

# CITY OF SYRACUSE VISION ZERO ACTION PLAN

Prepared for the City of Syracuse by TYLIN







## **ACKNOWLEDGMENTS**

## Mayor

Ben Walsh, Mayor

Sharon Owens, Deputy Mayor

# City of Syracuse Common Council

Helen Hudson, President

Chol Majok, At-large

Rasheada Caldwell, At-large

Rita Paniagua, At-large

Amir Gethers, At-large

Marty Nave, District 1

Patrick Hogan, District 2

Corey Williams, District 3

Patrona Jones-Rowser, District 4

Jimmy Monto, District 5

# Vision Zero Advisory Group

**Michael Alexander,** Syracuse Metropolitan Transportation Council

Maurice Brown, Uplift Syracuse

**Kevan Busa,** City of Syracuse – Department of Public Works

Joe Driscoll, City of Syracuse – I-81 Project Director

**Corey Driscoll Dunham,** City of Syracuse – Office of the Mayor

**Eric Ennis,** City of Syracuse – Neighborhood and Business Development

Anika Flagg, Ride of Silence

Baxter Hankin, Syracuse Urbanism Collective

**Owen Kerney,** City of Syracuse - Neighborhood and Business Development

Barry Lentz, Moving People

Jonathan Link Logan, Allyn Family Foundation

**Neil Milcarek-Burke,** City of Syracuse – Department of Public Works

**Conor Muldoon,** City of Syracuse – Office of the Mayor

**Jimmy Monto,** City of Syracuse Common Council – District 5

**Sol Muñoz,** City of Syracuse – Office of Communications

Pamela Odom, Syracuse City School District

**Adriana Savage,** Onondaga County Health Department

**Terrlicia Shipe,** Onondaga County Health Department

**Richard Shoff,** Syracuse Police Department

**Megan Vitale,** Syracuse Metropolitan Transportation Council

#### Consultants

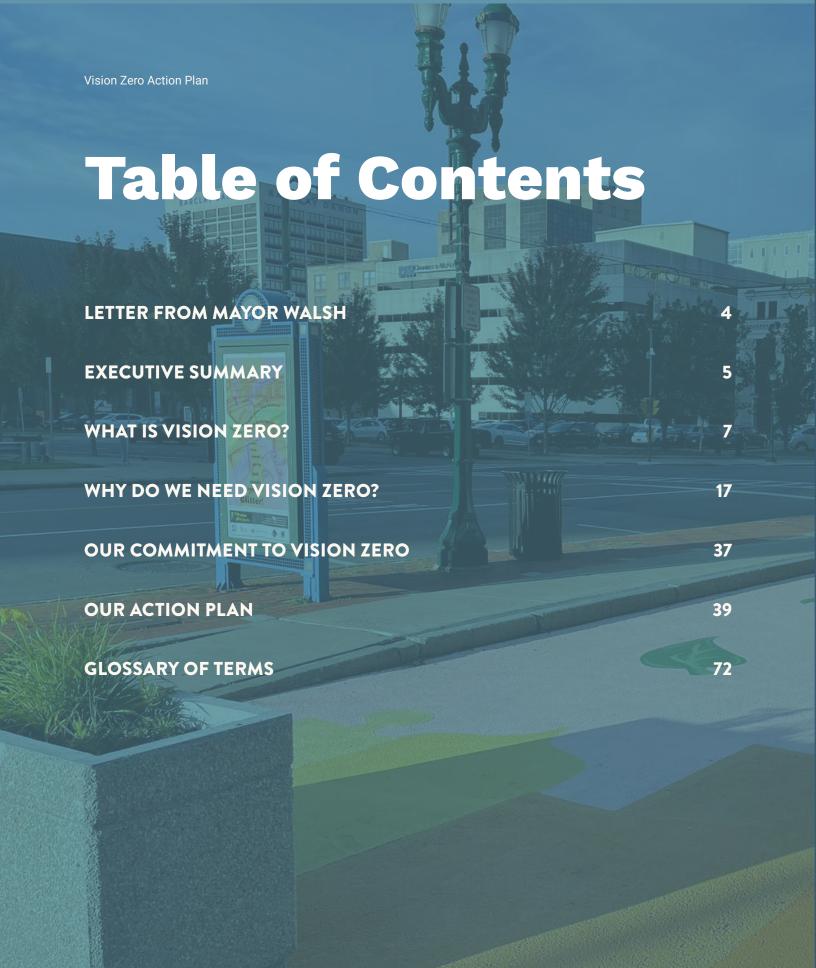
TYL in

**C&S** Companies

Verity Engineering

**FDR** 





# Letter from Mayor Walsh

Dear Syracuse Neighbors,

I am pleased to present our city's Vision Zero Action Plan—a comprehensive roadmap that will guide our efforts to eliminate traffic fatalities and serious injuries on our streets by 2055. When we announced our intention to pursue Vision Zero in 2021, we made a bold commitment to prioritize safety above all else in our transportation system. This action plan represents countless hours of data analysis, community input, and collaboration across city departments.

In 2023 alone, our city experienced 8 traffic-related deaths and 134 serious injuries. Behind each of these numbers is a life forever changed — families grieving the loss of loved ones, individuals facing lengthy recoveries, and communities bearing the emotional and economic costs of these preventable tragedies.



The Action Plan identifies 23 priority corridors and 25 high-risk intersections that will inform our projects moving forward. In these locations, we will implement proven traffic calming measures, including items our community is familiar with like bike lanes, speed humps, road diets, and improved street lighting. This work will also borrow from best practices seen across the world to bring new strategies to our city, expanding the tool kit our teams use to keep our community safe.

This is an ever-evolving document that will hold us accountable as we work toward our Vision Zero goals. Each year, we will publish a progress report detailing our accomplishments, challenges, and next steps.

Achieving Vision Zero will require more than government action alone. It demands a cultural shift in how we think about mobility and safety. I ask each of you to review this Action Plan, participate in community meetings, and most importantly, make personal commitments to safer behavior on our streets.

The right to safe mobility belongs to everyone in our city. With this Action Plan as our guide, and with your partnership, I am confident that we can create a transportation system that puts Syracuse among the leaders in the world for traffic safety.

Sincerely,

Mayor Walsh



# **Executive summary**

# VISION ZERO ACTION PLAN THEMES AND STRATEGIES

Syracuse's Vision Zero Safety Action Plan identifies where and why fatal and serious injury crashes occur in the City of Syracuse and sets out a corresponding comprehensive, data-driven course of action to eliminate them by 2055.

Too many people die in traffic crashes in Syracuse or sustain life-altering injuries. Between 2019 and 2023, 567 severe crashes in Syracuse killed 42 people and serious injuries 608 more. Many other cities across New York and the country are also facing up to this challenge. Like them, we consider these losses to be tragic, unacceptable, and preventable. Our response is to incorporate best practices tested and adopted by our peers here and abroad like the Vision Zero principles, Safe System approach, and Complete Streets to create a safer, traffic calmed roadway network for all residents and travelers.

The Action Plan was informed by citywide analysis of crash data, collaboration with a diverse Vision Zero Advisory Group, and public feedback. It considers safety needs as well as the benefits of growth, embracing diversity, and opportunity for all through a safer transportation system.

To make progress towards our goal to eliminate deaths and serious injuries, we need direct resources where they can make the most impact. The Action Plan illuminates the people most affected by severe traffic crashes, the behaviors that lead to deaths and serious injuries, the types of streets where these crashes occur, and hotspots – the High Injury Network – that we can evaluate and improve.

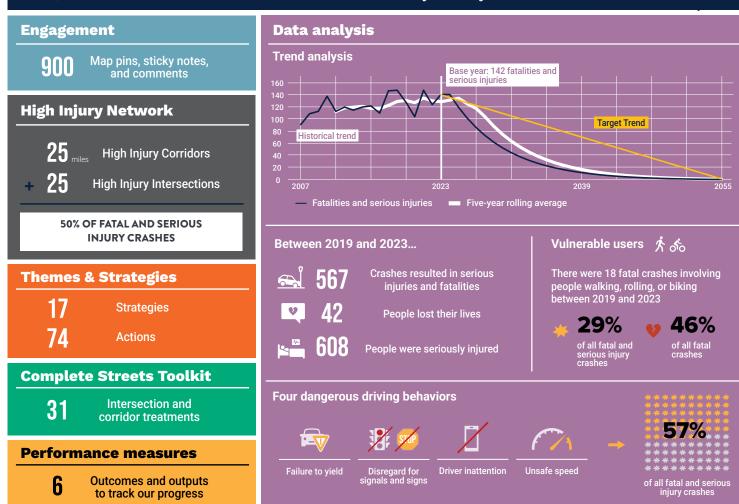
Informed by strides made by other cities in New York state and across the world, the Action Plan is complemented by the Complete Streets Safety Toolkit. This resource continues the success of recent safety investments and guides where safety treatments can be best deployed.

Three themes encompassing seventeen strategies form the core of the Vision Zero Action Plan, creating a basis for action over the next ten years. As these strategies are implemented, we will assess how they're influencing safety outcomes and adjust accordingly.

# Slow vehicle speeds

- Evaluate lowering Syracuse's default speed limit to 25 mph.
- Develop a major street speed management program.
- Establish an equitable automated speed safety camera program.
- Formalize Syracuse's residential street traffic calming program.
- Incorporate self-enforcing speed design principles into all future street redesigns.

**The City of Syracuse** is committed to reaching zero deaths or serious injuries on its streets by 2055, with a 35% reduction in fatalities and serious injuries by 2035.



# Design safe streets for people walking, rolling, and biking

- Target high-risk streets and intersections like the High Injury Network.
- Develop and implement a Syracuse Complete Streets policy.
- Design streets to minimize crash risk for the most vulnerable users.
- Create and expand a network of low-stress streets for biking.
- Leverage land use, zoning, and urban design to calm traffic and increase walking, biking, and transit use.

# Promote a culture of safety

- Grow partnerships, encourage collaboration, and ensure accountability.
- Lead by example by continuously enhancing the culture of roadway safety within City government and partner agencies.
- Complement broad community engagement and education with targeted outreach and in-person enforcement.
- Address dangerous driving behaviors through automated tools.
- Encourage the safe and correct use of new transportation modes.
- · Improve engagement.
- Evaluate Vision Zero using an equity lens.



# What is Vision Zero?

# Taking a new approach to roadway safety: Vision Zero and the Safe System

Vision Zero is the commitment to eliminating death and serious injury from traffic crashes.

By changing how we design, use, and view our streets, we can make them safer for everyone. To eliminate crash deaths and serious injuries, we need to shift how we think about road safety. Since the 1970s, roadway safety professionals and industry partners have made our transportation system significantly safer. However, fatalities in particular have risen nationally and locally over the last decade, challenging us to reassess how we approach roadway safety.

Through the Action Plan, we are adopting the principles of Vision Zero to create a safe transportation system:

- 1.Deaths and serious injuries are unacceptable: we can and we must create a system where tragedies don't happen. Our primary focus should be on severe crashes.
- **2.Redundancy is crucial:** we need all parts of the system to be strengthened so that if one part fails, others are there to protect people.
- 3.Safety is proactive: we should routinely identify and address issues in our system, rather than waiting for severe crashes to occur and react after.
- **4.Responsibility is shared:** we all (elected leaders, engineers, planners, private and nonprofit organizations, and the public) have a responsibility to prevent fatalities and serious injuries on our roadways.

#### Vision Zero Network

More than 60 communities across the country have been recognized by the <u>Vision Zero Network</u> for their commitment to make their streets safe for all users. Hundreds more have completed or are working on safety actions plans with a goal of eliminating deaths and serious injuries, many as part of the United States Department of Transportation's (USDOT) <u>Safe Streets and Roads for All program.</u>

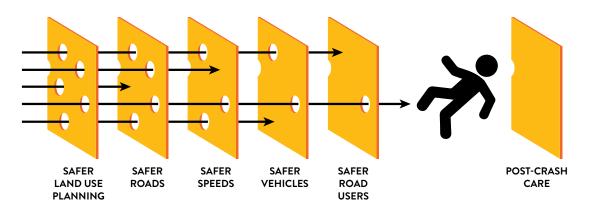
- **5. Humans are vulnerable:** our bodies have physical limits and can only tolerate so much force in a crash; the design of our system should accommodate these limits.
- 6.People make mistakes: we can't expect perfect behavior. Our system should anticipate mistakes and mitigate the chance death they result in death when they occur.

To put these principles into practice, Syracuse is adopting the Safe System approach to road safety alongside partners at the state and federal levels. The <u>Safe System approach</u> shares the same principles with Vision Zero, centering humans and takes a holistic, public-health informed approach to injury prevention.

Just as people are imperfect, so too are roadway safety strategies; no one strategy will get us to our goal of zero deaths and fatalities. By employing many different tested as well as innovative strategies, we aim to create overlapping layers of protection that can prevent a crash from becoming severe if one or more of the other layers were to fail.

The strategies found in Syracuse's Vision Zero Safety Action Plan encompass the five traditional elements of the Safe System approach – Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-crash Care – and add a fifth lesson-learned from Canadian safety professionals – Safer Land Use Planning.

#### Safe System elements



## National Roadway Safety Strategy

Vision Zero cities like Syracuse are making important investments in safety but can't and aren't going it alone. In 2022, USDOT published the <u>National Roadway Safety Strategy (NRSS)</u>, adopting, for the first time, an aspirational goal to eliminate deaths and serious injuries on US highways, roads, and streets. In 2023, the New York State Department of Transportation (NYSDOT) adopted a vision that "works towards zero fatalities and zero serious injuries for all roadway users." USDOT, NYSDOT, and the City of Syracuse are each doing their part to implement the Safe System approach.

<sup>&</sup>lt;sup>1</sup> New York State Department of Transportation. <u>Strategic Highway Safety Plan 2023 – 2027</u>, 2023.



# WHO IS RESPONSIBLE FOR IMPLEMENTING VISION ZERO?

Everyone has a role to play in reducing and ultimately eliminating the crashes that result in death and serious injury. Reorienting our transportation infrastructure, vehicle standards, technology, and learned behaviors to prioritize safety requires many different skills. Government at all levels, the public, non-profit organizations and institutions, and the private sector must coordinate and collaborate on roadway safety to realize the goal.

Syracuse's Vision Zero Action Plan focuses primarily on how City departments and close partner agencies can reduce severe crashes. As the Vision Zero initiative grows and more safety professionals embrace the Safe System approach, it is expected that more organizations and people will come together.

The following City offices and departments currently lead Syracuse's Vision Zero initiative:

- Mayor's Office: provides leadership, coordinating and resourcing Vision Zero efforts across City government and with peers in City Council and across other units of government who can influence the Safe System elements
- Department of Public Works: designs, maintains, and operates Safer Streets that are safe for all users, emphasizing Complete Streets and Safer Speeds
- Police Department: enforces traffic violations to encourage Safer Users and Safer Speeds coordinates Post-crash Care with other emergency responders
- Neighborhood and Business Development: educates, encourages, and regulates Safer Land Use Planning



Individuals, Community
Groups, Advocates



**GOVERNMENT**City, County,
State, Federal



**PRIVATE SECTOR**Auto Manufacturers,
Employers, Technology
Companies



NON-PROFITS
Interest Groups,
Foundations,
Healthcare Providers

# Vision Zero Advisory Group

The Vision Zero Advisory Group (VZAG) came together to shape the Action Plan and will continue to collaborate as the plan is implemented and updated. Composed of staff from City departments, partners agencies, local institutions, and leaders of community groups, the VZ Advisory Group models the thoughtful, multi-disciplinary, all-hands approach necessary to set an effective and sustainable near- and long-term strategy to achieve Vision Zero in Syracuse.

