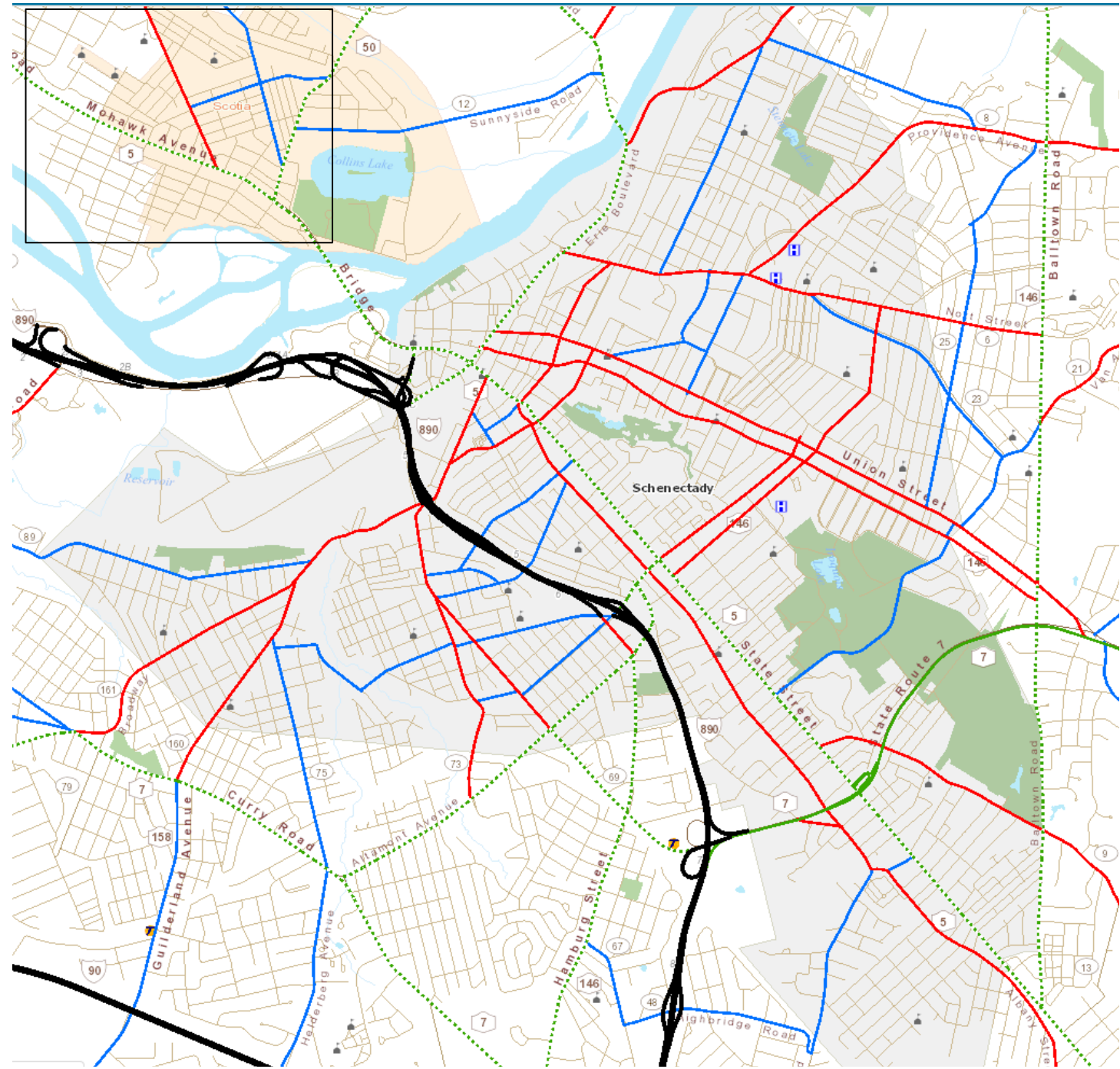




Functional Class

A State/Federal designation that does not include contextual differences in street environment and degrees of urban development or density.

For this reason, functional class is a starting point but not the sole consideration in modern speed-limit setting.





