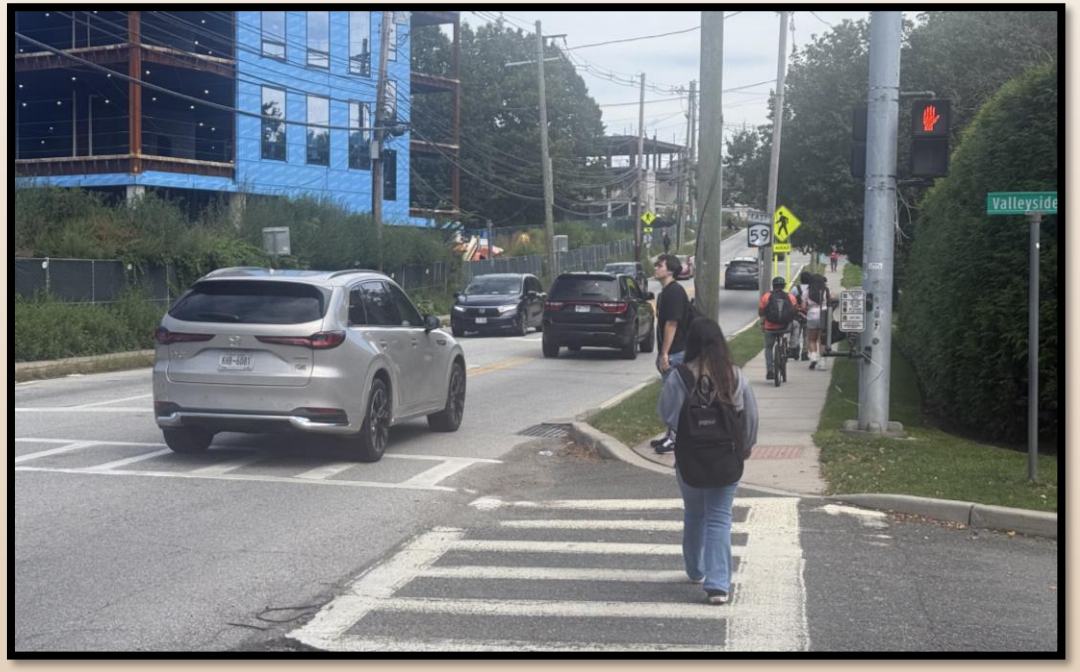
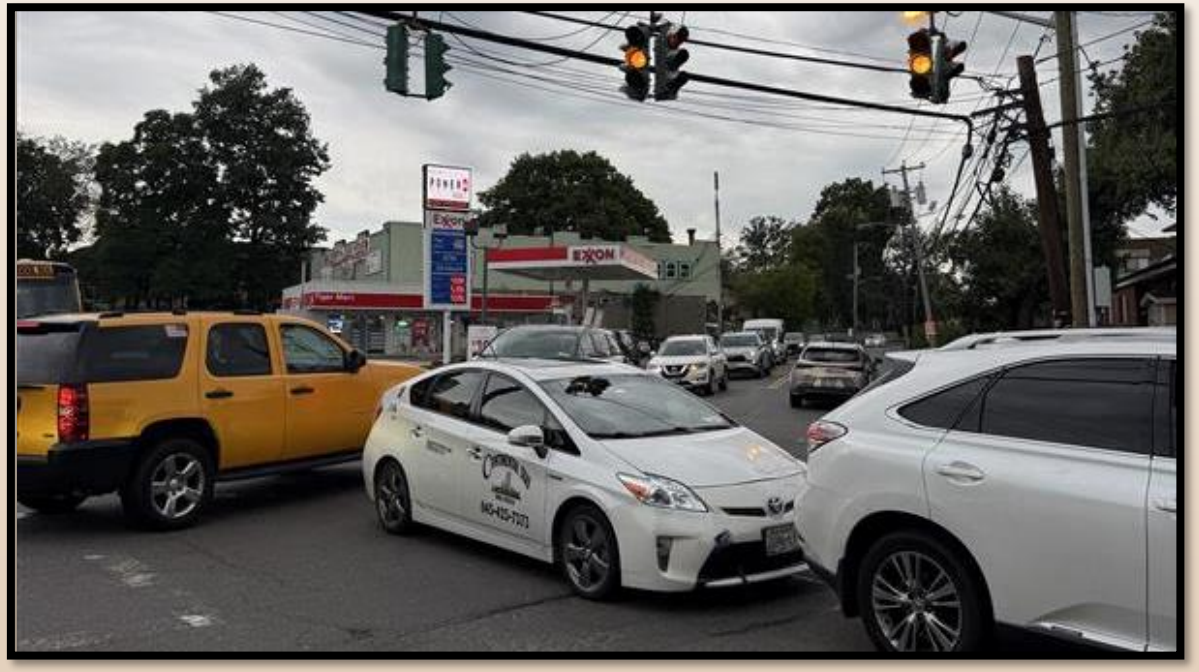
SPRING VALLEY
SAFE STREETS





Project Overview

Comprehensive Safety Action Plan

NV5 BFJ

Meet the Team

- Village of Spring Valley



Nida Sharif
Director of Community Development

- Consultant Team (NV5 / BFJ)



Bill Nicolle, PE
NV5, Project Manager



Mark Freker
BFJ, Public Involvement Lead

SPRING VALLEY
SAFE STREETS

Safe Streets for All Federal Grant Program

- Grant Awarded to Spring Valley to develop a Safety Action Plan to combat traffic-related ***injuries***.
- Goal of 0 Fatal and Serious Injury Crashes by 2050 in Spring Valley
- Safe System Approach to serve as the foundation



THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.