# **Vision Zero in Practice**

Inspired by successful international road safety initiatives rooted in Vision Zero principles and the Safe System approach, US cities began adopting goals to eliminate crash deaths and serious injuries in the 2010s. Countries that adopted the Safe System approach have achieved the lowest crash fatality rates per capita and saw the greatest reduction in fatality levels over the past 20 years.<sup>2</sup> While these achievements have mainly occurred through national initiatives in countries like Sweden, New Zealand, and Australia, local programs in the US are showing promising results.

#### Sweden

In 1997, Sweden's parliament adopted Vision Zero, setting a long-term target of zero roadway crash deaths and serious injuries. Sweden's Vision Zero law directed roadway designers to focus on safety above mobility where both couldn't be satisfactorily achieved. The Swedish Government introduced an eleven-point program in 1999 to establish priority actions such as improvements to the most dangerous roads, reducing speed limits to 30 km/h in urban areas, encouraging cycling through separated facilities, and trialing intelligent speed assist technologies.

## Alexandria, VA

Since adopting a Vision Zero action plan in 2017, Alexandria has built a coalition of safety champions within and outside of city government, lowered speed limits on target corridors, and introduced automated speed enforcement. The City has also integrated Vision Zero into its capital program and consistently publishes an annual workplan.

#### Hoboken, NJ

Between 2014 and 2018, three people were killed in traffic crashes in Hoboken, a small but growing city across the Hudson River from New York City, prompting the City to adopt a Vision Zero goal in 2019 and an action plan in 2021. Since then, Hoboken has been proactively removing parking close to intersections citywide (also known as "daylighting") and reducing speed limits, especially in areas with older and younger people.

Between 1994 and 2015, Sweden experienced a 55% fatality reduction, even as vehicle miles traveled increased.

Alexandria averaged four to five fatalities per year between 2019 and 2022. In 2023, there were none.

2023 marked seven consecutive years without a traffic fatality in Hoboken.

<sup>&</sup>lt;sup>2</sup> World Resources Institute. <u>Sustainable and Safe: A Vision and Guidance for Zero Road Deaths</u>. 2018.



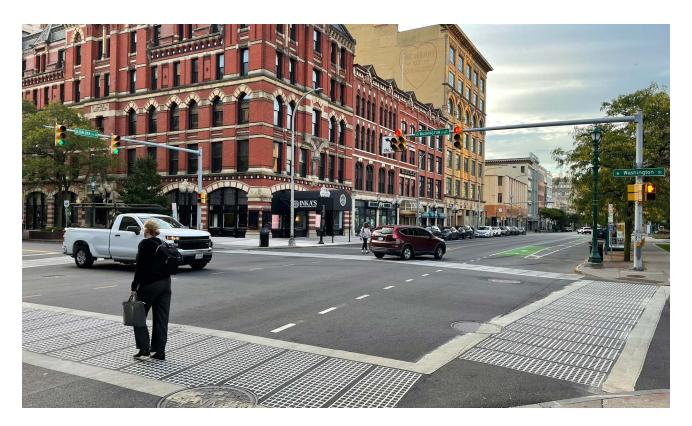
## **HOW WILL SYRACUSE BENEFIT FROM VISION ZERO?**

Vision Zero doesn't stand alone among initiatives that the City and partners across the region and state are working towards. Instead, it complements the larger vision that Syracuse will be a growing city that embraces diversity and creates opportunity for all.

Growth: Syracuse has good bones, scoring highly for job and transit access, density, and walkability. To keep existing residents and attract new neighbors, it should be easy for everyone to get around how they choose, knowing that they're going to get where they're going safe and sound. By the same token, safe transportation options are a prerequisite for new businesses and jobs and the talent employers need to succeed. Welcoming and vibrant neighborhood business corridors and residential neighborhoods are built on great, traffic calmed streets.

Embracing diversity: Syracuse is a diverse city, over 70 languages are spoken in the Syracuse City School District. Vision Zero considers how different cultural backgrounds influence travel needs and behaviors, seeking to understand and respectfully work with them, rather than in spite of them. Safer roadways reduce physical and social barriers between people and neighborhoods, enabling residents to encounter diverse perspectives and find community.

Opportunity for all: All Syracuse residents need safe, dignified, affordable, and convenient options for getting around. For people who cannot afford, do not wish to, or cannot operate a personal vehicle, this means safe places to walk, bike, or take transit. Over a quarter of Syracuse households, 27%, do not own a car. Creating safer ways to take transit, walk, or bike will reduce barriers to travel, resulting in greater access to employment, healthcare, and education. Enabling independent travel to those who cannot access it today enriches all of Syracuse.



# Vision Zero and the Community Grid

The goals that we set for the transportation system shape how it's developed, who it includes, what the resulting infrastructure looks like, and the resulting outcomes, both intended and unintended. The transformation of I-81 through Syracuse illustrates the importance of integrating Vision Zero principles into major projects to benefit Syracuse residents and businesses.

In a process repeated across New York and the country in the 1950s and 60s, new interstates like I-81 cut through cities, disproportionately communities of color. These urban interstates facilitated the movement of people between downtowns and growing suburbs. This focus on regional mobility, however, came with tradeoffs: dividing neighborhoods and impacting roadway safety locally. The resulting I-81 viaduct stood as a physical barrier for decades.

The need to rebuild I-81 presented an opportunity to apply contemporary goals like access to opportunity, connectivity, and safety for all users to the viaduct's future. Years of analysis and community input, questions, and answers led the NYSDOT to officially adopt the Community Grid alternative in 2022, beginning the process of removing I-81 through the heart of Syracuse and

re-establishing local connections for all users. Syracuse then released the Community Grid Vision Plan in early 2024. The Vision Plan, a look ahead at how Syracuse can maximize the positive impact of the I-81 project, builds on additional extensive neighborhood and stakeholder input.

As I-81 comes down and is replaced by the Community Grid, a network of connected streets will restore access to neighborhoods disconnected by the viaduct. The Community Grid will disperse some traffic now carried on I-81 on surface streets. As laid out in the alternative and the Vision Plan, these streets should be designed to move all users comfortably and, above all, safely.

The City will continue to coordinate closely with the NYSDOT as the Community Grid is designed and constructed to reduce the risk that new intersections and traffic patterns do not worsen roadway safety in Syracuse. The Vision Zero Action Plan and Complete Streets Safety Toolkit will complement the Vision Plan, serving as clear guidance for what the streets that make up the Community Grid should look like and serving as a basis for ongoing assessment.



Source: Syracuse Community Grid Vision Plan 2024



# WHAT WE'RE ALREADY DOING

Even before adopting Vision Zero in 2023, the City of Syracuse has been testing and building safety programs and projects proven to effectively reduce severe crashes. In 2024, the City used a data-driven process to add 30 speed cushions, introduced three new neighborhood greenways, reconstructed and cleared sidewalks, and expanded the network of bicycle facilities.

## Safety programs



#### **Speed Hump Program**

Since the launch of the award-winning pilot program in 2021, speed humps have been installed on nearly 60 residential and park roads across Syracuse. DPW took a systematic and data-driven approach to identify locations. After installation, DPW evaluated the installations, demonstrating that they reduce vehicle speeds. Multiple departments including DPW and the Fire Department collaborated to develop a speed cushion layout that could calm vehicles speeds without significantly impacting life-saving operations.



#### Municipal Sidewalk Program

Initiated in 2021, the Municipal Sidewalk Program is a planned maintenance program that annually enhances and expands the City's network of sidewalks. The City uses data from several sources to inform where improvements are made, focusing on areas of high pedestrian demand. The program reconstructed more than 12 miles of sidewalk in 2024.



#### School Zone Traffic Enforcement

The Automated Enforcement Program will be utilized around schools and school buses to provide additional safety measures for students, staff and families. The program will use speed cameras in posted school zones, red light cameras at intersections near schools, and bus stop arm cameras on every school bus. These measures will form a layered approach to leveraging technology that helps keep our community safe around schools. Funds collected as part of the program will be used to bolster safety measures around schools, including things like crosswalks, crossing guards, and more.

# Recently completed and in-progress projects



#### Lemoyne Avenue Greenway

Greenways provide safer, more convenient routes for non-motorized users by limiting excessive motor vehicle speeds. The project updated striping and signage along Lemoyne Avenue from Lodi Street to Grant Boulevard. The greenway includes traffic calming strategies aimed at reducing vehicle speeds while prioritizing the safety of pedestrians and cyclists accessing Washington Square Park.



#### Peat Street Shared Use Path

To complement reconstruction of Peat Street between Burnett Avenue and Erie Boulevard East, DPW created a shared-use path for people walking and biking. This project separates vulnerable users from fast-moving traffic and large trucks, creating a comfortable link across I-690 and to the Empire State Trail.



#### Grant Boulevard Bike Lane Extension

DPW striped new bike lanes and updated signage along Grant Boulevard from Lemoyne Avenue to Kirkpatrick Street, creating a more connected Northside bike network while providing traffic calming along this important east-west roadway.



# A FOCUS ON EQUITABLE MOBILITY

Advancing equity as a process and an outcome was a guiding principle of the safety action planning process and is a key principle in Syracuse's plan to eliminate severe crashes.

# Why is equitable mobility important to Syracuse?

Inspired by the framework established by the Vision Zero Network,<sup>3</sup> Syracuse's Vision Zero Action Plan puts equity into practice by valuing all people and their mobility needs, recognizing and rectifying transportation decisions that have contributed to disparities in safe mobility, and providing investments in policies, practices, and infrastructure according to need and risk. This starts with an exploration of what mobility needs Syracuse residents have and how those needs may affect life outcomes.

Syracuse residents face challenges accessing opportunity as well as high levels of economic precarity. Based on the USDOT's Equitable Transportation Community (ETC) Explorer data, 54% of census tracts in Syracuse are classified as disadvantaged. The City of Syracuse is classified as disadvantaged (above the 65th percentile statewide) for Transportation Insecurity, population

living at 200% of the poverty line or below, lack of internet access, and disability status.

People living in Syracuse face elevated levels of economic hardship. Over a quarter, 30.1%, of people in Syracuse live below the poverty line (54% of people living in poverty are women) and nearly half, 47%, live at or under 200% of the poverty line. The city's median household income, \$40,490, is nearly half of the statewide median income (\$72,900) and significantly lower than that of Onondaga County (\$65,548). Additionally, 22.9% of Syracuse households do not have an internet subscription, amounting to a digital divide more than double the national average and five times that of urban households in the US.

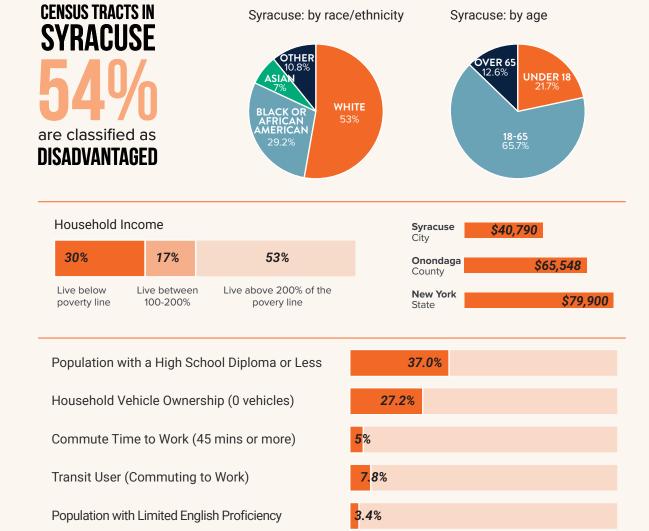
Safe, dignified, affordable, and convenient mobility options are critical to the everyday travel needs of Syracuse residents, especially people who cannot afford or cannot operate a personal vehicle. Over a quarter of Syracuse households, 27%, do not own a vehicle. High quality mobility options like transit, walking, biking, and shared mobility decrease transportation insecurity and lead to better health outcomes through healthier behaviors and greater access to employment, healthcare, and education.

# Defining equity

Syracuse's Vision Zero Action Plan adopts the American Public Health Association's definition of equity: "increasing opportunities for everyone to live the healthiest life possible, no matter who we are, where we live, or how much money we make." Under this definition, identifying disparities in health outcomes like preventable injuries and deaths from traffic crashes, assessing social, governmental, and environment obstacles to health, and dismantling those obstacles to create equal opportunity for all groups, form the basis of achieving a more equitable city.

<sup>&</sup>lt;sup>2</sup> Smith, Tiffany and Shahum, Leah. 2023. Prioritizing Health Equity in Vision Zero Planning. Vision Zero Network.

# **Mobility Equity in Syracuse**



15.9%

**5**.3%

4.3%

22.9%

37.7%

Source: U.S Census Bureau 2021 American Community Survey 5-Year Estimates

Population with No Health Insurance Coverage

Households with No Internet Subscription

Population with some form of Disability

Employment Status: Unemployed

Population with Housing Cost Burden



# Why do we need Vision Zero?

# Each death and serious injury represents a person who cannot come home to their loved ones or whose life has been permanently changed.

The impacts of crashes reverberate across our community. The impairment of a parent or relative harms the economic stability of immediate and extended families. The loss of a teacher affects the ability of our students to learn.

Syracuse, like many communities across the United States, has recently experienced a rise in the number of people killed and seriously injured in traffic crashes. Since 2014, traffic fatalities in the US rose 26% with pedestrian fatalities spiking by 55%. The onset of the Covid-19 pandemic in 2020 contributed to this trend but it isn't its sole

cause. This can be observed in local severe crash outcomes: fatalities and serious injuries were either trending up or stagnant through 2019. While fatalities and serious injuries have come down somewhat in the last two years, they remain elevated. We need to refresh our data as well as our perspective on how to tackle this challenge.

The analysis in this section illustrates some of Syracuse's current roadway safety challenges and points to opportunities to implement targeted, data-drive strategies to bend the curve and point towards our Vision Zero goal.

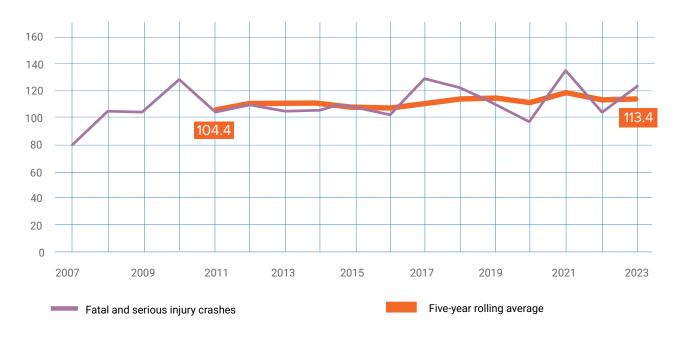
#### A note on crash data used in this Action Plan

The consultant team worked with the SMTC and primarily conducted crash analysis for the City of Syracuse using crash data provided by the NYSDOT's <u>Crash Location and Engineering Analysis Repository (CLEAR)</u>, unless otherwise noted. The analysis focuses on crashes resulting in deaths or serious injuries compiled from crash reports recorded by law enforcement agencies. Data do not include crashes that occur entirely on private property or do not involve a motor vehicle (e.g., a collision that only involves a bicycle and a pedestrian). Analysis includes all public surface streets in the City of Syracuse, regardless of ownership. Crashes on limited access interstates, expressways, and associated ramps were not included, unless otherwise noted.





Fatal crashes are rising in Syracuse, with 7.8 occurring on average over the last five years. The five-year annual average increased 34% from 2007-2011 to 2019-2023.



Total crashes resulting in deaths or serious injuries have been rising in Syracuse, but not as fast as fatal crashes alone. The five-year annual average increased 9% from 2007-2011 to 2019-2023.