Group 1 Streets



Recommendation: 25 mph speed limit



Group 2 Streets



Recommendation: 25 mph speed limit



Maxon Road Extension



Recommendation:
Retain 30 mph speed limit



State Street: Washington Street to Nott Terrace



Recommendation:
25 mph speed limit



State Street: Nott Terrace to Fehr Avenue



Recommendation:
25 mph speed limit



State Street: Fehr Avenue to City Line



Recommendation:
30 mph speed limit

(Existing 35 mph)



Erie Boulevard: Edison Avenue to State Street



Recommendation:
Retain 30 mph speed
limit on median-divided
segment



Erie Boulevard: State Street to Nott Street Roundabout



Recommendation:
25 mph speed limit

Speed Limit Implementation Steps

- » Posting of the new “25 mph City Speed Limit” sign at city limits on major streets and at turns off of streets that will retain a 30 mph or higher speed limit.
- » Replacement of existing 30 mph signs with 25 mph signs on all arterial and collector streets that are recommended above for lowering to 25 mph.
- » Replacement of signs on streets with recommended speed limits other than 25 mph.
- » Removal of existing 30 mph signs on all local (Group 1) streets.
- » Consideration of speed management and traffic calming measures to support lower target speeds.

Speed Management

Group 1

- » Portable Speed Radar feedback at neighborhood access points
 - Can be rotated around neighborhoods
- » Gateway treatments consisting of marked or constructed curb extensions at neighborhood access points and where turns are made off of major streets

Group 2

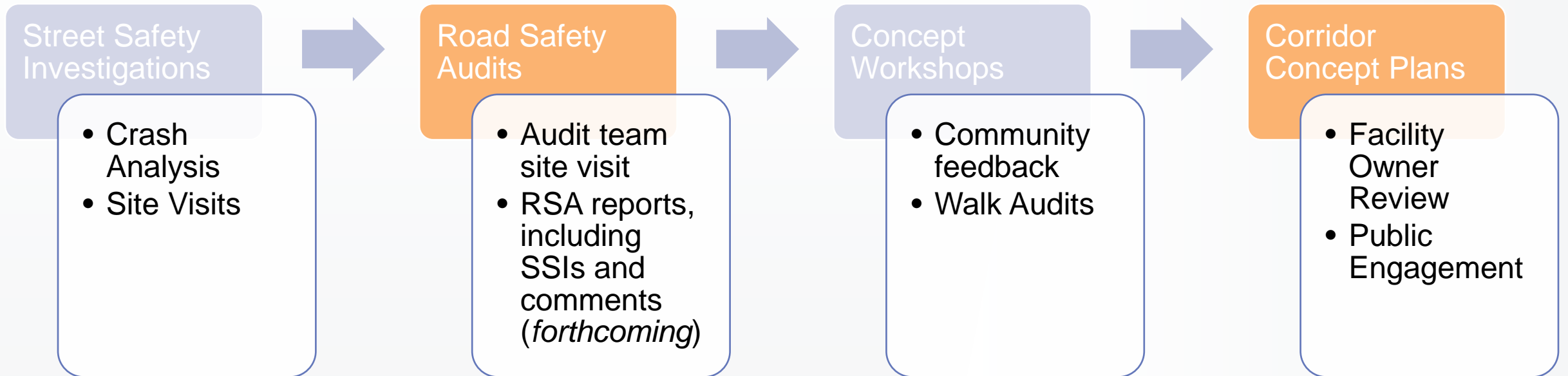
- » Lane narrowing
 - Edgeline markings
 - Pedestrian refuge islands
 - Curb extensions (bulbouts)
 - Midblock pinchpoints or 'chokers'
 - » Vertical deflection
 - Speed humps,
 - Speed cushions
 - Raised crosswalks.
- *Each can be designed for a 25 mph speed and transit- and EMS-vehicle compatibility.

Next Steps

- » Speed Limits 'roundtable' – Friday, February 28
- » Draft versions of Speed Limit Investigations
 - Troy
 - Watervliet
- » Final versions of Speed Limit Investigations
 - Saratoga Springs
 - Green Island
- » Include (refined) Speed Management countermeasures in Systemic Treatment Packages

Corridor Concept Development

Corridor Concept Process



Initial Findings

» Key Issues:

- Speed Management
- Sidewalk and ADA condition
- Lighting

» Corridor Concepts are inclusive of broader Complete Streets improvements, not solely safety countermeasures

- Implementation will likely involve multiple projects
- Studies will highlight potential systemic treatments and near- versus long-term

» Area-wide plans have been effective at identifying balanced solutions

- Provides a wider context of multi-modal functions

Safety Improvement Progam

Safety Implementation Program - Categories

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

Funding categories will be identified for all projects and programs

Safety Implementation Program

Priority Projects - *Framework*

- » Candidates* for future five-year HSIP planning targets
 - (Refined) Illustrative List of projects
 - High-level scope could just identify Hot Spot locations and crash patterns

