



DRAFT

TOMPKINS COUNTY JOINT SAFETY ACTION PLAN

April 2025

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Section One

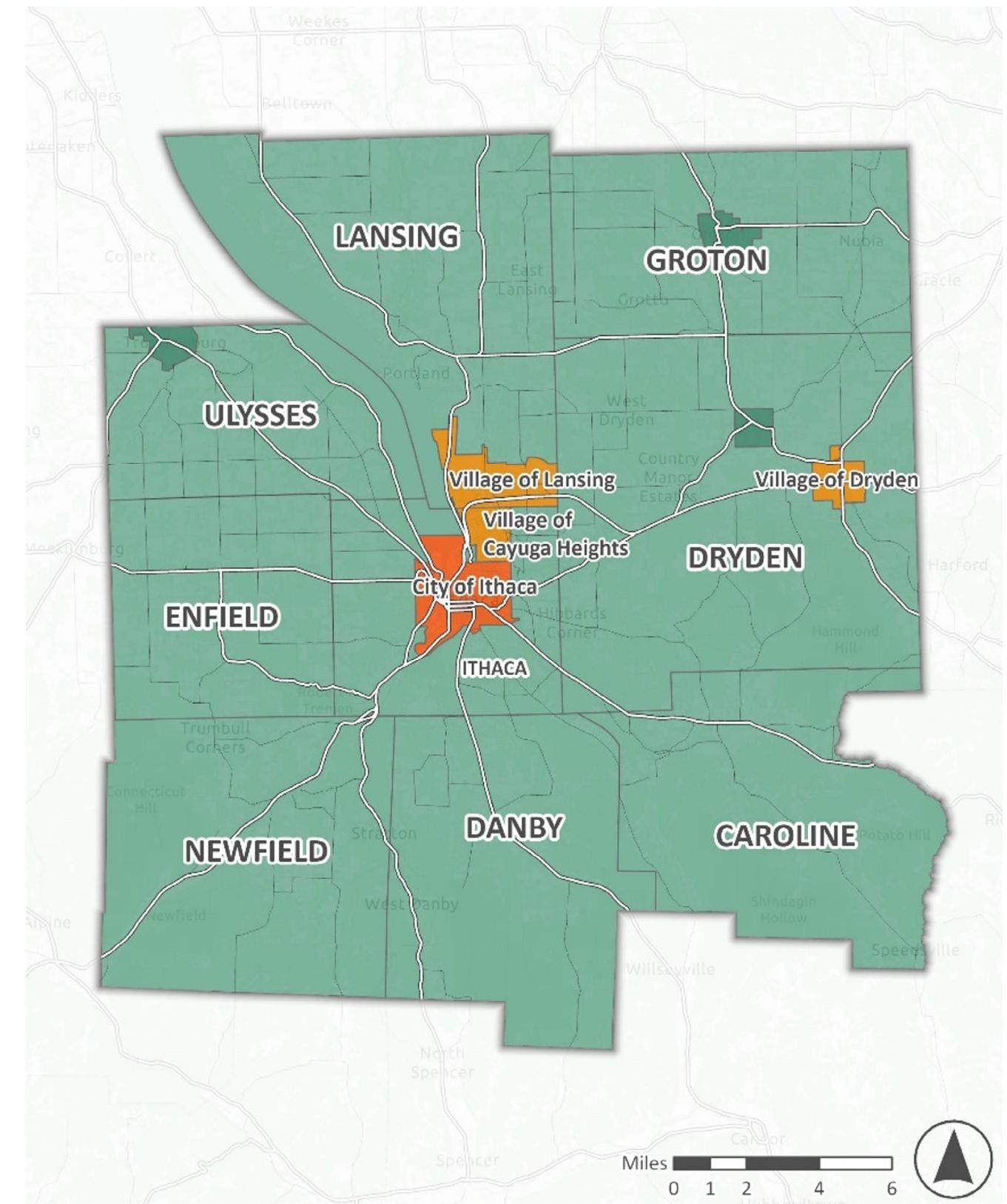
Introduction



Tompkins County and ten municipalities within Tompkins County, with support from the Ithaca-Tompkins County Transportation Council (ITCTC) and New York State Department of Transportation (NYSDOT), have come together to prepare a comprehensive Safe Streets and Roads For All (SS4A) Joint Safety Action Plan to address costly motor vehicle crashes on the region's transportation network. As the population and traffic volumes in the region continue to increase following the COVID-19 pandemic, the number of crashes resulting in fatal and serious injury have generally plateaued relative to the downward trends observed historically. The members of the Joint Safety Action Plan understand that these deaths and life-altering injuries are preventable, and this Plan provides strategies and policies focused on eliminating deaths and serious injuries on the area's roadways.

- ***Tompkins County***
- ***City of Ithaca***
- ***Town of Ithaca***
- ***Village of Cayuga Heights***
- ***Town of Caroline***
- ***Town of Danby***
- ***Town of Dryden***
- ***Village of Dryden***
- ***Town of Lansing***
- ***Village of Lansing***
- ***Town of Newfield***

Figure 1 – Map of Tompkins County



What Is a Safety Action Plan?

A Safety Action Plan provides recommendations and strategies to improve safety at identified locations and help eliminate deaths and serious injuries throughout the region, utilizing a comprehensive set of actions that address roadway characteristics and user behavior alike. The goal is to help make Tompkins County safer for all road users including people who drive, walk, bike, or ride transit. This Plan analyzes roadway characteristics, traffic volumes, and local crash data to understand the key factors affecting safety outcomes throughout the transportation network. The crash analysis tells a story through data tables and figures about where, when, and why crashes are occurring in the region, as well as supporting decision making by key stakeholders and the Advisory Committee. As a part of this safety analysis, the project team executed a network screening approach to evaluate individual corridors and intersections and prepare a prioritized list of location-specific and systemic network treatments. Public and stakeholder feedback collected throughout the planning process validates the data analyses and ensures recommendations are consistent with the experiences of Tompkins County residents. This Plan is aligned with the New York Strategic Highway Safety Plan (SHSP), as well as regional and local plans. A comprehensive Safety Action Plan is key to integrating a Safe System Approach on regional transportation networks, prioritizing steps to eliminate fatalities and serious injuries as a result of motor vehicle collisions, and meeting eligibility for future implementation grants through the SS4A Grant Program.

Safe Streets and Roads For All Grant (SS4A)

In 2023, the U.S. Department of Transportation (USDOT) awarded The Tompkins County Joint Safety Action Project Team a SS4A Planning Grant to develop a comprehensive roadway Safety Action Plan. This publicly available document is the primary deliverable of that grant and aligns with the Federal requirements for the development of an Action Plan under that federal assistance.

Goals for the grant included promoting safety to prevent death and serious injuries on public roadways; employing low-cost, high-impact strategies to improve safety over a wide geographic area; ensuring equitable investment in the safety needs of underserved communities (including urban and rural communities); incorporating evidence-based projects and strategies and adopting innovative technologies and strategies; demonstrating engagement with a variety of public and private stakeholders; and aligning with the Department's mission and strategic goals¹.

The graphic on the next page shows the primary requirements of a SS4A Safety Action Plan and will be noted as these are addressed throughout the Plan.

Figure 2 – SS4A Safety Action Plan Requirements Checklist



¹ U.S. Department of Transportation Fiscal Year 2023 Safe Streets and Roads for All Notice of Funding Opportunity



Safe System Approach

The [Safe System Approach](#) aims to address and mitigate the risks inherent in the transportation system by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. This holistic and comprehensive approach accounts for human error and the human body's vulnerability in collisions involving motor vehicles, while promoting a system designed with many redundancies in place to protect all road users.

The Safe System Approach has six Principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

The Safe System Approach also embraces all types of roadway safety countermeasures and acknowledges that a multi-disciplinary approach is required to address the full range of diverse safety risks.

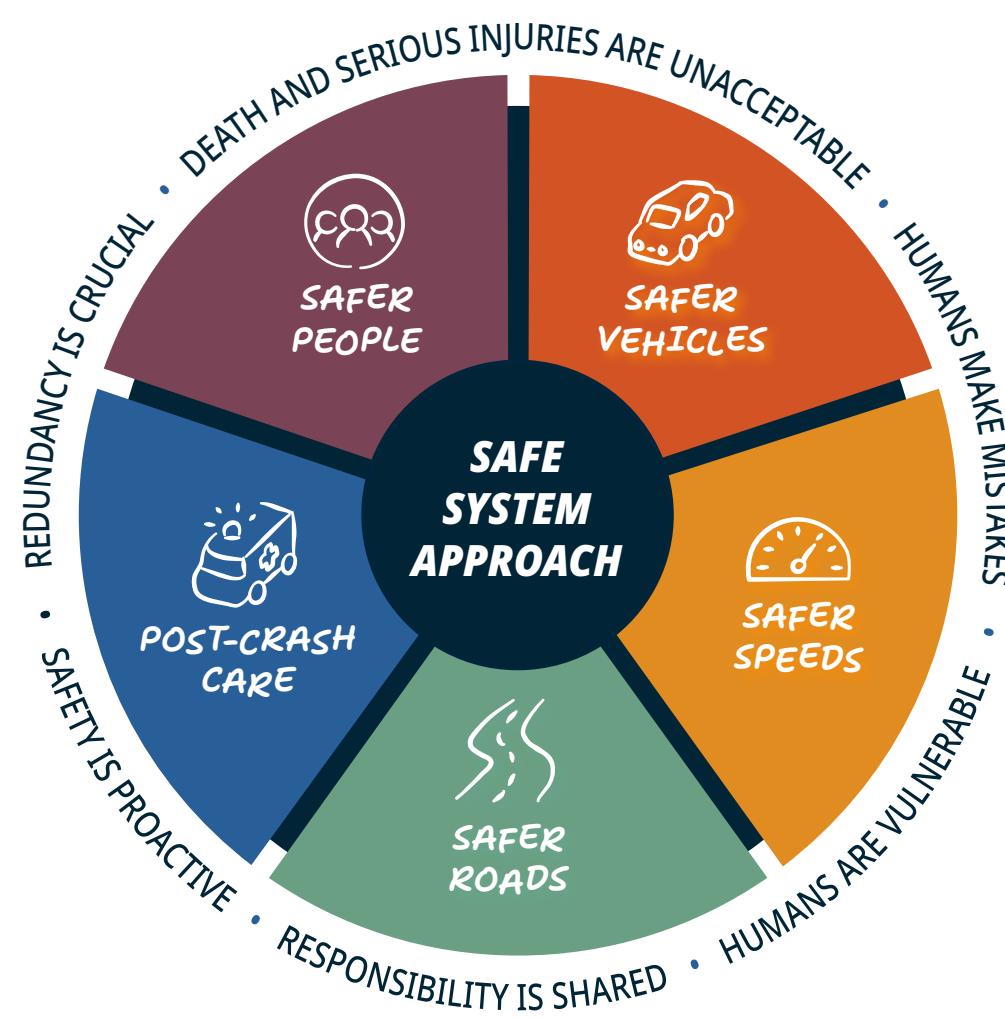


Figure 3 – Safe System Approach

The Safe System Approach involves five Elements:

- Safer People
- Safer Roads
- Safer Vehicles
- Safer Speeds
- Post-Crash Care

The Safe System Approach is incorporated throughout this plan, from guiding the safety analysis and stakeholder selection to determining the emphasis areas and recommended strategies. This is consistent with USDOT's emphasis on the Safe System Approach.

Section Two Leadership Commitment and Goal Setting

Vision Zero Goal

Utilizing the Safe System Approach and the commitment to eliminating fatalities and serious injuries is a paradigm shift and a key aspect of effective Safety Action Plan development. Tompkins County and the joint members of this plan are setting a goal to eliminate fatal crashes and reduce serious injury crashes 50% by 2040. Achieving this goal will require coordination and prioritizing safety investments as the region works together to improve safety. The project team has come together and unanimously passed resolutions to adopt Vision Zero and the Plan Goal for 2040, which can be seen in [Appendix A](#).

PLAN GOAL

Elimination of fatal crashes and a **50%** reduction in serious injury crashes by **2040**

LEADERSHIP COMMITMENT AND GOAL SETTING



Figure 4 – Participating Municipality Logos



Historical Trend Analysis

Historically, traffic crashes resulting in fatal injuries have trended downward in Tompkins County. Between 1979 and 2022, traffic fatalities decreased by 71.4 percent, from 21 fatalities in 1979 to six fatalities in 2019. However, this decreasing trend has flattened in recent years, as the population of Tompkins County has increased with an annual average growth rate of 0.6 percent.

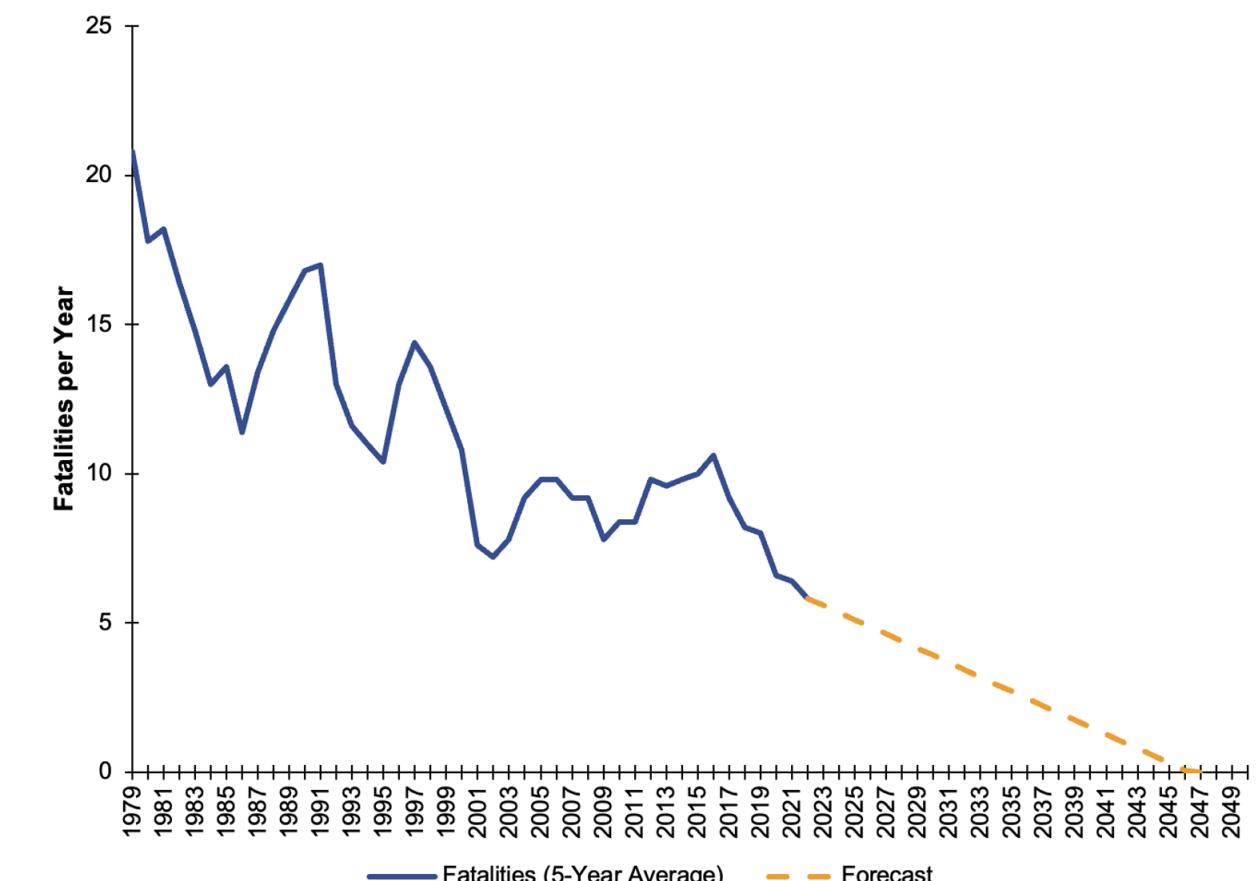


An analysis of Tompkins County using traffic safety performance measures, similar to those tracked at the state level, indicates that safety outcomes remained fairly consistent within the county from 2017 to 2023. This consistency was observed across regional crash fatalities, serious injuries, nonmotorized combined fatalities and serious injuries, and serious injury and fatality rate per 100 million vehicle-miles-traveled (the only measure to slightly increase).

With traffic fatalities in the single digits for the entire county, Vision Zero is truly within sight. To continue to build on this remarkable accomplishment, targeted, data-driven investments in traffic safety countermeasures can keep Tompkins County on track to achieve zero fatalities.

As seen in **Figure 5**, from the 1980s to the 2020s, regional crash fatalities showed a gradual decline at an average annual rate of three percent. Significant reductions in crash fatalities were first seen in the early 1980s, and then again in the 1990s, both followed by fluctuations natural for this smaller sample size. To account for these fluctuations, five-year averages for annual crash fatalities were calculated using this historical data to provide a simple forecast of future fatalities. Despite a plateauing in fatal crashes in recent years, the overall historical trend in the county points downward, potentially reaching zero before 2050.

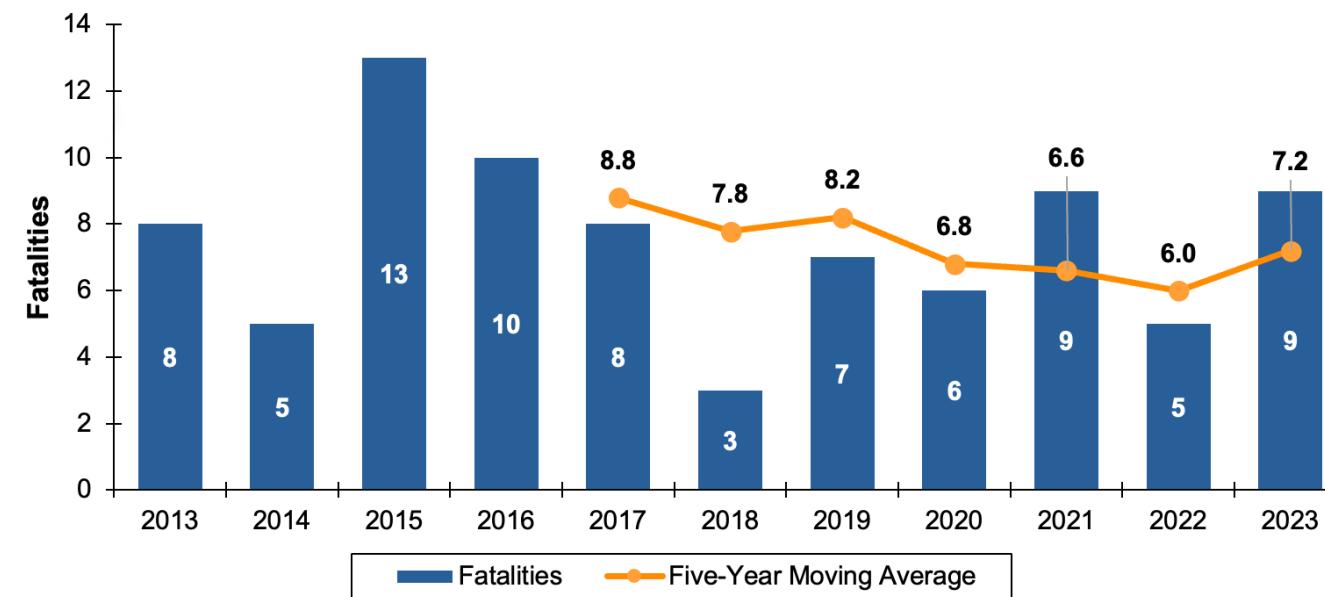
Figure 5 – Tompkins County Long-Term Trend of Fatalities (1979-2050)



Source: [Fatality Analysis Reporting System \(FARS\)](#).

Figure 6 shows annual fatalities in Tompkins County from 2013 to 2023. Because fatal crashes are relatively rare events, it is important to normalize crash data over a longer period than one year to account for annual anomalies that can skew analyses. The five-year analysis period was used to help smooth out year-to-year variation in fatality numbers. The five-year moving average for fatalities decreases in each successive year except for the most recent year, 2023. From 2017 to 2022, the five-year average decreased from 8.8 to 6.0 fatalities per year, a decrease of 32 percent. The trend switches in 2023 though when the five-year moving average increases to 7.2, an increase of 20 percent.

Figure 6 – Tompkins County Fatality Trend (2013-2023)



Source: [Traffic Safety Statistical Repository \(TSSR\)](#).

The highest number of serious injuries in Tompkins County (Figure 7) was in 2014 with 143 annual serious injuries, and the lowest number was in 2020 with 81. The five-year moving average shows that the trend of serious injuries consistently decreased until leveling off in the last few years. From 2017 to 2021, the five-year average decreases from 121 to 99, a decrease of 18 percent over those five years. This is the opposite trend seen in the entire state; across New York State, the number of serious injuries were relatively constant until around 2020, and they have been moderately increasing over the past few years.