Source: NYSDOT CLEAR 2007-2023, Does not include highway/freeway crashes



# WHERE ARE WE NOW?

In the five years spanning 2019 and 2023, there were, on average, 130 fatalities and serious injuries resulting from 113.4 fatal and serious injury crashes per year on Syracuse's surface streets. This is the benchmark that we will compare our progress to moving forward with an ultimate goal of eliminating these severe crashes.

The total number of crashes in Syracuse, inclusive of property-damage only crashes and minor injuries, has fallen significantly while fatal and serious injury have increased modestly. In 2023, there were nearly half as many crashes involving all users, 3,149, as there were in 2019.

While we celebrate progress on lowering all crashes, severe crashes – our primary safety metric – have not shown the same recent consistent downward trend. Fatal crashes inclusive of all roadway users in Syracuse vary from year-to-year, from a low of one in 2011 to a high of 11 in 2021. The number of people killed in these fatal crashes has fluctuated similarly, reaching a peak of 12 in

2021. Serious injury crashes, like fatal crashes, peaked in 2021 at 124, and have since dropped, but are on the same longer-term upward trajectory.

Syracuse is not alone in experiencing upward trends. Fatal and serious injury crashes have been on the rise in Syracuse, in New York State, and across the United States. The peaks and troughs in severe crashes in Syracuse and elsewhere exhibit an overall dip during the Great Recession from 2008-2011 and a spike corresponding with the onset of the Covid-19 pandemic in 2020-2022. When compared to the region and the state, however, Syracuse has a substantially higher percapita fatality rate, indicating that there are local safety needs that we must consider and address.

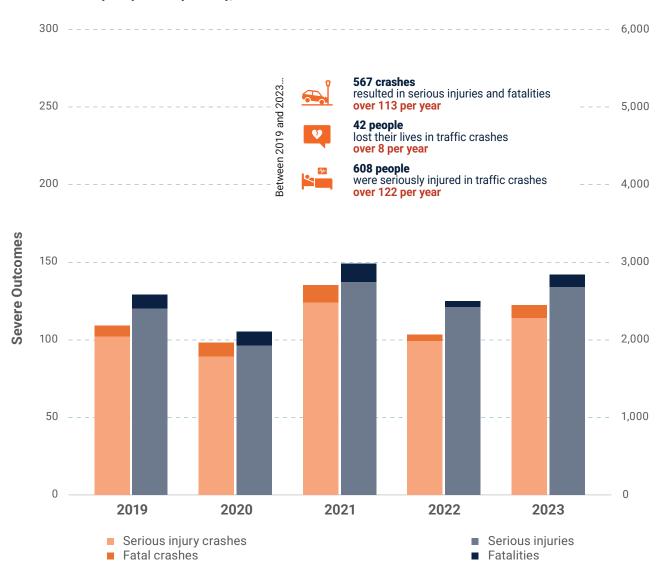
These findings illustrate that achieving our Vision Zero goal will depend in part on external factors, but that our local efforts here in Syracuse can have a significant impact on preventing life-altering crashes for people driving, walking, biking, and rolling.

# Defining fatal and serious injury crashes

Crash analysis in the Action Plan is summarized in two ways, at the person- and crash-levels. When considering the total impact of roadway safety on our community, we consider the person-level. There can be multiple fatalities or serious injuries in a single crash, thus the statistics for fatalities and serious injuries is higher. When looking at hot spots and engineering treatments, we consider the number of events that have or are at risk of occurring and therefore use the crash-level. Common terms are defined below.

- Fatality the death of a person involved in a crash
- Fatal crash any crash where one or more people died
- Serious injury any person who suffered injuries in a crash including severe lacerations, broken or
  distorted limbs, skull fractures, crushed chest, or internal injuries, was unconscious when taken from the
  crash scene, or was unable to leave the crash scene without assistance
- Serious injury crash any crash where one or more people sustained a serious injury
- Severe crash a fatal or serious injury crash

#### Crashes in the City of Syracuse by severity, 2019-2023



Source: NYSDOT CLEAR 2019-2023, does not include highway/freeway crashes

#### Crash fatality comparison, 2018-2022

SYRACUSE	ONONDAGA	NEW YORK	UNITED STATES
<b>7.27 fatalities/year</b> per 100,000 residents	<b>5.64 fatalities/year</b> per 100,000 residents	<b>5.22 fatalities/year</b> per 100,000 residents	<b>11.94 fatalities/year</b> per 100,000 residents
10.8 fatalities per year	<b>26.4 fatalities</b> per year	<b>1,055 fatalities</b> per year	<b>39,588 fatalities</b> per year

Source: NHTSA FIRST, 2018-2022, includes highway and freeway crashes; U.S. Census Bureau 2020 Decennial Census



# **EQUITY ANALYSIS**

# Disparity analysis

Based on the most recent data available from the National Highway Traffic Safety Administration (NHTSA) between 2017 and 2021, Syracuse experienced a per capita fatality rate of 8.3 per 100,000 residents.

NHTSA fatality data include demographic information about the people killed in traffic crashes, enabling the identification of disparities in fatalities by race and ethnicity. Across all fatal crashes, people identified as non-white and/or Hispanic/Latino experienced a population adjusted fatality rate of 8.9/100,000 residents, twice as likely to be killed in a traffic crash than their white, non-Hispanic/Latino peers (4.4/100,000 residents). People identified as Black alone experienced per capita pedestrian fatality rates 33% higher than the city average and over 100% higher than people identified as white alone. These disparities are consistent with national trends.

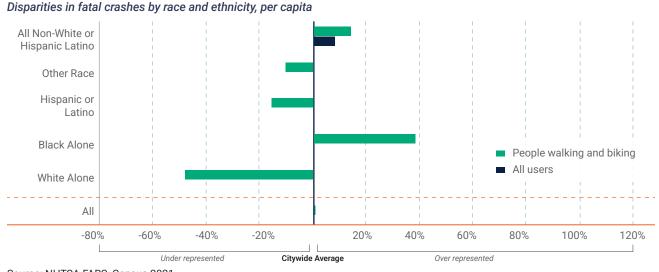
## **Equity areas**

Equity Areas reflect neighborhoods within Syracuse where residents, overall, experience disadvantages when compared to New York State and other Syracuse residents. While this definition does not account for individual disadvantages, it provides a general tool for exploring obstacles in achieving equal outcomes and relative needs for opportunities and resources when compared to other parts of the city.

Equity Areas are based on a weighted index of demographic and socioeconomic factors created by the City of Syracuse and the SMTC, scored at the census tract level. These factors include:

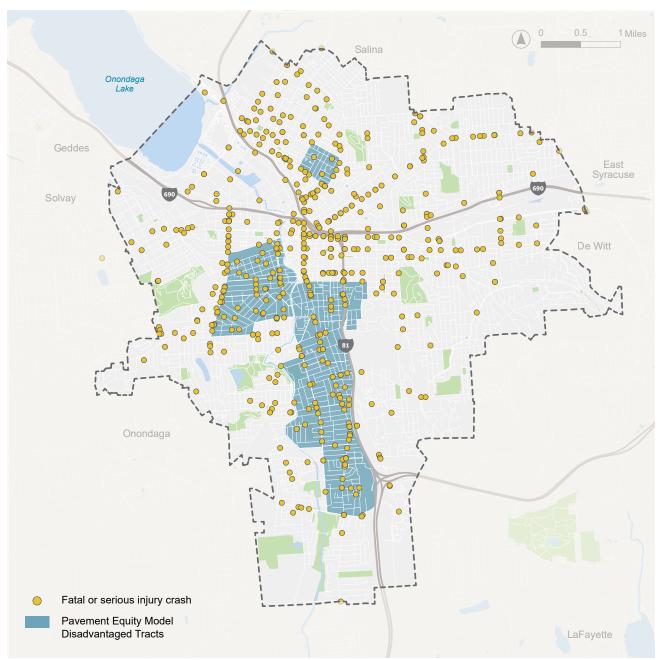
- · People of color
- · Poverty status
- Disability status
- · Population 65 years and older
- Single parent households, with age of related children under 18 years
- Rent burdened households (those whose rent is more than 30% of their household income)
- People with low educational attainment (people who have completed less than a bachelor's degree)

Census tracts are considered Equity Areas if they meet or exceed the 80th percentile of the index, resulting in 11 tracts mainly on the Southside. Over 30% of fatal and serious injury crashes between 2019 and 2023 (177 of 567) occurred in Equity Areas, even though these neighborhoods only account for 16% of the total mileage of streets in Syracuse.



Source: NHTSA FARS, Census 2021

#### Syracuse Vision Zero Equity Areas



Source: NYSDOT CLEAR 2019-2023, Does not include highway/freeway crashes



# **ROADWAY USERS**

Fatal and serious injury crashes in Syracuse impact all roadway users, especially people walking, rolling, and biking. Over the five-year period from 2019 to 2023, there were 403 fatal and serious injury crashes involving motorists alone, 121 involving pedestrians, and 43 involving bicyclists.

## People in vehicles

Most severe crashes in Syracuse involve drivers and passengers. Over 50% of fatal crashes between 2019 and 2023, 21 involved only people in vehicles. Drivers and passengers accounted for 71% of all fatal and serious injury crashes during the same period.

Certain types of collisions result in more severe outcomes for people in vehicles. Between 2019 and 2023, 27% of all fatal and serious injury crashes were right-angle crashes, or broadsides. These crashes tend to have serious consequences because they involve a driver colliding head-on with the side of another vehicle, which has less protection from the forces generated in a crash.

# People walking, rolling, and biking

People walking and biking account for a significant share of total fatal and serious injury crashes. Between 2019 and 2023, 46% of all fatal crashes involved a pedestrian or bicyclist. When considering fatal and serious injury crashes together, the share that involve people walking and biking decreases to 29%, a substantial portion of the overall total.

When crashes involving people outside of vehicles occur, they are more likely to be severe. Pedestrian and bicyclist crashes accounted for only 4.3% of all crashes between 2019 and 2023 but 29% of all severe crashes. Approximately one out of every five crashes in Syracuse involving a pedestrian result in death or serious injury as compared to one out of every eight for cyclists and one of 53 for motorists.

#### Motor vehicle only collision types, 2019-2023

Collision Type	All Crashes		Fatal and Serious Injury Crashes		Relative Severity
Head On	675	3%	31	8%	2.4
Other	4,022	19%	139	34%	1.8
Right Angle	4,713	23%	109	27%	1.2
Rear End	4,605	22%	59	15%	0.7
Overtaking	3,738	18%	23	6%	0.3
Left Turn (against another car)	876	4%	18	4%	1.1
Left Turn (with another car)	156	1%	4	1%	1.3
Sideswipe	1,024	5%	16	4%	0.8
Right Turn (against another car)	195	1%	2	0%	0.5
Right Turn (with another car)	216	1%	2	0%	0.5
Not Entered	609	3%	0	0%	0.0
Total	20,829	1	403	100%	1

Source: NYSDOT 2019-2023, does not include highway/freeway crashes

Between 2019 and 2023...





There were **21 fatal crashes** involving **people in cars** 

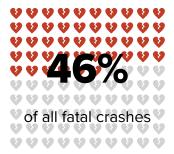


# PEDESTRIANS BICYCLISTS





There were **18 fatal crashes** involving **people walking, rolling, or biking** 



#### Fatal and serious injury crashes by mode, 2019-2023



Source: NYSDOT 2019-2023, does not include highway/freeway crashes



# DANGEROUS DRIVING BEHAVIORS

Just four behaviors, failure to yield right of way, driver inattention, disregarding traffic control devices, and unsafe speeds, were identified as contributory causes by law enforcement in 57% of all fatal and serious injury crashes in Syracuse between 2019 and 2023 where information was reported.

# A focus on speed

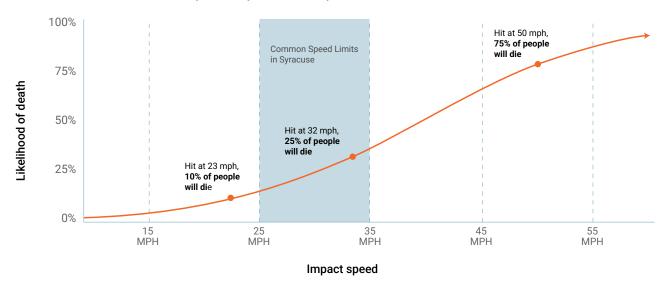
Crashes are more likely to occur at high speeds. As speeds increase, peripheral vision decreases and reaction time and braking distances increase. At high speeds, it's harder for a speeding driver to see a child running after a ball and apply the brakes or swerve to avoid them in time to avoid a crash.

When high speed crashes occur, they're more likely to be deadly than those at lower speeds. The amount of energy released in a crash and absorbed by a human body dictates how severe the results

will be. While there are other factors at play in determining the force of a crash, speed at time of impact makes up a very big part of the equation. As a result, the average risk of death for a pedestrian at an impact speed of 23 mph is 10%, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph.<sup>3</sup> At every speed, the risk of death is higher for older pedestrians.<sup>4</sup> As speeds fall, so do fatal crashes. A 10% reduction in average speed results in 19% fewer injury crashes, 27% fewer severe crashes, and 34% fewer fatal crashes.<sup>5</sup>

Where contributory causes are known, "unsafe speed" was a factor in 13% of fatal and serious injury crashes in Syracuse between 2019 and 2023.

#### The likelihood of death increases exponentially with vehicle speed



<sup>&</sup>lt;sup>3</sup> Tefft, Brian. 2011. Impact Speed and a Pedestrian's Risk of Severe Injury or Death. AAA Foundation for Traffic Safety.

<sup>&</sup>lt;sup>4</sup> Ibid.

<sup>&</sup>lt;sup>5</sup> Nilsson, Goran. 2004. "Traffic safety dimensions and the Power Model to describe the effect of speed on safety," Traffic Engineering.

# Other dangerous driving behaviors

Besides unsafe speed, the three other most common types of unsafe driving behaviors in Syracuse were "failure to yield right of way," "driver inattention," and "disregarding traffic control devices" (e.g., red light and stop sign running).

Where a cause was recorded, no other contributory causes made up 10% or more of the overall total between 2019 and 2023. "Alcohol involvement," often portrayed as the most common type of dangerous driving behavior, was only reported in 11 fatal and serious injury crashes over the five years analyzed. In addition, the vast majority of crashes resulting in death or serious injury, 79%, occurred between 6:00 a.m. and 10:00 p.m. indicating that while reckless driving overnight is over-represented in fatal traffic crashes, it doesn't explain many

severe crashes. By contrast, "failure to yield right of way" was listed as a contributory cause in 100 severe crashes during the same time.

These results indicate that **severe crashes can be preventable**. Each of these causes represents a choice made by an individual in response to different options, incentives, and cues. By focusing on just these behaviors, we can make a significant difference in the number of fatal and serious injury crashes in Syracuse.

#### Four dangerous driving behaviors





# SYSTEMIC ANALYSIS

A critical part of working toward Vision Zero is understanding the types of streets, intersections, and contexts where severe and fatal crashes are more common. Severe crashes, while unacceptable in any amount, do not occur in high numbers. As a result, they may look random or unrelated to street design or the surrounding environment. However, by analyzing fatal and serious injury crashes more closely, we can begin to understand the types of street designs and characteristics associated with them. By doing so, planners and engineers can strategically and proactively target certain street and intersection designs for safety improvements.

#### Street characteristics

In Syracuse, most fatal and serious injury crashes occur at intersections, rather than midblock. Between 2019 and 2023, 82% of severe crashes occurred at intersections, while 18% occurred midblock. However, the frequency of severe crashes varied across different types of intersections. Signalized intersections accounted for 46% of all fatal and serious injury crashes and 58% of fatal crashes. These types of intersections also saw a disproportionate number of severe crashes involving a bicyclist or pedestrian. Signalized intersections likely result in more severe crashes because they tend to be larger with higher traffic volumes and higher activity levels, resulting in more conflict between different road users.

