

**SCHEDULED**  
**RESOLUTION NO. 2025-125**

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**Authorization to Accept the Safe Streets for All (SS4A) Joint Safety  
Action Plan and Vision Zero Goal**

WHEREAS, the Safe Streets for All (SS4A) Joint Action Plan provides strategies towards a Vision Zero goal, that traffic deaths and serious injuries on our roadways are unacceptable, and

WHEREAS, the life and health of all people living and traveling within Tompkins County are our utmost priority, and no one should die or be seriously injured while traveling on Tompkins County roads, and

WHEREAS, the creation of the SS4A Joint Action Plan is a result of all stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the public, collaborating in preventing fatalities and serious injuries on our roadways, and

WHEREAS, SS4A Joint Action Plan is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safety, health, and equitable mobility for all, and

WHEREAS, SS4A Joint Action Plan recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes, and

WHEREAS, Tompkins County's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists, and

WHEREAS, according to the Institute for Traffic Safety Management and Research, the Traffic Safety Statistical Repository website, Tompkins County lost 32 people to traffic related deaths, with a third of those deaths involving pedestrians and bicyclists from 2020 - 2024, and

WHEREAS, according to the Institute for Traffic Safety Management and Research, the Traffic Safety Statistical Repository website, the injury rate for pedestrians involved in collisions is approximately 84 percent, and the injury rate for bicyclists involved in collisions is approximately 93 percent, and

WHEREAS, speed is recognized as a major determining factor of survival in a crash, and

WHEREAS, the acceptance of the SS4A Joint Action Plan provides a pathway for the County and partnering municipalities to apply for eligible implementation grants from the Infrastructure Investment and Jobs Act (IIJA), now therefore be it

RESOLVED, on recommendation of the Facilities and Infrastructure Committee, That the Tompkins County Legislature accepts the Safe Street for All (SS4A) Joint Action Plan, attached hereto as Exhibit A, to strive towards eliminating traffic deaths and a 50% reduction in serious injuries by 2040 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

**SEQR ACTION:** Type II - 18 (No further action required)

|                  |  |
|------------------|--|
| <b>RESULT:</b>   | <b>RECOMMENDED [UNANIMOUS]</b>                       |
| <b>MOVER:</b>    | Greg Mezey, Member                                   |
| <b>SECONDER:</b> | Randy Brown, Vice Chair                              |
| <b>AYES:</b>     | Lee Shurtleff, Randy Brown, Michael Lane, Greg Mezey |

STATE OF NEW YORK    )  
                                  ) ss:  
COUNTY OF TOMPKINS)

I hereby certify that the foregoing is a true and correct transcript of a resolution adopted by the Tompkins County Legislature on May 15, 2025.



IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Legislature at Ithaca, New York, on June 4, 2025.

*Katrina McCloy*

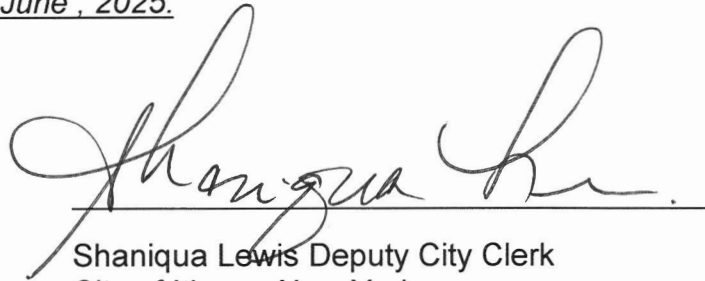
, Clerk  
Tompkins County Legislature

STATE OF NEW YORK  
COUNTY OF TOMPKINS  
CITY OF ITHACA

SS:

I, Shaniqua Lewis, Deputy City Clerk of the City of Ithaca, do hereby certify that the foregoing resolution "A Resolution Of the Common Council of the City Of Ithaca Adopting A Vision Zero Policy" is a true and exact copy of a resolution duly adopted by the Common Council of said City of Ithaca at a regular meeting held on the 4<sup>th</sup> day of June, 2025 and that the same is a complete copy of the whole of such resolution.

IN WITNESS WHEREOF, I have set my hand and the Corporate Seal of the City of Ithaca hereunto on this 12<sup>th</sup> day of June, 2025.

A handwritten signature in cursive script, appearing to read "Shaniqua Lewis", is written over a horizontal line. The signature is fluid and stylized, with a large initial 'S' and a trailing flourish.

