



# Adirondack Gateway Safety Action Plan

Warren County Traffic Safety Board– November 19, 2024



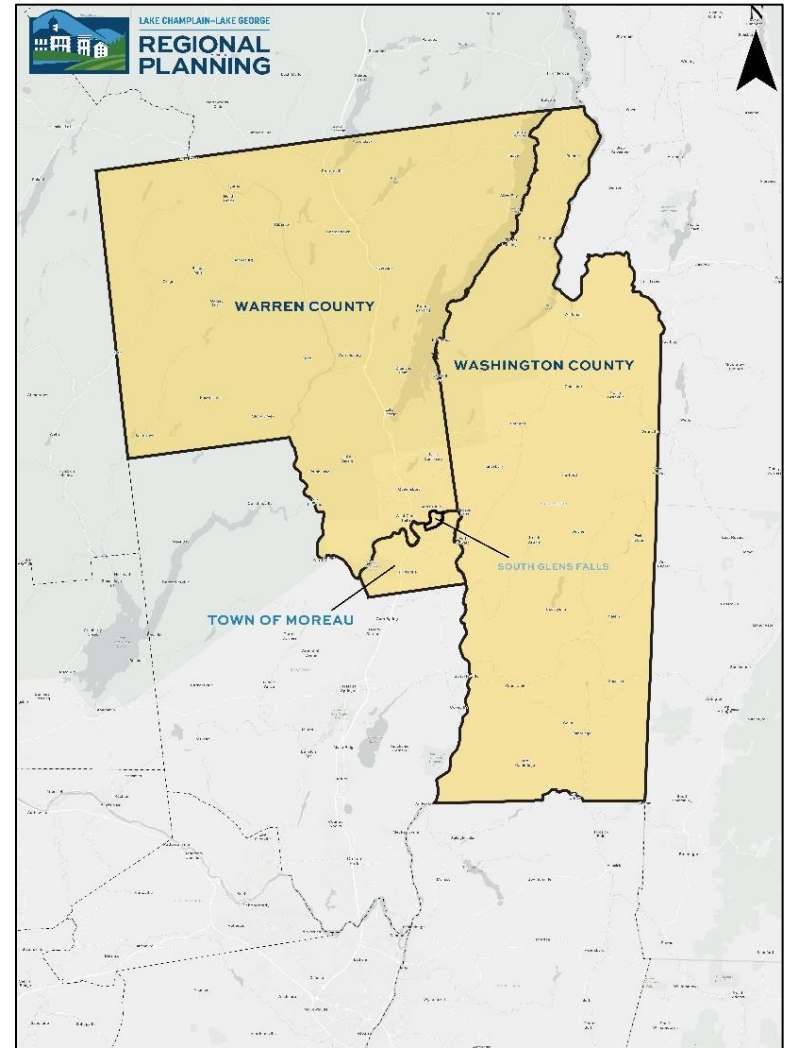
# What is a Safety Action Plan?

- Commitment to the goal of zero roadway fatalities and injuries
- Data analysis of existing crash prone areas
- Engagement with community to find areas of most concern
- Safety suggestions for crash reduction
- Guiding document for future funding applications
- Updates on progress toward goals



