

Tompkins County SS4A Joint Safety Action Plan

Policy Review and Recommendations

prepared for

Tompkins County Joint Safety Action Plan Project Team

prepared by

Cambridge Systematics, Inc.

with

Sam Schwartz Engineering

FHI Studio

Planning4Places

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1.0 Introduction

The Policy and Process Memorandum reviews current transportation safety policies implemented in New York, Tompkins County, and local jurisdictions. For research purposes, transportation safety policy aims to:

- Promote safety among all road users
- Set standards of roadway design to protect vulnerable road users
- Achieve zero fatalities and zero serious injuries for all roadway users

This memorandum outlines current transportation safety policies and procedures, and recommends new strategies based on national best practices to reduce serious injuries and fatalities. First state, regional, and municipal policies are reviewed. Next, gaps are identified, and best practices are shared. Last, policy recommendations are outlined in table format with suggested lead agencies and timelines.

2.0 State Policy Review

New York State has embraced frameworks that advocate for the elimination of roadway related fatalities and serious injuries. The New York Strategic Highway Safety Plan uses Federal Highway Administration's Safe System Approach, which prioritizes safety for all users, accounts for human error, and uses a multidisciplinary approach. 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.

The principles of the Safe System Approach are:

- Death and Serious Injuries are Unacceptable.
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is Proactive
- Redundancy is Crucial



The objectives of a Safe System Approach:

- Safer People – Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- Safer Roads – Design roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and facilitate safe travel by the most vulnerable users.
- Safer Vehicles – Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- Safer Speeds – Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- Post-Crash Care – Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

2.1 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 the New York State Department of Transportation (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.

2.2 Speed Management

New York State Assembly **Bill A1007A** signed by the Governor in August 2022 authorizes cities, villages, and towns¹ to reduce the speed limit to 25 miles per hour 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

¹ Eligible towns are defined as those with populations of over 50,000 or those deemed as "[suburban towns](#)." Currently, no town in Tompkins County qualify for local speed limit control.

(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.²

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 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](#).

2.3 Vulnerable 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” ([chapt_18.pdf \(ny.gov\)](#)).

[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

² Additional information can be found on the NYSDOT website: <https://www.dot.ny.gov/about-nysdot/faq/posting-speed-limit-within-a-school-zone>.

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.

2.4 Impaired Driving Policy

Leandra's Law, signed into New York Law in 2009, requires any person sentenced for Driving While Intoxicated (DWI) 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.

2.5 Occupant Protection Policy

New York State Occupant Protection Program: 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 must wear a seat belt or other restraint as determined by height and weight.

3.0 Regional Policy Review

3.1 Complete Streets

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

3.2 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. The targets are detailed in Table 1. In the table, VRM is defined as vehicle revenue miles, the total distance traveled by a vehicle that is available for public use.

Table 1 Safety Targets

	Fixed- route/Deviated Fixed-route	Paratransit
Fatalities (total)	0	0
Fatalities (per 100k VRM)	0	0
Injuries (total)	3	0
Injuries (per 100k VRM)	0.18	0
Safety Events (total)	5	0
Safety Events (per 100k VRM)	0.30	0
System Failures	71	0
System Reliability (Failures/VRM)	4.20	0

The Ithaca-Tompkins County Transportation Council agreed to support NYSDOT statewide targets for Safety Performance Management Measures per Title 23 Part 490.207 of the *Code of Federal Regulations*. The targets are shown in Table 2 below. In the table, VMT is defined as Vehicle Miles Traveled.

Table 2 NY State Safety Performance Measures Targets

NY State Safety Performance Measures Targets 2022		
	Baseline 2019 (2015-19 avg.)	2022 Target (based on 2018- 2022 forecasted analysis)
Number of Fatalities	1,016	1,005
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	.83	.82
Number of Serious Injuries	11,287	11,174
Rate of Serious Injuries per 100M VMT	9.176	9.084
Number of Non-motorized Fatalities and Serious Injuries	2,671	2,644

4.0 Municipal Policy Review

4.1 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.

4.2 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.

4.3 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 allows sidewalks to be installed by owners of developers when a special permit or subdivision is filed, as stated in the [Village of Lansing Greenway Plan \(2022\)](#).

4.4 Safe Routes to School

The Ithaca-Tompkins County Transportation Council [2045 Long Range Transportation Plan](#) documents that the City of Ithaca, Villages of Trumansburg, Cayuga Heights and Dryden and the Towns of Ithaca were provided Safe Routes to School funding. The ITCTC has and will continue to support pedestrian and bicycle safety in the county through data, technical assistance, and funding opportunities.

5.0 Potential Gaps

5.1 State Policies

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 Strategic Highway Safety Plans, Transportation Improvement Programs (TIP), and Metropolitan Transportation Plans (MTP).
- New York State's safe passing law does not define "safe passing distance" for cyclists, whereas neighboring states define this as 3' to 4'.

5.2 Regional Policies

Potential gaps in regional policies include:

- Tompkins County and ITCTC does 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 does not have a regional Complete Streets policy. The Ithaca-Tompkins County Transportation Council 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 driver behavior (e.g., aggressive driving, driving under the influence). These campaigns could help raise awareness of the risk and consequences of dangerous driver 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.

5.3 Municipal Policies

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 Tompkins County Area Transit (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.