Figure 7 – Tompkins County Serious Injury Trend (2013-2023)



Source: [Traffic Safety Statistical Repository \(TSSR\)](#).

Table 1 summarizes all fatalities and serious injuries in Tompkins County in the 21 crash categories that make up the seven New York SHSP emphasis areas from 2019 to 2023. Additionally, each crash category is tagged with a red upward arrow or a blue downward arrow if that crash category experiences an increasing trend or decreasing trend, respectively, for the years studied. These New York SHSP Emphasis Areas are the basis for this Plan's Emphasis Areas, which are described further in [Section 6](#).

Table 1 - Comparison of Fatalities and Serious Injuries in New York Emphasis Areas (2019-2023)

NYS SHSP Emphasis Area	Crash Category	2019	2020	2021	2022	2023	Tompkins	NYS Trend
							Trend	NYS Trend
Intersections	(All)	7	10	3	11	21	▲	▲
Vulnerable Road Users	Bicyclists	8	2	2	4	3	▼	▲
	Pedestrian	6	7	7	7	5	▼	▼
	Road Workers	0	0	0	0	0	-	▼
Road User Behavior	Alcohol	5	6	5	7	4	▼	▲
	Drugs	3	0	3	0	1	▼	▼
	Cell Phones	2	0	0	0	1	▼	▲
	Distracted	10	12	8	13	15	▲	▼
	Asleep	5	3	5	0	3	▼	▼
Roadway Departures	Roadway Departures	22	20	17	17	16	▼	▲
	Head-On	8	4	6	4	6	▼	▲
	Sideswipe	4	1	4	2	1	▼	▲
Alternate Road Vehicles	Buses	2	0	0	0	0	▼	▼
	Motorcycles	5	6	4	8	6	▲	▲
	Trucks	4	4	3	4	4	-	▼
Age Related	65+	20	15	14	19	13	▼	▲
	< 21	17	10	13	13	8	▼	▲
Aggressive Driving	Aggressive Driving	2	0	1	0	2	-	▲
	Following Closely	12	9	9	8	14	▲	▼
	Traffic Control	7	9	4	8	2	▲	▼
	Unsafe Speed	22	22	12	8	14	▼	▲

Source: Crash Location and Engineering Analysis and Reporting (CLEAR) Safety Tool, extracted June 2024.



Key Findings

- Tompkins County experienced 31 fatal crashes between 2019 and 2023, and thousands more injury and property damage crashes, but these relatively few fatal crashes impose a greater substantial cost - collectively nearly \$488 million – more than the cost of all injuries combined. These crash-related costs include both direct and indirect costs to individuals and society from a decline in crash victims' general health, such as costs of emergency services, medical services, market productivity loss, household productivity loss, congestion impacts, etc. Highway safety programs should continue a focus on the impacts of passenger vehicles. Most fatal crashes in Tompkins County involved a car, van, or pickup truck, with fewer fatal crashes involving motorcycles, trucks, or buses.
- Geographic analysis shows the three jurisdictions with the highest number of crashes were City of Ithaca (3,475 crashes, 35.3 percent of geolocated crashes in the region), Town of Dryden (1,514 crashes, 15.4 percent), and Town of Lansing (1,278 crashes, 13.0 percent).
- More crashes (53.9 percent) occur on roads identified as urban rather than rural (46.1 percent), but rural crashes are more severe and account for 60.3 percent of all fatalities and serious injuries. In urban areas, most crashes occur on minor arterials (21.9 percent).

- Crashes occur slightly more frequently on the NYSDOT-owned roads (44.3 percent), rather than locally-owned roads (37.5 percent).
- Compared to the entire State of New York, Tompkins County has fared better from 2021-2023 in crash statistics. The Region's motorcyclist fatalities and bicyclist fatalities have remained constant. Persons injured in alcohol-involved crashes and distracted driving crashes decreased faster than on the state level.
- An analysis of crash trends for the emphasis areas in New York's 2023-2027 SHSP shows areas in which fatalities and serious injuries had long-term increases (2019-2023) in Tompkins County and could be considered for prioritization; this includes intersection crashes, distracted driving, motorcycle crashes, and crashes involving following too closely or disregarding traffic control devices. Roadway departures (the most common crash type in the county), alcohol-impaired driving, nonmotorized road user safety, speeding, crashes involving older drivers, and crashes involving drivers under age 21 also still remain major traffic safety concerns.

Equity Analysis

Calculated equity scores for each 2022 Tompkins County Block Group were created by aggregating scores that corresponded to ten indicators.² The calculations used 2018-2022 American Community Survey data for the following indicators:

- Minority
- Limited English proficiency
- Disability
- Elderly
- Youth
- Zero car households
- Single mother
- Foreign born
- Poverty³
- Educational attainment

The equity assessment map overlaid the following layers to identify communities in the study area with the highest concentration of environmental justice populations:

- 2022 Block Groups with calculated equity scores based on ten indicators
- 2010 Census Tracts labelled as disadvantaged by the New York State Energy Research and Development Authority

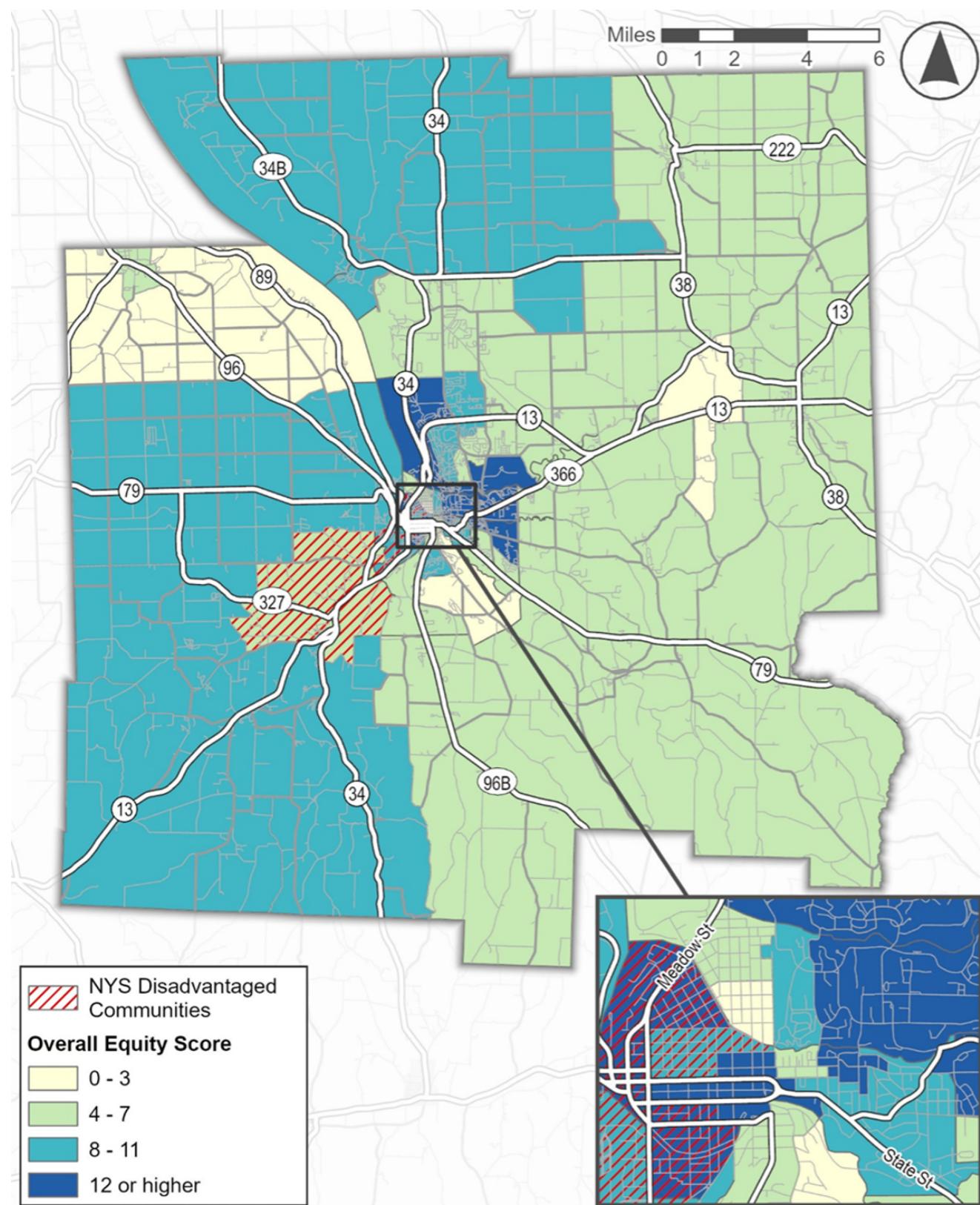
Figure 8 shows a map of equity areas in Tompkins County. Block Groups with the darkest coloring and hatched lines are the areas with the highest equity considerations, and the Block Groups with light coloring and no hatched lines are the areas with the lowest equity considerations.

² Disability and foreign born were two indicators that used Census Tract data, as Block group-level data is not available. Block groups were assigned values for disability and foreign born based on the Census Tract they belonged to.

³ Poverty used data from 2017-2021 five-year dataset because more recent data was not available.



Figure 8 – Equity Assessment for Tompkins County, NY



Source: FHI Studio, now IMEG, Equity Assessment Methodology.



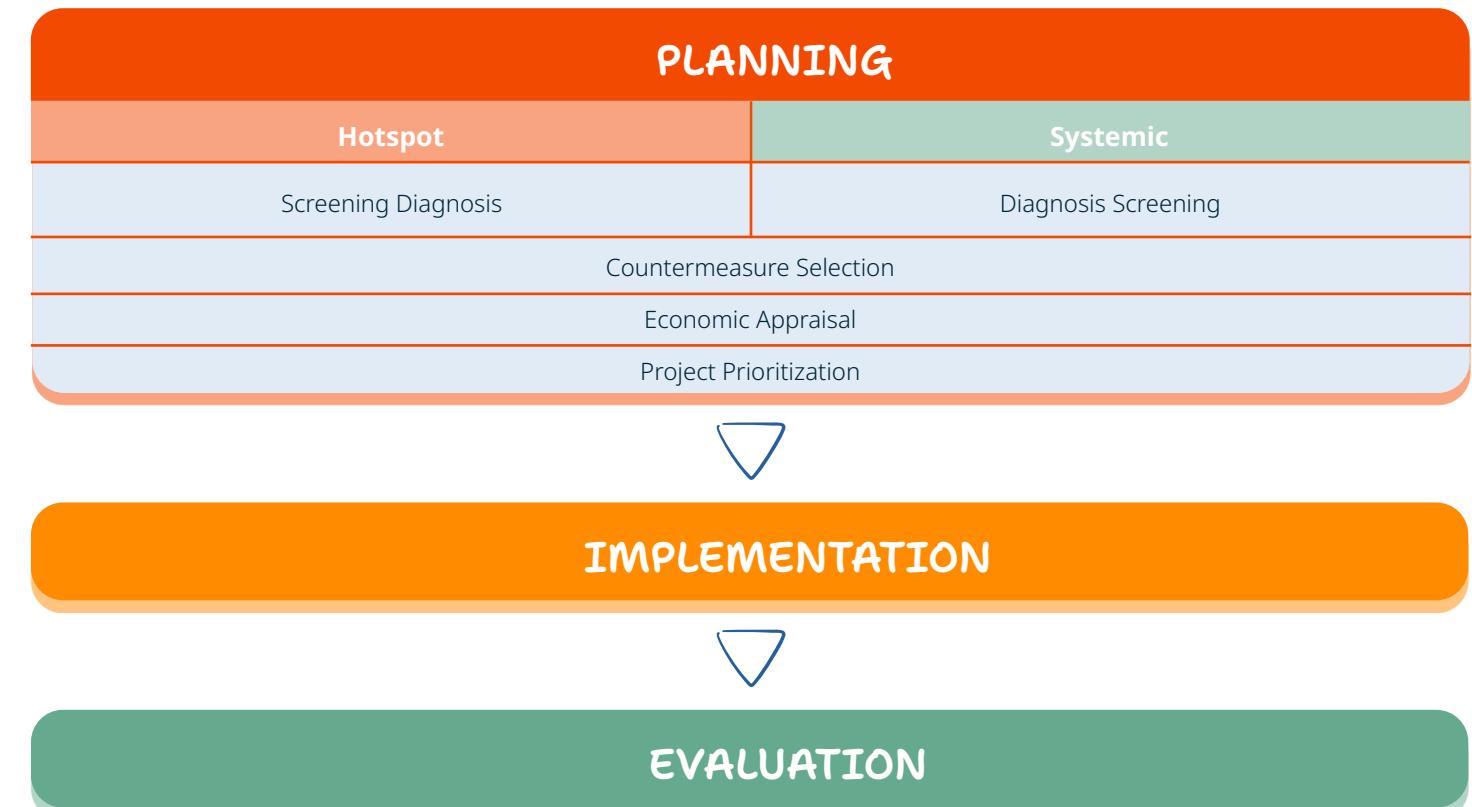
Overall, the total crash rate in equity communities was 18,187 per 100,000 residents, significantly higher than the 12,354 crashes per 100,000 residents in non-disadvantaged communities. VRU crashes were also disproportionately concentrated in disadvantaged areas. Over the five-year analysis period, the VRU crash rate in disadvantaged areas was 627 per 100,000 residents, more than four times as high as that of the rest of the region. These findings underscore the need for targeted investments and resources in these disadvantaged communities to improve roadway safety for the region's most vulnerable residents.

Network Screening

The NYSDOT Highway Safety Improvement Program (HSIP) Procedures and Techniques ("Red Book") has divided the Roadway Safety Management Process into three broad components (**Figure 9**) with respective approaches for Hotspot and Systemic network screening.

- **The Hotspot Approach** focuses on sites with the highest potential for safety improvement and is based on crash history, traffic volumes, site characteristics, and other factors. It first identifies locations with the highest potential for safety improvement and then presents diagnosis and countermeasures. This is also known as a reactive approach to safety.
- **The Systemic Approach** also focuses on sites with the highest potential for safety improvement but does so from a systemwide perspective. Common crash types and contributing factors represented in the data are identified, then locations where those contributing factors may arise are identified. This is also known as a proactive approach to safety.

Figure 9 – NYSDOT HSIP Process



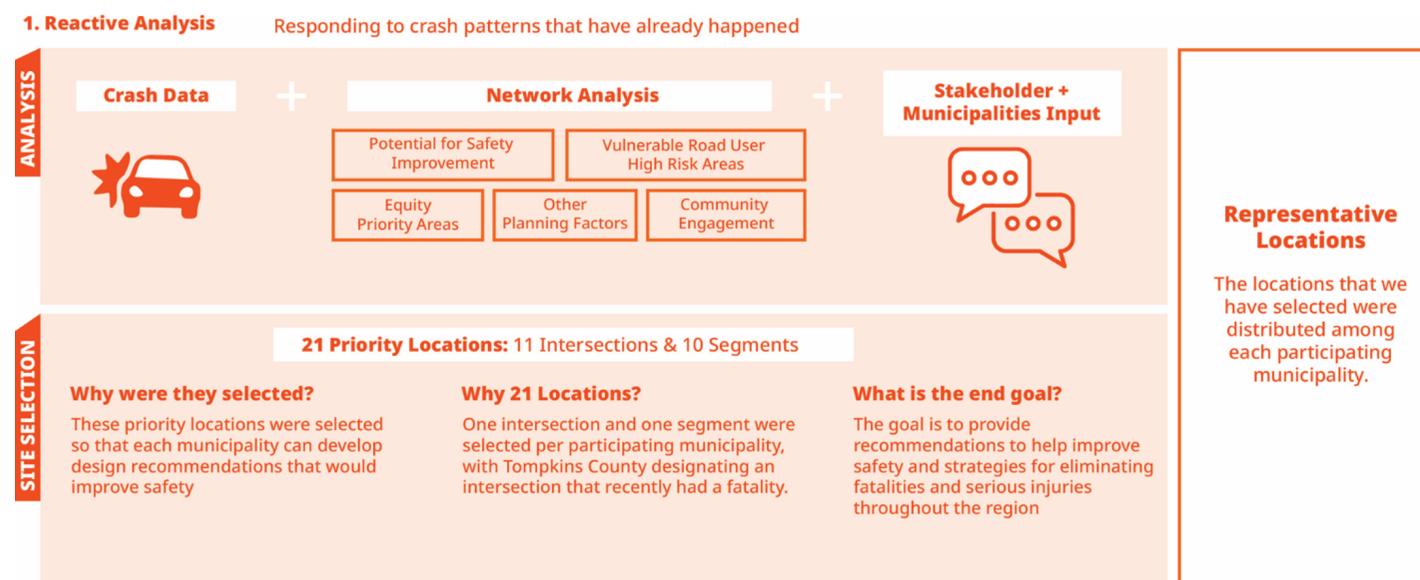
Hotspot Screening: Reactive Analysis

The first step of the network screening analysis was to identify intersections and segments in Tompkins County that are over-represented in terms of crash history from 2019 to 2023, which is the most recent five-year period with complete crash data. This was done in two ways: once using all crashes that resulted in a fatality or a serious injury and again using all crashes that involved a collision with a VRU.

For each intersection and segment, crash over-representation was determined using the Potential for Safety Improvement (PSI) measure from the Crash Location and Engineering Analysis and Reporting (CLEAR) Safety tool. The resulting PSI values were then used to assign each site a Level of Service of Safety (LOSS). Generally, a higher LOSS level on a scale of one to four indicates a greater potential impact from a theoretical safety improvement project at that location.

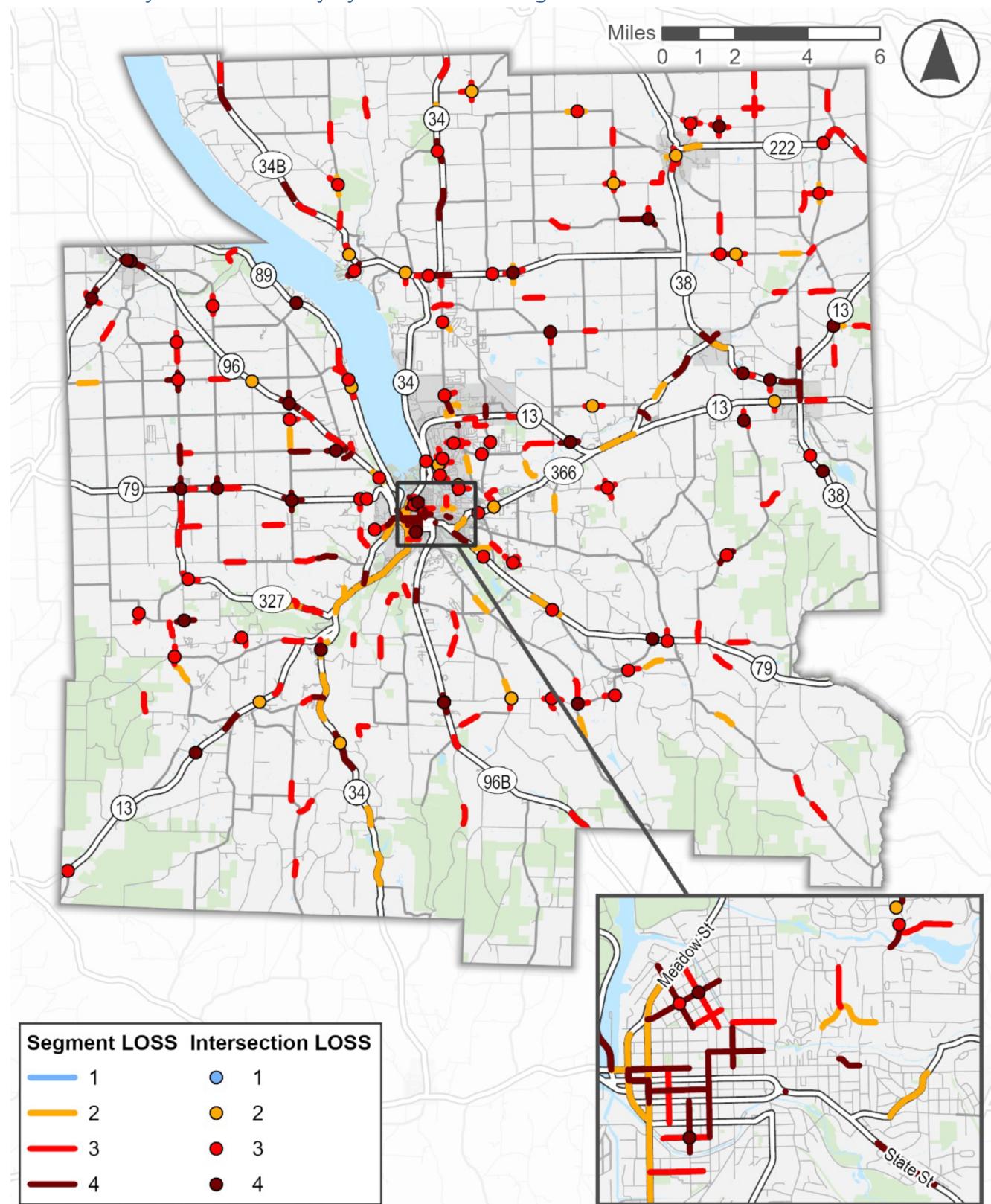
After running the CLEAR Safety tool, manually adjusting the outputs to account for missing data, and going over the results with stakeholders, the final hotspot CLEAR results were selected. This reactive analysis process is visualized in [Figure 10](#).