Fatal and serious injury crashes in Syracuse vary across roads with different traffic volumes, revealing that roads with more vehicular traffic see more deaths and serious injuries. For example, arterial streets saw three times the number of severe crashes per mile compared to all streets from 2019-2023.

# Crash types

Different types of crashes can also be analyzed to understand where they occur and what street designs are associated with them. Five priority crash types (also known as 'emphasis areas') included in this analysis are:

- Vulnerable user crashes: those involving pedestrian or cyclists
- Lane departure crashes: where a vehicle departs the travel lane and collides with a fixed object
- Speed-related crashes: those where speed is a contributing factor
- Age-related crashes: where the driver age is younger than 21 or older than 64
- Behavioral crashes: involving risky behavior such as cell phone use or impairment

The vast majority of crashes within each emphasis area occurred at an intersection. Just as serious injury and fatal crash rates vary across intersection types, so too do emphasis area crashes. Among city-owned intersections, 4 or 5-legged signalized intersections with significantly acute angles have the highest correlation across emphasis areas. When mapped, intersections with characteristics that are most correlated with emphasis area crashes tend to align with High Injury Network corridors and intersections – outlined in the following section.

# An emphasis on intersections

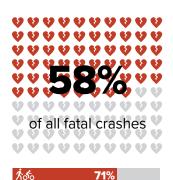
82%



of fatal and serious injury crashes occur at *intersections* 



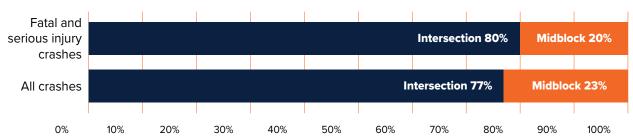




of ped/bike fatal and serious injury crashes

of ped/bike fatal crashes

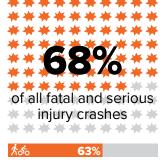
## Intersection vs Midblock



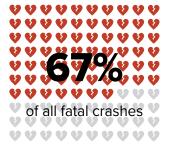
# Arterial streets

3X+

the number of fatal and serious injury crashes per mile than the average across all streets



of ped/bike fatal and serious injury crashes





# **HIGH INJURY NETWORK**

The corridors and intersections with the highest number of crashes that result in deaths and serious injuries make up the High Injury Network (HIN), which accounts for 50% of all such crashes between 2019 and 2023. By prioritizing HIN locations for in-depth study and implementation of safety tools and strategies in the years ahead, we can make significant progress towards our goal of eliminating deaths and serious injuries from traffic crashes.

The HIN is a tool that helps us to concentrate our finite resources and plan out how to secure and use future funds. Consistent with Vision Zero principles, the HIN represents where the most severe crashes have occurred, rather than the most fender benders. This will help the City get the best value for our dollars spent on safety projects. The City and partners have already improved some parts of the HIN through recent projects. At these locations, we will concentrate on studying the impacts of these investments. While we're improving the HIN, however, we'll also be implementing safety projects elsewhere in Syracuse.

# **HIN** analysis

The analysis conducted to create the HIN included all public streets in Syracuse including those owned by the City and the NYSDOT excluding highways and all fatal and serious injury crashes between 2019 and 2023. Streets were broken out into intersections and segments between major intersections. Crashes were then assigned to each intersection and segment based on information

contained in the crash report. The HIN analysis included 451 fatal and serious injury crashes and 2,700 intersections. 321 intersections had one or more fatal or serious injury crash between 2019 and 2023. The remainder of the fatal and serious injury crashes, 116, were at the segment level, inclusive of 426 centerline miles of streets. 80 segments had one or more fatal or serious injury crash between 2019 and 2023.

HIN intersections were identified based on the number of fatal and serious crashes during the analysis period. All 25 intersections in the HIN had three or more severe crashes during the study period. These intersections are recommended candidates for intersection-level study and improvement.

HIN corridors of contiguous intersections and segments were developed and scored based on fatal and serious injury crashes. The score factored in the number of segment crashes and a share of intersection crashes, normalized by corridor length in miles. The 25 miles of HIN corridors should be studied and might be candidates for changes in cross section, consistent with the Complete Streets Safety Toolkit.

As Syracuse's Vision Zero initiative advances, the HIN will need to be updated from time to time. For instance, since the HIN is a historical analysis, it doesn't account for the changes planned through the Community Grid project. Ideally, as safety strategies are implemented on the HIN, we can look to other streets and intersections that didn't have the same initial level of safety need.

# HIGH INJURY CORRIDORS

25 miles of roadway 6% of 425 centerlines miles +

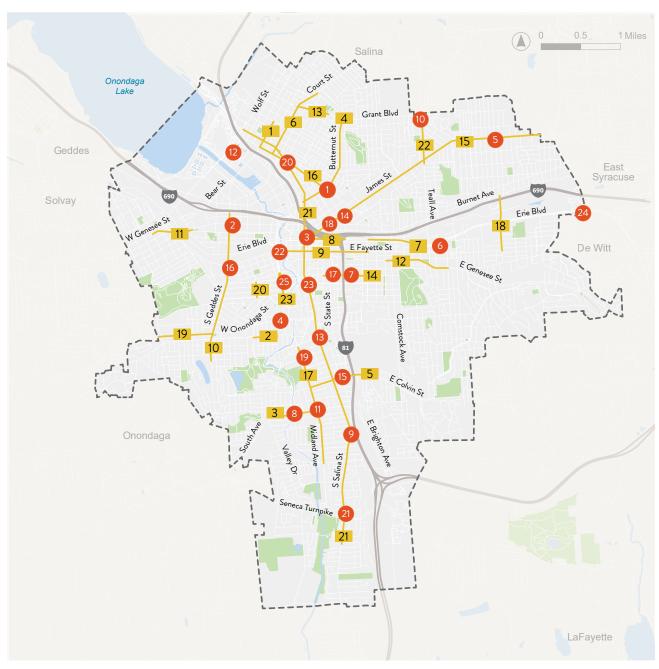
# HIGH INJURY INTERSECTIONS

25 Intersections
1% of 2,700 intersections

=

50% of fatal and serious injury crashes 2019-2023

288 of 567 fatal and serious injury crashes



#### INTERSECTIONS

- Butternut St & Lodi St & Catherine St
- W Genesee St & N Geddes St
- W Genesee St & N Salina St
- Tallman St & South Ave
- James St & N Midler Ave
- Erie Blvd E & Devine St
- Almond St & Harrison St
- W Brighton Ave & Hunt Ave
- S Salina St & W Lynhurst Grant Blvd & Teall Ave
- Midland Ave & W Brighton Ave
- W Hiawatha Blvd & Solar St Martin Luther King E/W & S Salina St

- James St & Catherine St
- E Colvin St & S State St
- W Fayette St & S Geddes St
- Harrison St & S Townsend St
- N Townsend St & James St W Kennedy & Midland Ave
- W Seneca Tpke & S Salina St
- S West St & W Fayette St S Salina St & Adams St
- Erie Blvd E & Thompson Rd 6 Gifford St & S West St

#### **CORRIDORS**

- Bear St Spring St to Lodi St
- 2 Bellevue Ave Onondaga Ave to South Ave 3 W Brighton Ave - South Ave to Midland Ave
- 4 Butternut St State St to Grant Blvd
- 5 E Colvin St Midland Ave to Benedict Ave
- 6 Court St Hood Ave to Bear St
- N Salina St & Kirkpatrick St & Lodi St 7 Erie Blvd Crouse Ave to Cherry St
  - B Erie Blvd Warren St to Catherine St
  - 9 Fayette St West St to Crouse Ave 10 Geddes St - Edison St to Gordon Ave
  - 11 W Genessee St Milton Ave to Lakeview Ave 12 E Genessee St - Walnut Ave to Allen St
  - 13 Grant Blvd Court St to McChesney Park Dr

- 14 Harrison St State St to Irving Ave
- 15 James St Salina St to City Boundary
- 16 Lodi St Bear St to Butternut St
- 17 Midland Ave Cortland Ave to Seneca
- 18 Midler Ave/ Seeley Rd Burnet Ave to Fayette
- 19 W Onondaga St City Limits to Geddes St 20 Oswego St - Gifford St to Merriman Ave
- 21 Salina St Hiawatha Blvd to Weymouth Rd
- 22 Teall Ave Grant Blvd to Melrose Ave
- 23 West St Fabius St to W Onondaga St



## **POLICY & PROCESS**

Vision Zero builds on the priorities and values expressed in existing City of Syracuse plans. Achieving the ambitious goal behind Vision Zero will require that the policies and processes that guide short- and long-term City investments and operations are brought into alignment.

# Building our safety program

Based on staff interviews and assessment of the policies and process that support our current roadway safety work, we are in the stage of Building our Vision Zero initiative. Prior to this Action Plan, we established new departmental capabilities across City government to address the roadway safety challenges that Syracuse residents face.

Our next steps are to formally establish and then expand our safety programs. Our speed hump pilot program is a good example: a data-driven response involving multiple City departments to address speeding and resident safety concerns. Now that we have demonstrated that it's effective, it's time to make the pilot permanent and expand the toolkit. Another example is our commitment to Complete Streets. Adopted in principle through the City of Syracuse Comprehensive Plan 2040, Complete Streets has never been backed by an official policy and corresponding updates to internal standard operating procedures. Doing so is a necessary step

to get the most out of each investment we make in our streets. Our approach is to institutionalize these foundations through policies and processes to become more consistent over time. Then we will tackle new challenges.

# Street design policy

Syracuse has an opportunity to update design guidance to reflect the Safe System Approach and prioritize the safety of the most vulnerable people who use our streets. Like most municipalities, Syracuse uses street design guidance and standards created by the state department of transportation. State-level guidance is general rather than tailored to urban environments and the complex interactions that roadway design and operations have with health, community wellbeing, and other outcomes that matter to us. State guidance does not cover all safety treatments, particularly those that primarily benefit people walking and biking, leaving a gap that needs to be filled.

The Complete Streets Safety Toolkit, a companion resource to this Action Plan, is our first step in adopting a broader selection of safety tools and adapting available guidance to better suit the unique context and safety needs of Syracuse.

Growing Syracuse's Vision Zero initiative

#### CONSIDERING BUILDING GROWING **MATURING** The City has committed The City has The City has Safety is a responsibility of City to Vision Zero as a goal prioritized Vision Zero institutionalized Vision as a goal and is staff but is not Zero and is proactively and is formalizing a seeking to improve safety formalized and aligned safety program. increasing its ability to with a Vision Zero goal. through all agency implement its formal safety program. investments and operations. **WE ARE HERE**



# WHAT WE HEARD

# Building in community feedback

The Syracuse Vision Zero Action Plan is the result of engaging stakeholders across the city to understand the roadway safety needs and challenges that we will address through Vision Zero

From June 2024 to April 2025, we held interviews, hosted pop up events and open houses, and conducted online surveys. Through these engagements, participants told us where and how traffic safety could be improved in Syracuse. We received more than 900 pins, sticky notes, and comments.

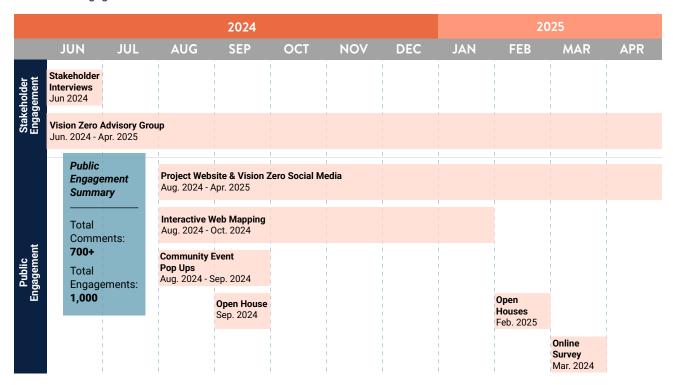
The Vision Zero Advisory Group (VZAG), comprised of stakeholders representing the City administration and various departments, partner organizations, and local organizations, guided engagement and plan development through six meetings.

# Spreading the word about Vision Zero in Syracuse

The City of Syracuse's <u>Vision Zero website</u> keeps residents up to date with the City's efforts to advance Vision Zero. The site will remain the best place for the public to access all Vision Zero Syracuse updates and resources and connect residents to events or online activities.

Consistent with best practices in positively changing behaviors and creating equitable outcomes, ongoing community feedback will be a feature of Syracuse's Vision Zero program. Working alongside partners and community champions, we look forward to continuing to broaden the conversation around roadway safety needs and enrich the program with more lived experiences.

#### Action Plan engagement timeline



# Public feedback to get Syracuse to Vision Zero

#### Interviews

Gathering community feedback started early in plan development with six interviews with roadway safety champions and community leaders. The purpose of these interviews was to understand what the primary transportation safety concerns in Syracuse are, what should change to improve safety, and who should be involved.

# "What are the safety concerns in Syracuse? How can we address them?"

- Make biking safer need more and improved bike infrastructure
- Protect pedestrians slowing speeds and improving crossings and sidewalks
- 3. Filling the education gap educating people on making roads safer

# "Who should be at the table, and how do we reach them?"

- All Syracuse residents conducting outreach and engagement will be critical to success
- Cast a wide net ensure that outreach reaches those communities often left out of traditional engagement

 Talk to walkers and bikers – go straight to the source with people and organizations that have first hand knowledge of transportation safety challenges in Syracuse.

#### Pop up events

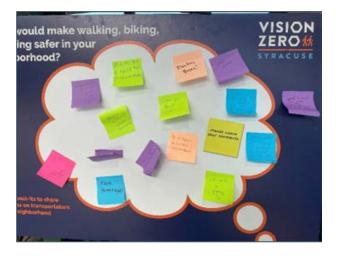
Between August and September 2024, residents learned about Vision Zero and shared feedback at four pop-up events. Participants contributed to mapping and a thought board activity, asking "what would make walking, biking, or driving safer in your neighborhood?"

- · Latino Festival August 17, 2024
- · Literacy Parade September 7, 2024
- Westcott Cultural Fair September 22, 2024
- CNY Regional Market September 28, 2024

#### Key Takeaways

- · Maintain and repair sidewalks
- · Enforce slower speeds
- · Improve biking infrastructure
- · Educate people about the rules of the road
- Address dangerous driving behaviors







# Public feedback to get Syracuse to Vision Zero

Two rounds of in-person open houses were held with virtual feedback opportunities, allowing for input at key moments of the Action Plan's creation. This included helping identify where/what traffic challenges existed, what strategies and goals worked best for Syracuse, and what should be included in the final plan.

# Salt City Market Open House - September 30, 2024

During the first round of engagement, the City hosted a day-long open house, inviting residents to drop in to learn about Vision Zero and severe crash trends while contributing their safety concerns to a map of the city and their solutions to the four draft themes. An online webmap provided a parallel opportunity to shape the action plan.

#### Quadrant Open Houses - February 2025

During the second phase of engagement, we held open houses in each of Syracuse's quadrants. Participants were encouraged to prioritize Action Plan draft strategies and identify traffic calming tools that would be a good fit for Syracuse streets. An online survey enabled those who couldn't attend in person to learn about the draft strategies and tools and voice their priorities.

- Soule Branch Library, February 18, 2025
- Southwest Community Center, February 19, 2025
- · Hazard Branch Library, February 25, 2025
- Northeast Community Center, February 27, 2025

# Open houses: what we heard

#### Update infrastructure to improve safety for everyone

- · Design roadways that slow things down.
- · Provide dedicated spaces that protect all road users.