Why is Spring Valley Creating a Comprehensive Safety Action Plan?



Put an end to traffic-related serious injuries



Master plan for roadway safety improvements



Initiate safety programs



Bolster a safer community



Framework to win future grants to implement the Action Plan

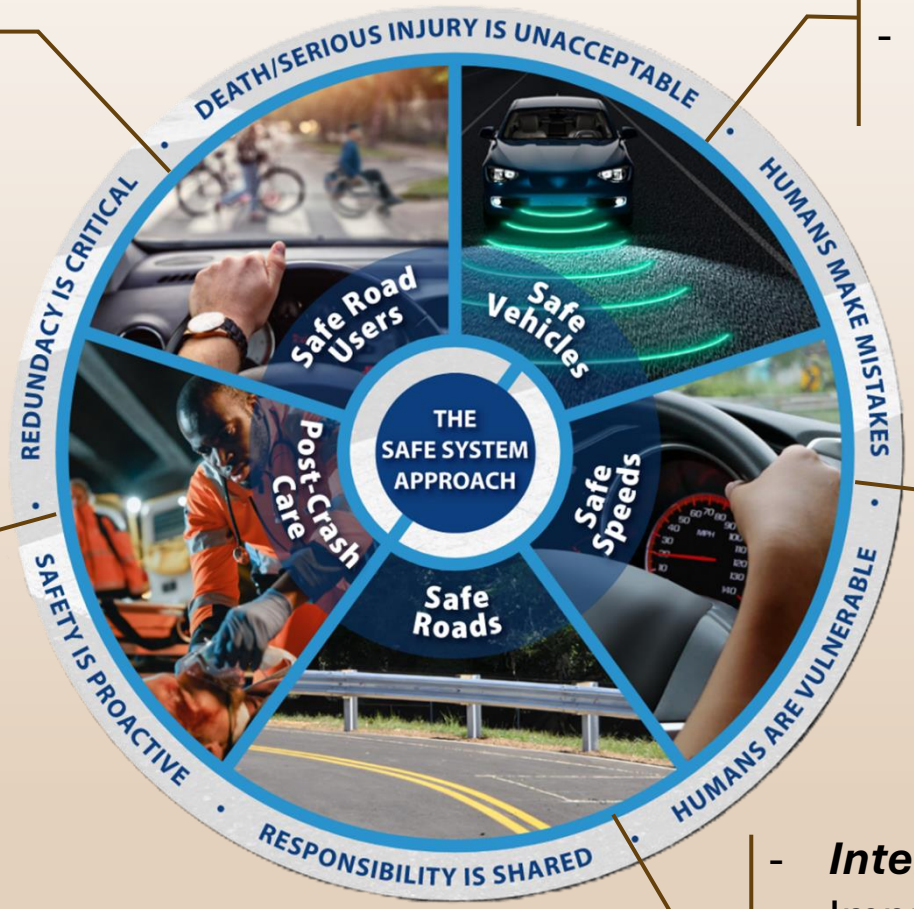
What is a Safety Action Plan?



Safe System Approach

- ***Safety Pledge***
- Safety Events and ***Campaigns***

- ***Car Seat Checks***
- ***Vehicle Safety Information*** via Village Website



- First-Responder ***Training***
- ***Rapid-Prevention*** Analysis Team

- Speed ***Limit*** Setting
- Targeted ***Police Enforcement***

- ***Intersection*** Improvements
- Improved ***Crosswalks*** and Curb Ramps
- ***Sidewalks***
- Replacement of ***Signs***

FHWA Safe System Approach

SAFETY PLEDGE

I understand that traffic-related deaths and serious injuries can be prevented through safe and responsible decision-making. By practicing safe behaviors and encouraging others to do the same, our community can come together to make our roads safer for everyone.

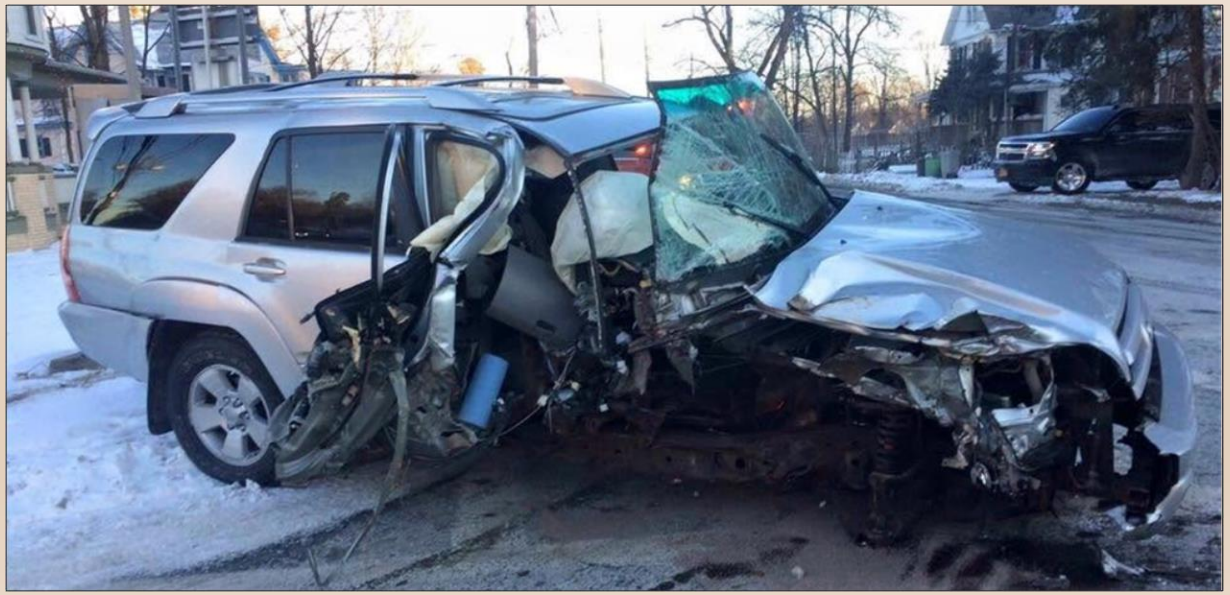
Signature

I PLEDGE TO:

- ❑ Drive sober, alert, buckled, and distraction-free
- ❑ Slow down and obey speed limits
- ❑ Recognize that higher speeds increase the risk of fatality and serious injury
- ❑ Maintain a safe following distance
- ❑ Call 911 and never leave the scene of a crash
- ❑ Use extra caution around pedestrians and bicyclists
- ❑ Use crosswalks, obey signals, and stay visible as a pedestrian
- ❑ Adjust my speed and stay alert during poor weather

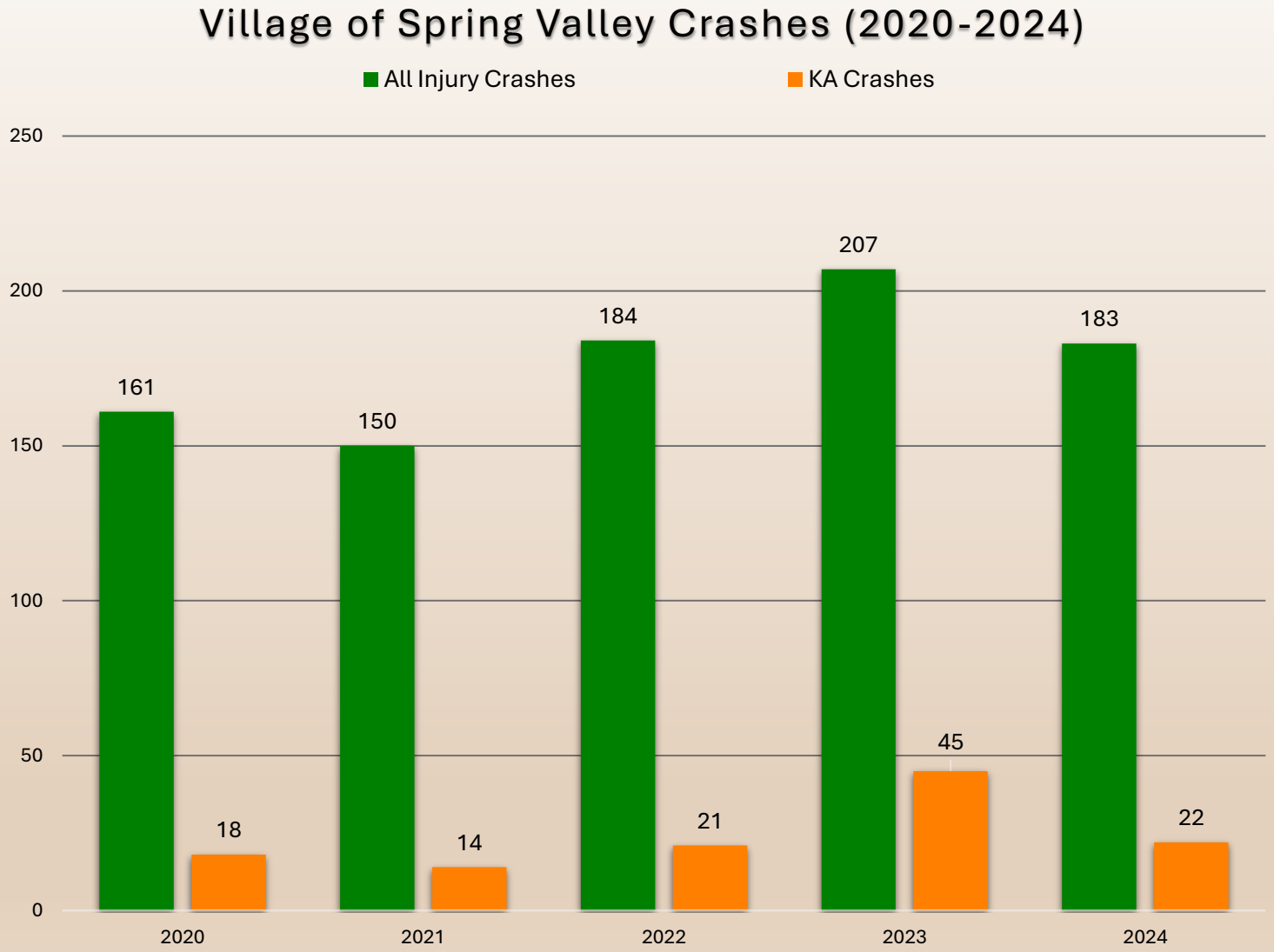

STOP
OPERATOR CONG. BOB





Crash Data

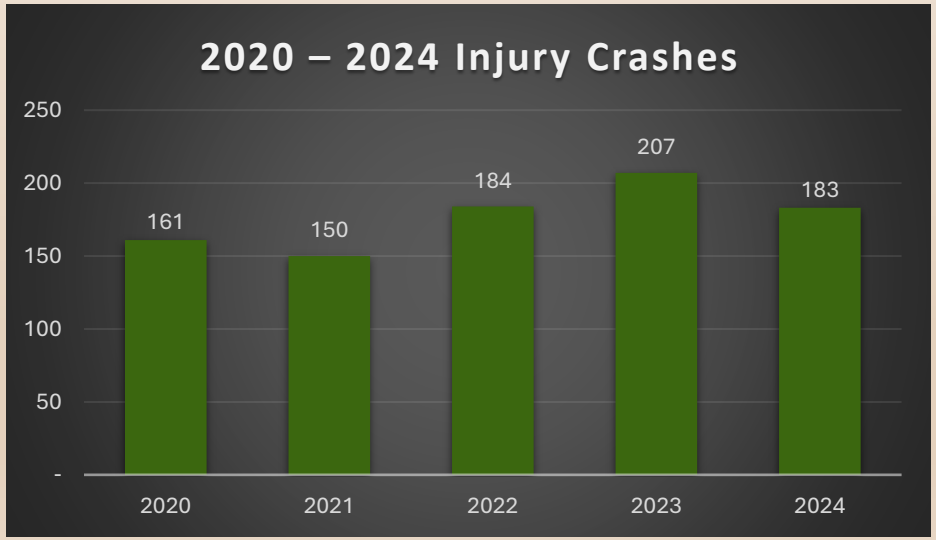
- 5-year period (2020-2024)
- 885 Injury crashes
  - 4 (K) Fatal