# Study Area

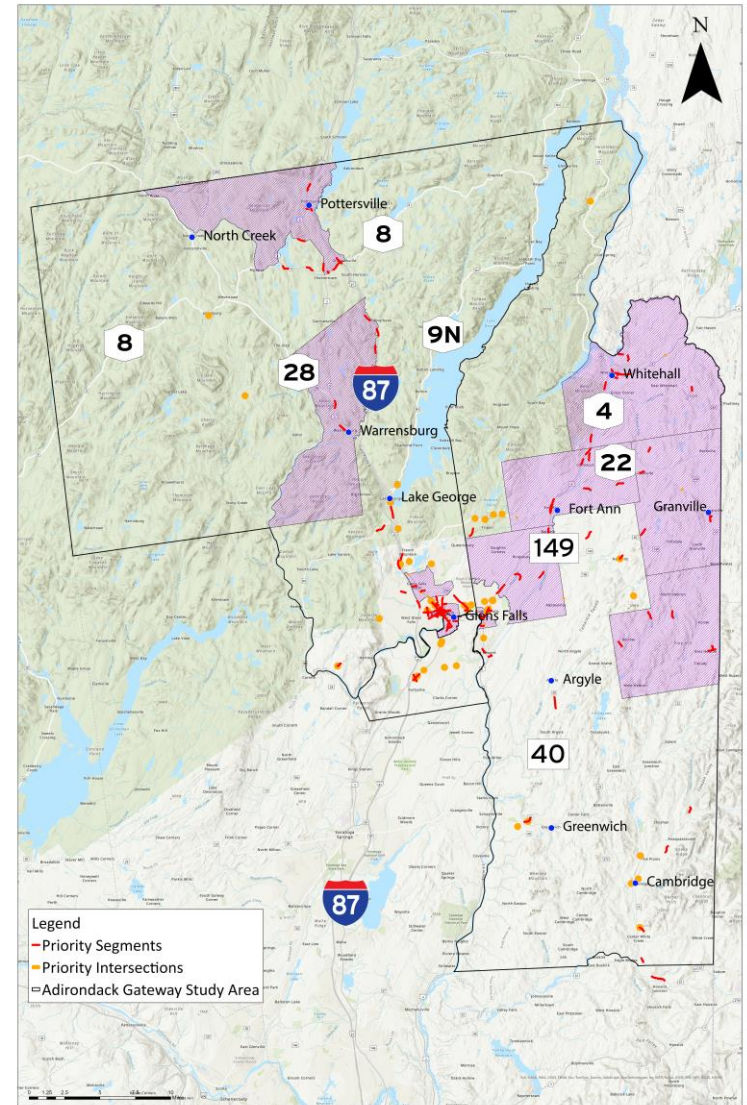
- Warren County
- Washington County
- Town of Moreau
- Village of South Glens Falls
- Encompasses A/GFTC MPO Area





# Crash Analysis

- Existing crash hotspots
- Risk analysis to determine where crashes are likely to occur
- Priority areas identified by using State, Federal disadvantaged communities