#### Bolster enforcement to limit unsafe behavior

- · Increase enforcement to curb speeds and traffic violations.
- · Ensure school zones are protected.

#### Bring everyone to the table to build a multimodal lifestyle

- Work with businesses, community organizations, and others to encourage safer mobility.
- Regular public communication about traffic safety initiatives to keep people involved and motivated.

#### Promote a culture of safety at all ages

- · Partner with the school district to teach kids about safe active transit.
- · Promote responsible traffic practices for all modes of transportation.

#### **Top Three Strategies**



1. Daylighting



2. Lighting



3. Sidewalk Expansion

### Public feedback to get Syracuse to Vision Zero

Alongside in-person mapping activities, we solicited feedback via an online web map. Participants could geolocate the concern they wanted to report on and flag the location as a Transit Safety Concern, Driving Safety Concern, Bike or Scooter Safety Concern, Walking or Wheelchair Safety Concern, or Other Safety Concern. Respondents were also invited to provide details on their concern.

Residents contributed over 700 pins, with Walk or Wheelchair Safety accounting for the highest number of pins.

### 1. Walking or Wheelchair Safety (38% of responses)

 "Very unsafe intersection as cars try to get through lights or whip around corners to make left turns."

Public roadway safety concern mapping results

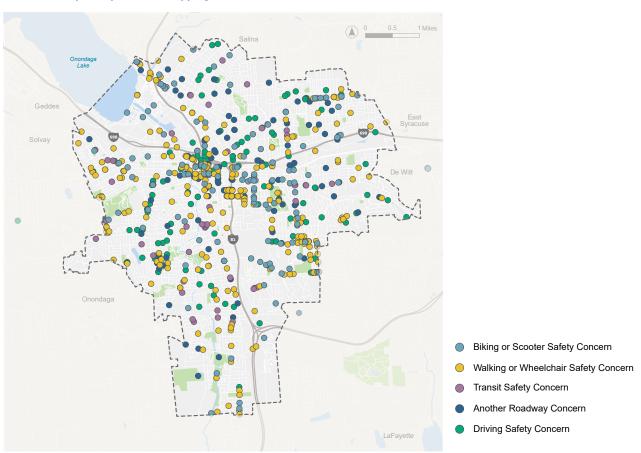
 "Need a crosswalk. No safe easy to cross the street & cars drive fast. New sidewalks across the street should be connected."

### 2. Driving Safety (21% of responses)

- "Intersection is confusing to motorists, who are found going wrong way, don't know which lane to use, or run the red light."
- "Stop signs are needed on this street. Excessive speeding occurs regularly"

### 3. Bike/Scooter Safety (19% of responses)

- "Never know when a car is going to run a red light or appear out of nowhere and almost hit you."
- "Cars often park in the bike lanes. Need lanes to be protected from or by parked cars."





# Our commitment to Vision Zero

#### Everyone should get where they want to go safely.

Unfortunately, too many people know someone who has been killed or has had their life dramatically altered in a crash: family, friends, neighbors, or coworkers. Crashes that result in death or serious injury have impacts that ripple from the individual out across the city and beyond.

Syracuse is not immune from tragic crashes: 8 people lost their lives in traffic crashes in 2023 and another 134 sustained serious injuries. These people lived, worked, or traveled through Syracuse. As a city, we must set an ambitious road safety goal and act collectively to address severe crashes. We believe that the root causes of crashes that result in deaths or serious injuries are preventable, therefore, our goal must be zero.

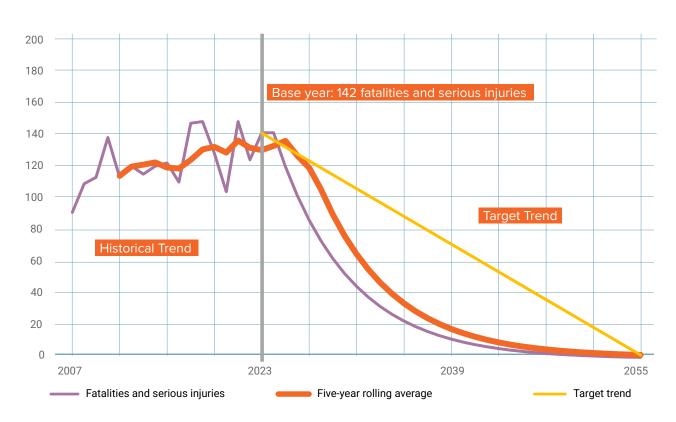
The City of Syracuse is committed to reaching zero deaths or serious injuries on its streets by 2055, with a 35% reduction in fatalities and serious injures by 2035. The 2035 interim target keeps us on track towards our larger vision, serving as a yardstick by which to measure our success and adapt as needed.

Getting to zero is a significant challenge and won't happen overnight, but we need to act with urgency. Like many other cities across the country, roadway fatalities in Syracuse have risen in recent years. First, we need to halt the rise in severe crashes, then we need to consistently lower the number of deaths and serious injuries. Syracuse isn't starting from scratch, however. Mayor Ben Walsh adopted a goal to eliminate deaths and serious injuries in 2023 and tasked City staff with building new programs and testing new ideas to calm traffic speeds and make travel safer for everyone. Speed humps, improved sidewalks, and school zone traffic enforcement are picking up steam.

Starting now and over the coming years, the City, partners, and the public will continue to build on this foundation, becoming more effective at reducing tragic crashes, eventually eliminating them altogether. The Vision Zero Action Plan lays out the first steps to reach our ambitious target.

The City of Syracuse is committed to reaching zero deaths or serious injuries on its streets by 2055, with a 35% reduction in fatalities and serious injuries by 2035.

#### Where we have been and where we want to go



Source: NYSDOT CLEAR 2007-2023, Does not include highway/freeway crashes



# Our Action Plan

Eliminating deaths and serious injuries from traffic crashes in Syracuse depends on the concerted effort of multiple City departments and partners over many years.

This Action Plan lays out our tasks for the next ten years. It is a foundational document that is intended to build up our capacity to address the safety challenges we know and anticipate and respond to the ones that are over the horizon. It is also intended to concentrate our efforts on the issues we think matter most so that we can demonstrate progress, combatting the skepticism that accompanies any ambitious goal.

The Action Plan will be a living document that we update over time. Pre-pandemic behaviors, technologies, and travel patterns, for instance, look dramatically different than those of today. As actions and strategies are completed, new ones will take their place. Even after we reach our milestones, we will need an Action Plan to closely monitor potential risks and proactively address them.

### What is our Action Plan?

OUR COMPREHENSIVE ROADWAY SAFETY AGENDA

17 strategies organized into 3 themes

OUR REFERENCE FOR SAFE STREET DESIGN IN SYRACUSE

The Complete Streets Safety Toolkit OUR COMMITMENT TO TRANSPARENTLY REPORT OUR PROGRESS

Performance measures

### Vision Zero Action Plan themes and strategies

Theme	Strategies
Slow Vehicle Speeds	<ol> <li>Evaluate lowering Syracuse's default speed limit to 25 mph.</li> <li>Develop a major street speed management program to identify streets with the most serious speeding issues and prioritize and evaluate interventions.</li> <li>Establish an equitable automated speed safety camera program and associated toolkit of improvements that prioritizes safety in school zones.</li> <li>Formalize Syracuse's residential street traffic calming program and expand the toolkit.</li> <li>Incorporate self-enforcing speed design principles into all future street redesigns.</li> </ol>
Design Safe Streets for People Walking, Rolling, and Biking	<ol> <li>Target high-risk streets and intersections like the High Injury Network for quickbuild and long-term safety interventions.</li> <li>Develop and implement a Syracuse Complete Streets policy to expand, maintain, and operate safe, comfortable, and accessible facilities for all users, all ages, and all abilities.</li> <li>Design streets to minimize crash risk for the most vulnerable users, people walking and rolling, prioritizing pedestrian safety and accessibility at intersections.</li> <li>Create and expand a network of low-stress streets for biking, comprised of separated bike lanes, neighborhood greenways, and safe intersections.</li> <li>Leverage land use, zoning, and urban design to calm traffic and increase walking, biking, and transit use.</li> </ol>
Promote a Culture of Safety	<ol> <li>Grow partnerships, encourage collaboration, and ensure accountability through the Vision Zero Advisory Group.</li> <li>Lead by example by continuously enhancing the culture of roadway safety within City government and partner agencies.</li> <li>Complement broad community engagement and education with targeted outreach and in-person enforcement.</li> <li>Address dangerous driving behaviors through the strategic use of automated enforcement tools.</li> <li>Encourage the safe and correct use of new transportation modes and vehicles through proactive evaluation, regulations, infrastructure, and education.</li> <li>Improve engagement, especially among underrepresented communities and with community members who do not have reliable access to the internet or smartphones.</li> <li>Evaluate Vision Zero investments, outcomes, and program progress using an equity lens.</li> </ol>



### **ACTION PLAN THEMES**

Syracuse's Vision Zero Action Plan is organized around three themes: Slow Vehicle Speeds, Design Safe Streets for People Walking, Rolling, and Biking, and Promote a Culture of Safety. One key principle, Commit Resources Equitably, cuts across all three themes.

Our themes are aspirational and data-driven. They correspond to the root causes of severe traffic crashes as informed by the crash analysis completed for the Action Plan, are aligned the broader goals and priorities of the City of Syracuse, reflect the safety needs communicated by residents, and embody the principles of Vision Zero. The themes, and the strategies and actions that will realize them, are an expression of our current capability and our assessment of what will have the greatest impact for roadway safety in Syracuse while also contributing to our broader vision of

growth and inclusion. Therefore, they do not include all potential actions the City or partners could take to make the transportation system safer. As Vision Zero progresses in Syracuse, we anticipate that new themes, strategies, and actions will emerge, either as the root causes change or as solutions are implemented.

Equity cuts across Vision Zero as well as other City plans and initiatives. By elevating equity to a key principle, we can intentionally address the disparities in deaths and serious injuries as well as access to opportunity faced by Syracuse's more disadvantaged people and neighborhoods and center inclusivity and respect in promoting a culture of safety.

#### Action Plan foundational elements

Themes	Key Principle
THEME 1 Slow vehicle speeds so that when crashes occur, they don't result in tragedy	
THEME 2 Design safe streets for people walking, rolling, and biking  because when our streets are safe for people outside of vehicles, they're safer and more vibrant for everyone	Commit Resources Equitably so that everyone benefits from safe, connected, affordable, sustainable, and convenient travel options
THEME 3 Promote a culture of safety by addressing the causes of hazardous behaviors and cultivating and deepening partnerships, especially with those most affected by traffic violence	

### Understanding the themes, strategies, and actions

The following pages are the heart of the Action Plan, illustrating what the City and its partners will collaborate on over the next 10+ years to reduce and eventually eliminate crashes that result in death or serious injury.

**Themes:** the longer term, achievable outcomes necessary to reach the Vision Zero target. Themes communicate the primary messages of Vision Zero Syracuse and organize the strategies and actions.

**Strategies:** articulate how the City and its partner will achieve each theme.

**Actions:** break down the steps needed to execute each strategy with clear responsibilities across City departments and partners and timeframes for completion.

Actions fall under six types, reflecting the comprehensive approach necessary to achieve the three Action Plan themes and unifying Vision Zero commitment. City staff and partners can cross reference the actions by type to identify opportunities to advance Vision Zero.

- Data & Evaluation: actions such as studies and improvements to data sources or tools. These actions enable the City and its partners to better understand the underlying causes of severe crashes and to understand the effect of different interventions, continuously building Syracuse's capacity to reach the Vision Zero goal.
- Policy & Process: actions that enhance, complement, or revise the internal practices that guide decisions but don't require external legal change. These actions align the regular programs, projects, and services that the City offers with the Safe System approach, enabling staff to do more with existing resources.
- Infrastructure: actions that install capital and quick-build physical safety improvements on streets, intersections, and public spaces that reduce severe crash risks and improve mobility for all users. These actions provide safe, convenient, and accessible streets and sidewalks.

- Behavior Change & Enforcement: actions that prompt following the rules of the road and safe behaviors from all users, with an emphasis on the behaviors most associated with to crashes that result in death or serious injury. These actions complement a built environment that is designed to encourage safe behaviors.
- Governance & Collaboration: actions that focus on organization, processes, and collaboration between agencies, departments, and stakeholders. By convening multi-disciplinary safety professionals regularly and fostering data sharing and coordination, local and regional stakeholders can combine forces to address ever larger challenges.
- Public Awareness & Education: actions that raise consciousness about road safety and promote participation in reaching solutions that meet the needs of Syracuse residents and visitors. These actions invite more people to shape Syracuse's culture of safety and become champions in their community.

Timeframe: actions fall under four timeframes that reflect the anticipated time needed to substantially implement each action. Implementers should carefully weigh when to initiate actions depending on their timeframe against available time and resource. For example, while long-term actions may take a long time to bear results, getting started shouldn't be pushed off to a later date if possible. Many actions take place regularly or, when implemented, will present opportunities for further improvement thus may never be fully completed.

- **Short:** actions that can be substantially implemented within 1-3 years.
- Medium: actions that can be substantially implemented within 4-6 years.
- Long: actions that can be substantially implemented within 7-10 years.
- Recurring: actions that occur on a regular, ongoing basis, such as annual programs and expenditures.



### THEME 1 SLOW VEHICLE SPEEDS



so that when crashes occur, they don't result in tragedy

In an urban environment like Syracuse, there is no need to speed and every reason not to.

Speed is the most important factor in determining whether people involved in crashes survive. As speeds rise, survivability falls quickly, especially for people walking, who don't benefit from airbags and other safety measures. By calming vehicle speeds, we can significantly reduce the number of people who die or are seriously injured in crashes in Syracuse. Speeding also negatively impacts activity on neighborhood business corridors and lowers the quality of life in residential areas.

Every driver has the responsibility to drive at- or under the speed limit. The principles that underlie Vision Zero and the Safe System, however, acknowledge that people aren't perfect and make mistakes. It is therefore the responsibility of the professionals that manage the system to consider how to make it more intuitive for drivers to take it slower.

Thankfully, there are multiple ways that we can address unsafe vehicle speeds, many of which we're already executing today. The challenge that we embrace is taking our efforts and applying them in more places, so that everyone can benefit from safe speeds. Our strategies to manage speed range from designing our streets to encourage drivers to travel at lower speeds to automated and in-person enforcement of the rules of the road.

### Strategies:

- 1. Evaluate lowering Syracuse's default speed limit to 25 mph.
- Develop a major street speed management program to identify streets with the most serious speeding issues and prioritize and evaluate interventions.
- Establish an equitable automated speed safety camera program and associated toolkit of improvements that prioritizes safety in school zones.
- 4. Formalize Syracuse's residential street traffic calming program and expand the toolkit.
- 5. Incorporate self-enforcing speed design principles into all future street redesigns.





### Evaluate lowering Syracuse's default speed limit to 25 mph.

Syracuse's citywide default speed limit – the speed limit of all streets without special speed zones – should reflect the speed that it is safe to drive, considering the activities and needs of all users. Inspired by other Vision Zero cities, we should assess whether 25 mph would be safer and more appropriate than the current 30 mph limit. The strategy involves assessing the feasibility and impacts of reducing the default speed limit.