  - 116 (A) Serious Injury crashes
    - Severe lacerations
    - Broken or distorted limbs
    - Unconscious
  - 765 (B&C) Minor and Possible Injury crashes
    - Minor Lacerations
    - Abrasions
    - Lumps
    - Sore Neck



Crash Analysis – Injury Crashes (2020-2024)

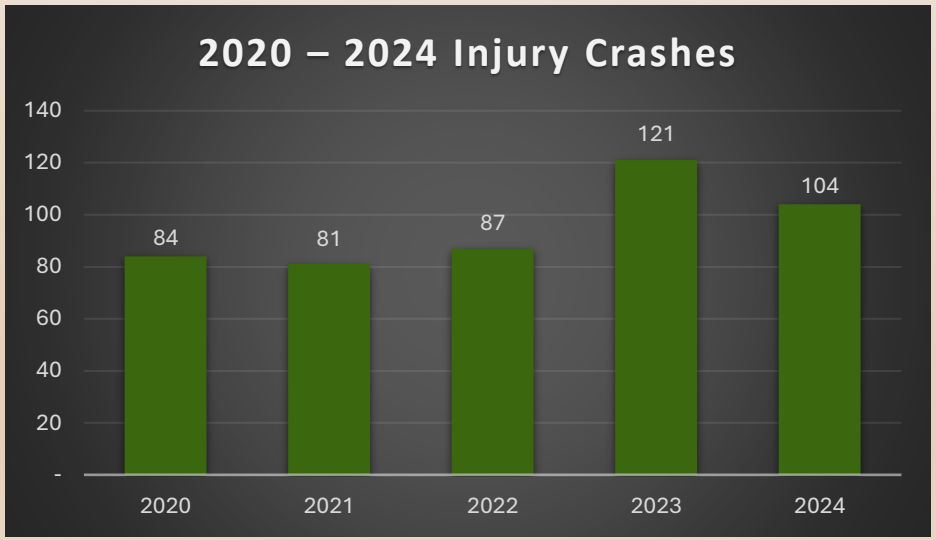
- VILLAGE-WIDE
- 885 Crashes – Once every other day

Collision Types	Fatality (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	Total
Rear End	-	14	105	113	**232 (26%)**
Right Angle	-	20	118	64	**202 (23%)**
Pedestrian	4	39	97	22	**162 (18%)**
Left Turn (Against Other Car)	-	7	31	20	**58 (7%)**
Bicyclist	-	5	29	10	**44 (5%)**