Shaniqua Lewis Deputy City Clerk  
City of Ithaca, New York

(seal)



## A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF ITHACA ADOPTING A VISION ZERO POLICY

**WHEREAS**, this resolution is a recommitment to the “Resolution Supporting the City of Ithaca’s Vision Zero Plan to Eliminate All Traffic-Related Fatalities and Serious Injuries” adopted by Common Council on March 6, 2019; and

**WHEREAS**, the life and health of all persons living and traveling within the City of Ithaca are our utmost priority, and no one should die or be seriously injured while traveling on our city streets;

**WHEREAS**, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

**WHEREAS**, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, and equitable mobility for all;

**WHEREAS**, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

**WHEREAS**, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

**WHEREAS**, two people in the City of Ithaca lost their lives to traffic deaths from 2020 to 2024, and traffic crashes are among the leading cause of deaths in the United States;<sup>1</sup>

**WHEREAS**, the City of Ithaca’s transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists;

**WHEREAS**, pedestrians and bicyclists are involved in three percent of collisions and account for 100 percent of traffic deaths in the City of Ithaca;<sup>2</sup>

**WHEREAS**, the injury rate for pedestrians involved in collisions is approximately 96 percent, and the injury rate for bicyclists involved in collisions is approximately 82 percent;<sup>3</sup>

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<sup>1</sup> Institute for Traffic Safety Management & Research. Traffic Safety Statistical Repository website: <https://www.itsmr.org/traffic-safety-statistical-repository/>. 2025.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

**WHEREAS**, speed is recognized as a major determining factor of survival in a crash;<sup>4</sup>

**WHEREAS**, the City of Ithaca is working toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph;<sup>5</sup>

**WHEREAS**, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities;<sup>6</sup>

**WHEREAS**, people of color are disproportionately affected by racial profiling and inequitable enforcement of traffic violations;<sup>7,8,9</sup>

**WHEREAS**, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

**WHEREAS**, successful Vision Zero programs are a result of all stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the general public, collaborating to preventing fatalities and serious injuries on our roadways;

**NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Ithaca, State of New York, as follows:**

The City of Ithaca adopts the goal of eliminating traffic deaths and a 50% reduction in serious injuries by 2040 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

The City of Ithaca adopts the goal of eliminating racial profiling and inequitable enforcement of traffic violations.

The City of Ithaca adopts the Joint Safety Action Plan as a comprehensive and holistic approach to achieving Vision Zero.

**Carried Unanimously 10-0**

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<sup>4</sup> Institute of Transportation Engineers; Road to Zero Coalition; and RTZ Safe System Working Group. Safe System. Institute of Transportation Engineers website: [ite.org/technical-resources/topics/safe-systems/](https://ite.org/technical-resources/topics/safe-systems/).

<sup>5</sup> Ferrier K. Landmark national study urges safety over speed. Vision Zero Network website: [visionzeronetwork.org/safety-over-speed](https://visionzeronetwork.org/safety-over-speed). July 25, 2017.

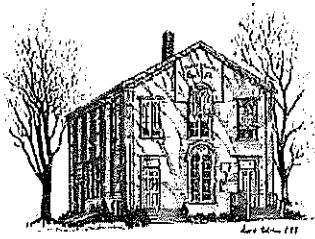
<sup>6</sup> Fox J, Shahum L. *Vision Zero Equity Strategies for Practitioners*. Oakland, CA: Vision Zero Network; 2017.

<sup>7</sup> *Targeted Fines and Fees Against Communities of Color: Civil Rights and Constitutional Implications*. Washington, DC: US Commission on Civil Rights; 2017.

<sup>8</sup> *Investigation of the Ferguson Police Department*. Washington, DC: Civil Rights Division, US Department of Justice; 2015.

<sup>9</sup> Bingham S, Calhoun S, Case A, et al. *Paying More for Being Poor: Bias and Disparity in California's Traffic Court System*. San Francisco, CA: Lawyers' Committee for Civil Rights of the San Francisco Bay Area; 2017.