Figure 10 – Reactive Analysis Process



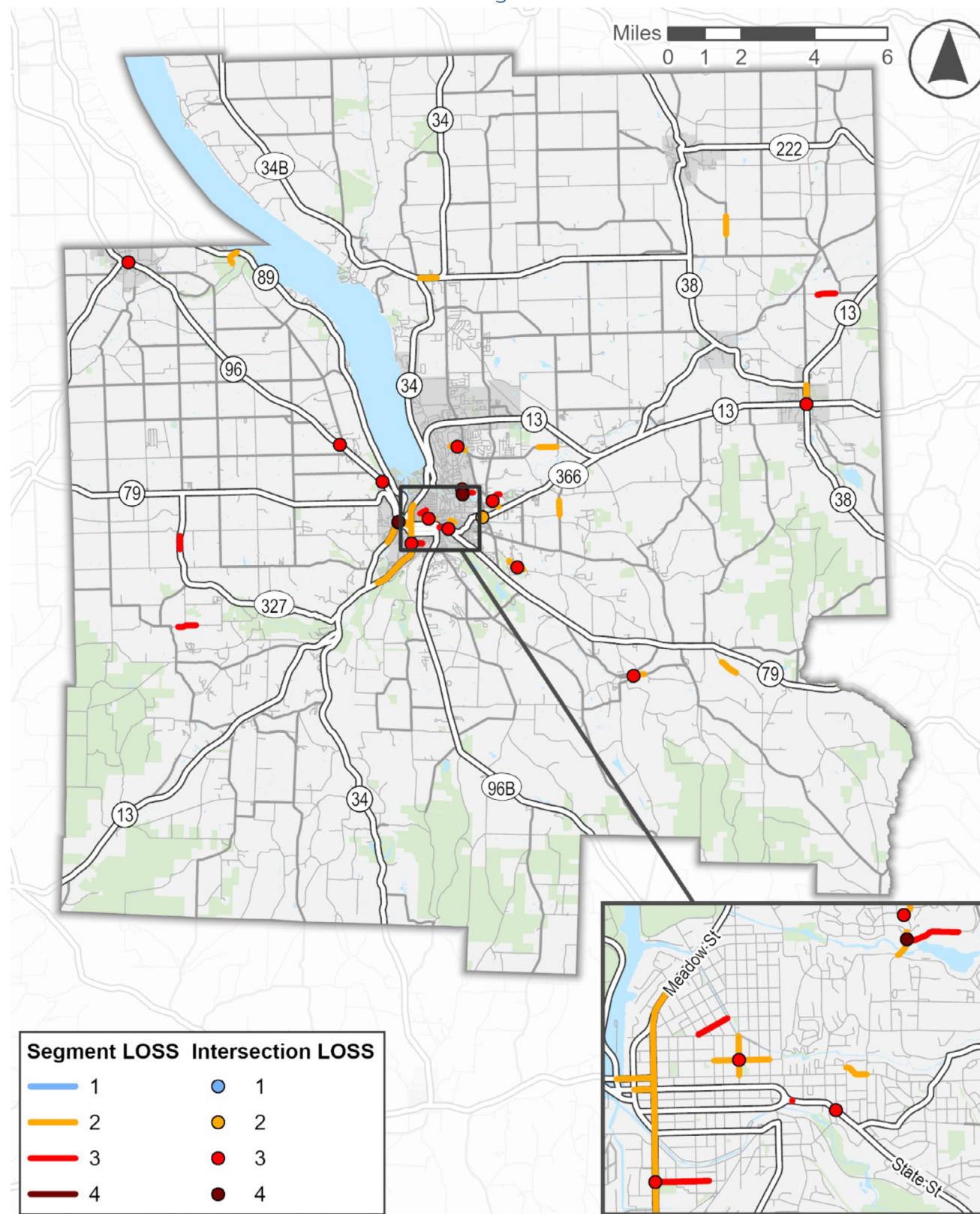
The intersections and segments identified in the CLEAR tool are seen in [Figure 11](#) for the fatality and serious injury screening and [Figure 12](#) for the VRU screening.

Figure 11 – Fatality and Serious Injury CLEAR Screening Results



Source: NYSDOT CLEAR, 2019-2023; Analysis by Cambridge Systematics.

Figure 12 – Vulnerable Road User CLEAR Screening Results



Source: NYSDOT CLEAR, 2019-2023; Analysis by Cambridge Systematics.

To address gaps in the CLEAR data availability, an additional crash analysis was conducted that has more consistent coverage, but less precision. This involved looking at trip activity at the block group level and joining these trips with crashes from CLEAR to get an estimate of crash rate for that block group, which provides a measure of the relative risk of crashes occurring in each area. This crash rate was then applied to all the segments and intersections within that block group to achieve an estimate of crashes and exposure. For Tompkins County, the average crash rate across all block groups is 0.15 per 10,000 trips, while the average VRU crash rate is 0.05 per 10,000 VRU trips. Based on the 75th percentile threshold, block groups with crash rates exceeding 0.22 per 10,000 trips or VRU crash rates over 0.03 per 10,000 trips are considered as high-risk areas. These areas are primarily concentrated in the City of Ithaca and the northwest and southwest corners of the County. Notably, two block groups (one in the City of Ithaca and another in the Town of Newfield) were found to have both overall crash rates and VRU crash rates above the region's 90th percentile, marking them as priority areas for safety improvements. Additionally, four block groups, located in the Towns of Ithaca and Dryden, exhibited relatively low overall crash rates but high VRU crash rates, which suggests that future efforts should focus more on VRU roadway safety in these areas.

While most of the higher VRU crash rates are in urban areas within the county such as downtown Ithaca, there are targeted rural areas that display higher VRU crash rates, such as the areas around NY-13, NY-34, NY-89, and NY-96. While the total crash numbers are not high in these areas, the relative lack of infrastructure makes any sort of active transportation inherently riskier.

Priority Safety Networks

A final priority location network for Tompkins County was developed using a three-step process:

- **Step 1:** Mathematically combine and weight each of the elements to calculate a combined safety score for roadway segments and roadway intersections.
- **Step 2:** Identify the top-scoring locations from that mathematical exercise by smoothing out the weighted scores, filling in logical gaps in the network, considering feedback from community engagement efforts, and validating the top locations by ensuring robust crash histories.
- **Step 3:** Refine that list of top locations with the Joint Safety Action Plan team and other relevant stakeholders.

Relevant stakeholders included representatives from Tompkins County and each of the ten municipalities involved in the Tompkins County Joint Safety Action Plan. Each municipality gave feedback on whether the first draft of locations was appropriate, given their knowledge of the area, and gave options for substitute locations that reflect a greater concern from their point of view. Most individual municipalities provided feedback during these meetings, and there was a final confirmation with all municipalities on the priority location network.

Weighted Screening Elements

The screening elements, along with their weights, are shown in [Table 2](#). Both intersections and segments were scored in the same manner. The maximum score a location could receive is 100 points.

Table 2 - Network Screening Elements & Weights

Screening Element	Maximum Points	Description	Points
LOSS – Fatal & Serious Injury Screening	45	LOSS (Fatal and Serious Injury Screening) of 4	45
		LOSS (Fatal and Serious Injury Screening) of 3	25
		LOSS (Fatal and Serious Injury Screening) less than 3	0
		LOSS (VRU Screening) of 4	10
LOSS – VRU Screening	10	LOSS (VRU Screening) of 3	5
		LOSS (VRU Screening) less than 3	0
		Over the 75 th percentile of crashes per trip in the County	5
Crashes per Trip	5	50 th – 75 th percentile of crashes per trip in the County	2.5
		0 th – 50 th percentile of crashes per trip in the County	0
		Over the 75 th percentile of VRU crashes per VRU trip in the County	5
VRU Crashes per Trip	5	50 th – 75 th percentile of VRU crashes per VRU trip in the County	2.5
		0 th – 50 th percentile of VRU crashes per VRU trip in the County	0
		In an Equity Priority Area	20
Equity Priority Areas	20	Not in an Equity Priority Area	0
		Over the 75 th percentile of trip destinations by equity populations in the County	5
Key Equity Destinations	5	50 th – 75 th percentile of trip destinations by equity populations in the County	2.5
		High Risk	5
VRU Risk	5	Medium Risk	2.5
		Low Risk	1
		No Risk	0
		At least 1 isolated transit stop in the immediate area	5
Isolated Transit Stops	5	0 isolated transit stops in the immediate area	0

Source: NYSDOT Highway Safety Improvement Program Procedures and Techniques.



Final Priority Location Network

After applying the weights above, the final scored network was created. Segments and intersections with high scores in each municipality were selected with feedback from stakeholders within each of Tompkins County's jurisdictions. The final network contains 12 intersections and 9 segments for a total of 21 priority safety locations. The locations are listed in [Table 3](#) and shown in [Figure 14](#). The network contains a mix of locally-controlled locations and state-controlled locations spread across the County.

Table 3 - Final Priority Location Network List

#	Location	Municipality	Population Center	Ownership	Type
1	NY-13 NB between Prots Hill Rd & Main Street	Town of Newfield	-	NYSDOT	Segment
2	Mecklenburg Road (NY-79)/Sheffield Road	Town of Ithaca	-	NYSDOT owns Mecklenburg Rd (NY-79); Tompkins County owns Sheffield Rd	Intersection
3	West Danby Road (NY-34/96)/Decker Road	Town of Newfield	-	NYSDOT owns NY 34/96; Town of Newfield owns Decker Rd	Intersection
4	Station Road/Maple Avenue and Route 34/96	Town of Danby	West Danby CDP		Intersection
5	Floral Avenue/Elm Street/Hector Street	City of Ithaca	-	City of Ithaca	Intersection
6	NY-13 from the Town of Newfield/Town of Ithaca Line to the City of Ithaca	Town of Ithaca	-	NYSDOT	Segment
7	NY-13 NB between West Seneca Street & West Green Street	City of Ithaca	-	NYSDOT	Segment
8	Route 96B from Miller Road to Michigan Hollow Road	Town of Danby	-	NYSDOT	Segment
9	Cayuga Heights and Wyckoff Street	Village of Cayuga Heights	-	Village of Cayuga Heights	Intersection
10	Cayuga Heights Road & East Shore Drive	Village of Lansing	-	Village of Lansing	Intersection
11	NY-13 & Warren Road	Village of Lansing	-	Village of Lansing	Intersection
12	Hanshaw Road	Village of Cayuga Heights	-	Village of Cayuga Heights	Segment

#	Location	Municipality	Population Center	Ownership	Type
13	NY-34B NB between NY-34 & Van Ostrand Road	Town of Lansing	South Lansing CDP	NYS DOT	Segment
14	Peruville Road (NY-34B) & Scofield Road	Town of Lansing	-	NYS DOT owns Peruville Rd (NY-34B); Town of Lansing owns Scofield Rd	Intersection
15	Sheldon Road and West Dryden Road	Town of Dryden	-	Tompkins County	Intersection
16	Valley Road/Lounsberry Road	Town of Caroline	-	Tompkins County	Intersection
17	Freeville Road (NY-38) & Springhouse Road	Town of Dryden	Brooktondale CDP	NYS DOT owns NY-38; Town of Dryden owns Springhouse Rd	Intersection
18	North Road between Fall Creek Road & NY-13	Town of Dryden/ Village of Dryden	-	Tompkins County	Segment
19	NY-13 & W Main Street	Village of Dryden	-	NYS DOT	Intersection
20	NY-13 NB between NY-38 & W Main Street	Village of Dryden	-	NYS DOT	Segment
21	Seventy Six Road between Yapple Road & Smith Road	Town of Caroline	-	Tompkins County	Segment

Systemic Screening: Proactive Analysis

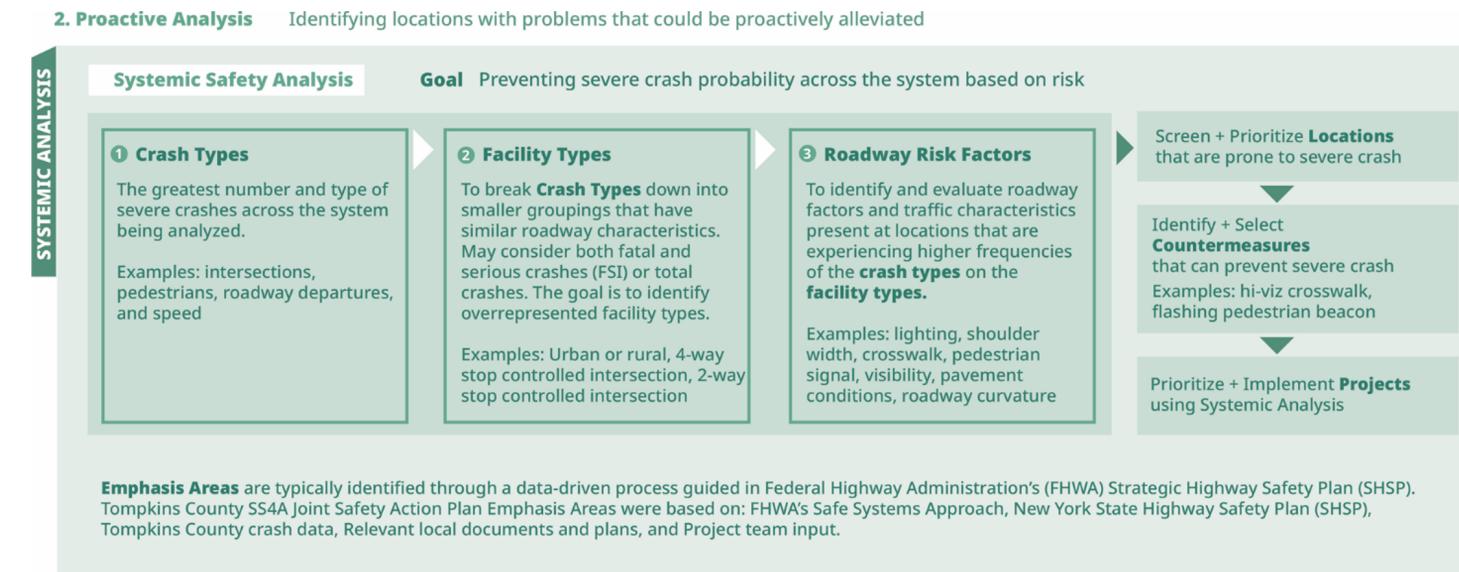
Given the relatively rare and dispersed occurrence of fatal and severe injury crashes in Tompkins County, a systemic analysis was performed to complement the hotspot analysis. Unlike the hotspot analysis, which looks at site-specific historical crash data, the systemic analysis focuses on identifying risk factors commonly associated with severe crashes and then screens the network based on site-specific risk levels. The systemic approach proactively prioritizes high crash risk locations for potential safety improvements, even in areas that may lack significant crash history.

The systemic analysis process, as described by the Federal Highway Administration (FHWA), typically includes six steps:

- Identify focus crash types, focus facility types, and risk factors;
- Screen and prioritize candidate locations for safety improvements;
- Identify and select countermeasures for each prioritized site;
- Prioritize systemic projects for transportation programs;
- Prepare, implement, and track systemic safety improvement projects; and
- Evaluate systemic safety projects, countermeasures, programs, and overall performance.

The systemic analysis process is visualized below in [Figure 13](#).

Figure 13 – Systemic Analysis Process



Through the systemic screening analysis process, focus facility types and their associated risk factors were identified for each of the four focus crash types (intersection-related crashes, roadway departure crashes, pedestrian-related crashes, and speed-related crashes). An interactive online map was created to visualize the locations of all segments or intersections within each focus crash and focus facility type, along with the count of identified risk factors present. Each risk factor was weighted equally, and a risk score was calculated for each location based on the total number of factors present.

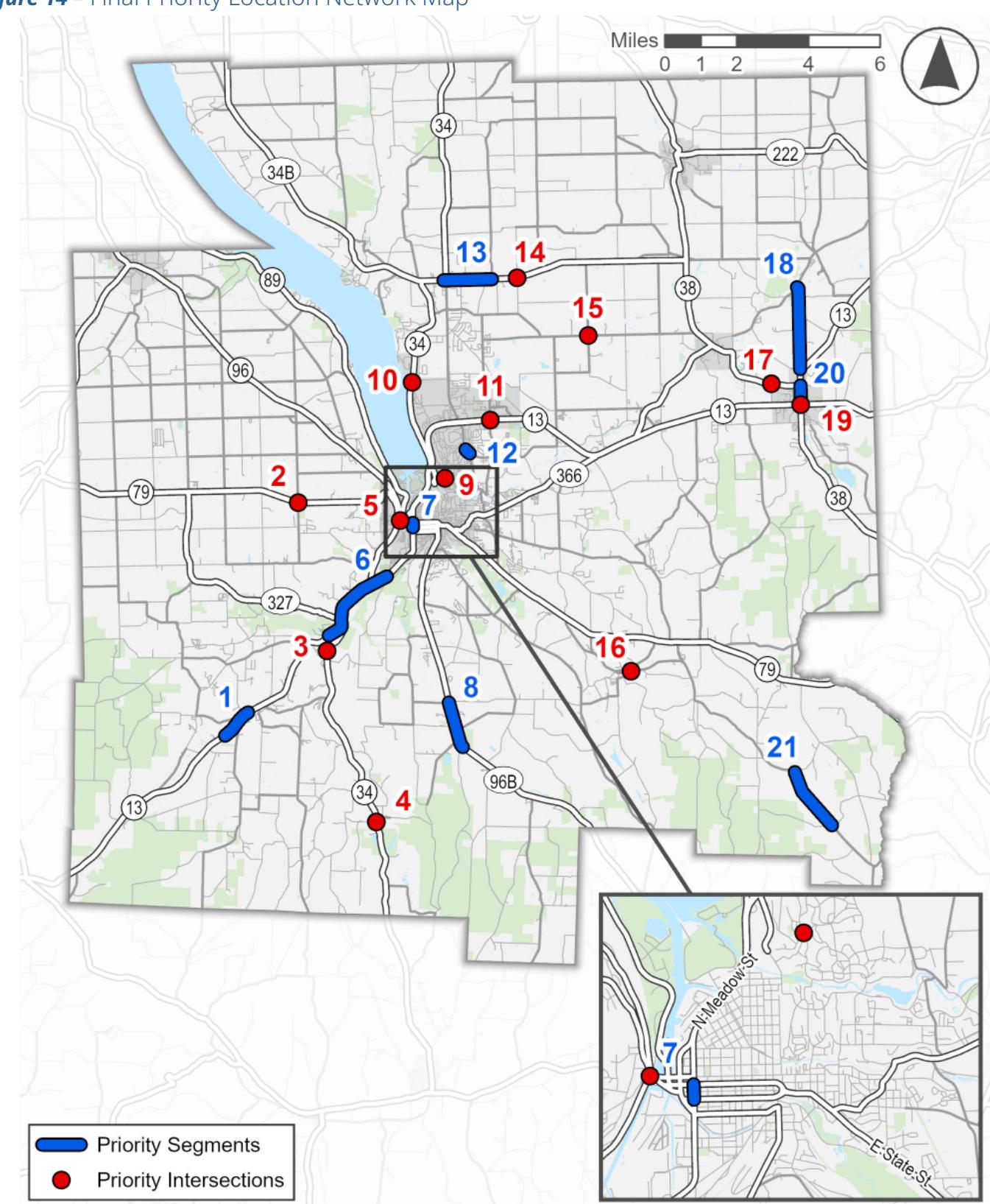
Facility owners can use this online map to visualize sites that are candidates for systemic countermeasures. The countermeasures can be applied in the design of a single corridor project or can be bundled into a single project across many locations systemwide. Project bundling often allows facility owners to address a greater number of locations at a lower unit cost than could be achieved through multiple smaller projects.

Section 6 includes a comprehensive set of systemic countermeasures. NYSDOT has approved an increasing number of systemic treatments that are adopted in the NY SHSP through the further adoption of specific Emphasis Area plans. These include:

- Pedestrian Safety Action Plan (2018);
- Vulnerable Road User Safety Assessment (2023); and
- Roadway Departure Safety Action Plan (2024).

These plans include both individual countermeasures and packages that are tailored to specific focus facilities and other locations demonstrating identified risk factors.

Figure 14 – Final Priority Location Network Map



Section Four Engagement and Collaboration

Plan Development Overview

Throughout this process, the project team worked with transportation safety stakeholders, state partners, and Tompkins County residents to gather feedback.