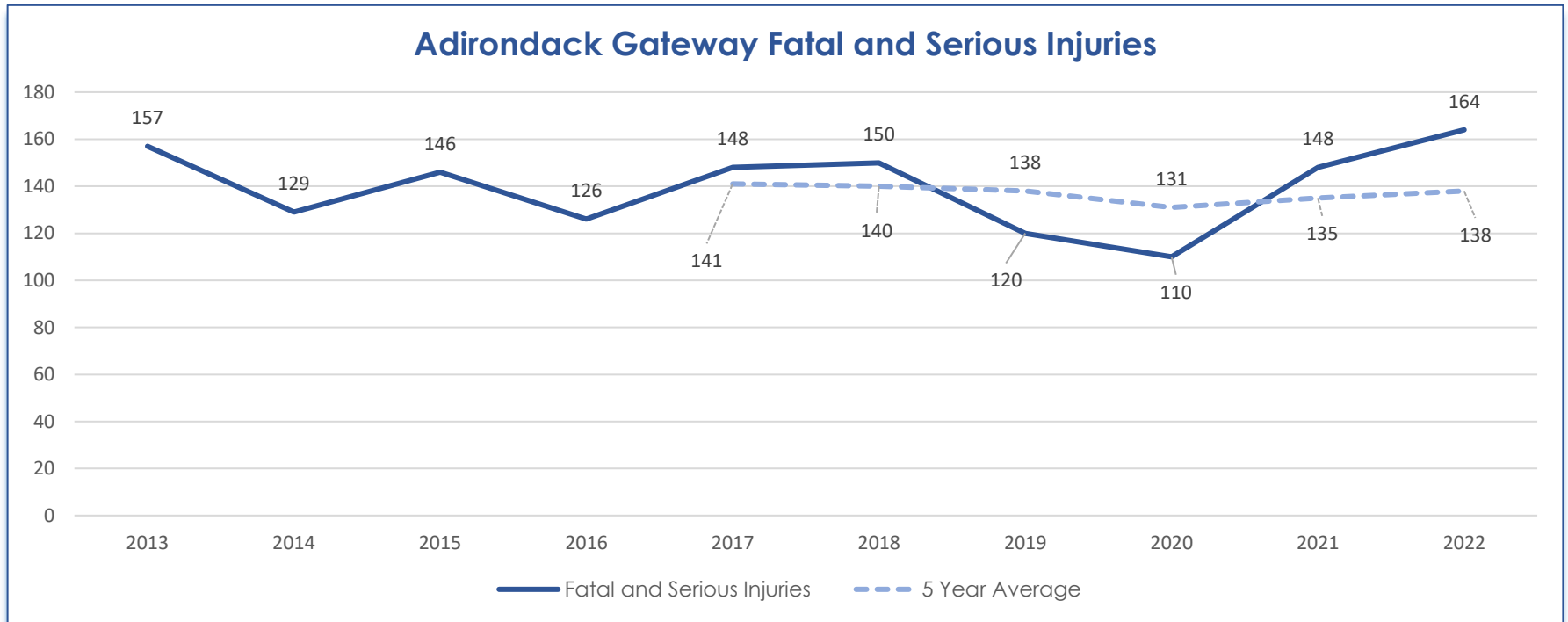


# Incorporating Equity

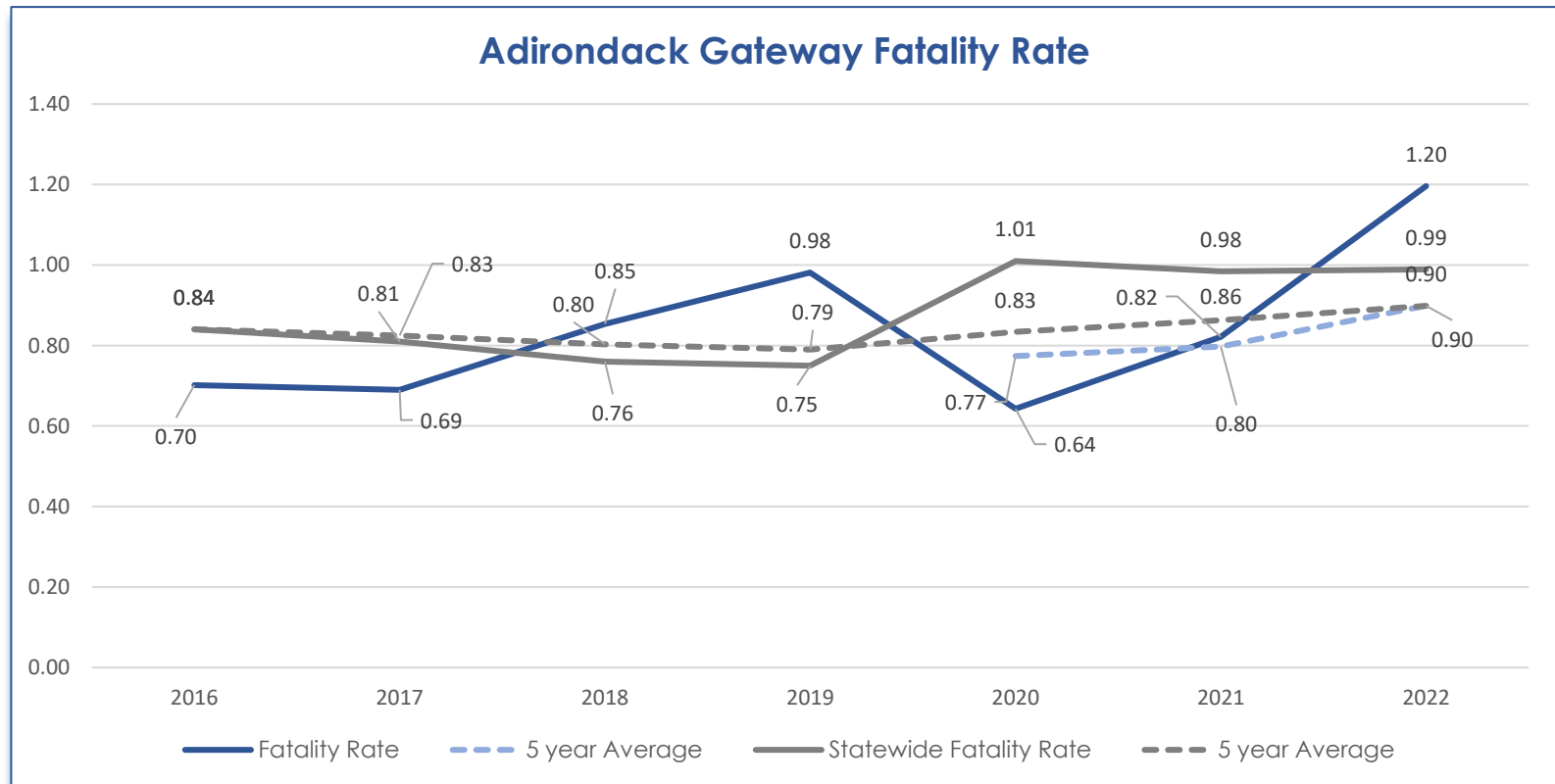
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- Terms of Safe Streets for All grant require an equity analysis to focus investments in underserved areas
- Study area is rural, sparsely populated and often historically underserved
- How will equity areas be identified?
  - Justice 40
  - NYS Disadvantaged Communities
  - Replica Origin/Destination Study
- Equity will be one piece of analysis along with crash data