## *Certified Resolution*

### **Resolution 99 of 2025. Commitment to Vision Zero (roadway deaths) Philosophy and Adoption of Tompkins County SS4A Joint Safety Action Plan**

Motion by: Kelley-Mackenzie Seconded: Witmer

WHEREAS, the life and health of all persons living and traveling within the Town of Caroline are our utmost priority, and no one should die or be seriously injured while traveling on our town streets; and

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, and equitable mobility for all; and

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS, nearly half of all fatal crashes occur on rural roads, even though only 19% of the U.S. population lives in rural areas; and

WHEREAS, the Town of Caroline's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

WHEREAS, speed is recognized as a major determining factor of survival in a crash; and

WHEREAS, the Town of Caroline is working and will work toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph; and

WHEREAS, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities; and

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

WHEREAS, successful Vision Zero programs are a result of all stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the general public, collaborating to preventing fatalities and serious injuries on our roadways; therefore be it

RESOLVED, the Caroline Town Board adopts the goal of eliminating traffic deaths and a 50% reduction in serious injuries by 2040 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal; and further be it June Agenda Meeting – Recorded and Posted on Website Page 3 of 3

RESOLVED, the Caroline Town Board adopts the Tompkins County SS4A Joint Safety Action Plan, attached hereto as Exhibit A (HERE), as a comprehensive and holistic approach to achieving Vision Zero and further be it

RESOLVED, The Town of Caroline Clerk shall certify the adoption of this Resolution, effective immediately, by the Town Board.

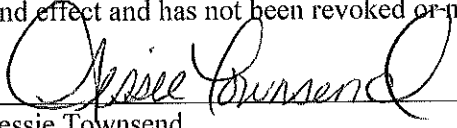
**Motion carried:**

**Ayes: Witmer, Kelley-Mackenzie, Brown, Bates**

**Nays: None**

STATE of NEW YORK}  
COUNTY of TOMPKINS}  
TOWN of CAROLINE }

I, Jessie Townsend, Clerk of the Town of Caroline, hereby certify that the foregoing is a full, true, and accurate copy of a resolution duly and regularly adopted by the Caroline Town Board, at a meeting duly held on June 4, 2025, at which quorum was present throughout, and the required majority of the governing body voted in favor of this resolution. I further certify that this resolution is still in full force and effect and has not been revoked or modified.

  
\_\_\_\_\_  
Jessie Townsend  
Caroline Town Board Clerk

June 24, 2025  
Dated



Resolution No. 105 (2025) A RESOLUTION OF THE TOWN BOARD OF THE TOWN OF DRYDEN  
ADOPTING A VISION ZERO POLICY

Supv Leifer offered the following resolution and asked for its adoption:

WHEREAS, the life and health of all persons living and traveling within the Town of Dryden are our utmost priority, and no one should die or be seriously injured while traveling on our town streets;

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, and equitable mobility for all;

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

WHEREAS, the Town of Dryden's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists;

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

WHEREAS, successful Vision Zero programs are a result of all stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the general public, collaborating to preventing fatalities and serious injuries on our roadways;

WHEREAS, the Town of Dryden has already adopted other pedestrian safety-related policies;

WHEREAS, under the State Environmental Quality Review Act (SEQRA), Environmental Conservation Law Article 8, the Town Board hereby finds and determines that this law constitutes a Type II action, pursuant to Section 617.5 (C) of Title 6 of New York Code of Rules and Regulations, in that the law authorizes (24) information collection, including basic data collection and research; (26) routine or continuing agency administration and management, not including new programs or major reordering of priorities that may affect the environment; (27) preliminary planning processes necessary to formulate a proposal for an action; (33) adoption of regulations, policies, procedures and local legislative decisions in connection with any action on this list, but does not commit the Town to commence or approve an action



NOW, THEREFORE, BEIT RESOLVED, by the Town Board of the Town of Dryden, State of New York, as follows:

The Town of Dryden adopts the goal of eliminating traffic deaths and a 50% reduction in serious injuries by 2040 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

The Town of Dryden adopts the Joint Safety Action Plan, attached hereto as Exhibit A, as a comprehensive and holistic approach to achieving Vision Zero.