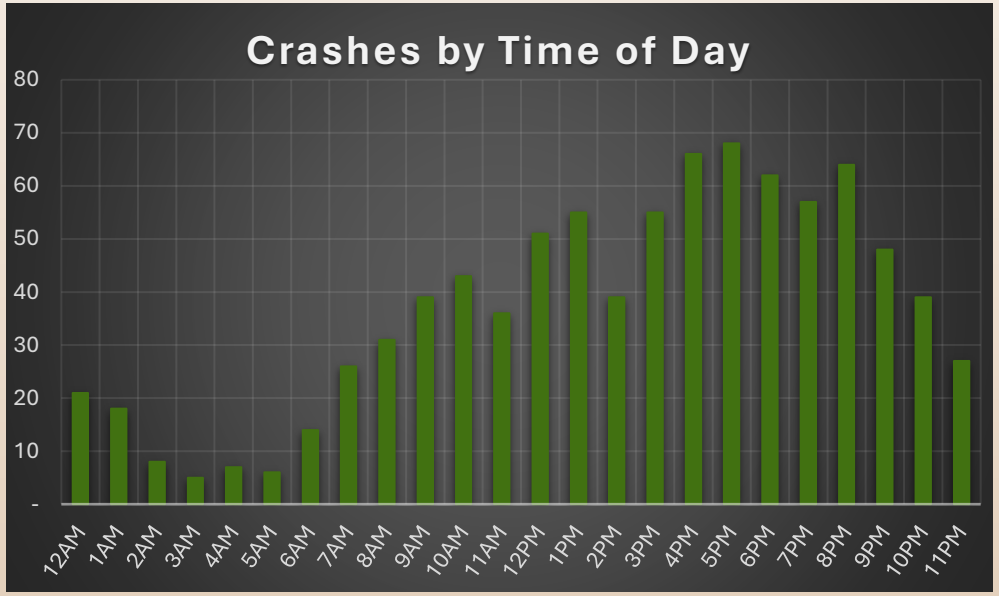


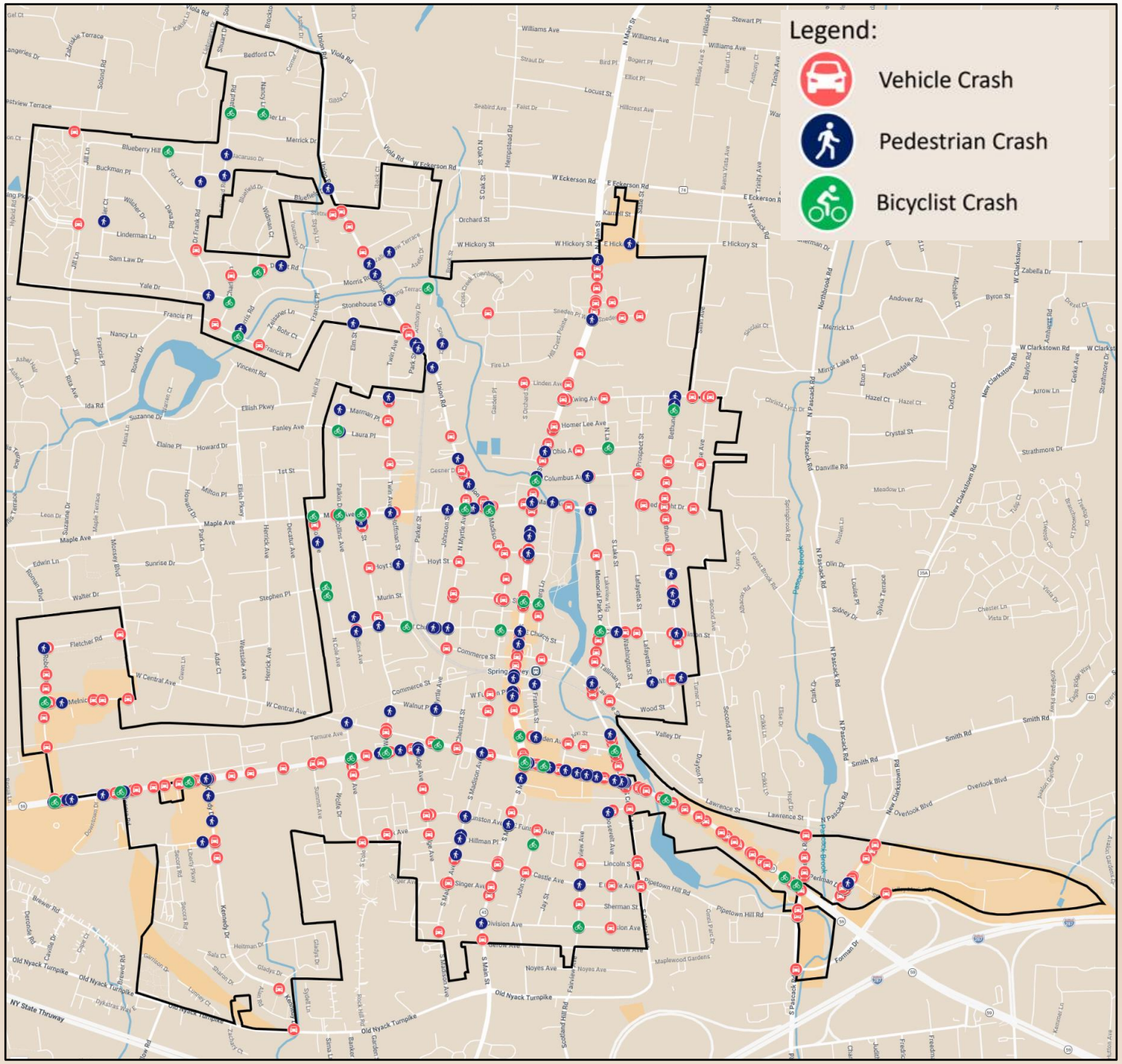
- EXCLUDING State Routes 45 & 59
- 477 Crashes – Once every 4 days

Collision Types	Fatality (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	Total
Right Angle	-	14	82	39	**135 (28%)**
Pedestrian	1	22	53	10	**86 (18%)**
Rear End	-	5	39	38	**82 (17%)**
Bicyclist	-	3	17	7	**27 (6%)**
Sideswipe	-	5	12	9	**26 (5%)**