# Crash Data Trends



# Crash Data Trends



# Crash Analysis

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## Overall

- Collision with Object (35%)
- Right Angle (13%)
- Rear End (9%)
- Head On (7%)
- Collision with Pedestrian (7%)

## Glens Falls

- Right Angle (26%)
- Collision with Pedestrian (14%)
- Rear End (14%)
- Collision with Bicyclist (10%)
- Collision with Object (7%)



# Emphasis Areas

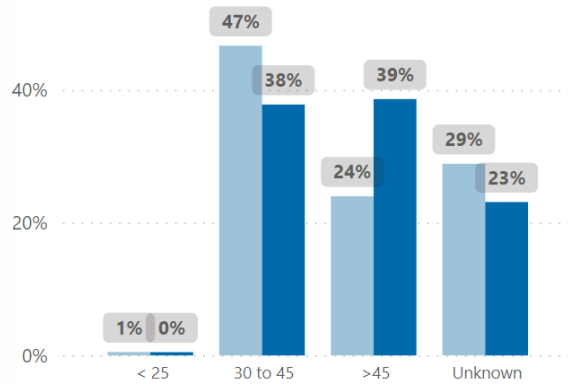
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- Roadway Departure
  - Exiting the lane of travel or colliding with an object
- Intersections
- Age-Related
  - Operators older than 65 or under 20
- Alternate Road Vehicle
  - Motorcycle, truck, bus, or maintenance vehicle
- Drive Responsibly
  - Drug or alcohol involvement, phone use or texting, driver inattention, unsafe speed, aggressive driving
- Vulnerable Road Users
  - Bicyclists, pedestrians

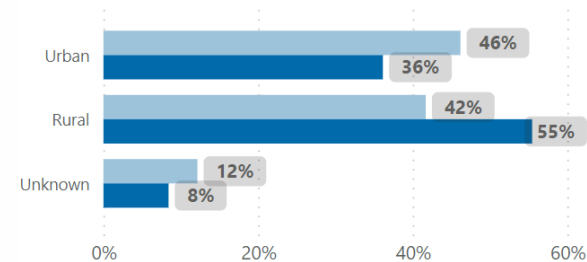
# Where do Severe Crashes Occur?

- Fatal and serious injuries occur more frequently in rural areas, at higher speeds, collector and minor arterial roads, and curves.