The Town of Dryden Clerk shall certify the adoption of this Resolution, effective immediately, by the Town Board.  
2<sup>nd</sup> CI Lamb

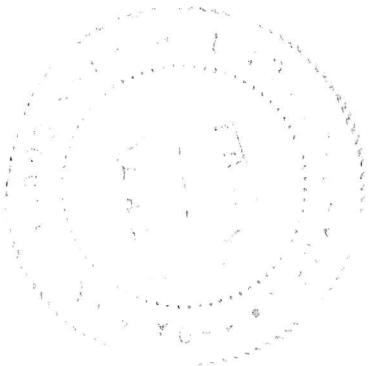
|                |                  |     |
|----------------|------------------|-----|
| Roll Call Vote | CI Vargas Mendez | Yes |
|                | CI Buck          | Yes |
|                | CI Dravis        | Yes |
|                | CI Lamb          | Yes |
|                | Supv Leifer      | Yes |

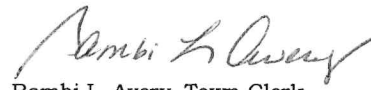
STATE OF NEW YORK     }  
COUNTY OF TOMPKINS   }SS.:  
TOWN OF DRYDEN        }

I, Bambi L. Avery, duly elected Town Clerk of the Town of Dryden, Tompkins County, New York, DO HEREBY CERTIFY:

That I have compared the foregoing resolution with the original resolution adopted by the Town Board of the Town of Dryden at a regular meeting of said Town Board held on the 19<sup>th</sup> day of June 2025, and that it is a true and exact copy of said original and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Dryden this 20<sup>th</sup> day of June, 2025.



  
Bambi L. Avery, Town Clerk

**MEETING OF THE ITHACA TOWN BOARD**  
**June 9, 2025**

**TB Resolution 2025 -063: A Resolution Adopting a Vision Zero Policy**

Whereas, the life and health of all persons living and traveling within the Town of Ithaca are our utmost priority, and no one should die or be seriously injured while traveling on our Town roads; and

Whereas, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

Whereas, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, and equitable mobility for all; and

Whereas, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

Whereas, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are encouraged to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

Whereas, six people in the Town of Ithaca lost their lives to traffic deaths from 2020-2024, and traffic crashes are among the leading cause of deaths in the United States; and

Whereas, the Town of Ithaca's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

Whereas, according to the Tompkins County Safety Performance Dashboard, pedestrians and bicyclists are involved in two percent of collisions and account for 33 percent of traffic deaths in the Town of Ithaca; and

Whereas, the injury rate for pedestrians involved in collisions is approximately 93 percent, and the injury rate for bicyclists involved in collisions is approximately 89 percent; and

Whereas, speed is recognized as a major determining factor of survival in a crash; and

Whereas, the Town is actively working toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph; and

Whereas, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic

injuries and fatalities; and

Whereas, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

Whereas, successful Vision Zero programs are a result of all stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the general public, collaborating to preventing fatalities and serious injuries on our roadways; and

Whereas, the Town of Ithaca has already adopted a Complete Streets Policy on April 15, 2015; and

Whereas, the Tompkins County Legislature adopted an analogous Resolution 2025-125 for Authorization to Adopt the Safe Streets for All (SS4A) Joint Safety Action Plan and Vision Zero Goal on June 3, 2025; and

Whereas, under the State Environmental Quality Review Act (SEQRA), Environmental Conservation Law Article 8, The Town Board hereby finds and determines that this Plan constitutes a Type II action, pursuant to Section 617.5 (C) of Title 6 of New York Code of Rules and Regulations, in that the law authorizes (24) information collection, including basic data collection and research; (26) routine or continuing agency administration and management, not including new programs or major reordering of priorities that may affect the environment; (27) preliminary planning processes necessary to formulate a proposal for an action; (33) adoption of regulations, policies, procedures and local legislative decisions in connection with any action on this list, but does not commit the Town to commence or approve an action; now, therefore, be it

Resolved, the Town of Ithaca adopts the goal of eliminating traffic deaths and a 50% reduction in serious injuries by 2040 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal; and be it further

Resolved, the Town of Ithaca supports the goal of eliminating racial profiling and inequitable enforcement of traffic violations; and be it further

Resolved, the Town of Ithaca adopts the Joint Safety Action Plan, attached hereto as a comprehensive and holistic approach to achieving Vision Zero.

Moved: Pamela Bleiwas                      Seconded: Susie Gutenberger  
Vote: ayes- Howe, DePaolo, Bleiwas, Gutenberger and Rosen

STATE OF NEW YORK)  
COUNTY OF TOMPKINS) SS:  
TOWN OF ITHACA:

I, Ashley Colbert, Deputy Town Clerk of the Town of Ithaca, do hereby certify that the above resolution is an exact copy of the same adopted by the Ithaca Town Board at a meeting on the 9<sup>th</sup> day of June, 2025.