The engagement and collaboration process, outlined in [Figure 15](#), included one-on-one municipal meetings, multijurisdictional meetings, advisory group meetings, and public meetings and pop-up events. There was also an interactive Feedback Map for public comments on safety issues and concerns. A public-facing online Safety Data Performance Viewer was created to provide the public with detailed crash statistics for the County, which will continue to be available moving forward. The goal was to hear from members of the public and key stakeholders about their issues and ideas related to transportation safety.

Figure 15 – Overview of Plan Engagement Activities

	One-on-One Meetings (11)	One meeting with each municipality (virtual)	March & April 2024
	Multijurisdictional Meetings (3)	Complement one-on-one meetings, provide project updates (virtual)	May & October 2024; March 2025
	Advisory Group Meetings (2)	ITCTC, NYSDOT Region 3, Cornell Univ., Ithaca College, TCAT, etc. (1 in-person, 1 virtual)	August 2024 & February 2025
	Public Meetings (7)	Standalone or coordinated with existing events (4 in-person, 3 virtual)	4: July 2024 2: December 2024 1: April 2025

Project Team and Multijurisdictional Meetings

Project Team meetings made up of representatives of the ten municipalities and Tompkins County, ITCTC, and NYSDOT Region 3 were held biweekly. Multijurisdictional meetings, which included the project team as well as other municipality staff, were held three times throughout the planning process in May and October 2024 and in March 2025. Multijurisdictional meetings also served as touch points with municipality representatives that were not able to join all biweekly meetings.

PLANNING STRUCTURE AND OVERSIGHT

Advisory Committee

Advisory Committee meetings were held in August 2024 and February 2025 to engage key stakeholders outside of the municipal representatives throughout the study. These stakeholders were invited to join and participate in meetings to get updates on the study's status and to provide feedback on concerns and recommendations from their unique perspectives. These included the project team and additional staff, ITCTC, NYSDOT Region 3, Cornell University, Ithaca College, Tompkins Cortland Community College, Tompkins Consolidated Area Transit (TCAT), Bike Walk Tompkins, Downtown Ithaca Alliance, The Center for Community Transportation, Tompkins County Office for the Aging and Health Department, Upstate University Hospital Trauma Injury Prevention, City of Ithaca Vision Zero Partners, and State and local law enforcement agencies.

Public Engagement

Public Meetings

An online meeting to introduce the project was held on Wednesday, July 24, 2024, between 6:00 and 7:30 PM. Two presentations were offered at 6:00 and 6:45 PM. This meeting was designed to hear from community members about their travel choices and safety issues.

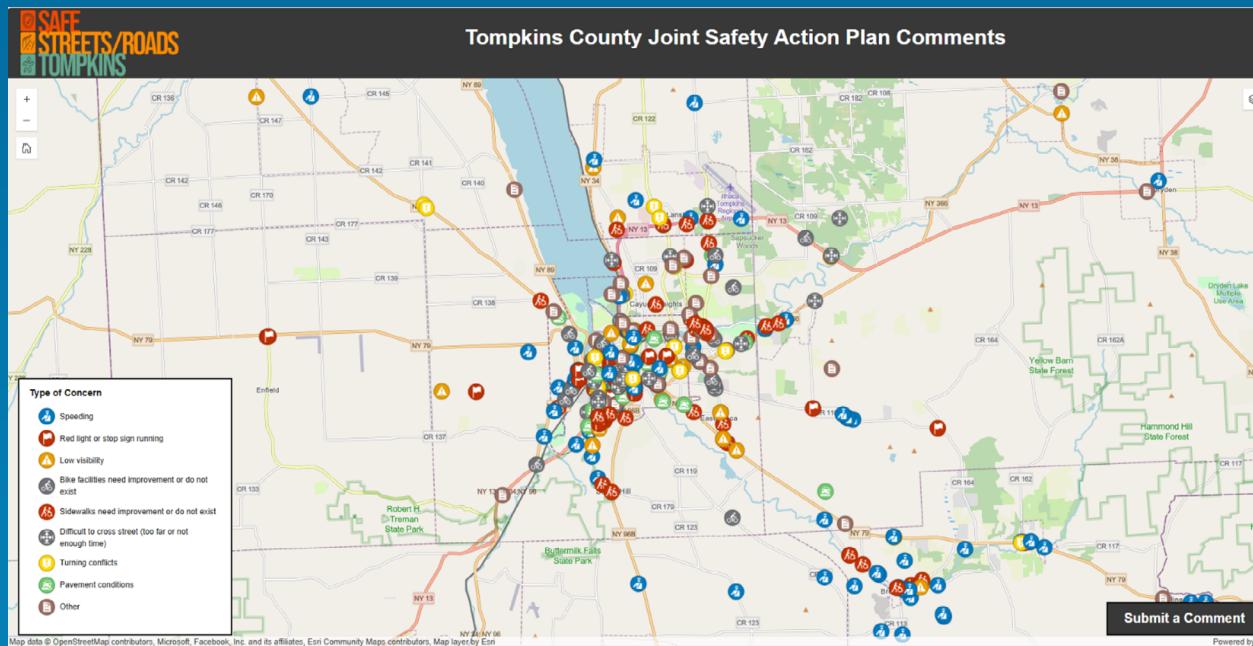
Preliminary recommendations were presented during an online meeting on Monday, December 9, 2024 from 6:00 to 7:30 PM. An in-person open house was held at the Town of Ithaca municipal building on Wednesday, December 11, 2024 from 4:00 to 6:00 PM. This meeting collected feedback through conversation and an online survey of the preliminary recommendations and draft priority locations.

On Wednesday, April 30, 2025 from 6:30 to 7:30 PM, the draft Tompkins Joint Safety Action Plan was presented during an online meeting and kicked off the public review period.

Interactive Public Map and Surveys

An interactive Feedback Map was available on the project website for the public to provide specific roadway safety comments by location within Tompkins County. A screenshot of the map is shown in [Figure 16](#). Members of the public added comments about specific experiences and observations about the area's roadways traveled by driving, walking, biking, and taking transit. The Feedback Map was available from May 2024 to October 2024 and received 409 responses. The top three responses were related to "speeding," "too difficult to cross street," and "sidewalks need improvement."

Figure 16 – Screenshot of Online Feedback Map



Event Tabling

The consultant team attended three events throughout Tompkins County to spread the word about the Tompkins Joint Safety Action Plan and gather feedback on safety priorities. People stopping by the event tables could pick up a business card with a QR code and link to the project website and were encouraged to fill out the Feedback Map either on their phone, at home, or they could use sticker dots and comment cards at the table to leave comments about specific intersections or areas in their community where they had safety concerns. Comment cards and locations were then manually entered into the Feedback Map so that all comments were in one place. Kids activities were also available and stress balls in the shape of a traffic cone with the project logo were offered as a giveaway. The team attended the following events:

- Newfield Old Home Days – Friday, July 26, 2024, from 5 PM – 9 PM
- Ithaca Farmers Market – Saturday, July 27, 2024, from 9 AM – 3 PM
- Trumansburg Farmers' Market – Wednesday, July 31, 2024, from 4 PM – 7 PM

Figure 17 – Ithaca Farmers Market Public Engagement



Figure 18 – Newfield Old Home Days Public Engagement

Public Comment Period of Draft Plan

The public review period will last 14 days. A notice of the public review and comment period will be posted to the project website, which will be shared by all project partners to their outreach lists and all Advisory Committee members will be alerted and asked to share with their local networks.

Comments received during the public review and comment period will be reviewed and addressed in the final Plan as appropriate.

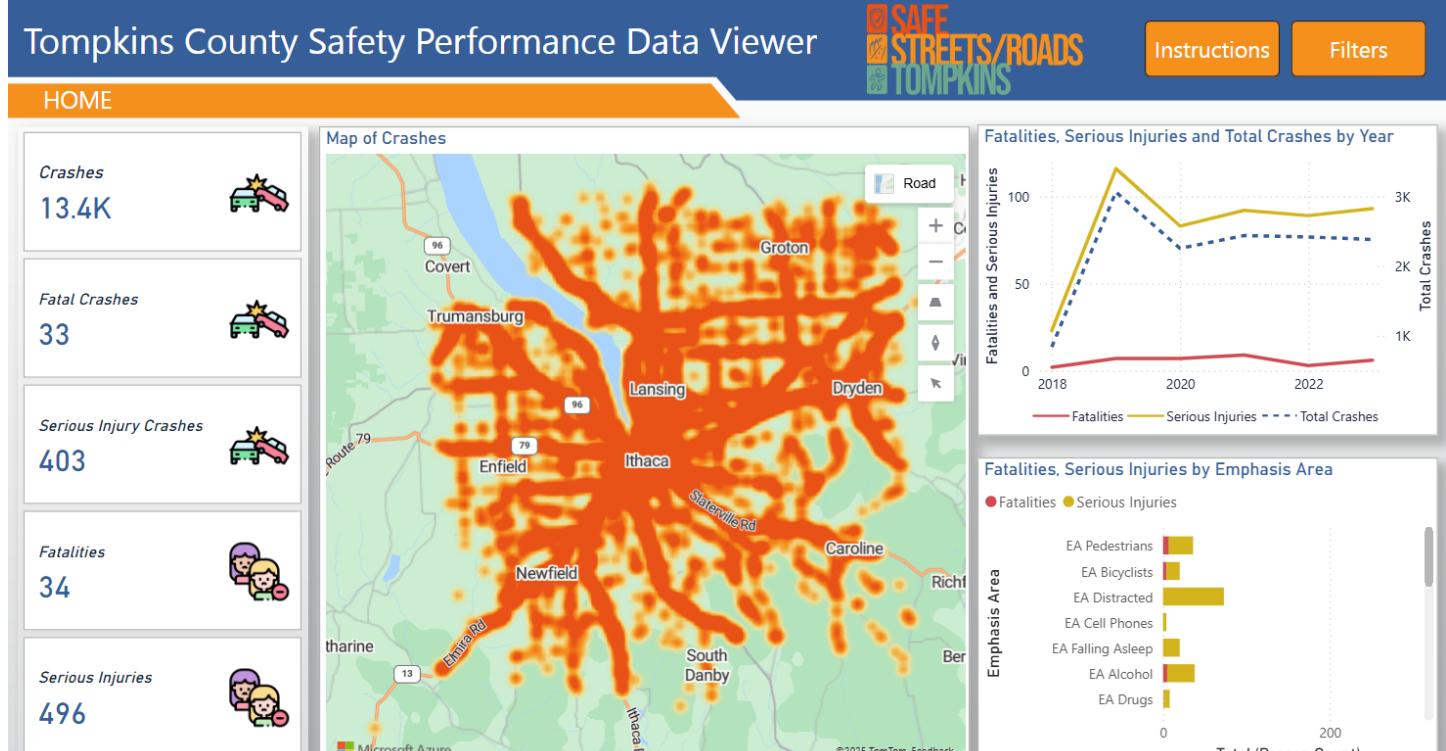
Website and Social Media Marketing

Figure 20 – Screenshot of the Project Website



Digital flyers were distributed by the project team to advertise the public meetings and pop-up events. The project website, <https://safestreetstompkins.com> provided resources, project materials, the Safety Data Performance Viewer, and a contact page.

Figure 21 – Screenshot of the Tompkins County Safety Data Performance Viewer



Engagement Key Takeaways

Key themes from the public engagement process included:

- Specific concerns around safety on major state roadways including Route 13 and Route 96, particularly as these roadways bisect downtowns, and contribute to speeding and unsafe conditions for pedestrians;
- Sight distance issues at geometrically abnormal intersections and areas with dramatic topography;
- Speeding concerns; and
- Interest in more pedestrian facilities, including sidewalks, crosswalks, and around crossings for existing and planned trails and at key destinations.





Section Five Policy and Process Review

This section outlines current transportation safety policies and procedures related to Tompkins County, and recommends new strategies based on national best practices to reduce serious injuries and fatalities. This section includes a review of State, regional, and municipal policies, identifies gaps in these policies, and provides policy recommendations with lead agencies and timelines.

State Policy Review

The New York SHSP uses FHWA's Safe System Approach, which prioritizes safety for all users, accounts for human error, and uses a multidisciplinary approach. More details on the Safe System Approach are available in [Section 1](#). Referenced policies and procedures embody elements of the Safe System Approach as a means to achieving Vision Zero in New York, which applies at both county and local levels of government.

Complete Streets

The [State of New York Complete Streets Act](#) was signed into law in 2011, and it requires agencies that receive federal funding to consider the mobility and convenience of all users when developing transportation projects, which includes bicyclists, pedestrians, public transportation riders, and motorists of all ages.

The [Capital Project Complete Streets Checklist](#) was created by NYSDOT to assist agencies in identifying needs for Complete Streets design features on capital projects. The checklist provides a project-level evaluation of mobility constraints and opportunities and transportation improvements within a defined area. The checklist is required for all federal-aid projects that have NYSDOT oversight. This checklist will be updated as part of NYSDOT's Active Transportation Strategic Plan effort, currently in process.

Speed Management

New York State Assembly Bill A1007A signed by the Governor in August 2022 authorizes cities, villages, and towns to reduce the speed limit to 25 miles per hour on facilities they own from what had been the lowest permitted speed limit of 30 miles per hour (outside of a school zone). This bill did not, however, change the authority to set a speed limit or the process. Currently, cities and villages can make a speed limit change if they follow the Manual on Uniform Traffic Control Devices (MUTCD) guidelines and have it certified by a professional engineer; however, counties and towns still need to petition the NYSDOT.

Posting a speed limit in a school zone is controlled by the Vehicle and Traffic Law and MUTCD criteria, and a summary of the requirements and considerations for posting a

school zone speed limit can be found on the NYSDOT website. These zones, according to the NYSDOT website, are primarily used to enhance safety for children who walk or ride to school or a childcare facility. It further states that the need for a school speed limit is diminished if most or all students are provided transportation; however, it does not preclude them if there are other safety reasons related to students walking or bicycling along or across a road near a school.⁴

Traffic Violation Monitoring Systems include speed cameras, red light cameras, and school bus photo violation monitoring systems. Speed cameras are currently permitted by the New York State Legislature in school and work zones in New York City, Albany, and Syracuse. New York City was first permitted to use the cameras in 1994. In 2013, the state legislature amended the legislation to permit cameras in school zones during certain times related to school hours of operation. Tickets issued are sent to the vehicle owner as the camera captures the license plate and vehicle, not the driver. Red light cameras are currently only permitted in certain jurisdictions, such as New York City, Nassau County, Yonkers, Albany, and a handful of others. Lastly, New York State Legislation (VAT Article 29, Section 1174-A) allows counties, cities, towns, or villages to use school bus photo violation monitoring systems on roads they own in school districts for traffic violations related to drivers passing stopped school buses.

New York State approved the Automated Work Zone Speed Monitoring Program in 2021 to help enforce speed limits in highway construction and maintenance work zones along New York State highways – issuing tickets to vehicles traveling in excess of 10 miles per hour over the work zone speed limit on NYSDOT-maintained roads or on the New York State Thruway. This is a joint initiative between NYSDOT and the New York State Thruway Authority that builds upon ongoing efforts to better protect highway workers. Cameras are in

⁴ Additional information can be found on the NYSDOT website: <https://www.dot.ny.gov/about-nydot/faq/posting-speed-limit-within-a-school-zone>.

⁵ NYSDOT Highway Design Manual, Chapter 18 Pedestrian Facility Design

operation in New York City, Albany, Buffalo, along the New York State Thruway, and in other parts of the state. Locations may vary on a rotating basis and are [publicly available](#).

Vulnerable Road Users

[Chapter 18 of the NYSDOT Highway Design Manual for Pedestrian Facility Design](#) requires consideration for the accommodation of pedestrians, including pedestrians with disabilities in the planning process. Those considerations should include, at minimum, "a presumption that pedestrians will be accommodated unless pedestrian access is prohibited by law."⁵

[The Pedestrian and Bicycle Policy](#) aims to develop a transportation system that offers travel mode choices that are inclusive of, accessible to, convenient, and safe for pedestrians and bicyclists. The objectives of the policies are to promote the development of pedestrian and bicycle networks that support sustainable and livable communities, minimize the impact on natural resources, reduce greenhouse gas emissions, and improve quality of life.

NYSDOT is currently developing an [Active Transportation Strategic Plan](#) (ATSP) to improve walking, biking, and using a wheelchair throughout New York State. The ATSP will provide direction and guidance for future active transportation investments. The ATSP will replace the [New York State Bicycle and Pedestrian Plan](#) from 1997.

Impaired Driving Policy

Leandra's Law, signed into New York Law in 2009, requires any person sentenced for driving while intoxicated to have an ignition interlock installed on their vehicle for at least six months. Ignition interlocks reduce the likelihood of recidivism, which can result in a reduction in impaired driving crashes.

Occupant Protection Policy

In 1984, New York passed the nation's first seat belt law. The law allowed for primary enforcement and covered all front-seat passengers and children up to ten years of age riding in the back seat. Since November 2020, New York requires that every occupant inside the vehicle regardless of seat position wear a safety restraint. Additionally, passengers under 16 years old must wear a seat belt or other restraint as determined by height and weight.

Regional Policy Review

Complete Streets

ITCTC has a [Draft Complete Streets Network Map](#) but there is no formal Complete Streets Policy for Tompkins County.

Safety Targets

ITCTC passed Resolution 21-04: *Supporting Tompkins Consolidated Area Transit's Transit Safety Targets for Transit Safety Performance Measures*, which sets transit safety targets for fatalities, injuries, safety events, and system failures for fixed-route, deviated fixed-route, and paratransit service. ITCTC also agreed to support NYSDOT statewide targets for Safety Performance Management Measures per Title 23 Part 490.207 of the Code of Federal Regulations.

Municipal Policy Review

Complete Streets

The [Town of Ithaca's Complete Streets Policy \(2015\)](#) aims to create a safe, efficient, and well-connected multimodal transportation system. This policy directs the Town to reconstruct and maintain facilities to allow for safe travel and welcoming environments, which are necessary for accessible and safe travel for all users. Success will be evaluated each year based on new facilities to aid connections for multiple modes of travel (e.g., improvements to bike lanes, crosswalks), roadway related crashes and injuries, number of

children walking or biking to school, and satisfaction levels from surveys.

Roadway Speeds

Speed regulations for the Villages of Cayuga Heights, Dryden, and Lansing within Tompkins County mandate maximum speed limits of vehicles on highways within the corporate limits of 30 miles per hour. These regulations commonly include exceptions for school zones with limits of 15 to 20 miles per hour during school hours in the villages of Cayuga Heights and Dryden.

Village of Cayuga Heights: [Chapter 242 Article III Sidewalk Districts](#) notes that the Board of Trustees can create plans for new sidewalks in a sidewalk district if 25 property owners request it, provided that no existing plans dictate guidance for sidewalk installation. The Board would also provide a financing plan and have the authority to provide for the cost of construction and maintenance of the sidewalk system.

The [Town of Ithaca Comprehensive Plan \(2014\)](#) states that one of the Town's goals is to control traffic speed through road design standards, traffic calming, and reduction of road widths.

Vulnerable Users

The City of Ithaca Bike Parking Ordinance in 2010 sets standards for bicycle parking at businesses, apartments, schools, offices, etc. as part of the site plan review process. It has resulted in the installation of over 200 hundred new bicycle parking spaces since 2007.

The Village of Lansing adopted Local Law 3 in 2021 which requests that appropriate sidewalks be installed by owners or developers when a special permit or subdivision is filed, as stated in the [Village of Lansing Greenway Plan \(2022\)](#).

Safe Routes to School (SRTS)

[ITCTC's 2045 Long Range Transportation Plan](#) documents that within the last ten years, the City of Ithaca, Villages of Trumansburg, Cayuga Heights, and Dryden, and the Town of Ithaca were provided Safe Routes to School (SRTS) funding. ITCTC has and will continue to support pedestrian and bicycle safety in the county through data, technical assistance, and funding opportunities.

Current Policy and Planning Landscape

Following a review of current policies, a number of potential gaps in state, regional, and municipal policies were identified.

Policy Gap Analysis

Potential gaps in state policies include:

- New York does not have a statewide Intersection Safety Action Plan. This plan would offer a systemic approach to reducing crashes at high-risk locations and addressing the concerns of vulnerable road users. This approach helps identify, assess, and address safety issues at intersections through data-driven, targeted strategies.
- According to NYSDOT's Roadway Departure Safety Action Plan (2024), New York does not currently have a law prohibiting aggressive driving. However, some aggressive driving behaviors can be labeled "reckless driving" or otherwise captured in speed limit violations.
- New York State does not have an official policy for incorporating safety early in the transportation planning process. This would be an integral role in implementing traffic safety practices as safety needs to be one of the components to be considered for project prioritization in plans such as SHSPs, Transportation Improvement Programs (TIP), and Metropolitan Transportation Plans.
- New York State's safe passing law does not define "safe passing distance" for cyclists, whereas neighboring states define this as 3' to 4'.