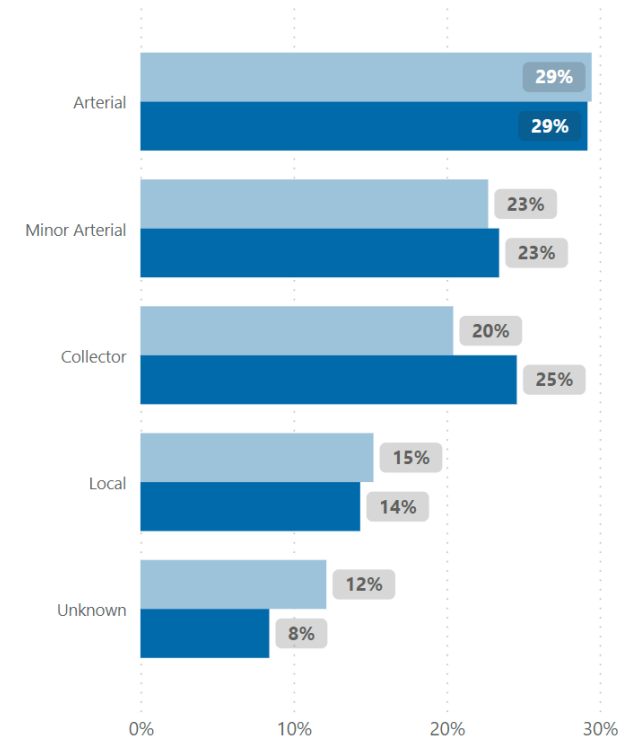
Posted Speed Limit



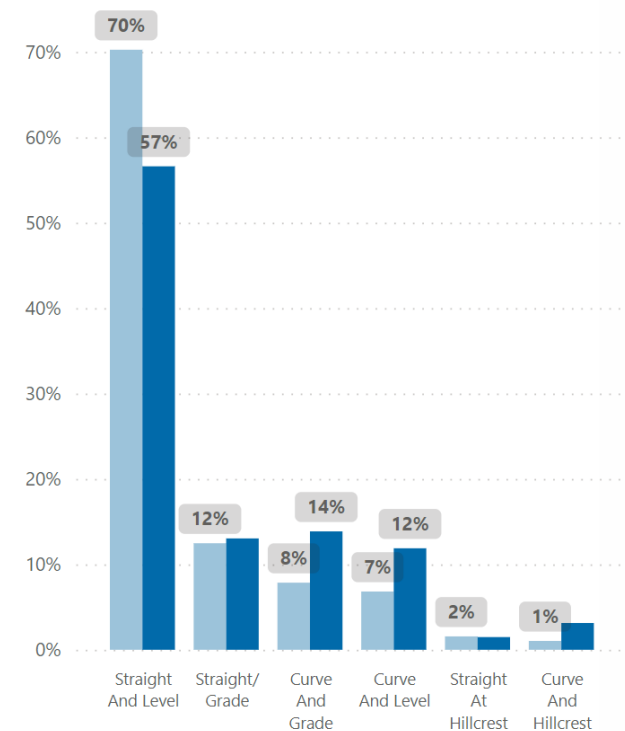
Urban/Rural



Road Class



Road Character



● Proportion of All Crashes ● Proportion of Fatal and Serious Injuries

# Detailed Collaboration and Engagement

- Two Safety Partner Meetings
- Stakeholder Interviews
- In-person pop-ups at key regional locations
- Flyers, Email Blasts, Press Releases
- Surveys, Comment Forms, Geolocated Comments

**FEDERAL STREET CORRIDOR STUDY**

Online Presentation  
December 8 - December 22  
[www.FixFederalStreet.com](http://www.FixFederalStreet.com)

**We Need Your Input!**  
The City of Troy and the Capital District Transportation Committee (CDTC) are studying how to reimagine the Federal Street corridor and invite you to review the draft report and submit your thoughts on the proposed concept.