	Respoi	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>1.1.1</b> Develop a report to investigate and evaluate default citywide speed limit reduction, noting where the posted speed limit should remain above 25 mph.	DPW Transportation Planning	Engineering Department, Vision Zero Coordinator	Data & Evaluation	Short
<b>1.1.2</b> Inventory existing speed limit signage and estimate the number of signs needed to support a lower speed limit.	DPW Transportation Planning	Vision Zero Coordinator	Data & Evaluation	Short
<b>1.1.3</b> Working with City Council, adopt an ordinance to lower Syracuse's default speed limit from 30 mph to 25 mph.	Mayor's Office	DPW Transportation Planning	Policy & Process	Medium
<b>1.1.4</b> Collaborate with the NYSDOT to identify opportunities to lower posted limits on state-jurisdiction streets, where appropriate.	Mayor's Office	DPW Transportation Planning	Governance & Collaboration	Long
<b>1.1.5</b> Advocate for changes in state laws related to speed limit setting through partnership with other municipalities and engagement with the state legislature.	Mayor's Office	Vision Zero Coordinator	Policy & Process	Long





Develop a major street speed management program to identify streets with the most serious speeding issues and prioritize and evaluate interventions.

Speeding is more prevalent on the larger, busier roadways in Syracuse. Bringing speeds down to safe levels will likely require a different combination of tactics from corridor to corridor. This strategy uses data-driven approaches to systematically identify major streets where speeding is a critical issue and then deploying interventions with regular evaluation to assess resulting speeds and safety outcomes.

	Respoi	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>1.2.1</b> Deploy mobile speed trailers, radar speed feedback signs, and variable message boards on major corridors, particularly those connecting municipalities.	DPW Transportation Planning	DPW Operational Staff	Behavior Change & Enforcement	Recurring
<b>1.2.2</b> Take a data-driven and strategic approach to conduct targeted, high-visibility speed enforcement on corridors with demonstrated speeding issues.	Vision Zero Coordinator	Police Department	Behavior Change & Enforcement	Recurring
<b>1.2.3</b> Starting with streets on the HIN, assess major streets for opportunities to address speeding through changes to posted limits and design.	Vision Zero Coordinator	DPW Transportation Planning	Data & Evaluation	Medium
<b>2.2.4</b> Evaluate corridors where a new posted limit has gone into effect to understand the effectiveness of the change and potential need for additional improvements.	Vision Zero Coordinator	DPW Transportation Planning	Data & Evaluation	Medium



Establish an equitable automated speed safety camera program and associated toolkit of improvements that prioritizes safety in school zones.

Speed cameras are proven to be effective at increasing compliance with posted limits. So that everyone benefits, automated enforcement should conscientiously mitigate unintended outcomes. This strategy involves implementing and rigorously evaluating the performance of speed safety cameras in key locations, starting in school zones, and deploying complementary safety improvements that encourage lower speeds.

	Respo	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>1.3.1</b> Deploy speed cameras in designated school zones and intersections with bus stops, incorporating infrastructure improvements where resources are available.	DPW Transportation Planning	Mayor's Office, Syracuse City School District. Vision Zero coordinator	Behavior Change & Enforcement	Short
<b>1.3.2</b> Develop a process to conduct a before-and-after evaluation of violations and severe crashes in school zones with safety cameras.	Vision Zero Coordinator	Police Department	Infrastructure & Safety	Medium
<b>1.3.3</b> Utilize revenues from the speed safety camera program for safety projects and programs, prioritizing reinvesting in areas where fines are collected.	Vision Zero Coordinator	DPW Transportation Planning	Infrastructure & Safety	Short
<b>1.3.4</b> Based on assessed performance, determine whether automated speed safety cameras should be expanded to additional contexts with demonstrable safety needs.	DPW Transportation Planning	Mayor's Office	Infrastructure & Safety	Long





### Formalize Syracuse's residential street traffic calming program and expand the toolkit.

Too many neighborhoods experience cut-through traffic and speeding, putting residents, especially pedestrians, cyclists, and children, at risk. Formalizing the speed hump pilot program will enable the program to reach more areas of the city. Expanding the toolkit will allow the City to better tailor interventions to specific contexts, making residential streets safer and more livable.

	Respoi	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>1.4.1</b> Establish the speed hump pilot program as a permanent traffic calming program.	DPW Transportation Planning	Mayor's Office, Fire Department	Infrastructure	Short
<b>1.4.2</b> Pilot new traffic calming treatments using quick-build materials to understand their efficacy and applicability in partnership with emergency responders.	DPW Transportation Planning	Vision Zero Coordinator, Fire Department	Infrastructure	Medium
<b>1.4.3</b> Evaluate the effectiveness of temporary traffic calming measures by conducting before-and-after studies on speed reduction, other data, and identify candidates for permanent installation based on successful outcomes and community support.	DPW Transportation Planning	Vision Zero Coordinator, Fire Department	Data & Evaluation	Medium



### Incorporate self-enforcing speed design principles into all future street redesigns.

Some streets are designed for speeds that exceed the posted or default speed limit. In these circumstances, drivers are likely to drive the speed the surrounding environment encourages them to drive, rather than the speed on the sign. This strategy integrates road design elements that naturally encourage safer speeds without relying heavily on enforcement, which can't be everywhere all the time.

	Respoi	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>1.5.1</b> Continue to research and incorporate best practices in designing for safe speeds and add new tools to the Complete Streets Safety Toolkit accordingly.	Vision Zero Coordinator	DPW Transportation Planning	Policy & Process	Short
<b>1.5.2</b> Develop a target speed policy whereby streets are designed and posted for the speed it is safe for drivers to drive, considering context and anticipated users.	DPW Transportation Planning	Mayor's Office, Engineering Department	Policy & Process	Medium
<b>1.5.2</b> Utilize pavement marking and resurfacing programs to implement design changes such as road diets and lane narrowing and to assess speed limit changes and the density of signage to encourage target speeds.	DPW Transportation Planning	Engineering Department	Infrastructure	Recurring



# THEME 2 Design Safe Streets for People Walking, Rolling, and Biking



because when our streets are safe for people outside of vehicles, they're safer and more vibrant for everyone

Everyone in Syracuse is a pedestrian at some point in their day. Even if we don't consciously consider ourselves pedestrians, we walk or roll to and from the bus stop, when getting into and out of a parked vehicle, or after we lock up our bike.

As a rule, we should expect people walking, rolling, and biking everywhere in Syracuse. In areas of the city where people outside of vehicles aren't common today, we hope to encourage more active transportation and the healthy behaviors, personal independence, and community connections that result from it. To create more walkable and bikeable environments citywide we need to put people and their human vulnerabilities at the center of how we plan and engineer our streets. While it won't look the same on every street or in every corner of Syracuse, we need to build out a complete network that safely accommodates users of all ages and abilities.

Vision Zero complements the many initiatives to make Syracuse more accessible for all users and more transit-friendly. This theme provides strategies and actions that encourage a data-driven, systemic approach that can be incorporated into other plans and investments including the Syracuse Bicycle Plan, CENTRO's bus rapid transit corridors, and the Community Grid.

### **Strategies**

- Target high-risk streets and intersections like the High Injury Network for quick-build and long-term safety interventions.
- Develop and implement a Syracuse Complete Streets policy to expand, maintain, and operate safe, comfortable, and accessible facilities for all users, all ages, and all abilities.
- Design streets to minimize crash risk for the most vulnerable users, people walking and rolling, prioritizing pedestrian safety and accessibility at intersections.
- 4. Create and expand a network of low-stress streets for biking, comprised of separated bike lanes, neighborhood greenways, and safe intersections.
- Leverage land use, zoning, and urban design to calm traffic and increase walking, biking, and transit use.





### Target high-risk streets and intersections like the High Injury Network for quick-build and long-term safety interventions.

Addressing high-risk locations first ensures that the most critical locations receive attention, preventing further injuries and fatalities. A data-driven approach to prioritizing interventions maximizes resources. By mixing lower-cost quick-build techniques and more permanent changes, the City and its partners can address more locations and iterate, applying lessons learned to future projects.

	Respor	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>2.1.1</b> Utilize the HIN and Pavement Equity Model as a key selection criterion for safety grant proposals, federal aid projects, and annual improvement programs like resurfacing and reconstruction.	Vision Zero Coordinator	DPW Transportation Planning, Engineering Department	Policy & Process	Recurring
<b>2.1.2</b> Systematically assess HIN locations and neighborhoods most disproportionately impacted by severe crashes to identify safety improvements, so that resources are directed to the areas with the greatest impact.	Vision Zero Coordinator	DPW Transportation Planning	Data & Evaluation	Short
<b>2.1.3</b> Pilot quick build improvements on HIN streets with future projects to test out alternate designs ahead of more intensive investments.	Vision Zero Coordinator	DPW Transportation Planning	Infrastructure	Short
<b>2.1.4</b> Improve the regional street centerline file and other GIS data resources to enable systemic and proactive safety analyses.	Vision Zero Coordinator	Syracuse Metropolitan Transportation Council	Data & Evaluation	Short
<b>2.1.5</b> In collaboration with NYSDOT and SMTC staff, conduct Road Safety Audits on NYSDOT arterials to identify future improvements.	Vision Zero Coordinator	NYSDOT Region 3, Police Department, Syracuse Metropolitan Transportation Council	Data & Evaluation	Recurring





Develop and implement a Syracuse Complete Streets policy to expand, maintain, and operate safe, comfortable, and accessible facilities for all users, all ages, and all abilities.

A Complete Streets policy guides decision-making for street design, construction, and maintenance to create a connected, accessible transportation network. Complete Streets is the responsibility of everyone who designs, manages, and operates Syracuse's streets. This strategy stresses consistent and widespread implementation of Complete Streets through clear expectations for the City departments and teams who manage the public right-of-way

	Respoi	nsibility			
Action	Lead Implementer	Support	Туре	Timeframe	
<b>2.2.1</b> Develop and adopt a Complete Streets policy and checklist, informed by national best practices, the NYSDOT Complete Streets checklist, and NACTO street design guides.	Mayor's Office; City Council	DPW Transportation Planning, Engineering Department	Policy & Process	Short	
<b>2.2.2</b> Socialize the Complete Streets Safety Toolkit with elected officials, external agencies, and members of the public to promote an understanding about effective tools.	Vision Zero Coordinator	Office of Communications	Public Awareness & Education	Medium	
<b>2.2.3</b> Update permitting and maintenance of traffic policies and standards to align with best practices for safe access for all users mitigating closures of sidewalks, curb ramps, bike facilities, and transit stops during construction or maintenance activities.	DPW Operational Staff	DPW Transportation Planning, Engineering Department, Vision Zero Coordinator	Policy & Process	Medium	
<b>2.2.4</b> Develop a policy that prioritizes safety over convenience for all users, focusing on intersection designs that increase comfort and access for pedestrians, cyclists, and other non-vehicular users.	Vision Zero Coordinator	DPW Transportation Planning	Policy & Process	Medium	
<b>2.2.5</b> Continue the Municipal Sidewalk Program (MSP), enhancing sidewalks to meet ADA standards, incorporating safety features, and ensuring accessibility for all users.	DPW Transportation Planning	Vision Zero Coordinator	Infrastructure	Recurring	
<b>2.2.6</b> Sustain and broaden sidewalk snow removal efforts by extending the program to cover more areas during snow events as funding is available.	DPW Transportation Planning	Vision Zero Coordinator	Policy & Process	Recurring	



Design streets to minimize crash risk for the most vulnerable users, people walking and rolling, prioritizing pedestrian safety and accessibility at intersections.

Intersections are points of conflict between drivers and pedestrians and can be barriers to walkability, leading to risky crossings in areas outside of the intersection. Intersections that prioritize the needs of people walking and rolling are more intuitive, more accessible, and safer for all users. This strategy focuses on street design elements that protect people who are most at risk in traffic crashes—pedestrians, wheelchair users, and other people using assistive devices.

	Responsibility			
Action	Lead Implementer	Support	Туре	Timeframe
<b>2.3.1</b> Prioritize high-visibility crosswalks at critical signalized and uncontrolled intersections on the HIN, near schools, parks, commercial corridors, and transit stops.	Vision Zero Coordinator	DPW Transportation Superintendent	Policy & Process	Short
<b>2.3.2</b> Starting in high-risk areas, modernize traffic signal equipment and timing to meet the needs of all users, integrating best practices like leading pedestrian intervals, pedestrian recall, and consistent, predictable "walk" and "don't walk" cycles.	DPW Transportation Planning	DPW Transportation Superintendent	Infrastructure	Medium
<b>2.3.3</b> Evaluate street lighting equipment and placement standards and prioritize upgrades in areas with high pedestrian activity, especially at crosswalks and intersections.	DPW Street Light Coordinator	DPW Transportation Planning	Infrastructure	Long
<b>2.3.4</b> Install bump-outs and daylight crosswalks by default when improving or rehabilitating intersections and corridors.	DPW Road Reconstruction / Sidewalks	DPW Transportation Planning	Infrastructure	Recurring
<b>2.3.5</b> Implement the ADA Transition Plan and upgrade intersections with ADA-compliant curb ramps during reconstruction and other projects.	DPW Road Reconstruction / Sidewalks	Engineering Department	Infrastructure	Recurring





Create and expand a network of low-stress streets for biking, comprised of separated bike lanes, neighborhood greenways, and safe intersections.

People biking need convenient, connected accommodations to get around safely. This strategy calls for the continued development of a well-connected, low-stress bicycle network that allows people of all ages and skill levels to bike safely. Low-stress routes provide cyclists with safer and more comfortable travel options, leading to higher ridership and better integration with the overall transportation system.

	Respoi	Responsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>2.4.1</b> Adopt NACTO's Urban Bikeway Design Guide and integrate it into Syracuse's Bicycle Plan and design policies to ensure infrastructure aligns with leading safety standards.	Mayor's Office	DPW Transportation Planning	Policy & Process	Short
<b>2.4.2</b> Update the Syracuse Bike Plan to reflect current needs and safety priorities like network gaps and high stress intersections and corridors, overlaying these location on the HIN to identify future projects.	DPW Transportation Planning	Mayor's Office	Policy & Process	Short
<b>2.4.3</b> Reallocate space at intersections to continue bike facilities up to and through intersections using tools like bike boxes, bicycle signals, and street lighting.	DPW Transportation Planning	DPW Transportation Superintendent	Infrastructure	Recurring
<b>2.4.4</b> Enhance trail crossings with proven safety countermeasures.	DPW Transportation Planning	DPW Transportation Superintendent	Infrastructure	Medium
<b>2.5.5</b> Partner with CENTRO to identify first-and-last-mile pedestrian and bicycling network gaps in underserved neighborhoods with high transit ridership.	DPW Transportation Planning	CENTRO, Syracuse Metropolitan Transportation Council	Data & Evaluation	Medium



### Leverage land use, zoning, and urban design to calm traffic and increase walking, biking, and transit use.

The built environment significantly influences safety as well as how we travel. Ultimately, reducing single occupancy vehicle use, especially for shorter trips, is needed to achieve our Vision Zero commitment. This strategy integrates transportation planning with land use and zoning policies to encourage walkable, bike-friendly, and transit-oriented neighborhoods.

	Respo	Responsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>2.5.1</b> Incorporate Vision Zero principles and action plan policy recommendations into the Comprehensive Plan update.	City Planning	DPW Transportation Planning	Policy & Process	Long
<b>2.5.2</b> Evaluate large development projects for opportunities to improve safety on-site and in the public way through supportive investments in infrastructure.	City Planning	DPW Transportation Planning	Policy & Process	Medium
<b>2.5.3</b> Collaborate with departments involved in neighborhood business districts to develop streetscape plans that promote vibrancy while slowing speeds and increasing safety for all users.	Vision Zero Coordinator	Neighborhood & Business Development	Governance & Collaboration	Medium
<b>2.5.4</b> Update driveway standards to reduce potential conflicts and close or reconstruct driveways that do not meet new standards as part of ongoing projects.	DPW Transportation Planning	Mayor's Office	Policy & Process	Medium



# THEME 3 PROMOTE A CULTURE OF SAFETY



by addressing the causes of hazardous behaviors and cultivating and deepening partnerships, especially with those most affected by traffic violence

Roadway safety isn't in the hands of only a few people: it's a responsibility we all share. The City, other levels of government, the private sector, and the public all have their role to play. To remind us all of our responsibility to reduce the risk of severe crashes through the decisions we make, we need to adopt and promote a culture of safety.