SEAL

  
\_\_\_\_\_  
Ashley Colbert, Deputy Town Clerk

STATE OF NEW YORK     }  
                                      :S.S.:  
COUNTY OF TOMPKINS   }

I, Rotha Marsh, Clerk Treasurer of the Village of Dryden, County of  
Tompkins and State of New York, DO HEREBY CERTIFY that the attached  
is a true and correct copy of the resolution duly enacted at a Regular Board  
Meeting of the Board of Trustees at the Village Hall, 16 South Street, Dryden,  
New York, on May 21, 2025 and of the whole thereof, as entered upon the  
minutes of the proceedings. IN WITNESS WHEREOF, I have hereunto set  
my hand and affixed the Corporation seal of the said Village this 22<sup>nd</sup> day of  
May, 2025.

  
Rotha Marsh, Clerk Treasurer

Corporate Seal

Motioned by: Trustee Wakeman  
Seconded by: Trustee Converse

Resolution No. 5.21.8-2025  
Tompkins County SS4aProject Resolution

**A RESOLUTION OF THE *BOARD OF TRUSTEES* OF THE VILLAGE OF DRYDEN  
ADOPTING A VISION ZERO POLICY**

**WHEREAS**, the life and health of all persons living and traveling within the Village of Dryden are our utmost priority, and no one should die or be seriously injured while traveling on our village streets;

**WHEREAS**, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

**WHEREAS**, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, and equitable mobility for all;

**WHEREAS**, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

**WHEREAS**, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

**WHEREAS**, 0 people in the Village of Dryden lost their lives to traffic deaths in 2020-2024 and traffic crashes are among the leading cause of deaths in the United States;

**WHEREAS**, the Village of Dryden's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists;

**WHEREAS**, according to the Village of Dryden Police Department, pedestrians and bicyclists are involved in 3 percent of collisions and account for 0 percent of traffic deaths in the Village of Dryden;

**WHEREAS**, the injury rate for pedestrians involved in collisions is approximately 100 percent, and the injury rate for bicyclists involved in collisions is approximately 100 percent;

**WHEREAS,** speed is recognized as a major determining factor of survival in a crash;

**WHEREAS,** the Village of Dryden will work toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph;

**WHEREAS,** making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

**WHEREAS,** successful Vision Zero programs are a result of all stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the general public, collaborating to preventing fatalities and serious injuries on our roadways;

**NOW, THEREFORE, BE IT RESOLVED, by the Village Trustees of the Village of Dryden State of New York, as follows:**

The Village of Dryden adopts the goal of eliminating traffic deaths and a 50% reduction in serious injuries by 2040 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

The Village of Dryden adopts the Joint Safety Action Plan, attached hereto as Exhibit A, as a comprehensive and holistic approach to achieving Vision Zero.

The Village of Dryden Clerk shall certify the adoption of this Resolution, effective immediately, by the Board of Trustees.

**PASSED AND ADOPTED** by the Board of Trustees of the Village of Dryden, State of New York, on May 21, 2025, by the following vote:

Mayor Murphy-Aye

Trustee Wakeman- Aye

Trustee Dickinson-Aye

Trustee Converse-Aye

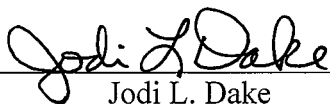
Trustee Buck-Aye





I, Jodi Dake, Clerk of the Village of Lansing, New York, do hereby certify that the attached resolution is a true and exact copy of the whole of such resolution on file in the Village Clerk's Office at 2405 N. Triphammer Road, Ithaca, NY from a regular Board of Trustees meeting held on the 15<sup>th</sup> day of May 2025.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND THE Corporate seal of the Village of Lansing, New York this 22<sup>nd</sup> day of May 2025.