**Study Goals**

- Calm Traffic
- Improve Pedestrian Access
- Provide Bicycle Connections

**CONTACT US**  
[FixFederalStreet@cmellp.com](mailto:FixFederalStreet@cmellp.com)

Visit the website to learn more and take the survey!  
[www.FixFederalStreet.com](http://www.FixFederalStreet.com)



# Public Survey

- Project website will host materials
- This feedback will be used to guide projects and strategies
- <https://lclgrp-safetyactionplans.com/home-adirondack-gateway>

The screenshot shows the 'Public Input' section of the 'Adirondack Gateway Safety Action Plan Survey' website. The header includes the logo for 'REGIONAL PLANNING SAFETY ACTION PLANS' and navigation links: Home, About, Schedule, Documents, Public Input, and Links. The main heading is 'Public Input', followed by a paragraph explaining the importance of public input and a link to a mailing list. Below this is a 'Show us Where!' section with instructions to zoom in on a map to provide feedback. The map shows the Adirondack region with a blue pin near Warren, New York. Below the map is a text box for providing more detailed information and a 'Submit' button.

**Public Input**

Public input is an important aspect of this study. Stay involved by taking the survey and signing up for the [mailing list](#) below!

**Show us Where!**

Please zoom in on the map below to show us where you have roadway safety concerns, as a motorist, walker, or biker. Use the text box below the map to provide more detailed feedback.

**Adirondack Gateway Safety Action Plan Survey**

The purpose of the comprehensive safety action plan is to develop an integrated and publicly informed, well-defined strategy to proactively reduce and eliminate roadway fatalities and serious injuries.

**Areas with traffic/pedestrian safety issues:**

Zoom into an area or location where you've observed traffic or pedestrian safety issues (mobile users, use your fingers to zoom). Then, tap a location to add a point to the map.