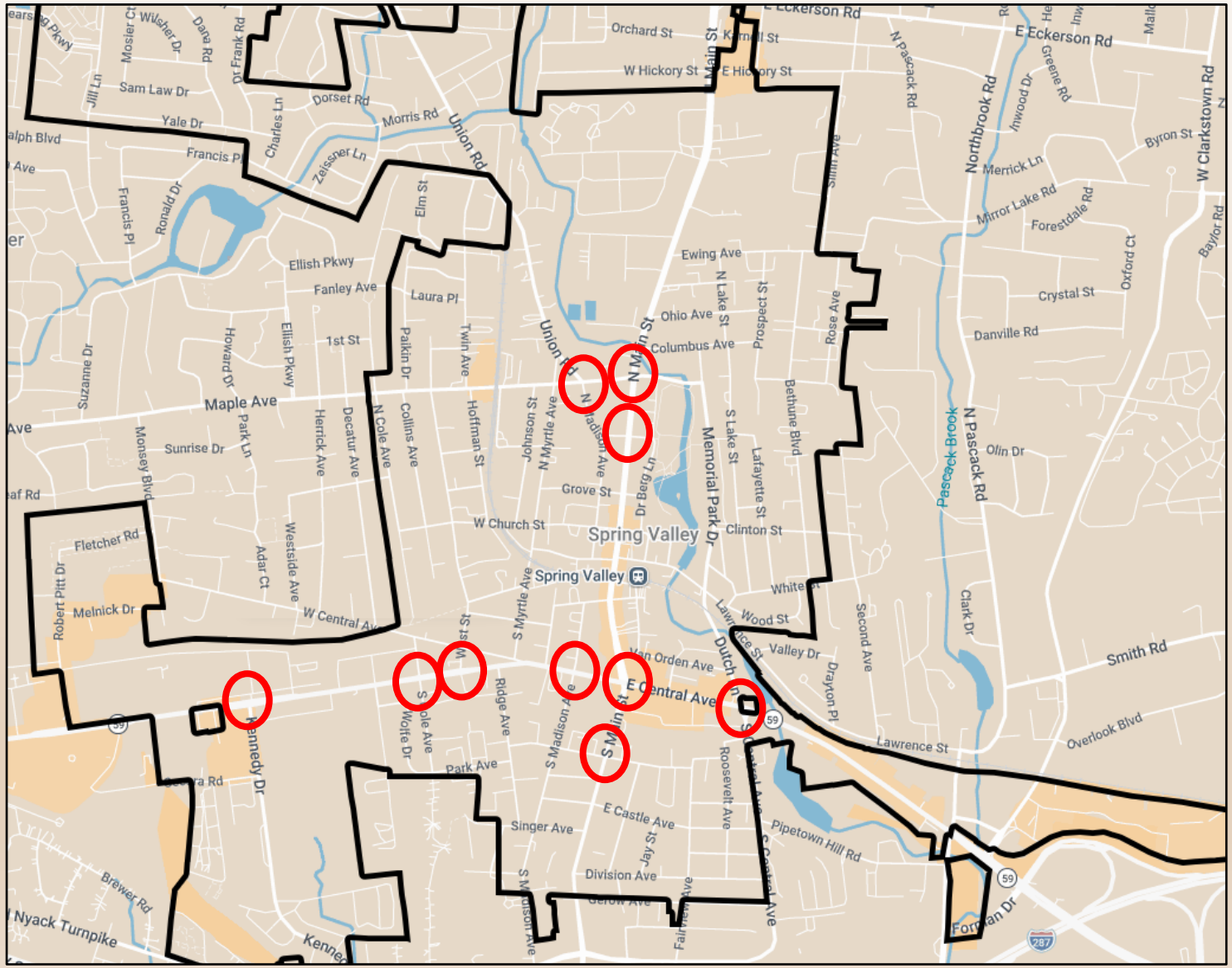
Village-wide Injury Crashes





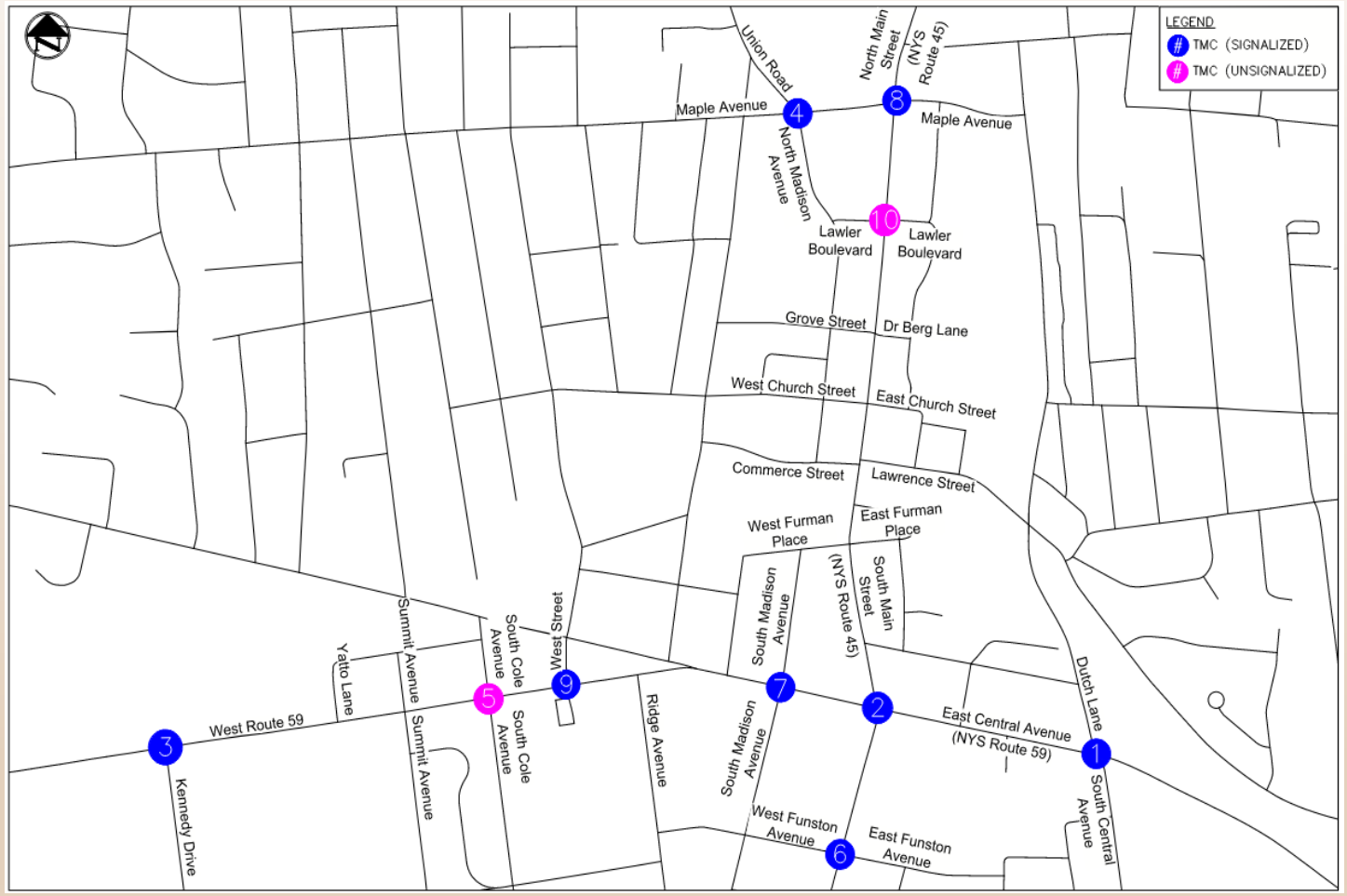
Focus Locations

1. NY-59 at Dutch Ln/S. Central Ave
2. NY-45 at NY-59
3. NY-59 at Kennedy Dr
4. Maple Ave at Union Rd/North Madison Ave
5. NY-59 at South Cole Ave
6. NY-45 at Funston Ave
7. NY-59 at Madison Ave
8. NY-45 at Maple Ave