Other modes of travel have deeply embedded cultures of safety and correspondingly low levels of serious injuries and fatalities. Very few people know someone involved in a plane crash or train derailment, yet many people know someone who has been seriously injured or killed in a car crash. If there was a pervasive feeling that flying was unsafe, there would be no commercial aviation. These industries have made safety their top priority and integrate safety into every aspect of their engineering and operations, setting an example for us to follow on our roadways.

We commit to a culture of safety and leveraging our relationships to promote and grow it. This theme emphasizes how the City of Syracuse will model the way through the actions of City staff, through our coordination and collaboration with partners, and by engaging with our residents.

### Strategies:

- 1. Grow partnerships, encourage collaboration, and ensure accountability through the Vision Zero Advisory Group.
- 2. Lead by example by continuously enhancing the culture of roadway safety within City government and partner agencies.
- Complement broad community engagement and education with targeted outreach and inperson enforcement.
- Address dangerous driving behaviors through the strategic use of automated enforcement tools.
- Encourage the safe and correct use of new transportation modes and vehicles through proactive evaluation, regulations, infrastructure, and education.
- 6. Improve engagement, especially among underrepresented communities and with community members who do not have reliable access to the internet or smartphones.
- 7. Evaluate Vision Zero investments, outcomes, and program progress using an equity lens.





Grow partnerships, encourage collaboration, and ensure accountability through the Vision Zero Advisory Group.

A multi-disciplinary advisory group will coordinate implementation of the Action Plan and incorporate community voices into decision-making. This strategy focuses on strengthening partnerships between and among city agencies, community organizations, advocacy groups, and residents to drive Vision Zero efforts forward.

	Respoi	nsibility			
Action	Lead Implementer	Support	Туре	Timeframe	
<b>3.1.1</b> Transition the Vision Zero Advisory group to an implementation committee, formalizing its structure and composition, ensuring representation from City departments, external agencies, and community groups.	Vision Zero Coordinator	Mayor's Office, DPW Transportation Planning	Governance & Collaboration	Short	
<b>3.1.2</b> Identify opportunities to collaborate on advocacy positions at the regional, state, and federal levels that advance Syracuse's Vision Zero goal.	Vision Zero Coordinator	Mayor's Office - Intergovernmental Coordinator	Governance & Collaboration	Short	
<b>3.1.3</b> Develop and publish a public-facing annual Vision Zero report and work plan that illustrates accomplishments and coordinates high-priority partner efforts.	Vision Zero Coordinator	Mayor's Office, Office of Communications	Data & Evaluation	Recurring	
<b>3.1.4</b> Secure sustainable funding for Vision Zero implementation by identifying and advocating for regional and national grants for major safety investments and by incorporating safety improvements into ongoing projects in a coordinated and consistent fashion.	Vision Zero Coordinator	Research Department	Policy & Process	Recurring	





Lead by example by continuously enhancing the culture of roadway safety within City government and partner agencies.

By demonstrating a commitment to safety through internal policies, training, and everyday operations, public employees staff can model the way for other partners and the traveling public. This strategy emphasizes embedding roadway safety as a core value within City government and partner agencies.

	Respoi	nsibility	•		
Action	Lead Implementer	Support	Туре	Timeframe	
<b>3.2.1</b> Develop a comprehensive internal safety culture initiative through interdepartmental collaboration, HR safety teams, regular safety meetings, and the adoption of technology to monitor safety practices.	Vision Zero Coordinator	DPW Safety Coordinator	Policy & Process	Short	
<b>3.2.2</b> Adopt and distribute directives for City operations departments prohibiting dangerous and illegal practices like speeding and parking on sidewalks, in bike lanes, and within crosswalks or bus stops.	DPW Safety Coordinator	Vision Zero Coordinator	Policy & Process	Medium	
<b>3.2.3</b> Adopt guidelines for City fleet vehicle purchases to align new acquisitions with the latest safety requirements (e.g., reflectivity, flashers, blind spot detection, enhanced vision, underride guards).	DPW Fleet Director	Mayor's Office	Policy & Process	Medium	
<b>3.2.4</b> Update citywide crash analysis on multi-year basis.	Vision Zero Coordinator	Analytics, Performance, and Innovation, SMTC	Data & Evaluation	Medium	
<b>3.2.5</b> Establish an interdisciplinary committee to analyze fatal crashes and develop targeted interventions to improve safety.	Vision Zero Coordinator	DPW, Engineering Department, Police Department, Mayor's Office; SMTC	Governance & Collaboration	Short	



### Complement broad community engagement and education with targeted outreach and in-person enforcement.

Education and enforcement complement and reinforce changes in the built environment. While broad educational efforts help shift public attitudes toward safety, targeted outreach support populations at right-risk of being involved in a crash resulting in a fatality or serious injury. This strategy balances citywide public awareness with focused interventions for sustainable behavioral change.

	Respoi	nsibility			
Action	Lead Implementer	Support	Туре	Timeframe	
<b>3.3.1</b> Research the attitudes, norms, and incentives that contribute to speeding and dangerous driving behaviors to inform future campaigns.	Vision Zero Coordinator	Office of Communications, Syracuse Metropolitan Transportation Council	Data & Evaluation	Short	
<b>3.3.2</b> Create a comprehensive Vision Zero marketing and communications plan centered on dangerous driving behaviors that coordinates messaging, campaigns, and program-level information.	Vision Zero Coordinator	Office of Communications	Public Awareness & Education	Short	
<b>3.3.3</b> Conduct targeted, high-visibility education and enforcement campaigns, focusing on speeding and dangerous driving behaviors like red light running and failure to yield to people walking and rolling.	Police Department	Office of Communications, Onondaga County Traffic Safety Advisory Board	Behavior Change & Enforcement	Recurring	
<b>3.3.4</b> Develop training programs for transit and fleet operators focused on safe interactions with pedestrians and cyclists.	Vision Zero Coordinator	CENTRO, Vision Zero Coordinator	Policy & Process	Medium	
<b>3.3.5</b> Strengthen community partnerships and awareness initiatives for safe, active transportation by partnering with local businesses and conducting community-led events like bike tours and walk audits.	Vision Zero Coordinator	Neighborhood and Business Development, Syracuse Metropolitan Transportation Council	Public Awareness & Education	Medium	





### Address dangerous driving behaviors through the strategic use of automated enforcement tools.

Curtailing certain dangerous driving behaviors may be best accomplished using automated enforcement tools instead of limited in-person enforcement resources. This strategy involves using automated enforcement tools such as red-light cameras to deter reckless driving. It focuses on deploying these tools and the revenues they generate equitably, considering how enforcement tools may disproportionately affect disadvantaged people.

	Respoi	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>3.4.1</b> Develop a regional education campaign to communicate when automated enforcement tools will be activated, why they're needed, and how they'll be evaluated.	Syracuse Metropolitan Transportation Council	DPW Transportation Planning	Public Awareness & Education	Short
<b>3.4.2</b> Deploy initial roll-out of red-light cameras and conduct a before/after evaluation to understand their impact on fatal and serious injury crashes.	DPW Transportation Planning	Mayor's Office	Infrastructure	Medium
<b>3.4.3</b> Explore the feasibility of incorporating signal pre-emption for emergency responders as part of safety camera upgrades at signalized intersections.	DPW Transportation Planning	DPW Transportation Superintendent	Data & Evaluation	Short
<b>3.4.4</b> Utilize available automated enforcement data where relevant to support Vision Zero efforts.	DPW Transportation Planning	DPW Transportation Planning	Data & Evaluation	Short
<b>3.5.5</b> Restrict the use of license plate covers on City fleet and for-hire vehicles and explore policies to restrict the use of license plate covers for vehicles using City parking lots, including employee parking.	DPW Transportation Planning	Mayor's Office	Policy & Process	Medium



Encourage the safe and correct use of new transportation modes and vehicles through proactive evaluation, regulations, infrastructure, and education.

Without clear regulations and dedicated infrastructure, conflicts between different road users can increase. This forward-looking strategy considers how emerging transportation modes—such as e-scooters, e-bikes, and other micromobility options—can be safely integrated into the transportation system. Ensuring safe use of these modes supports sustainable mobility while mitigating severe crashes.

	Respoi	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>3.5.1</b> Understand the needs, potential, and impacts of emerging modes of travel like e-mobility and other small vehicles through data collection and community input sessions, integrating findings into the City's regulations, operations, and plans.	DPW Transportation Planning	DPW Transportation Planning	Policy & Process	Short
<b>3.5.2</b> Evaluate crash data collection and reporting practices to ensure that new modes and vehicle types are accurately reflected and monitored.	Vision Zero Coordinator	Mayor's Office	Policy & Process	Short
<b>3.5.3</b> Leverage administrative powers where appropriate to increase safety through the practices of vendors or contracted services.	DPW Transportation Planning	DPW Transportation Superintendent	Infrastructure	Recurring





Improve engagement, especially among underrepresented communities and with community members who do not have reliable access to the internet or smartphones.

Equitable engagement ensures that all Syracuse residents—not just those with digital access—can participate in and benefit from Vision Zero efforts. This strategy focuses on making outreach and engagement efforts more inclusive by reaching residents who may not have access to online resources. It includes hosting inperson meetings, using printed materials, and working with trusted community organizations.

	Respoi	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>3.6.1</b> Engage regularly with Tomorrow's Neighborhoods Today (TNT) groups and other resident-led or resident-facing groups across the City to increase awareness of Vision Zero.	Vision Zero Coordinator	Office of Communications	Public Awareness & Education	Recurring
<b>3.6.2</b> Identify funding for microgrants to community-based organizations in equity areas to develop hands-on, engaging Vision Zero programming.	Vision Zero Coordinator	Research Department	Policy & Process	Short
<b>3.6.3</b> Practice community engagement strategies that provide in-person and virtual engagement options so that everyone can participate.	Mayor's Office	Vision Zero Coordinator	Policy & Process	Recurring
<b>3.6.4</b> Convene focus groups for candid conversations about the norms, attitudes, and incentives that shape dangerous behaviors and the infrastructure needs of people living in equity areas.	Syracuse Metropolitan Transportation Council	Vision Zero Coordinator	Public Awareness & Education	Short
<b>3.6.5</b> Engage with youth, parents, and caretakers around how to encourage and promote safe and healthy travel with a focus on youth.	Vision Zero Coordinator	Neighborhood and Business Development; Syracuse City School District	Public Awareness & Education	Recurring



### Evaluate Vision Zero investments, outcomes, and program progress using an equity lens.

A commitment to equity rests on a commitment to intentionally evaluating how resources are distributed and outcomes are allocated. This strategy ensures that all Vision Zero initiatives are assessed through an equity framework, prioritizing investments in historically underserved neighborhoods and ensuring that interventions do not unintentionally negatively impact vulnerable populations.

	Respoi	nsibility		
Action	Lead Implementer	Support	Туре	Timeframe
<b>3.7.1</b> Analyze the spatial distribution of safety investments over time to understand what proportion of funds are spent in equity areas.	Vision Zero Coordinator	DPW Transportation Planning, Syracuse Metropolitan Transportation Council	Data & Evaluation	Recurring
<b>3.7.2</b> Partner with public health organizations to identify whether incidents involving vulnerable and historically marginalized road users are adequately reported and analyzed.	Vision Zero Coordinator	Onondaga Health Department	Governance & Collaboration	Long
<b>3.7.3</b> Study the impacts of automated enforcement programs on low-income and socially vulnerable people and adopt mitigations like tiered fines, driver abatement programs, and flexible payment plans if disproportionate impacts are identified.	Vision Zero Coordinator	DPW Transportation Planning, Syracuse Metropolitan Transportation Council, Mayor's Office	Data & Evaluation	Long



### **COMPLETE STREETS SAFETY TOOLKIT**

**Definition:** Complete Streets is an approach to street design, maintenance and policy that prioritizes safety, comfort, and accessibility for all users of a transportation network, regardless of age, ability, or mode of transportation.

The Complete Streets Safety Toolkit was developed as a practical and accessible resource for planners, policymakers, engineers, and community members who plan to improve Syracuse's streetscape methodically, sensibly, and equitably.

Street types and treatments provided support Complete Streets while emphasizing improved safety, particularly for the most vulnerable users.

The toolkit synthesizes the city's existing planning documents with street design best practices to typologize, treat, and improve the city's existing transportation infrastructure in a manner that is consistent with Syracuse's history, neighborhoods, and policies.

### Street types

Seven street types create the framework for developing a network of safe streets throughout the City of Syracuse while taking context and roadway use into consideration. These encompass differences between local residential neighborhood roadways and large thoroughfares. Each street type is based on existing conditions on the streets found in the City of Syracuse today, but reflects the ideal user prioritization, width allocations, and facilities.

### Street type selection

Selecting a street type begins with the existing character of the roadway and its intended use. This includes existing and proposed land use, existing and proposed transportation activity levels, and network role.

### Street use zones

The graphic on the following page illustrates the different areas of a street that are highlighted on the street type descriptions.

The **pedestrian zone** is the area along one or both sides of the roadway which includes the sidewalk. This includes any buffer area, amenities, and occasionally raised bicycle facilities or sidepaths.

The **travel zone** is used for movement along the corridor, inclusive of travel lanes and bike or bus lanes, if present.

The **curb zone** is the area between the curb and travel zone. This area is most typically used for services, such as driveways for access, transit stops, trash collection, and mail. The curb can also be used for parking or bicycle facilities, such as cycle tracks or bike lanes without adjacent parking. In some instances, the curb zone is not dedicated for these uses and would instead serve as just the edge of the travel zone.

### Engineering judgment and flexibility

Flexibility is the cornerstone of Complete Streets and the field of transportation engineering. Every street has its unique mix of activities, users, adjacent land uses, and physical constraints. Context-sensitive design guides and resources like the Complete Streets Safety Toolkit aren't "one size fits all." They prompt engineers and planners to find the most appropriate solution for a given set of variables. Therefore, when thoughtfully applied, we would not expect every street in Syracuse to look exactly the same.

#### Street type selection

#### **Network Role**

Consider the intended use of the roadway balancing competing interests when needed.

#### **Land Use**

Consider the current and proposed land use and density along the corridor.

### **Activity Levels**

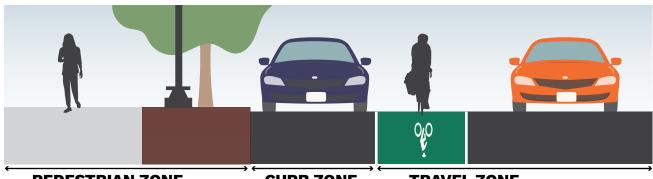
Consider the level and speed of existing transportation activity levels, inclusive of all modes.

### **Street Type Selection**

#### Street Typology summary

Ctreet Tune	Land Use	Activity	/ Levels
Street Type	Land Ose	Non-Vehicle Use	Traffic Levels
Local Neighborhood Street	Low to medium density residential	Medium	Low
Local Urban Core	Mixed use or higher density residential; Downtown	Medium - High	Low
Slow Shared Street	Mixed or commercial land use; Downtown and Institutional districts	High	Low
Connector	Mixed use, lower density commercial, residential	High	Medium
Avenue	Mixed use or residential, medium to high density	Medium - High	Medium - High
Thoroughfare	Primarily commercial, such as big box stores or office complexes.	Medium	High
Industrial Corridor	Light industrial uses	Low - Medium	Low - Medium

### Street use zones



### **PEDESTRIAN ZONE**

Sidewalk Buffer Amenities Bicycle facilities\*

### **CURB ZONE**

Parking Bicycle facilities\* Transit\*\* Access Management

### **TRAVEL ZONE**

Travel lanes Bicycle facilities\* Transit\*\*

<sup>\*\*</sup>Transit facilities typically move within the travel zone and rely on the curb zone for stops and amenities



<sup>\*</sup>Bicycle facilities can fall within any zone depending on the type

### **SAFETY TREATMENTS**

Each of the treatments addresses specific safety concerns for certain types of roadway users or a group of roadway users. These proven countermeasure tools are context-sensitive and they are used to address specific safety conditions.