Potential gaps in regional policies include:

- Tompkins County and ITCTC do not have a regional Vision Zero policy. Developing a Vision Zero policy can help eliminate traffic fatalities and serious injuries by prioritizing safety in all transportation planning and design. The Vision Zero policy uses a systemic framework to ensure that no road design, behavior, and enforcement fails to prioritize safety for all.
- Tompkins County and ITCTC do not have a regional Complete Streets policy. ITCTC recommends implementation of Complete Streets features on roadways as part of its 2045 Long Range Transportation Plan. This policy can be a crucial first step to reducing traffic crashes, improving public health, ensuring equity, and rectifying historical inequities of transportation solutions.
- Tompkins County and ITCTC could create committees and coordinate with community engagement groups for roadway safety for all modes, particularly non-motorized modes. By conducting this type of engagement, the needs of users of this roadway system could be directly utilized to help tailor safety improvements for these specific needs.



- ITCTC identified safety education as a priority for investment in the [2045 Long Range Transportation Plan](#). The Plan suggested programs for elementary schools and seniors and identified community groups for partnerships. Tompkins County and ITCTC do not have regional education campaigns to curtail dangerous driving behavior (e.g., aggressive driving, driving under the influence). These campaigns could help raise awareness of the risk and consequences of dangerous driving behavior.
- Tompkins County could proceed with passing a defined safe passing law (defining safe passing distance as 3' to 4'), following the precedent set by Monroe and Suffolk Counties.

Potential gaps in municipal policies include:

- [The City of Ithaca Comprehensive Plan \(2015\)](#) identified the need to work with community partners on educational campaigns addressing distracted driving. Educational campaigns are needed to raise awareness on safe driving behaviors, change driver attitudes, and improve compliance with traffic safety rules.
- The Town of Ithaca aims to maintain a vehicle crash database on a continuous basis. The data would help identify dangerous locations and mitigate potential issues, as stated in the [Town of Ithaca Comprehensive Plan \(2014\)](#). Data collection is necessary to create tailored strategies to effectively and efficiently meet transportation safety deficiencies. Additionally, the Town of Ithaca strives to continue to petition the County and State for speed limit reductions in certain areas, as outlined in the [Town of Ithaca Comprehensive Plan \(2014\)](#). Speed limit reductions can significantly impact the severity of crashes and improve street safety, especially on roadways frequented by vulnerable road users.
- The Town of Caroline aims to prioritize safe roadways with sensible and enforceable speed limits, as stated in the [Town of Caroline Comprehensive Plan \(2020\)](#).
- The Town of Danby seeks to work with TCAT to expand mobility options for the population, especially for seniors and youth, as stated in the [Town of Danby Comprehensive Plan \(2011\)](#). Increasing mobility options and prioritizing accessible non-motorized connections can significantly raise safety amongst vulnerable road users and decrease the likelihood of serious crashes with these users.
- Municipalities in Tompkins County can develop and embrace Vision Zero and Complete Streets policies to enhance roadway safety and accelerate progress towards this goal. These policies provide multidisciplinary approaches and strategies to eliminate roadway related fatalities and serious injuries.
- Automated enforcement can be used to supplement enforcement strategies, targeting speeding in high-risk locations, such as work zones or school zones. Few cities in New York (e.g., New York City, Buffalo) have implemented automated enforcement strategies. These could be adopted more widely in Tompkins County.
- Municipalities in Tompkins County can also improve their project development processes to advance Complete Streets design principles. These processes can develop a roadway system and design an environment that ensures safety for all road users.
- Local municipalities can consider adoption of local safe passing ordinances, defining required passing distance and requiring motorists to safely pass someone traveling on a bicycle.

Policy and Process Recommendations

The potential gaps and best practice review informed the policy recommendations, which are outlined below. Lead and partner agencies, emphasis areas, safe system approach elements, timelines, and potential funding sources (if applicable) are identified.



Project Development

[The New York State SHSP \(2023\)](#) requires the use of the Complete Streets checklist when designing roadway projects to develop safety measures for all road users. Quick-build projects allow municipalities to explore short-term safety solutions as one iteration of design.

Table 4 - Project Development Recommendations

Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element		Timeline	Funding (if applicable)
			Element	Approach		
Incorporate Complete Streets measures in project development to consider safety for all roadway users.	Municipalities County, ITCTC	Tompkins Users, Roadway Departures	Vulnerable Road Users, Roadway Departures	Safer Speeds, Safer Roads	Ongoing	Not Identified
Consider incorporation of Vision Zero and Complete Streets criteria when selecting new projects for the TIP.	ITCTC	Municipalities	Vulnerable Road Users, Roadway Departures	Safer Speeds, Safer Roads	Ongoing	Not Identified
Create and share educational materials for quick-build demonstrations to local member agencies.	ITCTC	Municipalities	Intersections, Roadway Departures	Safer Roads	1 year	Not Identified



Complete Streets

Complete Streets frameworks are tailored by communities' unique processes and evaluate the street design components to augment quality of life, reduce roadway related fatalities and injuries, and create a welcoming and convenient environment for all. Partnerships and coordination among government agencies, community organizations, and community members are required to establish a system that effectively meets the needs of road users.

Table 5 - Complete Streets Recommendations

Safe System						
	Lead Agency	Partner Agency	SHSP Emphasis	Approach	Funding (if applicable)	
	Lead Agency	Agency	Area	Element	Timeline	
Develop Complete Streets policies that reflect community needs, prioritize the safety of vulnerable road users, and are actionable through strong partnerships with stakeholders.	ITCTC	Municipalities	Vulnerable Road Users, Roadway Departures	Safer Vehicles, Safer Speeds, Safer Roads	1-3 years	Municipal
Create a member agency working group to ensure Complete Streets policies are consistent with transportation plans.	ITCTC	Municipalities, Tompkins County	Vulnerable Road Users, Roadway Departures	Safer Roads	1-2 years	Not Identified
Ensure that streets provide seamless connections between different transportation modes, such as safe access to bus stops, bicycle routes, and pedestrian walkways, encouraging more sustainable transportation choices.	Municipalities	ITCTC	Vulnerable Road Users, Alternate Road Vehicles and Commercial Vehicles, Age Related	Safer Vehicles, Safer Roads	1-3 years	Not Identified
Regularly assess street safety through Road Safety Audits and evaluations to identify potential hazards and address safety gaps for all road users.	Municipalities	ITCTC	Intersections, Vulnerable Road Users, Roadway Departures	Safer Vehicles, Safer Roads	1-3 years	Highway Safety Improvement Program

Reduce Speed Limits

Speed limits reflect the use-type of roadways and must be limited to lower the risk and severity of crashes. Factors such as intersections with other roadways, traffic volumes, road environment, and presence of vulnerable users can impact how speed limits are set. Generally, speed limits can play a valuable role in curbing dangerous human behaviors, reducing friction with other transportation modes, and creating a predictable road environment. New York State Legislation (A.1007-A/S.2021-A) allows cities, towns and villages to reduce speed limits to 25 miles per hour on facilities which they own, pursuant to an engineering study in accordance with the MUTCD, to help prevent roadway-related fatalities and serious injuries.

Table 6 - Reduce Speed Limits Recommendations

Safe System						
	Lead Agency	Partner Agency	SHSP Emphasis	Approach	Timeline	Funding
	Lead Agency	Agency	Area	Element		
Enforce lower motor vehicle speeds, especially in school zones.		Municipalities, Tompkins County, ITCTC	Vulnerable Road Users, Roadway Departures, Aggressive Driving	Safer Speeds	1-2 years	Police Traffic Services (PTS) grant program
Pursue speed limit reductions in locations with high pedestrian and bicycle volumes.	NYS DOT	Tompkins County, ITCTC, Municipalities	Vulnerable Road Users, Roadway Departures, Aggressive Driving	Safer Speeds	1-2 years	Not Identified
Create a Speed Limit Study template in accordance with the Manual of Uniform Traffic Control Devices and guidance from FHWA and the National Association of City Transportation Officials.	NYS DOT	Tompkins County, municipalities	Intersections, Roadway Departures, Aggressive Driving	Safer Speeds	1-2 years	State



Vision Zero Action Plan & Data Monitoring

Vision Zero action plans allow communities to use a holistic framework to recognize that traffic deaths are preventable. Action plans, however, are the start of an on-going process of infrastructure improvements and data monitoring.

Table 7 - Vision Zero Action & Data Monitoring Recommendations

Safe System						
	Lead Agency	Partner Agency	SHSP Emphasis Area	Approach Element	Timeline	Funding
Prioritize infrastructure improvements at locations that see the highest number of severe and fatal crashes (using a Hot Spot screening approach).	Municipalities	ITCTC	Intersections, Vulnerable Road Users, Roadway Departures	Safer Roads	5 years	Not Identified
Adopt a proactive, ongoing data monitoring approach to identify and address high-risk locations and behaviors across the entire transportation system.	ITCTC	Municipalities	Road User Behaviors, Aggressive Driving	Safer Roads	1 year	Municipal
Develop and adopt a Vision Zero Policy.	ITCTC	Municipalities, Tompkins County	Vulnerable Road Users	Safer Roads	1 year	Not Identified

Design Standards

Street Design Standards provide a systematic approach to developing safe, efficient, and welcoming streets for all users. Strong guidance can be developed and implemented with close engagement with community members and strong partners to lead and produce changes.

Table 8 - Design Standards Recommendations

Safe System						
	Lead Agency	Partner Agency	SHSP Emphasis Area	Approach Element	Timeline	Funding
Develop Street Design Standards in collaboration with communities and tailor street designs with sensitivity to land use and community context.	Tompkins County	Municipalities, ITCTC	Intersections, Vulnerable Road Users, Roadway Departures	Safer Roads, Safer Speeds	1-3 years	SS4A Implementation
Incorporate Complete Streets strategies into design standards, ensuring that roads are designed to accommodate all users.	Municipalities, County	Tompkins	Intersections, Vulnerable Road Users, Roadway Departures	Safer Roads, Safer Speeds	Ongoing	Not Identified
Prioritize safety interventions on the High Injury Network (HIN) to reduce roadway crashes.	Municipalities, County	Tompkins	Intersections, Vulnerable Road Users, Roadway Departures	Safer Roads	3-5 years	Not Identified



Safe Routes to School (SRTS)

SRTS aims to provide safer and more comfortable ways for children to walk or bike to school. These programs feature engagement with local communities, parents, and school leadership to develop strategies for robust, consistent, and effective implementation.

Table 9 - SRTS Recommendations

Safe System						
Lead Agency	Partner Agency	SHSP Emphasis Area	Approach Element	Timeline	Funding	
Establish Safe Routes to School programs in communities to enhance safety access for children.	Municipalities	School districts	Vulnerable Road Users	Safer People	3 years NYSDOT Transportation Alternatives Program (TAP)	
Develop comprehensive school travel plans in partnership with schools, local transportation agencies, and community stakeholders.	Municipalities	School districts	Vulnerable Road Users	Safer People	1 year NYSDOT Transportation Alternatives Program (TAP)	

Education

Education can be a powerful tool in shifting driver behavior and attitudes to enhance road safety. [The New York State SHSP \(2023\)](#) recommends supporting community traffic safety programs.

Table 10 - Education Recommendations

Safe System						
Lead Agency	Partner Agency	SHSP Emphasis Area	Approach Element	Timeline	Funding	
Increase education campaigns to promote safe road behavior and help the public understand risks and consequences of dangerous road behavior.	NYSDOT	ITCTC, Tompkins County, municipalities, Governors Traffic Safety Committee (GTSC)	Road User Behaviors, Agree Related, Aggressive Driving	Safer People 1 year/ongoing	Section 402 State and Community Highway Safety Grant Program	

Lead Agency	Partner Agency	SHSP Emphasis Area	Approach Element	Timeline	Funding
Collect data before and following safety improvements to analyze outcomes.	NYSDOT	ITCTC, Tompkins County, municipalities	Road User Behaviors, Age Related, Aggressive Driving	Safer People	Ongoing Not Identified-may be eligible through design and engineering funding
Create and sustain a public website that provides information, resources, training, and educational opportunities.	ITCTC, Tompkins County	Municipalities	Vulnerable Road Users, Road User Behaviors, Aggressive Driving	Safer People	1 year Not Identified

Traffic Violation Monitoring Systems

Traffic violation monitoring systems can help manage driver behavior. Other municipalities in New York have successfully established speed cameras through legislation (see VAT Article 30, Section 1180-F). New York State Legislation (VAT Article 29, Section 1174-A) allows counties, cities, towns, or villages to install and use school bus photo violation monitoring systems on roads they own in school districts for traffic violations related to drivers passing stopped school buses.

Table 11 - Traffic Violation Monitoring Systems

Lead Agency	Partner Agency	SHSP Emphasis Area	Approach Element	Timeline	Funding
Pursue speed violation monitoring systems in school zones with the NY State Legislature.	Tompkins County NY State Legislature	ITCTC, Municipalities, NY State	Road User Behaviors, Aggressive Driving	Safer Speeds	1-2 years Tompkins County
Establish traffic violation monitoring systems to prevent the passing of school buses to ensure compliance with road safety laws and data collection for identification of road safety improvements.	Municipalities, Tompkins County	NYSDOT, ITCTC, School Districts	Road User Behaviors, Aggressive Driving	Safer Speeds	1-2 years Municipal



Speed Monitoring Displays

Speed monitoring displays provide real-time feedback to drivers and create immediate opportunities for driver reflection and behavior correction. The display heightens awareness, which can help prevent roadway crashes, encourage safe driving, and reduce speeding.

Table 12 - Speed Monitoring Displays Recommendations

	Lead Agency	Partner Agency	Safe System			
			SHSP Emphasis Area	Approach Element	Timeline	Funding
Install more speed monitoring displays to correct driver behavior in real-time.	NYSDOT, Tompkins County, municipalities	ITCTC	Road User Behaviors, Aggressive Driving	Safer Speeds	1 year	Municipal
Install speed monitoring displays in neighborhoods with high pedestrian traffic or in school zones.	NYSDOT, Tompkins County, municipalities	ITCTC	Vulnerable Road Users, Road User Behaviors, Aggressive Driving	Safer Speeds	1 year	Municipal

Vulnerable Road Users & Equity

The [New York SHSP \(2023\)](#) recommends continuation of public awareness of vulnerable user safety issues, increased accessibility of education, establishing VRU safety and enforcement training to police officers, and conducting community engagement training for outreach with VRU. Moreover, best practices and SS4A guidance suggest prioritizing projects in environmental justice communities.

Table 13 - VRU & Equity Recommendations

	Lead Agency	Partner Agency	Safe System			
			SHSP Emphasis Area	Approach Element	Timeline	Funding
Increase promotion of vulnerable user safety through public campaigns, community outreach, and additional safety training.	ITCTC, NYSDOT	Municipalities, Tompkins County	Vulnerable Road Users	Safer People	1 year	Section 402 State and Community Highway Safety Grant Program
Prioritize protected infrastructure on critical gaps in the bicycle and pedestrian networks.	ITCTC, NYSDOT	Municipalities, Tompkins County	Vulnerable Road Users	Safer Roads	1-5 years	Section 402 State and Community Highway Safety Grant Program

	Lead Agency	Partner Agency	SHSP		Safe System	
			Emphasis Area	Approach Element	Timeline	Funding
Evaluate lighting and street conditions for safety improvements.	ITCTC, NYSDOT	Municipalities, Tompkins County	Vulnerable Road Users	Safer Roads	1-3 years	Section 402 State and Community Highway Safety Grant Program
Evaluate how project prioritization processes can incorporate equity as a factor.	ITCTC, NYSDOT	Municipalities, Tompkins County	Vulnerable Road Users	Safer Roads	1 year	Not Identified

Work Zone Safety

Work Zone Safety refers to the strategies and measures implemented to protect workers, drivers, and pedestrians within road construction and maintenance areas. Ensuring safety in work zones is a critical component of the SS4A approach, which focuses on minimizing traffic-related injuries and fatalities. Work zone safety includes the use of appropriate signage, barriers, traffic control devices, and speed reductions to mitigate risks associated with construction zones.

Table 14 - Work Zone Safety Recommendations

	Lead Agency	Partner Agency	SHSP		Safe System	
			Emphasis Area	Approach Element	Timeline	Funding
Employ proper training and use of safety protocols for workers.	NYSDOT, municipalities, Tompkins County	ITCTC	Alternate Road Vehicles and Commercial Vehicles	Safer People	6-9 months	Section 405 National Priority Safety Program
Deploy work zone speed cameras where possible.	NYSDOT, New York State Thruway Authority (NYSTA)	Alternate Road Vehicles and Commercial Vehicles, Safer Speeds	Safer Roads	1-2 years	State	



Data

The [New York SHSP \(2023\)](#) recommends expansion of data collection on all public roads, which can include: consolidation of pedestrian count data, use of travel demand models to identify pedestrian and cyclist activity, collection of demographic data on police reports. Additional best practice recommendations include collaboration for vulnerable road user data collection strategies and continuation of CLEAR training for NYSDOT staff, local municipalities, and ITCTC.

Table 15 - Data Recommendations

	Lead Agency	Partner Agency	Safe System			
			SHSP Emphasis Area	Approach Element	Timeline	Funding
Strengthen data collection through consolidation of mode-based data, increased intake of varied data types, and training and collaboration with other entities.	ITCTC, NYSDOT	Municipalities, Tompkins County	Vulnerable Road Users, Alternate Road Vehicles and Commercial Vehicles, Age Related	Safer Roads	Ongoing	Municipal
Regularly collect and analyze detailed crash data to identify trends, hotspots, and areas with serious injuries and fatalities incidents.	ITCTC, NYSDOT	Municipalities, Tompkins County	Intersections, Roadway Departures	Safer Roads	Ongoing	Not Identified

Section Six

Strategy and Project Selections

STRATEGY AND PROJECT SELECTIONS

This section provides a comprehensive set of project and strategies to address the challenges identified in the SS4A Action Plan development process. These elements include:

- Twenty-one profiles of priority locations, including project recommendations and cost estimates
- Systemic Countermeasure Packages
- Emphasis Areas, Strategies, and Actions table

These three sections meet the required SS4A plan element of strategy and project selections. Each section was determined by local data, best practices, stakeholder input, and equity considerations. In combination, these sections seek to address the safety problems described in prior memos and the Action Plan. All three sections align with both the Safe System Approach and the New York SHSP.

Priority Location Profiles & Recommendations

The 21 Priority Location Profiles are located in [Appendix B](#). Segments and intersections with high weighted scores in each participating municipality based on several factors, including overrepresentation of crashes, VRU crashes and

risks, equity priority areas and destinations, and isolated transit stops, were selected and then discussed with representatives of those jurisdictions. The final network contains 11 intersections and ten segments for a total of 21 priority safety locations.

Each Priority Location Profile is divided into four sections: Existing Conditions, Crash Analysis, Countermeasure Recommendations, and Cost Estimates. There are 21 project sites, numbered one through 21. Sites one through 11 are intersections, while sites 12 through 21 are segments. Throughout the profiles, photos taken during field observations and those provided by municipalities are included.

The Existing Conditions section includes the project site aerial, key characteristics, key findings, and an existing conditions narrative. Both intersections and segments share similar data points, such as functional classification, Average Annual Daily Traffic (AADT), speed limit, roadway ownership, and adjacent land use. The key differences are that intersections include intersection type, while segments include a description and segment length. The Key Findings section provides a summary of the entire profile. The Existing Conditions section describes the surrounding roadway as well as the project site and its vicinity.



The Crash Analysis section presents a summary of crashes that have occurred between 2018 and 2023. The data, derived from NYSDOT CLEAR crash data set, includes both visual and narrative breakdowns of the crash types. This section highlights the total number of fatal and serious injury crashes and includes a map showing specific crash locations for various user groups (e.g., auto, bicycle, pedestrian, deer/animal, and others).

The Countermeasure Recommendations section is divided into two pages: one page features a plan view illustration, followed by a narrative that explains each recommended countermeasure. This approach allows for the communication of information both visually and descriptively.

For intersections, the illustration offers a detailed depiction of the layout and signage, as intersection recommendations are more complex due to the localized nature of the site, allowing for more specific recommendations. For segments, the illustration includes icons representing FHWA Proven Safety Countermeasures, where applicable, as these sites typically cover greater distances and require different countermeasure considerations.

The Cost Estimates section includes a spreadsheet detailing the breakdown of quantities, units, unit costs, and total costs for each countermeasure, along with a subtotal and a ten percent contingency range. This section was prepared in February of 2025 utilizing bid tabulation data provided by the NYSDOT Electronic Pay Item Catalog, along with the current state of the construction market in the upstate New York area. The most recent year data available was used for each individual unit cost, and these estimates are to be used for planning purposes only.

Systemic Countermeasure Packages

NYSDOT has approved an increasing number of systemic treatments that are adopted in the NY SHSP through the further adoption of specific Emphasis Area plans.