Find address or place

Warren, Washington, Rutland, Essex, Utica, Saratoga Springs, Albany, New York

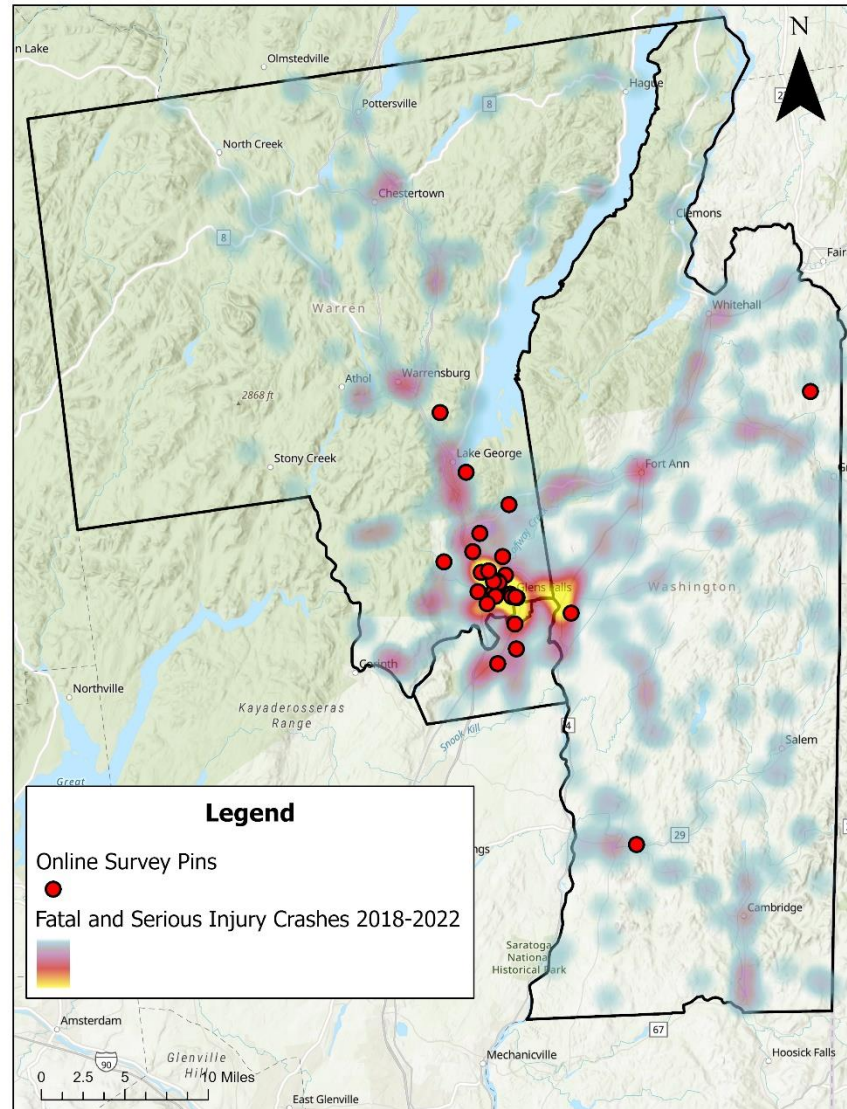
Lat: 43.469246 Lon: -73.726501

Please provide more detailed information on the concern you identified.

Submit

# Public Engagement Summary

- Website update
- Compile pin comments
- Include pinned points with priority locations





# Outreach Questionnaire

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- What are your top three traffic safety concerns in the region?
  - Distracted driving
  - Speeding
  - Red light or stop sign running
  - Unsafe turning or lane changing
  - Drunk or impaired driving
  - Poor or missing bike facilities (trails or bike lanes)
  - Drivers not yielding to pedestrians
  - Poor or missing pedestrian crossings
  - Visibility problems

# Outreach Questionnaire

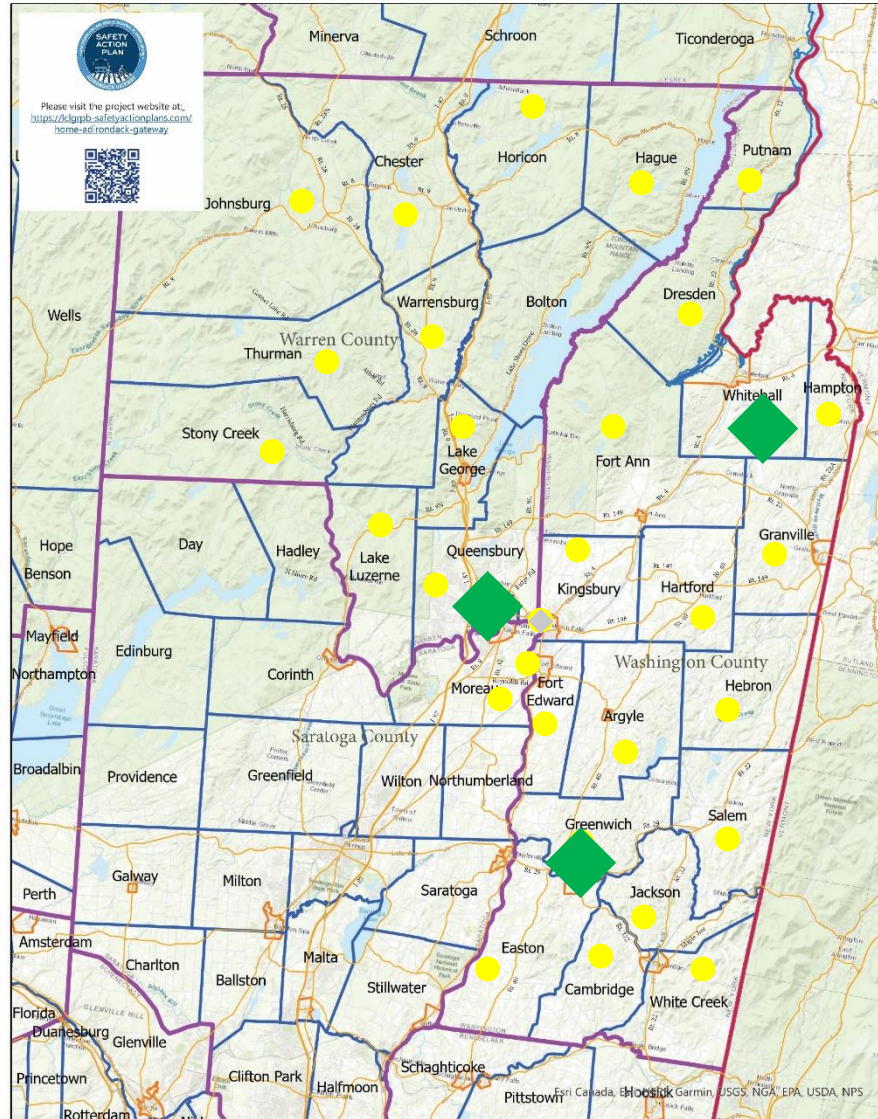
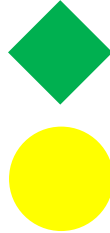
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Which three policies and strategies might provide the biggest safety benefit in your communities?