9. NY-59 at West St
10. NY-45 at Lawler Blvd



Traffic Data Collection

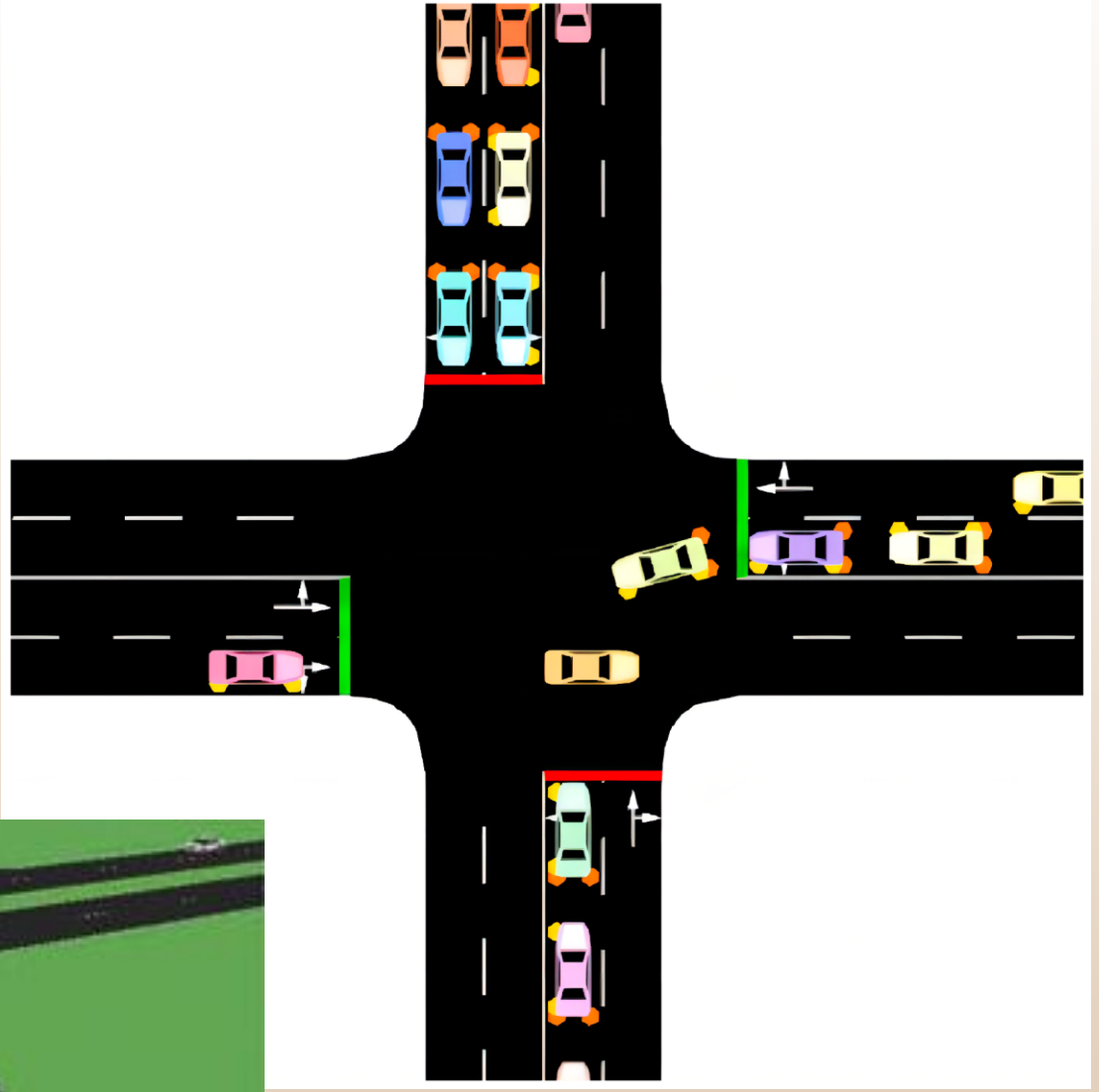
- Turning Movement Count (TMC)
  - Conducted at focus locations
  - Includes: Vehicles, Pedestrians, Cyclists
- Data collected on mid-week day
  - 7-11 AM & 3-7 PM
  - Capture typical weekday traffic conditions