Jodi L. Dake  
Clerk, Village of Lansing

-SEAL-

**Resolution #7178-Adopting a Vision Zero Policy and the Tompkins County Joint Safety Action Plan**

WHEREAS, the life and health of everyone living and traveling within the Village of Lansing are of utmost priority, and no one should die or be seriously injured while traveling our village streets; and

WHEREAS, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, and accessible mobility for all; and

WHEREAS, traditional streets' and transportation systems' designs primarily move cars efficiently, and Vision Zero supports designing streets and transportation systems to move everyone safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, motorcyclists, and vehicular drivers and passengers; and

WHEREAS, Vision Zero acknowledges that human errors occur, and it aims to design road systems and policies to prevent severe injuries or fatalities from those human errors; thus, transportation planners,

engineers, and policymakers should enhance the roadway environment, policies, and related systems to reduce crash severity and injuries; and

WHEREAS, the Village of Lansing's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

WHEREAS successful Vision Zero programs require collaboration among all levels of government, industry, non-profit organizations, researchers, and the public to prevent roadway fatalities and serious injuries on our roadways; and

THEREFORE, BE IT RESOLVED that the Village of Lansing adopts a goal of eliminating traffic deaths and a 50% reduction in serious injuries within the Village by 2040 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal; and

BE IT FURTHER RESOLVED that the Village of Lansing adopts the Tompkins County Joint Safety Action Plan, attached hereto as Exhibit A, as a collaborative, comprehensive, and holistic approach to achieving Vision Zero.

Mayor Hardaway moved the resolution. Trustee Ainslie seconded the motion. A vote was taken:

Mayor Ronny Hardaway-Aye Trustee Susan Ainslie-Aye  
Trustee Carolyn Greenwald-Aye Trustee Kathleen Yen-Aye  
Trustee Patrick Gillespie-Aye



## Ordinance Language

Resolution No. \_\_\_\_\_

### A RESOLUTION OF THE TOWN BOARD OF THE NEWFIELD ADOPTING A VISION ZERO POLICY

**WHEREAS**, the life and health of all persons living and traveling within the Town of Newfield are our utmost priority, and no one should die or be seriously injured while traveling on our town streets;

**WHEREAS**, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

**WHEREAS**, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, and equitable mobility for all;

**WHEREAS**, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

**WHEREAS**, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;



**WHEREAS**, 6 people in the Town of Newfield lost their lives to traffic deaths between 2020 and 2024, and traffic crashes are among the leading cause of deaths in the United States;<sup>1</sup>

**WHEREAS**, the Town of Newfield's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists;<sup>2</sup>

**WHEREAS**, according to the Town of Newfield [Relevant Local Agency], pedestrians and bicyclists are involved in 1 percent of collisions and account for 33 percent of traffic deaths in the Town of Newfield.<sup>3</sup>

**WHEREAS**, the injury rate for pedestrians involved in collisions is approximately 100 percent in Tompkins County, and the injury rate for bicyclists involved in collisions is approximately 100 percent;<sup>4</sup>

**WHEREAS**, speed is recognized as a major determining factor of survival in a crash;<sup>5</sup>

**WHEREAS**, the Town will work toward reducing vehicle speeds because the likelihood of a pedestrian surviving a crash is 10 percent if hit by a vehicle moving 40 mph;<sup>8</sup>

**WHEREAS**, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

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<sup>1</sup> Institute for Traffic Safety Management & Research. Traffic Safety Statistical Repository website: <https://www.itsmr.org/traffic-safety-statistical-repository/>. 2025.

<sup>2</sup> Ibid

<sup>3</sup> Ibid

<sup>4</sup> Institute of Transportation Engineers; Road to Zero Coalition; and RTZ Safe System Working Group. Safe System. Institute of Transportation Engineers website: [ite.org/technical-resources/topics/safe-systems/](https://www.ite.org/technical-resources/topics/safe-systems/).

<sup>5</sup> Ferrier K. Landmark national study urges safety over speed. Vision Zero Network website: [visionzeronetwork.org/safety-over-speed](https://visionzeronetwork.org/safety-over-speed). July 25, 2017.



WHEREAS, successful Vision Zero programs are a result of all stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the general public, collaborating to preventing fatalities and serious injuries on our roadways;

NOW, THEREFORE, BE IT RESOLVED, by the Town Board of the Town of Newfield, State of New York, as follows:

The Town of Newfield adopts the goal of eliminating traffic deaths and a 50% reduction in serious injuries by 2040 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

The Town of Newfield adopts the Joint Safety Action Plan, attached hereto as Exhibit A, as a comprehensive and holistic approach to achieving Vision Zero.

The Town of Newfield Clerk shall certify the adoption of this Resolution, effective immediately, by the Town Board.

PASSED AND ADOPTED by the Town Board of the Town of Newfield, State of New York, on May 22, 2025, by the following vote:.

Yes:     5    

No:     0