- Traffic safety education for all road users (drivers, pedestrians, etc.)
- More enforcement of existing traffic laws
- Speed limit reductions or changes in traffic laws
- More sidewalks and crosswalks for pedestrian access
- Traffic control or roadway design changes at intersections

# Public Engagement Summary

Tabling Events  
Contacted



# Public Engagement Summary

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## General Findings/Themes

- Speeding, distracted and aggressive driving are significant issues.
- Bicycle infrastructure is needed, especially along (primarily) state routes with narrow shoulders that are popular with cyclists.
- Overall, the increasing amount of traffic from development is a concern. People don't believe that the roads can handle the traffic.
- More funding is needed to address safety issues and concerns.
- Driver responsibility needs to be reinforced. Education efforts are needed.
- There is a need to harden the infrastructure from storm damage. Road washouts and damage result in safety issues for vehicles and anyone using the shoulder. Damage limits accessibility for residents and emergency management.
- Maintenance of signage and brush/trees along road corridors is a visibility issue.
- Many communities are working to address concerns and issues.

# Strategies and Actions - References

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## Reference Sources

- New York Strategic Highway Safety Plan (NYSDOT)
- New York Highway Safety Plan (GTSC)
- Proven Safety Countermeasures (FHWA)
- Countermeasures That Work (NHTSA)
- Crash Modification Factors Clearinghouse (FHWA)



# Strategies and Actions – Structure Example

## Intersections

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame
4.1.1	Reduce left-turn conflicts by reconfiguring intersections with roundabouts, restricted crossing U-turns (RCUT), or median U-turns (MUT).	Counties; Local Agencies; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years
4.1.2	Improve intersection signage and lighting to improve intersection visibility.	Counties; Local Agencies; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years
4.1.3	Add left-turn, right-turn, or center turn lanes.	Counties; Local Agencies; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years
4.1.4	Convert intersections at town gateways to roundabouts to slow speeds.	Counties; Local Agencies; NYSDOT	Number of sites	Counties	FHWA, NYSDOT	Within five years
4.1.5	Separate left turn lanes and protected left turn signal phases.	Counties; Local Agencies; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years
4.1.6	Use Radar Speed Feedback Signs to reduce driver speeds through intersections on high-speed roadways.	Counties; Local Agencies; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years
4.1.7	Implement systemic application of multiple low-cost countermeasures at stop-controlled intersections.	Counties; Local Agencies; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years
4.1.8	Install transverse rumble strips in advance of intersections.	Counties; Local Agencies; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years

*Additional information to be added: Crash Modification Factors for infrastructure-related actions and star rating for non-infrastructure actions*

# Example Location

## Upper Glen St & Aviation Rd Queensbury (Warren County)

- 5 serious injury crashes (2018-2022)
- Highest PSI in county
- Signal timing modifications
- Lane reductions
- Shorten pedestrian crossing distances with curb extensions
- Median islands
- Expand bike infrastructure



# Next Steps

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- Develop priority location examples
- Official resolutions toward zero fatal and serious injuries
- Draft and Final Safety Action Plans

# Thank You

## Contact Info

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