Traffic Analysis & Modeling

- Collect traffic volumes, turning movements, and speed data to develop a traffic simulation model of existing roadway and intersection conditions

- Incorporate planned development and regional growth to identify congestion and guide safety and traffic flow improvements

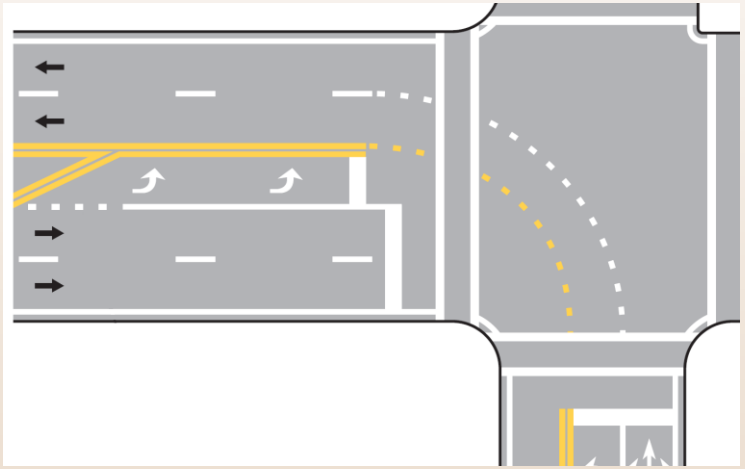




Proposed Improvements



Intersection Visibility



Clear Pavement Markings



Post Reflectors



Traffic Operational Improvements



Walkways



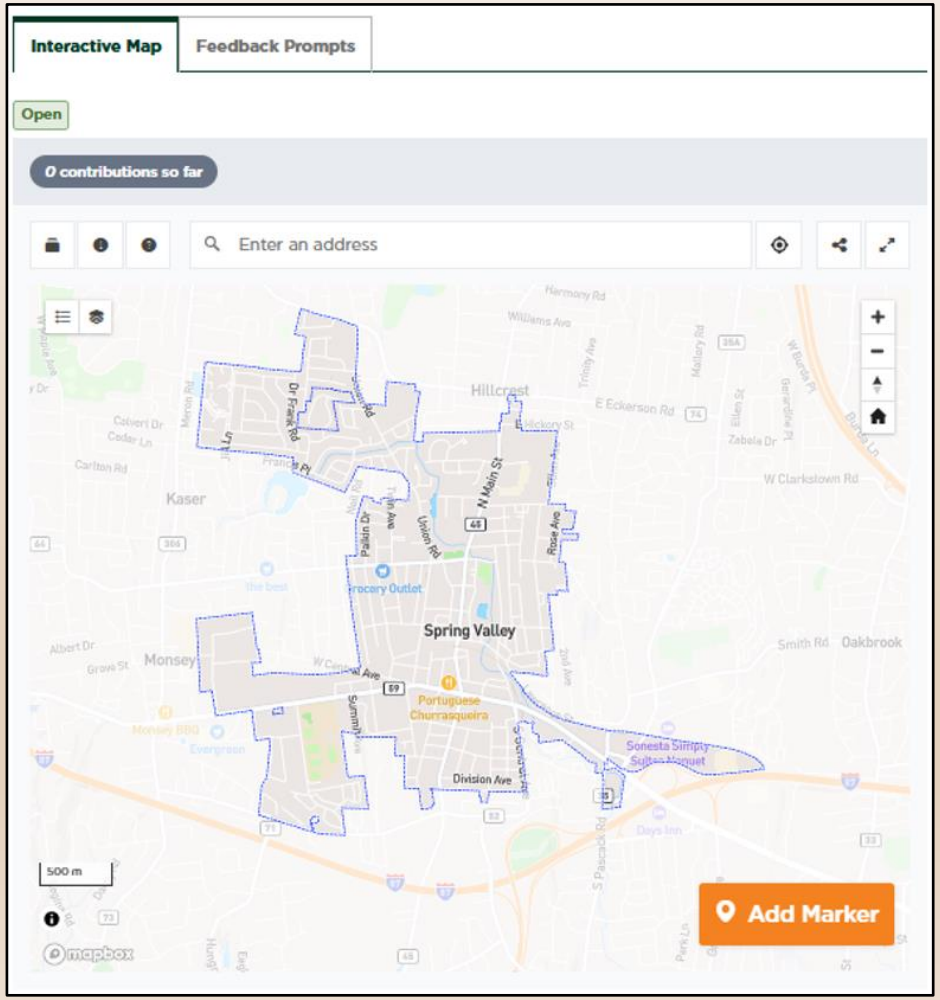
Intersection Design

Next Steps



Public Engagement

- Project Website
  - www.springvalleysafestreets.com





Feedback

Project Website

Interactive Map

- Interactive Map
- Chat with our team at one of our pop-up events listed on the website



SPRING VALLEY SAFE STREETS