These include:

- [Pedestrian Safety Action Plan](#) (2018)
- [Vulnerable Road User Safety Assessment](#) (2023)
- [Roadway Departure Safety Action Plan](#) (2024)

These plans include both individual countermeasures and packages that are tailored to specific Focus Facilities and other locations demonstrating identified Risk Factors. The Systemic Treatment Packages for Intersections, Pedestrians, Roadway Departures, and Speed Management bring together the approved countermeasures included in each NYSDOT Emphasis Area plan, Engineering Instruction bulletins, or other national guidance.

A full list of the Systemic Countermeasure Packages are in [Appendix C](#). The Packages are grouped with the intent of providing facility owners with broad guidance for multiple, layered countermeasures that together will have a cumulative reduction in the risk of fatal or severe injury crashes. They are arranged by Focus Facility, eligibility, countermeasure type, and compatibility. Those indicated as 'HSIP-eligible' will be eligible for the HSIP without site-specific benefit-cost analyses. Individual countermeasures may be required to have a field evaluation and "Enhanced" packages may require further study.

The countermeasures are intended to be implemented through a number of means:

- "Bundling" in a single contract across multiple focus facilities across one or more jurisdictions;
- Added as safety improvement scope in capital projects; or
- Incorporated into routine pavement, signage, and signal maintenance programs.

Emphasis Areas, Strategies, & Actions

Throughout the SS4A Plan development process, the project team and stakeholders narrowed down Emphasis Areas, strategies, and actions to guide the final plan and provide an actionable list of items for the project team to be able to implement after the plan development is completed. Emphasis Areas, strategies, and actions were created through a combination of the following:

- New York State Highway Safety Plan
- Tompkins County crash data
- Safe Systems Approach guidance
- Themes gathered from public input
- Municipality input
- Review of relevant local documents and plans, including:
- ITCTC's Long-Range Transportation Plan
- Tompkins County and municipal comprehensive plans
- State Route 13 Corridor Study

The Emphasis Areas for this Plan are the following:

- Intersections
- Roadway Departures
- Vulnerable Road Users
- Age-Related
- Road User Behavior

The final, complete table of action items organized by Emphasis Area and strategies, with suggested action leaders, the associated safe system element, level of resources needed, and timeline, is available in [Appendix D](#). This list is consistent with the strategies and themes of the New York SHSP but adapted to the local context of Tompkins County and the participating municipalities in this project. The full list of actions can be used as an implementation tool for the participating jurisdictions to determine next action steps in the various areas of safety, from infrastructure, behavior, and enforcement.

A prioritized list of actions, seen in [Table 16](#), were determined based on discussions with the project team and stakeholders throughout the process. The full list of recommended action items is in [Appendix D](#), which includes Secondary Emphasis Areas. For transparency and to track progress, [Section 7](#) provides suggested performance measures to track the highlighted strategies and actions.



Table 16 - Highlighted Emphasis Areas, Strategies, & Actions

Emphasis		Actions	Performance Metric	Action Leader	Safe System	Resources	Timeline
Areas	Strategies				Element	Needed	
Intersections	Implement proven safety countermeasures and low-cost solutions at priority intersections to mitigate likelihood and severity of intersection crashes based on location-specific crash data	Implement applicable countermeasures from the Systemic Treatment Package for Intersections.	Number of countermeasures implemented	All municipalities	Safer Roads	Medium	Long-Term
		Focus on roundabout implementation to reduce speed while improving traffic flows	Number of roundabouts installed	All municipalities	Safer Roads, Safer Speeds	High	Long-Term
		Continue to improve signage, signal timing, and enhance pavement markings where needed at intersections	Number of intersection signage, signal timing, and pavement marking improvements	All municipalities	Safer Roads	Medium	Mid-Term
		Increase sight distance (visibility) of intersections on approaches, improve lighting, and maintain/repair nonoperating traffic detectors in signalized intersections	Number of signalized intersections with improvements	All municipalities	Safer Roads	Medium	Mid-Term
		Develop and adopt an Intersection Control Evaluation (ICE) process that uses the SSA for determining appropriate intersection design to consider roundabouts at all intersections that are being designed or considered for signalization	Development and adoption of ICE process	All municipalities, ITCTC, County	Safer Roads	High	Long-Term
		Implement permanent curb extensions, roundabouts, or other treatments to slow turning vehicle speeds at high crash intersections	Number of treatments	All municipalities	Safer Roads, Safer Speeds	Medium	Mid-Term
	Implement systemic safety improvement projects at high-risk intersections	Consider widespread implementation of mini and regular roundabouts using quick build design practices	Number of quick build roundabouts installed	Rural municipalities	Safer Roads	Medium	Long-Term
		Target unusual and outdated intersection configurations for modernization, such as dog-legs, 5 or 6 legged intersections, skewed intersections where the legs are not perpendicular and visibility is low	Number of intersections updated	All municipalities	Safer Roads	High	Mid-Term
	Support policy initiatives to improve intersection safety	Consider removing permissive left turns during active pedestrian phase, and develop criteria for where a No Turn on Red policy can apply, starting with intersections along the High-Injury Network (HIN). Coordinate with NYSDOT as needed.	Number of left/right turn policies updated	All municipalities, NYSDOT	Safer Roads, Safer People	Low	Short-Term
		Develop Intersection Street Design Standards in collaboration with communities and tailor street designs with sensitivity to land use and community context	Develop Standards	ITCTC, County, NYSDOT, All municipalities	Safer Roads, Safer Speeds	Medium	Mid-term
Roadway Departures	Implement proven safety countermeasures and low-cost solutions to reduce roadway departure crashes based on roadway departure crash data on priority segments	Implement applicable countermeasures from the Systemic Treatment Package for Roadway Departures that address roadway departure crashes	Number of countermeasures implemented	All municipalities	Safer Roads	Medium	Mid-Term
		Assess pavement and striping conditions along the HIN roadways or priority segments; identify locations to use repaving and restriping to implement safer road designs; coordinate with resurfacing and restriping programs to prioritize and implement necessary locations	Miles of pavement/stripping assessed and improved	All municipalities	Safer Roads	Medium	Short-Term
		Pilot pavement friction countermeasures and evaluate their performance in crash reductions	Pilot and evaluation conducted	All municipalities	Safer Roads, Safer Vehicles	Medium	Mid-Term
	Implement systemic safety improvements to decrease the severity of roadway departure crashes	Pilot pavement friction countermeasures and evaluate their performance in crash reductions	Pilot and evaluation conducted	All municipalities	Safer Roads, Safer Vehicles	Medium	Mid-Term



Emphasis					Safe System Element	Resources Needed	Timeline
Areas	Strategies	Actions	Performance Metric	Action Leader			
Vulnerable Road Users	Continue implementing infrastructure programs to enhance vulnerable road user safety on priority segments, at priority intersections, and in High Risk areas	Pursue a collaborative contract for ball bank studies to develop a county-wide inventory of horizontal curves	Contract and inventory completed	All municipalities, County	Safer Roads	Low	Mid-Term
		Provide shoulder widening for Focus Facilities identified in the Joint Safety Action Plan's systemic analysis	Percentage of Focus Facility shoulders widened	Rural municipalities	Safer Roads, Safer Vehicles	Medium	Mid-Term
		Develop low-cost systemic horizontal curve program that includes countermeasures such as clear zone improvements, lighting, etc.	Program established	All municipalities	Safer Roads	Low	Short-Term
		Upgrade guiderail to current standards and replace existing barriers that are damaged or non-functional, and examine guardrail and other assets' repair policy, including the repair versus replace policy	Percentage guiderail compliant/updated	All municipalities	Safer Roads, Safer Vehicles	Medium	Mid-Term
		Use Motorcycle Protection Systems (MPS) to provide bottom protection to the guiderail systems to prevent or cushion rider interactions with discrete elements of guardrail to enhance motorcycle safety	MPS added to guiderail system policy	All municipalities	Safer Roads, Safer Vehicles	Medium	Mid-Term
		Utilize FHWA STEP, Proven Safety Countermeasures , and the Systemic Treatment Package for Pedestrians to systematically implement countermeasures with known safety benefits at both uncontrolled and signalized crossing locations	Number of countermeasures implemented	All municipalities	Safer Roads, Safer Vehicles	Medium	Long-Term
Safe Drivers	Implement Complete Street Design Guide recommendations for priority intersections, gateway streets, and Special Focus streets	Implement Complete Street Design Guide recommendations for priority intersections, gateway streets, and Special Focus streets	Number of recommendations implemented	All municipalities	Safer Roads, Safer People	Medium	Short-Term
		Implement pedestrian-friendly signal cycle lengths and leading pedestrian intervals at traffic signals	Number of signal updates implemented	All municipalities	Safer Roads, Safer People	Low	Mid-Term
		Fix or remove surface irregularities, and provide routine maintenance of bicycle and pedestrian accommodation facilities	Number of facilities improved	Rural municipalities	Safer Roads	Medium	Mid-Term
		Consider installing sidepaths or separated/raised/protected facilities for bike lanes on roadways with speeds above 35 mph	Number/mileage of facilities installed	Rural municipalities	Safer Roads, Safer People	High	Mid-Term
		Provide buffers, such as with paint, greenspace, trees, etc., to provide greater separation between vehicular traffic and sidewalks, bicycle lanes, or sidepaths	Miles of buffers installed	Rural Municipalities	Safer Roads, Safer People	Low	Mid-Term
		Develop a vulnerable road user safety assessment as outlined in Vulnerable Road User Safety Assessment Guidance	Assessment created	County, All municipalities	Safer Roads, Safer People	High	Long-Term
		Provide effective lighting and enhance conspicuity of pedestrians and bicyclists based on FHWA Pedestrian Lighting Primer	Number of lighting updates installed	All municipalities	Safer Roads, Safer People	Medium	Short-Term
		Close gaps in bicycle and pedestrian networks	Miles of network gap closed	County, Rural municipalities	Safer Roads	Medium	Mid-Term



Emphasis		Actions	Performance Metric	Action Leader	Safe System Element	Resources Needed		Timeline
Areas	Strategies					Element	Needed	
	Enhance data processes to obtain vulnerable road user volume, crash, and infrastructure data (especially in High-Risk Areas)	Collect additional non-motorized crash, volume, and infrastructure data to improve crash trends and high-risk areas analysis while including equity considerations	Crash data collection updated	All municipalities	Safer Roads, Safer People	Low	Mid-Term	
Focus education efforts aimed at safe roadway behavior and awareness of laws regarding vulnerable road users	Work with local advocacy groups to conduct safety campaigns and/or giveaway programs to promote the use of safety equipment like active lights, reflectors, and retroreflective clothing among pedestrians and bicyclists	Number of campaigns, events, hours, or giveaways	All municipalities	Safer Roads, Safer People	Low	Mid-Term		
	Conduct enforcement and education campaigns (i.e. NYS Department of Health videos) focused on addressing dangerous driving behaviors that threaten non-motorized road users	Number of campaigns or clicks	County, All municipalities	Safer Roads	Low	Mid-Term		
	Partner with schools to distribute educational brochures and materials with identified Safe Routes to Schools	Number of schools	All municipalities	Safer People	Low	Short-Term		
	Recruit effective partners to ensure the vulnerable road user programs are reaching diverse and underserved communities	Number of partners or hours	All municipalities	Safer People	Low	Mid-Term		
Age-Related	Support and implement improved public transportation options and accessibility	Identify and promote programs and activities like driver assessments, public transit, and driver improvement programs that help older road users stay mobile	Number of programs or activities	All municipalities	Safer Roads, Safer People	Low	Mid-Term	
	Increase awareness of driving risks to younger drivers amongst teens, college age students, parents and community members	Expand and continue to support coalitions for safer teen driving, jurisdiction-wide peer-led education activities, and teen/parent activities	Number of hours of activities	County, All municipalities	Safer Roads, Safer People	Low	Mid-Term	
Road User Behavior	Implement engineering improvements to mitigate high risk driver behavior	Implement applicable countermeasures from the Systemic Treatment Package for Speeding that address speeding crashes	Number of countermeasures implemented	All municipalities	Safer Speeds	Medium	Mid-Term	
		Encourage the use of the FHWA Traffic Calming ePrimer to implement traffic calming measures for all users, such as Speed humps, Raised crosswalks, etc. in coordination with EMS and highway maintenance staff	N/A	All municipalities, EMS	Safer Speeds, Safer Roads	Low	Short-Term	
		Increase usage of speed feedback (SFS) and dynamic warning signs to remind drivers of travel speeds when entering urban areas or other high risk locations such as work zones and continue to research the most effective locations for these signs	Number of SFS and/or dynamic warning signs installed	All municipalities	Safer Speeds	Low	Mid-Term	



Emphasis	Strategies	Actions	Performance Metric	Action Leader	Safe System Element	Resources Needed	Timeline
Areas							
		Develop a Traffic Calming Master Plan to guide the installation of traffic calming infrastructure with input from EMS. Focus on installing speed reduction infrastructure along high crash segments where excessive speed is a prominent crash factor	Plan developed	All municipalities	Safer Speeds, Safer Roads	Medium	Mid-Term
	Conduct coordinated targeted enforcement efforts and publicize high-visibility enforcement	Conduct high-visibility cell phone/text messaging enforcement to enforce the distracted driving law	Number of enforcement activities conducted	All municipalities, Law Enforcement	Safer People	Low	Mid-Term
		Continue jurisdiction-wide high-visibility enforcement and saturation enforcement in active school zones, safety corridors, and work zones	Number of enforcement activities conducted	All municipalities, Law Enforcement	Safer People	Low	Mid-Term
Review the existing speed management standards and update the speed limit setting process		Perform speed studies to analyze impacts of posted speed limit change and potentially lower local road speed limit to 25 mph to reflect safe speed threshold	Speed stud(ies) conducted	Rural municipalities	Safer Speeds	Medium	Mid-Term
Conduct educational and outreach efforts to build awareness of safe driving habits	Implement campaigns and provide education in schools on the dangers of impaired driving		Number of campaigns and/or schools	County, All municipalities, School districts	Safer People	Low	Short-term
	Coordinate with safety partners to develop consistent speed related safety messaging and distribute materials in local communities related to safe driving behavior		Materials developed	County, ITCTC, All municipalities	Safer People, Safer Speeds	Low	Short-term
Improve the collection and quality of data on high-risk driving behavior	Increase training for law enforcement to record driver behavior characteristics and related observations on crash report forms and ensure they can be recorded in crash database		Conducted training	All municipalities, County, Law Enforcement	Safer People	Low	Short-term
	Increase data sharing between local officers and engineering agencies to identify and develop solutions for problematic areas		Data inventory	All municipalities, County , Law Enforcement	Safer People	Low	Short-term
Improve and expand the availability and accessibility of child restraint system inspection stations and increase the correct use of child restraints	Host car seat awareness and instruction classes, and provide support for child seat giveaway programs for populations that have lower than average proper car seat use, especially in diverse and underserved communities		Number of events and/or giveaways provided	County, All municipalities	Safer People	Low	Short-term



Section Seven Progress, Transparency, and Next Steps



Performance Measurement & Transparency

The Plan goal to eliminate fatal crashes and reduce serious injury crashes by 50% by 2040 will require a collaborative effort among the project team and stakeholders. To measure progress towards this goal and the implementation of this Plan, both process and outcome measures will be reported publicly.

Outcome measures will focus on the end goal of this plan, which is to reduce the fatal and serious injuries across all crash types. This will be publicly shown in the online Safety Data Performance Viewer created for this project, hosted on the project website. Examples of these outcome measures include:

- Total crashes
- Fatal crashes
- Serious injury crashes
- Fatalities
- Serious injuries

These statistics can be further broken down on the online Safety Data Performance Viewer by filters such as municipality, year, and Emphasis Area.

Tracking and reporting process measures will provide transparency in how the region will get to the outcome measures. The “performance metric” column of [Table 16](#) provides information on how to report progress on the Plan’s highlighted action items.

This Joint Safety Action Plan is designed to complement the New York SHSP and VRU Safety Assessment, which were last updated in 2023. It is recommended that this Plan coordinates its update with the State-level plan updates in 2028. However, in the meantime, it should be treated as a living document that is continuously referenced and updated as needed.

PLAN GOAL

Elimination of fatal crashes and a **50% reduction** in serious injury crashes by **2040**

PROGRESS AND TRANSPARENCY METHODS ➔

The project team is committed to promoting transparency about this Plan and as such, intend to take the following steps:

- Report and track both the outcome measures (fatal and serious injuries from crashes) and progress towards the 2040 goal, as well as pre-determined process measures from [Table 17](#), annually through the Implementation Program Annual Report. This Annual Report will be sent to the Advisory Committee members and made publicly accessible on the project website, hosted by Tompkins County.
- Hold public meetings annually to present the findings and results from the Annual Report.
- Annually update the public Safety Data Performance Viewer to monitor trends in traffic fatalities and serious injuries.
- Post the Safety Action Plan on the project website to allow jurisdictions to download and reference the document when implementing safety countermeasures and preparing their grant applications.
- Continue to share safety project updates at the ITCTC’s Planning, Policy, and Joint Committee meetings as most of the project members attend these meetings and the results are relevant to everyone attending.

Future Planning & Next Steps

In the coming years, the following steps will be taken:

- Designate a Tompkins County SS4A Joint Safety Action Plan Vision Zero Coordinator and continue meeting as a project team to prepare the Annual Report and update the project website.
- Maintain strong relationships with stakeholders through regular engagement and communication.
- Promote and educate the stakeholders about the Joint Safety Action Plan, its goals, and progress.
- Annually update the public Safety Data Performance Viewer based on new data.
- Pursue additional funding opportunities, including SS4A Implementation Grants.

Acknowledgements

The project team thanks all of the stakeholders involved throughout this project, including members of the public that shared their safety concerns and feedback. The project team would also like to thank USDOT for the opportunity to pursue this Safety Action Plan to make Tompkins County a safer place for all residents and visitors.

Glossary

Key Terms

Fatal or Serious Injury Crash: A fatal or serious injury crash involves a motor vehicle traveling on a trafficway customarily open to the public. A fatal crash must result in the death of at least one person (occupant of a vehicle or a non-motorist) within 30 days of the crash. This definition aligns with the definition of a fatal traffic crash in the Fatality Analysis Reporting System.

High Injury Network: Identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities within a given roadway network or jurisdiction.

Road User: People who use roads in any way—driving, walking, biking, taking transit, using mobility devices like wheelchairs and canes, or getting around some other way.

Vulnerable Road User: People that are unprotected when traveling and people with limited mobility are considered vulnerable road users. This includes people walking, biking, or using micromobility because they are not in a protective vehicle. It also includes people with disabilities, seniors, and children who may move slower, have difficulty navigating, or are less visible to people in cars.

Acronyms and Abbreviations

CLEAR: Crash Location and Engineering Analysis and Reporting

NYS DOT: New York Department of Transportation

FHWA: Federal Highway Administration

SHSP: Strategic Highway Safety Plan

HIN: High Injury Network

SRTS: Safe Routes to School

HSIP: Highway Safety Improvement Program

SS4A: Safe Streets and Roads For All

ITCTC: Ithaca-Tompkins County Transportation Council

TCAT: Tompkins Consolidated Area Transit

LOSS: Level of Service of Safety

USDOT: United States Department of Transportation

MUTCD: Manual on Uniform Traffic Control Devices

VRU: Vulnerable Road User



Appendix A - Signed Jurisdiction Resolutions

These Resolutions will be included in the final Plan.



A-1

Appendix B - Priority Location Profiles and Recommendations

These Profiles will be included in the final Plan.