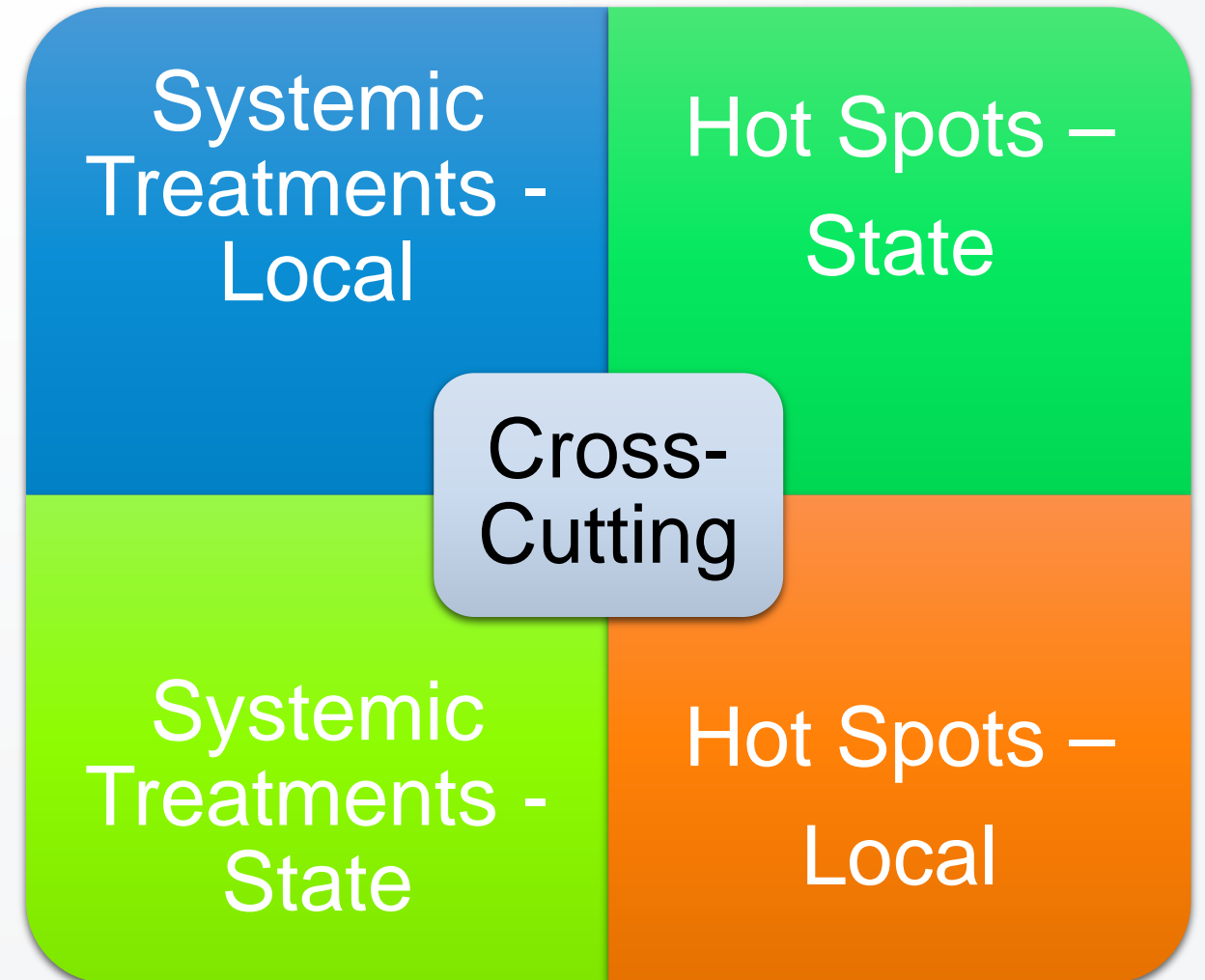
- » Balance of multiple priorities
 - Hot Spots vs. Systemic Treatments
 - State vs. Local System
 - Rural vs. Urban
 - Key Emphasis Areas
 - Cross-Cutting Strategies

**Would not be a guarantee of HSIP funding*

Safety Implementation Program

Priority Projects - *Framework*

- » ~10 Hot Spots (Local)
 - Street Safety Investigations
 - Corridor Concepts
 - Other: TIP submissions, etc
- » ~10 Systemic Treatment Packages (Local)
 - Focus Facilities
- » Candidate projects can be identified to the extent practical
 - Generalized Hot Spot projects – intersection treatments on State facilities
 - *Example* – Systemic treatments at # miles of [Focus Facility] segments



Updates

Updates

- » Street Safety Investigations
- » Updates to Policy and Process Recommendations
 - Incorporate Community Advisory Committee feedback
- » Community Engagement
 - Round 2

Thank you!