There are two categories of tools: **linear treatments** and **spot treatments**. Linear treatments occur continuously along the corridor, such as sidewalks. Spot treatments are implemented in specific areas, such as intersections.

### Citywide applications

Nearly all treatments embody the pedestrian-first modal hierarchy design approach. Some of these treatments are representative of best practices that should be applied citywide, regardless of any crash history. These treatments include:

#### Sidewalks

All streets should include a 5 foot wide sidewalk on both sides of the roadway. Along higher volume roadways and in areas with increased pedestrian demand, a minimum of 6 foot wide sidewalks or greater is recommended. Within the Urban Core, these sidewalks should be a minimum of 10 feet wide. Additionally, sidewalks should be set back from the curb a minimum of 5 feet to create a space from traffic that can also accommodate street trees and act as snow storage during the winter, where right-of-way dimensions allow.

### Curb Ramps

Every pedestrian crossing needs to include a curb ramp that meet Public Right-of-Way Accessibility Guidelines (PROWAG) requirements, including slope, width, and detectable warning devices. Directional type curb ramps should be used whenever feasible, limiting the use of radial or diagonal ramps.

### Crosswalks

Intersection approaches and warranted midblock crossing locations should include high-visibility marked crosswalks where pedestrian generators exist or atypical conditions necessitate increased visibility. Crosswalk markings should be refreshed regularly.

### No Right on Red

Right-turn on red movements should be restricted at intersections with demonstrated pedestrian and bicycle travel or a history of crashes to reduce conflicts between active transportation users and turning vehicles while the former have the right of way.

### Daylighting (increasing sight lines)

Sight lines should be increased whenever possible during routine maintenance by restricting parking at intersection and crosswalk approaches and returns and removing other obstacles.

#### Pedestrian signals

Signalized intersections should be updated to ensure that pedestrian crossing times meet minimum clearance requirements (flashing don't walk) and maximize the phase length for the "walk" phase.

### Leading Pedestrian Interval/Bicycle Interval

Leading intervals should be incorporated into all traffic signals with pedestrian or bicycle signals to allow these users to begin their movements prior to vehicles. This increases visibility and reduces the likelihood of a collision

### **Linear Treatments**

Linear treatments are typically used to facilitate safety and comfort for users traveling along the corridor, whether it be transit, motor vehicles, bicyclists, or pedestrians. Each of these linear treatments are described below, including what user they directly benefit, where they are typically used, and design characteristics.









Bike Lanes

Lighting

**Street Trees** 

**Shared Use Paths** 

### Linear treatments, application by street type

	Local Neighborhood	Local Urban Core	Slow Shared Street	Connector	Avenue	Thoroughfare	Industrial Corridor
LINEAR TREATMENTS							
Sidewalk Widening		•	•	•	•	•	•
Road Diets				•	•	•	
Shared Use Paths / Sidepaths				•	•	•	
Bike Lanes		•		•			
Neighborhood Greenways	•	•					
Edge Lines				•	•	•	•
Lighting	•	•	•	•	•	•	•
Street Trees	•	•	•	•	•	•	•
Driveway Rightsizing	•	•	•	•	•	•	•



### **Spot Treatments**

Spot treatments facilitate safety and comfort for users at specific locations such as conflict points. Spot treatments can also enhance specific locations to achieve corridor improvements, such as traffic calming. Each of these spot treatments are described below, including what user they directly benefit, where they are typically used, and design characteristics. Spot treatments have been grouped into the following categories:

Spot Treatments	Description
Intersection Treatments	These are treatments that apply at intersections, signalized and unsignalized, to reduce conflicts and increase visibility of different users. Intersection treatments are important to reduce or eliminate potential conflicts, clarify user priority, and to slow speeds where applicable.
Crossing Treatments	Crossing treatments improve visibility of pedestrians and bicyclists in crosswalks, as well as yield compliance. Crossing treatments are important to clarify user priority and increase the safety of pedestrians and bicyclists. This section is not a complete list of all potential crossing improvements, but those more specifically related to pedestrians. Additional traffic calming measures in the following section are also crossing treatments but also benefit vehicles by slowing traffic speeds.
Traffic Calming	Traffic calming treatments include a mix of horizontal and vertical deflection measures that encourage vehicles to travel at lower speeds. Traffic calming treatments benefit the majority of users, motor vehicles, bicyclists, and pedestrians, while not significantly inhibiting transit or emergency services. Placement and design are important to maintain this balance and keep vehicle speeds low. Lower speeds significantly reduce the level of severity of crashes.
Modal Filters	Modal filters are methods to restrict vehicular access to areas or portions of a roadway. These treatments reduce or restrict access to motor vehicles to reduce traffic volumes and increase comfort for pedestrians and bicyclists.







Rectangular Rapid Flashing Beacon



**Speed Hump** 



**Directional Diverter** 

### Spot treatments, application by street type

	Local Neighborhood	Local Urban Core	Slow Shared Street	Connector	Avenue	Thoroughfare	Industrial Corridor
INTERSECTION TREATMENTS							
Intersection Tightening	•	•	•	•	•	•	
Daylighting	•	•	•	•	•	•	•
Intersection Signalization				•	•	•	
Split Lane Closures				•	•	•	•
No Right on Red		•	•	•	•	•	•
No Left Turns					•	•	
Bicycle Boxes	•	•		•	•		
CROSSING TREATMENTS							
Curb Ramps	•	•	•	•	•	•	•
Crosswalks	•	•	•	•	•	•	•
Rectangular Rapid Flashing Beacon				•	•		
Pedestrian Refuge Island				•	•	•	
Leading Pedestrian Interval	•	•	•	•	•	•	•
Leading Bicycle Interval	•	•	•	•	•	•	•
TRAFFIC CALMING TREATMENTS							
Raised Crosswalk	•	•	•	•			
Curb Extensions	•	•	•	•	•	•	•
Speed Bumps/Cushions	•	•	•	•			
Neighborhood Traffic Circles	•	•	•	•			
Speed Feedback Signs				•	•	•	
Raised Intersections	•	•	•	•			
MODAL FILTERS							
Directional Diverters	•	•	•				
Centerline Hardening		•	•	•	•	•	
Partial Closures	•	•	•				
Bollards		•	•	•			

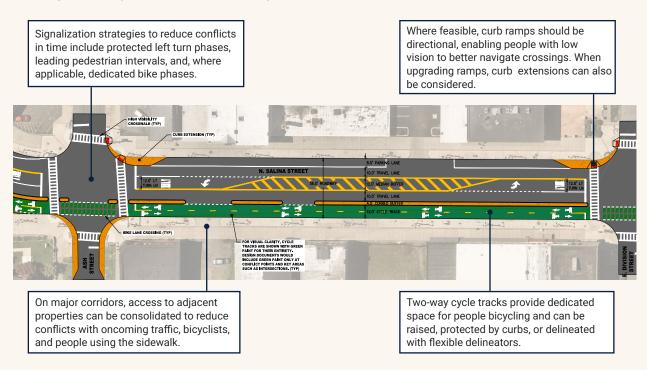


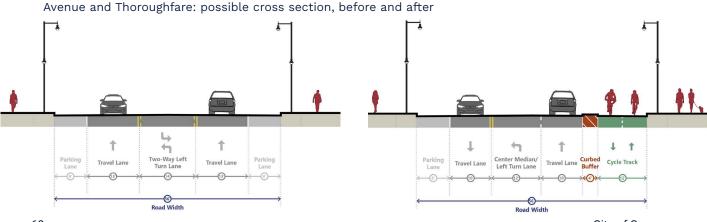
## Applying the Complete Streets Safety Toolkit

What might it look like when we bring the Complete Streets Safety Toolkit and the Vision Zero approach together to reimagine a street?

### Avenues and Thoroughfares

The busiest streets in Syracuse connect the city to the region and neighborhoods to other neighborhoods. These streets, Avenues and Thoroughfares, prioritize mobility with an emphasis on transit. Like all streets in Syracuse, however, they should be designed around pedestrians and include sidewalks, designs that discourage high speeds, and safe crossings. Where the bicycle network travels along Avenues and Thoroughfares, separated facilities are the preferred treatment.



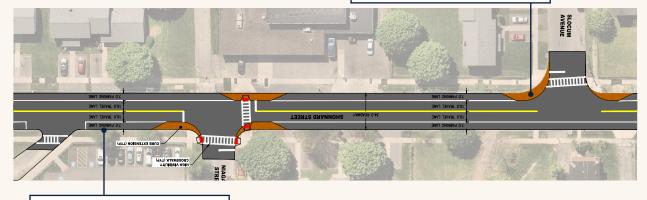


### Connectors and Local Streets

Connectors and Local Streets provide access to homes, businesses, parks, and other amenities. These streets should encourage slow speeds and awareness of all roadway users, who share space. Traffic calming tools may be used on these streets.

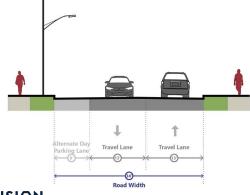


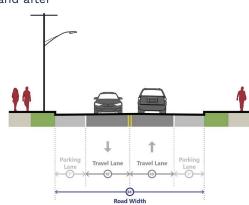
Curb extensions and high visibility crosswalks increase the visibility of pedestrians to people driving and reducing crossing distances.



Where width is available, parking can be striped on both sides of the street to narrow travel lanes and to better organize vehicle traffic.

Connectors and Local Streets: possible cross section, before and after







### REPORTING AND ACCOUNTABILITY

Syracuse is dedicated to eliminating traffic fatalities and serious injuries by 2040. A core component of Syracuse's Vision Zero commitment is ensuring transparency, accountability, and continuous improvement. This commitment includes openly sharing progress, data, challenges, and next steps with the community. By providing regular updates to stakeholders, we can remain accountable to our Vision Zero goals.

### Performance measures

To measure progress, Syracuse will track the following key performance indicators, measuring outcomes as well as outputs, on an annual basis:

Туре	Metric	Period	Desired Trend
Outcome	Fatal non-highway crashes, by mode	Annual, five-year rolling average	Declining
Outcome	Serious injury non-highway crashes, by mode	Annual, five-year rolling average	Declining
Output	Miles of bicycle infrastructure installed	Annual	Varying
Output	Miles of new sidewalk installed	Annual	Varying
Output	Safety projects funded through School Zone Traffic Enforcement revenues	Annual	Varying
Output	School Zone Traffic Enforcement violations, overall and by method (e.g., bus arm, speed, red light)	Annual	Declining after program roll out

### **Transparency**

The City will regularly publicize safety initiatives and infrastructure improvements. Updates to the City of Syracuse's Vision Zero website will enable residents to view performance measures, view Vision Zero resources, and monitor ongoing projects. Crash data analyses will be refreshed from time to time to enable timely insights into roadway safety risks.

### Annual reporting

The VZAG will publish a publicly accessibly annual Vision Zero Progress Report documenting:

- Progress toward Vision Zero commitments with year-over-year and multi-year comparisons and context.
- Annual accomplishments and work plans for the upcoming year.
- Adjustments to strategies based on data and public input.
- · Future initiatives and Vision Zero expenditures.

### **GLOSSARY OF TERMS**

Term	Definition
Action Plan	The City of Syracuse's plan to achieve zero traffic deaths or serious injuries by 2055.
Central New York Regional Transportation Authority (CENTRO)	CENTRO is the public transit provider for Syracuse and other areas in Onondaga, Oswego, Cayuga, Cortland, and Oneida counties.
Complete Streets	An approach to street design, maintenance, and policy that prioritizes the safety, comfort, and accessibility for all users of a transportation network, regardless of age, ability, or mode of transit.
Crash Location & Engineering Analysis Repository (CLEAR)	CLEAR is the repository of New York State traffic crash data compiled from crash reports from law enforcement agencies.
Equitable Transportation Community (ETC) Explorer	USDOT's Equitable Transportation Community (ETC) Explorer is an interactive web application that can be used to explore the relative transportation disadvantages being faced by communities across the US.
Fatality/ Fatal Crash	A fatality is any death of an individual involved in a crash, while a fatal crash refers to any crash where one or more individuals have died.
Federal Highway Administration (FHWA)	The Federal Highway Administration is an agency within the USDOT involved in the design, construction, and maintenance of the nation's roads and highways.
High Injury Network (HIN)	A collection of corridors and intersections with a disproportionate number of crashes that resulted in fatalities or serious injuries. The HIN is used to prioritize safety investments in areas with higher rates of fatalities and serious injuries.
Municipal Sidewalk Program (MSP)	The Municipal Sidewalk Program is Syracuse's sidewalk maintenance program launched in 2021.
National Highway Traffic Safety Administration (NHTSA)	National Highway Traffic Safety Administration is a part of the USDOT responsible for safety on the country's roadways.
National Roadway Safety Strategy (NRSS)	The National Roadway Safety Strategy is the USDOT's comprehensive approach to reducing deaths and serious injuries on roadways across the United States.
New York State Department of Transportation (NYSDOT)	The New York State Department of Transportation is the state-level agency responsible for supporting transportation systems across New York State.
National Association of City Transportation Officials (NACTO)	NACTO is a coalition of North American city transportation departments and transit agencies convened to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues.
Public Right-of-Way Accessibility Guidelines (PROWAG)	Guidelines used to ensure that sidewalks, crossings, and other pedestrian facilities in the public right-of-way are constructed or updated to be accessible for pedestrians with disabilities.
Quick-build	Quick-build projects involve using temporary, lower-cost materials, to conduct safety improvement projects or programs such as paint, posts, signage, and signal timing, among other strategies.
Safe Streets and Roads for All (SS4A)	Safe Streets and Roads for All is a federal grant program created through the Bipartisan Infrastructure Law that funds transportation initiatives aimed at preventing roadway fatalities and serious injuries.
Safe Systems Approach	An international guiding framework for addressing road safety based on five elements: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.
Serious Injury/ Serious Injury Crash	A serious injury is an injury defined by someone being unable to leave the scene of the crash without assistance. A serious injury crash is any crash where one or more people sustained a serious injury.
Syracuse Metropolitan Transportation Council (SMTC)	SMTC is the Metropolitan Planning Organization (MPO) responsible for administering continuous, cooperative, and comprehensive transportation planning for Onondaga County as well as parts of Madison County and Oswego County.
Tomorrow's Neighborhoods Today (TNT)	Tomorrow's Neighborhoods Today is a local community organization in Syracuse aiming to improve the quality of life in neighborhoods across the city.
United States Department of Transportation (USDOT)	United States Department of Transportation (USDOT) is the federal agency responsible for overseeing national transportation policy, transportation regulation, funding, grants, and development of the multimodal transportation system.
Vision Zero	Vision Zero is the commitment to eliminate deaths or serious injuries on roadways.
Vision Zero Advisory Group (VZAG)	The Vision Zero Advisory Group was developed to guide the development and implementation of Syracuse's Vision Zero Action Plan. The group includes individuals from the City of Syracuse, partner agencies, local institutions, and community groups.
Vulnerable Road User (VRU)	A vulnerable road user typically describes road users outside the protection of vehicles such as a pedestrian, cyclist, wheelchair user, or other non-motorized traveler.