B-1

Appendix C - Systemic Countermeasure Packages

Table 17 - Intersection Systemic Treatment Packages

Package	Project Delivery	Countermeasure(s)	Applicable Locations	Focus Facility(ies)	Planning Considerations	NYSDOT Reference	HSIP Eligible
Signalized	Signals, Beacons, Illumination	<ul style="list-style-type: none"> • Backplates with retroreflective borders • Retime signals for Yellow and Red clearance intervals and improved coordination • Signal Ahead sign • Turning vehicle yield to Pedestrian Sign • Advance cross • (Signalized) • Raised Crosswalks 	Signalized Intersections	Urban 3-leg (T,Y) and Cross Intersections		Pedestrian Safety Action Plan (Appendix B)	✓
Signalized Enhanced	(Various)	<ul style="list-style-type: none"> • No Turn on Red sign (Overhead Blank-Out) • Restrict parking • Lighting • Dedicated left- and right-turn lanes 	Signalized Intersections	Urban 3-leg (T,Y) and Cross Intersections		Pedestrian Safety Action Plan (Appendix B)	✓
Stop-Controlled	Maintenance; Signs, Markings, and Delineators	<ul style="list-style-type: none"> • Double oversized advance intersection warning signs (on through approach) • Double oversized advance "Stop Ahead" warning signs (on the stop approach). • Doubled (left and right), oversized Stop signs. • Retroreflective sheeting on sign posts. • Enhanced pavement markings • Painted stop bar • Removal of sight distance obstructions 	Stop-Controlled Intersections	Rural Stop-Controlled Intersections	FHWA Proven Safety Counter Measures: Systemic Application of Multiple Low-Cost Counter-measures at Stop-Controlled Intersections		
Stop-Controlled Enhanced	Signals, Beacons, Illumination	<ul style="list-style-type: none"> • (Stop Controlled) • Flashing beacons • Lighting 	Stop-Controlled Intersections	Rural Stop-Controlled Intersections	FHWA Proven Safety County Measures: (Above); Lighting		
Roundabouts	Construction (2R/3R)	<ul style="list-style-type: none"> • Mini-Roundabouts • Single-Lane Roundabouts • Mixed Lanes Roundabouts 	All Intersections	(All)	NCHRP Guide for Roundabouts; MassDOT Guidelines for the Planning and Design of Roundabouts		✓



Table 18 - Roadway Departure Systemic Treatment Packages

Package	Project Delivery	Countermeasure(s)	Applicable Locations	Focus Facility(ies)	Planning Considerations	NYSDOT Reference	HSIP Eligible
Curve Signage	Maintenance; Signs, Markings, and Delineators	<ul style="list-style-type: none"> • Horizontal alignment signs* • Advisory speed plaque* • Chevrons and/or One Direction Large Arrow* 	Horizontal curves on Expressways, Arterials, and Collectors	Rural Principal and Minor Arterials, Major Collectors, Local	AADT > 1,000;	Roadway Departure Safety Action Plan – Level 1 Counter-measures (Table 19)	✓
Curve Signage Enhanced	Maintenance; Signs, Markings, and Delineators	<ul style="list-style-type: none"> • Oversized horizontal alignments signs • "Recommended" and/or "Optional" horizontal alignment signs (Table 2C-5 of Section 2C-07 (MUTCD, 2009)) • Reflectorized sleeves on signposts • Post-mounted or barrier mounted delineators • Breakaway sign supports 	Horizontal curves on Expressways, Arterials, and Collectors	Rural Principal and Minor Arterials, Major Collectors	AADT > 1,000; KA Roadway departure crash history, At least 1 Risk Factors (Tables 5-6, RwDSAP)	Roadway Departure Safety Action Plan – Level 2 Counter-measures (Table 19)	✓
Curve Corridors	(Various)	<ul style="list-style-type: none"> • Wider edge lines • Curve warning pavement markings • Flashing beacons/driver feedback signs • Shoulder widening (including SafetyEdge) • Clear zone improvements • Fill slopes • Roadside barriers 	Horizontal curves	Rural Principal and Minor Arterials, Major Collectors, Local	At least 2 Risk Factors (Tables 5-6, RwDSAP)	Roadway Departure Safety Action Plan – Corridor Projects (Table 20); NYSDOT EI 10-012	✓
Friction Treatments	Construction (1R)	<ul style="list-style-type: none"> • High Friction Surface Treatments 	Horizontal curves		Must include a Benefit-Cost Analysis > 1	Roadway Departure Safety Action Plan – Corridor Projects (Table 20)	✓
Lighting	Signals, Beacons, Illumination	<ul style="list-style-type: none"> • Lighting 	Curves	Rural Principal Arterials	NYSDOT	Policy on Highway Lighting, Warrant WAC-1	✓
CARDS	Minor Construction; Construction (1R)	<ul style="list-style-type: none"> • Centerline audible roadway delineators (CARDS) 	All Functional Classifications	Rural Principal and Minor Arterials	Posted speed > = 45 mph; AADT >= 2,000; No Median or Two-Way Left Turn Lane	NYSDOT Engineering Instruction 13-021	✓
SHARDS	Maintenance; Signs, Markings, and Delineators	<ul style="list-style-type: none"> • Secondary Highway Audible Roadway Delineators (SHARDs) 	All Functional Classifications	Rural Principal and Minor Arterials	Posted speed > = 50 mph; AADT >= 2,000; Lane and Shoulder wide must be >= 17'	NYSDOT Engineering Instruction 16-014	✓

Table 19 - Pedestrian Systemic Treatment Packages

Package	Project Delivery	Countermeasure(s)	Applicable Locations	Focus Facility(ies)	Planning Considerations	NYSDOT Reference	HSIP Eligible
Pedestrian Crossings	Maintenance; Signs, Markings, and Delineators	<ul style="list-style-type: none"> High-Visibility crosswalks Restrict parking at intersections ("Daylighting") Signal Ahead signs No Turn on Red Signs Stop Here for Pedestrians Signs (Section 2B.19, MUTCD, 2024) 	Signalized Intersections	Urban 3-leg (T,Y) and Cross Intersections	No Turn on Red signs should be prioritized near schools and other pedestrian generators	Pedestrian Safety Action Plan – Signalized Intersection Improvements (Appendix B)	✓
Pedestrian Crossings Enhanced	Signals, Beacons, Illumination	<ul style="list-style-type: none"> Leading Pedestrian Interval Pedestrian countdown times Evaluate left-turn phasing for pedestrian crossings Accessible Pedestrian Signals No Turn on Red sign (Overhead Blank-Out) 	Signalized Intersections	Urban 3-leg (T,Y) and Cross Intersections	AADT > 1,000; KA Roadway departure crash history, At least 1 Risk Factors (Tables 5-6, RwDSAP)	Pedestrian Safety Action Plan – Signalized Intersection Improvements (Appendix B)	✓
Crosswalks	Maintenance; Signs, Markings, and Delineators	<ul style="list-style-type: none"> High-visibility crosswalks Pedestrian warning signs Retroreflective sign posts 	Uncontrolled marked crosswalks	Urban Stop-Controlled Intersections	At least 2 Risk Factors (Tables 5-6, RwDSAP)	Pedestrian Safety Action Plan – Crosswalks at Uncontrolled Locations (Appendix A)	✓
Crosswalks Enhanced	Signals, Beacons, Illumination	<ul style="list-style-type: none"> Rectangular Rapid Flashing Beacons (RRFB) Raised pedestrian median refuge and/or corner island and/or curb extension Pedestrian Hybrid Beacons 	Uncontrolled marked crosswalks	Urban Stop-Controlled Intersections	Must include a Benefit-Cost Analysis > 1	Pedestrian Safety Action Plan – Crosswalks at Uncontrolled Locations (Appendix A)	✓
VRU Counter-measures	(Multiple)	<ul style="list-style-type: none"> Construction of new countermeasures at Signalized Intersections or Uncontrolled marked crosswalks 	All Functional Class	VRU "High-Risk" Areas only	Vulnerable Road User Safety Assessment (Strategy 1)	✓	
Transit Stop Lighting	Signs, Markings, and Delineators	<ul style="list-style-type: none"> High-visibility crosswalks Enhanced signing and pavement markings 	All Functional Classifications	Near public transit stops	Vulnerable Road User Safety Assessment (Strategy 1)	✓	
Transit Stop Lighting	Signals, Beacons, Illumination	<ul style="list-style-type: none"> Lighting 	All Functional Classifications	Near public transit stops	Vulnerable Road User Safety Assessment (Strategy 1)	✓	
Sidewalk Gap Completion	Minor Construction; Construction (1R); Construction (2R/3R)	<ul style="list-style-type: none"> Construct new pedestrian facilities 	All Functional Classifications	VRU "High-Risk" Areas only	Vulnerable Road User Safety Assessment (Strategy 1)	✓	

Table 20 - Speeding Systemic Treatment Packages

Package	Project Delivery	Countermeasure(s)	Applicable Locations	Focus Facility(ies)	Planning Considerations	NYSDOT Reference	HSIP Eligible
Speed Feedback Signs	Maintenance; Signs, Markings, and Delineators	<ul style="list-style-type: none"> ▪ Speed Feedback Signs 	Advisory Speed Zones (School, Curve); Transition Zones	Rural Principal and Minor Arterials	Highway Work Permit (PERM 33) is required for signs in NYSDOT right-of-way		
Lane Space Allocation	Signs, Markings, and Delineators; Construction (1R)	<ul style="list-style-type: none"> ▪ Reallocation of lane space 		Rural Principal and Minor Arterials	AADT < 15,000; Considered during Initial Project Proposal	Complete Streets Checklist	
Street Width Reduction	Minor Construction; Construction (1R)	<ul style="list-style-type: none"> ▪ Corner Extension ▪ Choker ▪ Median Island ▪ On-Street Parking 	Principal/Minor Arterials, Major/Minor Collectors and Local segments		FHWA Traffic Calming ePrimer (Table 3.1)		
Vertical Deflection	Minor Construction; Construction (1R)	<ul style="list-style-type: none"> ▪ Speed Hump ▪ Speed Cushion ▪ Speed Table ▪ Offset Speed Table ▪ Raised Crosswalk ▪ Raised Intersection 	Major/Minor Collectors and Local segments.		FHWA Traffic Calming ePrimer (Table 3.1). The "Applicable Application" for Speed Tables and Raised Crosswalks (Module 3) should be reviewed for Arterials		



Appendix D - Full List of Actions

Table 21 - Primary Emphasis Areas, Strategies, & Actions

Note: Actions bolded in blue are considered priority actions and are included in the body of the Plan.

Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
Intersections	Implement proven safety countermeasures and low-cost solutions at priority intersections to mitigate likelihood and severity of intersection crashes based on location-specific crash data	Implement applicable countermeasures from the Systemic Treatment Package for Intersections. Focus on roundabout implementation to reduce speed while improving traffic flows Continue to improve signage, signal timing, and enhance pavement markings where needed at intersections Increase sight distance (visibility) of intersections on approaches, improve lighting, and maintain/repair nonoperating traffic detectors in signalized intersections Develop and adopt an Intersection Control Evaluation (ICE) process that uses the SSA for determining appropriate intersection design, including coordination with ITCTC to conduct studies to consider roundabouts at all intersections that are being designed or considered for signalization Implement permanent curb extensions, roundabouts, or other treatments to slow turning vehicle speeds at high crash intersections	All municipalities	Safer Roads	Medium	Long-Term
			All municipalities, ITCTC, County	Safer Roads	High	Long-Term
			All municipalities	Safer Roads, Safer Speeds	Medium	Mid-Term
			All municipalities	Safer Roads	Medium	Mid-Term
	Implement proven safety countermeasures and low-cost solutions at priority intersections to mitigate likelihood and severity of intersection crashes based on location-specific crash data	Consider widespread implementation of mini and regular roundabouts using quick build design practices Target unusual and outdated intersection configurations for modernization, such as dog-legs, 5 or 6 legged intersections, skewed intersections where the legs are not perpendicular and visibility is low	Rural municipalities	Safer Roads	Medium	Long-Term
			All municipalities	Safer Roads	High	Mid-Term
			All municipalities	Safer Roads	Low	Mid-Term
		Develop and implement a systemic intersection program that applies the Safe System Approach and low-cost proven safety countermeasures at intersections with characteristics most likely to lead to fatal and serious injury crashes.	All municipalities	Safer Roads	Low	Mid-Term
		Establish an access management ordinance which applies to new construction and limits curb cuts per block to ensure proper spacing and sight distance and at Planning Board review, consider available lot frontage and possible shared driveway easements when parcels are subdivided to avoid "necessary" clusters of driveways close together.	All municipalities	Safer Roads	Low	Short-Term



D-1



D-2



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
	Improve active warning devices, signing, and pavement markings on grade crossing approaches to reduce crashes at grade crossings	Utilize the latest edition of the Highway-Rail Crossing Handbook to install or improve active warning devices and implement strategies to identify and eliminate hazards at highway-rail grade crossings	City of Ithaca	Safer Roads, Safer People	Medium	Short-Term
	Support policy initiatives to improve intersection safety	Develop policy thresholds to initiate an engineering study for safety with guidance for when to consider specific roadway or intersection modifications Consider removing permissive left turns during active pedestrian phase, and develop criteria for where a No Turn on Red policy can apply, starting with intersections along the High-Injury Network (HIN). Coordinate with NYSDOT as needed.	County All municipalities, NYSDOT	Safer Roads Safer People	Low	Short-Term
		Develop Intersection Street Design Standards in collaboration with communities and tailor street designs with sensitivity to land use and community context	ITCTC, County, NYSDOT, All municipalities	Safer Roads, Safer Speeds	Medium	Mid-term
	Provide educational materials to promote safer travel at intersections	Create and share educational materials for quick-build demonstrations to local member agencies Work with local organizations on educational programs, including demonstrations and awareness campaigns related to crash data, statistics, and safe behaviors for roadway users at signalized intersections	ITCTC, County, NYSDOT All municipalities, County, ITCTC, Non-profits, Universities, etc.	Safer Roads, Safer People	Medium	Mid-Term
Roadway Departures	Implement proven safety countermeasures and low-cost solutions to reduce roadway departure crashes based on roadway departure crash data on priority segments	Implement applicable countermeasures from the Systemic Treatment Package for Roadway Departures that address roadway departure crashes.	All municipalities	Safer Roads	Medium	Mid-Term
		Assess pavement and striping conditions along the HIN roadways or priority segments; identify locations to use repaving and restriping to implement safer road designs; coordinate with resurfacing and restriping programs to prioritize and implement necessary locations	All municipalities	Safer Roads	Medium	Short-Term
		Upgrade roadway signage and pavement markings to meet MUTCD standards	Rural municipalities	Safer Roads, Safer People	Low	Short-Term
		Pilot pavement friction countermeasures and evaluate their performance in crash reductions	All municipalities	Safer Roads, Safer People	Medium	Mid-Term



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
	Implement systemic safety improvements to decrease the severity of roadway departure crashes	<p>Improve related geometric data collection and safety analysis to promote infrastructure projects enhancing roadside design in the clear zone with context considerations to remove, relocate, shoulder, or delineate fixed objects</p> <p>Pursue a collaborative contract for ball bank studies to develop a county-wide inventory of horizontal curves</p> <p>Provide shoulder widening for Focus Facilities identified in the Joint Safety Action Plan's systemic analysis</p> <p>Develop low-cost systemic horizontal curve program that includes countermeasures such as clear zone improvements, lighting, etc.</p> <p>Upgrade guardrail to current standards and replace existing barriers that are damaged or non-functional, and examine guardrail and other assets' repair policy, including the repair versus replace policy</p> <p>Use Motorcycle Protection Systems (MPS) to provide bottom protection to the guide rail systems to prevent or cushion rider interactions with discrete elements of guardrail to enhance motorcycle safety</p> <p>Create training program for Transportation Managers on how to identify and locate objects and encroachments within clear zone and state right-of-way and build a database to track objects</p> <p>Increase distance to roadside features on high-speed roadways by removing/ relocating fixed objects, such as trees and utility poles, in the clear zone. Work with NYSDOT and NYSEG to remove or shield fixed objects currently inside state right-of-way /clear zone</p>	Rural municipalities All municipalities, County Rural municipalities All municipalities All municipalities All municipalities County Rural municipalities, NYSDOT	Safer Roads Safer Roads Safer Roads, Safe Vehicles Safer Roads Safer Roads, Safer Vehicles Safer Roads, Safer Vehicles Safer Roads, Safer People Safer Roads, Safer Vehicles	Medium Low Medium Low Medium Medium Medium	Mid-Term Mid-Term Mid-Term Short-Term Mid-Term Mid-Term Short-Term Short-Term
	Focus education efforts aimed at roadway departure countermeasures	<p>Disseminate Governor's Traffic Safety Committee-developed public education materials regarding use and purpose of roadway departure countermeasures like shoulder and centerline rumble strips</p> <p>Create and share educational materials for quick-build demonstrations to local member agencies</p>	County ITCTC, County, NYSDOT	Safer Roads Safer Roads	Low Low	Short-Term Mid-Term



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
Vulnerable Road Users	Continue implementing infrastructure programs to enhance vulnerable road user safety on priority segments, at priority intersections, and in High Risk areas	Utilize FHWA STEP, Proven Safety Countermeasures, and the Systemic Treatment Package for Pedestrians to systematically implement countermeasures with known safety benefits at both uncontrolled and signalized crossing locations	All municipalities	Safer Roads, Safer Vehicles	Medium	Long-Term
		Implement Complete Street Design Guide recommendations for priority intersections, gateway streets, and Special Focus streets	All municipalities	Safer Roads, Safer People	Medium	Short-Term
		Review crosswalk spacings based on crosswalk design standards and reduce distance of crossings (including pedestrian refuge islands) along arterials with long distances between signalized intersections	Rural municipalities	Safer Roads, Safer People	Low	Short-Term
		Implement pedestrian-friendly signal cycle lengths and leading pedestrian intervals at traffic signals	All municipalities	Safer Roads, Safer People	Low	Mid-Term
		Fix or remove surface irregularities, and provide routine maintenance of bicycle and pedestrian accommodation facilities	Rural municipalities	Safer Roads	Medium	Mid-Term
		Consider installing sidepaths or separated/raised/protected facilities for bike lanes on roadways with speeds above 35 mph	Rural municipalities	Safer Roads, Safer People	High	Mid-Term
		Provide buffers, such as paint, greenspace, trees, etc., to provide greater separation between vehicular traffic and sidewalks, bicycle lanes, or sidepaths	Rural Municipalities	Safer Roads, Safer People	Low	Mid-Term
		Develop a vulnerable road user safety assessment as outlined in Vulnerable Road User Safety Assessment Guidance	County, All municipalities	Safer Roads, Safer People	High	Long-Term
		Provide effective lighting and enhance conspicuity of pedestrians and bicyclists based on FHWA Pedestrian Lighting Primer	municipalities	Safer Roads, Safer People	Medium	Short-Term
		Design and implement pedestrian safety zone program in high pedestrian crash areas	All municipalities	Safer People	Medium	Mid-Term
Safe People	Engage with community members and seek funding for the planning or construction of improvements in at least two HIN corridors every year	County, All municipalities	Safer Roads	Low	Short-Term	
	Improve active warning devices, signing, and pavement markings for trail crossings and remove/move on-street parking to reallocate space to ped/bike infrastructure	County, All municipalities	Safer People	Low	Short-Term	
	Close gaps in bicycle and pedestrian networks	County, Rural municipalities	Safer Roads	Medium	Mid-Term	



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
Support policy initiatives and work with vulnerable road user advocates and working groups to increase vulnerable road user safety	Consider non-motorists and ADA design accommodations in a proportional manner during the planning stages of future projects at different jurisdiction levels	Develop and adopt a Vision Zero Policy	County, ITCTC, All municipalities	Safer Roads, Safer People	Medium	Mid-Term
			County, ITCTC, All municipalities	Safer Roads	Low	Short-term
	Establish Safe Routes to School programs in communities to enhance safety access for children and develop comprehensive school travel plans in partnership with schools, local transportation agencies, and community stakeholders	Advocate for a policy that requires that all road resurfacing projects include the addition of protected bike lanes where feasible	Municipalities, School Districts	Safer People	Medium	Mid- term
			County	Safer Roads, Safer People	Low	Short-Term
			County, ITCTC, All municipalities	Safer Roads, Safer People	Low	Short-Term
	Create a member agency working group to ensure Complete Streets policies are consistent with transportation plans	Create dedicated expenditure line within the transportation operating budget for bicycle infrastructure	County, ITCTC, All municipalities	Safer Roads, Safer People	Low	Short-Term
			All municipalities	Safer Roads	Low	Short-Term
	Partner with schools, recreation centers, and other community identified priorities for connectivity and to identify walking zones	Revise existing local-level bicycle/ pedestrian accommodation policy to align with most recent version of relevant federal and accepted industry guidance as referenced	All municipalities	Safer Roads, Safer People	Low	Mid-Term
			All municipalities, County	Safer Roads	Low	Mid-Term
	Employ proper training and use of safety protocols for workers	Evaluate how project prioritization processes can incorporate equity as a factor	NYS DOT, All municipalities, County	Safer People	Low	Mid-Term
			County	Safer People	Low	Mid-Term
			All municipalities	Safer Roads, Safer People	Low	Mid-Term
Enhance data processes to obtain vulnerable road user volume, crash, and infrastructure data (especially in High-Risk Areas)	Collect additional non-motorized crash, volume, and infrastructure data to improve crash trends and high-risk areas analysis while including equity considerations	Provide training to law enforcement on bicycle/pedestrian laws and how to accurately identify non-motorized crashes on the crash report	County, ITCTC, Law Enforcement	Safer People	Low	Short-Term
			County, All Municipalities, ITCTC	Safer Roads, Safer People	Low	Mid-Term



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
Vulnerable Road Users	Focus education efforts aimed at safe roadway behavior and awareness of laws regarding vulnerable road users	Provide Road Safety Audit (RSA) training and enhance coordination efforts among municipalities to complete audits specific to non-motorists	County / Municipalities	Safer Roads, Safer People	Low	Mid-Term
		Work with local advocacy groups to conduct safety campaigns and/or giveaway programs to promote the use of safety equipment like active lights, reflectors, and retroreflective clothing among pedestrians and bicyclists	All municipalities	Safer Roads, Safer People	Low	Mid-Term
		Conduct enforcement and education campaigns (i.e. NYS Department of Health videos) focused on addressing dangerous driving behaviors that threaten non-motorized road users	County, All municipalities	Safer Roads	Low	Mid-Term
		Use Dynamic Message Signs to provide public service messages to increase awareness of the dangers to non-motorists traffic on high volume/speed roadways and in school zones, and to remind drivers to follow laws intended to protect non-motorists	County, All municipalities	Safer Roads	Low	Short-Term
		Expand educational campaigns and training programs for children and adults focusing on bicyclists and pedestrian skill education, safety-related training, helmet use, etc.	County, All municipalities	Safer People	Low	Short-Term
		Partner with schools to distribute educational brochures and materials with identified Safe Routes to Schools	All municipalities	Safer People	Low	Short-Term
		Recruit effective partners to ensure the vulnerable road user programs are reaching diverse and underserved communities	All municipalities	Safer People	Low	Mid-Term
		Work to make pedestrian and transit connected communities so that people are not forced to get a car and/or drive when they feel unsafe due to weather or health issues	County, All municipalities	Safer Roads, Safer People	Medium	Mid-Term
		Identify and promote programs and activities like driver assessments, public transit, and driver improvement programs that help older road users stay mobile	All municipalities	Safer Roads, Safer People	Low	Mid-Term
		Establish resource centers within local communities to provide guidance and assistance to identify and incentivize safe transportation options	County, All municipalities	Safer Roads	Low	Mid-Term
		Identify locations with high older population density and available transit services (all mobility options)	County, All municipalities	Safer People	Low	Short-Term
Age Related	Support and implement improved public transportation options and accessibility	Utilize FHWA Handbook for Designing Roadways for the Aging Population to improve roadway design and to better accommodate the special needs of older drivers	All municipalities	Safer Roads, Safer People	Medium	Long-Term



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
Improve enforcement efforts to address age-related driving issues	Educate stakeholders, law enforcement, and the public to understand physical and cognitive deficiencies affecting safe driving in older drivers	County, Law Enforcement	Safer Roads, Safer People	Low	Mid-Term	
	Educate municipalities on best solutions related to Graduated Driver's License (GDL) enforcement and educate judges regarding risks for younger drivers and GDL law	County, Law Enforcement	Safer People	Low	Mid-Term	
Increase awareness of driving risks to younger drivers amongst teens, college age students, parents and community members	Expand and continue to support coalitions for safer teen driving, jurisdiction-wide peer-led education activities, and teen/parent activities	County, All municipalities	Safer Roads, Safer People	Loww	Mid-Term	
	Conduct campaigns to increase public awareness of GDL and dangers of texting and driving on social media outlets	County, All municipalities	Safer People	Low	Short-Term	
	Implement media campaigns and outreach efforts that reach younger drivers with messages about unsafe driving practices	County, University stakeholders, School districts	Safer Roads, Safer People	Low	Mid-Term	
	Develop and implement peer-to-peer programs, evidence-based curricula, and messaging to increase traffic safety knowledge, attitude, and behavior	County, School districts	Safer Roads, Safer People	Medium	Mid-Term	
	Develop and implement guide for teaching teens to drive to include lessons for nighttime, snow/ice, and rainy weather	County, School districts	Safer Roads, Safer People	Medium	Mid-Term	
Support organizations with driver education for older drivers	Promote partnerships and educate safety professionals at regional and local governments on addressing the special needs of the aging population in their transportation, land use, and housing plans	County, All municipalities	Safer People	Low	Mid-Term	
	Distribute educational materials that provide information and resources for older driver safety to older drivers, caregivers, and family members (include self-assessment tools, driving evaluation programs like CarFit, effects of medications and health conditions on driving, etc.)	County, Rural municipalities	Safer People	Low	Mid-Term	
	Develop classes and partner with vehicle dealerships to better educate older drivers on the usage of new vehicle technology	County, All municipalities	Safer Roads, Safer People	Low	Mid-Term	

Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
Road User Behavior	Implement engineering improvements to mitigate high risk driver behavior	Implement applicable countermeasures from the Systemic Treatment Package for Speeding that address speeding crashes Implement dynamic message boards when approaching work zones or congested areas Develop a horizontal curve safety program that focuses on low cost countermeasures that includes reviewing advisory speed signing and other warning signs	All municipalities	Safer Speeds	Medium	Mid-Term
		Encourage the use of the FHWA Traffic Calming ePrimer to implement traffic calming measures for all users, such as Speed humps, Raised crosswalks, etc. in coordination with EMS	All municipalities, EMS	Safer Speeds, Safer Roads	Low	Mid-Term
		Assist local jurisdictions with implementing timed and coordinated traffic signals to improve traffic flow, reduce red-light running, and manage speeds	County, All municipalities	Safer Speeds, Safer Roads	Low	Short-Term
		Design residential streets for 25 mph target speeds using traffic-calming measures	All municipalities	Safer Speeds	Medium	Long-Term
		Establish localized slow zones for hospitals, parks/recreation and senior areas with reduced speeds limits and appropriate treatments (signs, markings, speed tables, etc.)	All municipalities	Safer Speeds	Low	Mid-Term
		Increase usage of speed feedback (SFS) and dynamic warning signs to remind drivers of travel speeds when entering urban areas or other high risk locations such as work zones and continue to research the most effective locations for these signs	All municipalities	Safer Speeds	Low	Mid-Term
		Develop a Traffic Calming Master Plan to guide the installation of traffic calming infrastructure with input from EMS. Focus on installing speed reduction infrastructure along high crash segments where excessive speed is a prominent crash factor	All municipalities	Safer Speeds, Safer Roads	Medium	Mid-Term
		Explore the use of variable speed limits and conduct pilot projects to explore the effectiveness of using electronic variable speed limit signs that change according to conditions such as weather and congestion	Rural municipalities	Safer Speeds, Safer Roads	Low	Mid-Term



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
	Conduct coordinated targeted enforcement efforts and publicize high-visibility enforcement	Utilize dedicated resources to publicize the distracted driving law including media campaigns, distribution of education materials, etc. Conduct high-visibility cell phone/text messaging enforcement to enforce the distracted driving law	County, Law Enforcement All municipalities, Law Enforcement	Safer People Safer People	Low Low	Mid-Term Mid-Term
		Develop educational tools for law enforcement on how to identify drivers violating state distracted driving laws and educate all emergency responders about the dangers of distracted driving Continue jurisdiction-wide high-visibility enforcement and saturation enforcement in active school zones, safety corridors, and work zones	County, Law Enforcement All municipalities, Law Enforcement	Safer People Safer People	Low Low	Mid-Term Mid-Term
		Conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage persons and overservice, conduct enforcement aimed at underage drinking penalties	All municipalities, Law Enforcement	Safer Roads, Safer People	Low	Mid-Term
		Conduct short-term, high-visibility seat belt law enforcement campaigns with supporting media to educate the public on the importance of using seat belts	All municipalities, Law Enforcement	Safer People	Low	Mid-Term
		Prepare regional guidelines on the use of automated speed enforcement, red light cameras and other tools and techniques to reduce speeding, especially in school zones and work zones, including implementation steps and equity considerations	All municipalities, Law Enforcement	Safer Roads, Safer People, Safer Speeds	Medium	Mid-Term
		Collect data and research new techniques, software, and technologies to select enforcement times and locations for most effective speed control	All municipalities, County, Law Enforcement	Safer Speeds	Low	Mid-Term
		Provide training on basic and advanced speed measuring devices and high-visibility enforcement best practices to new law enforcement officers and as continuing career education	All municipalities, County, Law Enforcement	Safer Speeds	Medium	Mid-Term
		Collaboratively pursue local regulation to increase penalties for repeat and excessive speeding offenders when addressing speeding tickets in the justice system	All municipalities, County, Law Enforcement	Safer People	Low	Short-Term
		Establish a diversion program for persons cited for infractions related to walking, bicycling, and distracted driving	County, All municipalities, Law Enforcement	Safer People	Low	Mid-Term



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
Review the existing speed management standards and update the speed limit setting process	Perform speed studies to analyze impacts of posted speed limit change and potentially lower local road speed limit to 25 mph to reflect safe speed threshold		Rural municipalities	Safer Speeds	Medium	Mid-Term
	Monitor other jurisdiction's practices and review the current local plan for changing speed limit		All municipalities	Safer Speeds	Low	Short-Term
	Provide guidance materials and training to help traffic engineers understand speed limits and regulations		County	Safer Roads, Safer Speeds	Low	Mid-Term
Enact, publicize, enforce, and adjudicate laws prohibiting high-risk driving behaviors	Consider the use of Speed Violation Monitoring Systems in school zones and if interested, lobby for approval from the NYS Legislature		ITCTC, County, All municipalities, Law Enforcement	Safer Speeds	Medium	Mid-term
	Conduct administrative license revocation or suspension (ALR/ALS)		County, All municipalities, Law Enforcement	Safer People	Low	Mid-Term
	Encourage law enforcement to increase sobriety checkpoints		County, All municipalities, Law Enforcement	Safer People	Low	Short-Term
	Enforce open-container law, as applicable, for alcohol and cannabis		County, All municipalities, Law Enforcement	Safer People	Low	Short-Term
	Promote the use of Preliminary Breath Test Devices and purchase testing supplies and equipment, outsource toxicology testing of backlogged cases, validation of equipment, and purchase new toxicology analysis equipment to improve the collection and quality of impaired driving data		County, All municipalities, Law Enforcement	Safer People	Low	Mid-Term
	Purchase passive alcohol sensors to detect alcohol presence in the air		County, All municipalities, Law Enforcement	Safer People	Low	Mid-Term
	Promote the implementation of expedited search warrant (eWarrants) programs for law enforcement officers to obtain evidences from impaired driving in a timely manner		County, Law Enforcement	Safer People	Low	Mid-Term
	Provide support for expanding specialized law enforcement drug recognition training, include Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) certification		County, All municipalities, Law Enforcement	Safer People	Low	Long-Term
	Implement laws that place limits on diversion and plea agreements		County, All municipalities	Safer People	Low	Long-Term
	Monitor DWI offenders closely by implementing alcohol ignition interlocks, vehicle and license plate sanctions, enhanced high-BAC sanctions, increasing fines and lowering BAC limit for repeat offenders, and intense supervision programs		County, All municipalities	Safer People	Low	Long-Term
Work with local EMS to standardize protocols regarding blood draws for fatality testing		County, All municipalities, EMS	Post-Crash Care	Low	Mid-Term	



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
		Enforce the Minimum Drinking Age 21 laws	All municipalities, Law Enforcement	Safer People	Low	Mid-Term
		Continue to enforce local primary enforcement seat belt use laws	All municipalities, Law Enforcement	Safer People	Low	Short-Term
		Conduct nighttime, high-visibility seat belt enforcement	All municipalities, Law Enforcement	Safer People	Low	Short-Term
		Continue to provide funding to equip law enforcement with appropriate equipment for speeding enforcement	County, All municipalities, Law Enforcement	Safer People	Low	Mid-Term
	Conduct educational and outreach efforts to build awareness of safe driving habits	Increase jurisdiction-wide public information and education to promote adherence to texting and cell phone laws and distracted driving law	County, All municipalities	Safer People	Low	Short-term
		Educate commercial vehicle and fleet drivers about the dangers of distracted and drowsy driving	County	Safer People	Low	Short-term
		Implement campaigns and provide education in schools on the dangers of impaired driving	County, All municipalities, School districts	Safer People	Low	Short-term
		Explore partnerships at the local level to educate drivers of available alternative methods of transportation for impaired persons	County, All municipalities	Safer People	Low	Mid-Term
		Educate the public on the benefits of using ignition interlocks for those who convicted of DWI	County, All municipalities	Safer People	Low	Short-term
		Conduct jurisdiction-wide media campaigns to prevent underage use of alcohol and/or cannabis and reduce overall misuse/abuse by adult consumers	County, All municipalities	Safer People	Low	Mid-Term
		Use a combination of earned media and paid advertising to inform the motoring public about the importance of seat belts, proper wear, and car seats, as well as the penalty for non-compliance	County, All municipalities	Safer People	Low	Mid-Term
		Identify groups with lower than average restraint use rates and implement communications, outreach, and enforcement campaigns directed at those groups	County, All municipalities	Safer People	Low	Short-term
		Utilize social media and educational materials to share information about the dangers of aggressive driving and risks to vulnerable road users	County, All municipalities	Safer People	Low	Short-term
		Educate drivers about the effects of roadway conditions on appropriate motorist speed, such as weather, congestion, daytime/nighttime, and roadway user mix	County, All municipalities	Safer People	Low	Short-term
		Coordinate with safety partners to develop consistent speed related safety messaging and distribute materials in local communities related to safe driving behavior	County, ITCTC, All municipalities	Safer People, Safer Speeds	Low	Short-term



Emphasis Areas	Strategies	Actions	Action Leader	Safe System Element	Resources Needed	Timeline
		Create and sustain a public website that provides information, resources, training, and educational opportunities	County, ITCTC, All municipalities	Safer People	Low	Short-term
Improve the collection and quality of data on high-risk driving behavior	Increase training for law enforcement to record driver behavior characteristics and related observations on crash report forms and ensure they can be recorded in crash database		All municipalities, County, Law Enforcement	Safer People	Low	Short-term
	Increase data sharing between local officers and engineering agencies to identify and develop solutions for problematic areas		All municipalities, County , Law Enforcement	Safer People	Low	Short-term
	Collect data before and following high-risk driving behavior safety improvements to analyze outcomes		ITCTC, County, All municipalities	Safer People, Safer Speeds	Low	Short-term
Improve and expand the availability and accessibility of child restraint system inspection stations and increase the correct use of child restraints	Host car seat awareness and instruction classes, and provide support for child seat giveaway programs for populations that have lower than average proper car seat use, especially in diverse and underserved communities		County, All municipalities	Safer People	Low	Short-term
	Target child transport agencies, hospitals, childcare centers, schools, etc. and collaborate with child passenger safety technicians		County, All municipalities	Safer People	Low	Short-term



Table 22 - Secondary Emphasis Areas, Strategies, & Actions

Secondary Emphasis Areas	Strategies	Actions	Action Leader
Safer Vehicles (Alternate Road Vehicles & Commercial Motor Vehicles)	Identify high crash corridors and develop engineering solutions to reduce CMV crashes	Review and update the Tompkins County Freight Transportation Study (2002). Evaluate if the Recommended Truck Routes need to be updated to reflect new preferred/safer routes, and whether wayfinding signage is adequate.	County
		Identify and implement countermeasures for high-crash CMV corridors and provide information to safety partners	All municipalities
		Invite trucking industry stakeholders to participate in an annual freight forum to discuss new technologies, policies, and strategies for the CMV Focus Area	County
		Identify and deploy engineering solutions (e.g., interactive truck rollover and curve warning signage) and best practices to improve CMV safety	All municipalities
		Develop e-bike corridors, bike corridors, and pedestrian ways separate from CMV	Rural municipalities
	Increase CMV enforcement of safety violations and provide CMV enforcement training	Investigate local law enforcement officer partnerships at points-of-entry to assist in CMV enforcement efforts	All municipalities, Law Enforcement
		Conduct driver or vehicle inspections to ensure CMVs are in proper working order and drivers are properly credentialed and fit for duty	All municipalities
		Consider developing specific corridors for CMV to provide separation between CMV and other vehicle types when possible and enforce regulation to keep CMV on their designated roads	All municipalities, Law Enforcement
		Collaboratively pursue local regulation to require smaller vehicles for delivery and goods transportation in urban environments	All municipalities
		Utilize data-driven approach to strengthen CMV enforcement on high speed corridor	All municipalities, Law Enforcement

Secondary Emphasis Areas	Strategies	Actions	Action Leader
Bus Safety	Improve bus infrastructure	Ensure that bus stop access is maintained during roadway or site construction; coordinate with developers and construction contractors to provide safe, convenient access to bus stops and around construction	Rural municipalities
		Assess on-street parking near bus stops to ensure visibility for crossings	All municipalities
		Ensure that bus stops are placed near or adjacent to safe crossings; place midblock crossings at bus stop locations	All municipalities
		Use the HIN to inform transit planning and investments - bus route and network organization, bus stop replacements, and transit station access	All municipalities
	Provide education and outreach to the public and industry on safe operations in and around commercial vehicles – braking and speeding	Encourage the inclusion of CMV related topics like how to interact safely with CMVs in driver education	County
	Develop and implement educational initiatives regarding e-bikes and other motorized micromobility options	Require scooter and bike share providers to develop safety and encouragement campaign aimed at their users, with paid promotions via community based organizations	All municipalities
	Encourage helmet and high visibility clothing usage, safe riding behavior, and motorcycle safety training	Conduct check points and testing for impaired motorcycle operators	All municipalities, County, Law Enforcement
		Develop partnerships with local companies selling motorcycle related equipment and insurance companies to incentivize motorcyclists to take training and wear safety equipment	All municipalities

Secondary Emphasis Areas			
	Strategies	Actions	Action Leader
Post-Crash Care		Compile information and develop fact sheets to inform public outreach, law enforcement, and legislators about jurisdictional and state requirements for operation of alternate road vehicles on roadways	County, ITCTC
	Develop and implement programs that provide education and awareness to high-risk road users	Conduct law enforcement training in motorcyclist DUI detection, motorcyclist crash investigation, Zero Tolerance, and motorcyclist specific laws	County, Law Enforcement
		Conduct a comprehensive education campaign that provides information for both motorists and motorcycle riders about motorcycle safety needs, protective equipment, visibility, speeding, perception-reaction times, and pertinent laws	County, All municipalities
		Collect and link crash, injury, licensing (endorsement), violation, and registration data for analysis to identify high risk locations and behaviors related to motorcyclist fatal and serious injury crashes	All municipalities
	Implement roadway design improvements and maintenance practices for motorcycle safety	Provide full paved shoulders to accommodate roadside motorcycle recovery and breakdowns	All municipalities, County
Secondary Emphasis Areas	Strategies	Actions	Action Leader
	Data	Educate emergency responders and the public on existing laws and best practices to promote EMS safety and quicker response time	Promote public awareness of the state 'Move Over' law through signage, media, and social media campaigns

Secondary Emphasis Areas				
	Strategies	Actions	Action Leader	
Data		Educate emergency responders and the public on existing laws and best practices to promote EMS safety and quicker response time	Promote public awareness of the state 'Move Over' law through signage, media, and social media campaigns	County, All municipalities
		Connect medical injury data with crash data for better data analysis	Derive a clinical classification of injury severity based on medical records to augment the investigating officer's assessment of injury severity	County, Law Enforcement
		Improve data collection (time of event/time of notification/time of arrival of EMS/Time of hospital arrival)	County, Law Enforcement	
	Require all law enforcement to adopt the state crash reporting system	Enhance training for law enforcement and emergency service personnel responsible for crash reporting to address the unique attributes required to accurately report crash circumstances involving people walking and bicycling	County, All municipalities, Law Enforcement	
		Set up and help fund training programs to educate law enforcement officers regarding accuracy and detail of crash report information	County, Law Enforcement	
		Provide funding for equipment and training associated with adoption of crash reporting system by law enforcement agencies	County, ITCTC, All municipalities, Law Enforcement	
Secondary Emphasis Areas		Work with the police department to set a deadline for implementation of crash reporting system by all law enforcement agencies	County, ITCTC, All municipalities, Law Enforcement	
		Improve crash data collection tools and analysis techniques to provide more timely and accurate data to help with problem area identification	Increase electronic reporting of crashes and traffic citations	Law Enforcement
		Evaluate effectiveness of completed safety improvement projects, including maintenance costs	County, ITCTC, All municipalities	

Secondary Emphasis Areas	Strategies	Actions	Action Leader
Improve data accessibility, integration, and sharing across agencies	Explore the use of EMS activations data for inclusion with the integrated traffic records program		All municipalities, EMS, Law Enforcement
	Coordinate with safety partners to collect and analyze police crash report forms		County, ITCTC, All municipalities, Law Enforcement
	Provide coordinated safety performance data to other agencies, including local agencies and MPOs to aid in safety studies and projects conducted at local level (require additional CLEAR training)		County, ITCTC, All municipalities
	Collect Model Inventory of Roadway Elements (MIRE) roadway and traffic data elements with consideration of adding other beneficial elements to support the data-driven safety program		Rural municipalities, County, ITCTC
	Increase accuracy and completeness of alcohol, drug, and cannabis-related crash attributes to improve future analysis		County, ITCTC, All municipalities, Law Enforcement
	Create a central repository for integrated, linked data records including crash records, roadway and traffic records, health records, court records, licensing records, and state toxicology records		County (Health Department), ITCTC, All municipalities, Law Enforcement
	Populate, monitor, and enhance the electronic data transfer to state partners (e.g., NHTSA, FHWA)		County, All municipalities, ITCTC
	Expand data collection and analysis to incorporate emerging mobility options such as micromobility and connected and automated vehicles, as well as real-time data sources		County, All municipalities, ITCTC