6.0 Best Practice Review

6.1 Complete Streets Policies

Tucson, Arizona adopted its Complete Streets policy in 2019 through a collaborative and actionable process with its community and had an emphasis on equity. The policy was a success due to its clear plan for implementation that included a Complete Streets Coordination Council for residents and agencies to get engaged and development of legislation to establish the council within 90 days. It was also a success due to its integration of equity in the policy implementation plan, performance measures, and project prioritization tool.

Howard County, Maryland adopted Complete Streets policy in 2022. The policy states that safety for vulnerable road users is the highest priority during project prioritization, selection, implementation, and evaluation. The policy also clearly defines which communities are underserved and commits to prioritizing them in their project prioritization process.

6.2 Vision Zero

The Town of West Hartford, Connecticut adopted its Vision Zero Policy and Action Plan in 2023. From 2018 to 2022, roadway related fatalities and serious crashes more than doubled, with more than half of crashes arising from the same 17 miles of roadway. Following adoption of the policy and plan, the Town was awarded \$3 million from the Safe Streets and Roads for All (SS4A) federal funding program. The funding will address 28 of the 70 proposed actions, including pedestrian safety infrastructure (i.e., rectangular rapid flashing beacons) and traffic calming measures. Strong community engagement throughout the process and after implementation was also key for ensuring the plan reflected the needs of the community.

The City of Richmond, Virginia adopted its Vision Zero resolution in 2016 with a goal to eliminate roadway related fatalities and serious injuries by 2030. The City's campaign focused on building strong partnerships with local government and the community. Key strategies included close collaboration within its departments for customized internal Vision Zero policy adoption, partnerships with local universities to develop transportation safety courses for its students, and public awareness campaigns from interdepartmental partnerships. The City also conducted specific outreach to historically disenfranchised populations through pop-up events, canvassing, and paid ambassadors.

6.3 Design Standards

The **City of Detroit, Michigan's** Street Design Guidelines to provide expectations of public streets and ensure that streets serve all users of various ages, abilities, and identities. The guide is a resource for City staff, residents, advocates, developers, and community groups with details on sidewalks, bike facilities, and more. It was created with the intention that city streets play an important role in the lives of residents and visitors and must be designed to ensure that all feel safe, secure, and welcome.

The **City of Norwalk, Connecticut's** [Complete Streets Ordinance](#) and Policy prioritizes transportation decision-making designed to improve safety, reduce traffic congestion, and increase mobility options. The ordinance directs the City to develop a Complete Streets Design Guide to serve as the legal framework governing the design of Norwalk's streets. The guide provides policy and guidance to anyone involved in the design of streets (including government agencies, consultants, private developers, and community groups) on the planning, design, and operation of roadways for all users. The guide includes specific and context sensitive standards for building, rebuilding, repair, and rehabilitation of City streets with the intent of balancing the needs of all roadway users

6.4 Safe Routes to School

The City of Jackson, Michigan developed a Safe Routes to School program that provided safe access to school and connected the city's parks and trails system. This collaboration led to the formation of a robust and well-connected trail system that provides essential and safe connections to schools, communities, and natural resources. Through community support, the project was a success and deepened the connections of the city's trail system to a variety of new neighborhoods, creating safe and sustainable non-motorized connections for all.

The City of Sacramento, California developed a Safe Routes to School program by employing the support of parent volunteers, developing event organization skills, and forming strong relationships with champions. Walk to School Event series were an instrumental feature of the Bannon Creek Elementary School SRTS program championed by parent volunteers and school leaders. Parent volunteers led group walks to school which were noticed by school leaders who helped coordinate walk audits and hosted multiple community forums to discuss options to promote safe travel to school. Community engagement and organization was essential to winning grants to fund pedestrian crossing signs at intersections and fun motivating supplies to encourage walking to school.

6.5 Education

The **Northwest Arkansas Metropolitan Planning Organization** has been promoting bike education in their school curriculum over the last decade, particularly in Fayetteville, Springdale, Rogers, and Bentonville. These programs help to train the next generation of responsible road users by teaching school kids the traffic rules and make biking accessible to kids who may not otherwise have the opportunity to ride.

The **National Highway Traffic Safety Administration** has conducted its *Drive Sober or Get Pulled Over* Campaign in light of increased trends in drunk driving deaths during the holiday season. It seeks to provide education on the dangers and consequences of drunk driving with recommended safety tips.

6.6 Setting Speed Limits

The City of Charlotte, North Carolina reduced speed limits on local streets from 35 miles per hour to 25 miles per hour in 2018, as a result of pedestrian and cyclist crashes accounting for nearly 44% of fatalities but less than 3% of total crashes. This was part of a larger traffic management program that promoted additional construction of sidewalks, improvements to existing sidewalks, and upgrades to pedestrian crossings.

Town of Brighton, New York has set the area speed limit for Town roads or parts thereof not otherwise regulated at 25 mph.

The City of Portland, Oregon reduced speed limits on residential streets from 25 miles per hour to 20 mile per hour. Speed studies conducted following implementation showed speeding ten miles per hour over the speed limit was reduced by 34% and speeding 15 miles per hour over the speed limit was reduced by 50%.

6.7 Traffic Violation Monitoring Systems

The **City of Albany, New York** utilized a school zone speed enforcement program to install automated speed cameras in twenty school zones from 2023 through 2028. The majority of chosen school zones had over 2,000 violations per day. As of December 2024, [over 32,000 tickets](#) have been issued for violations.

Montgomery County, Maryland employed an automated speed enforcement program for speed reduction and cycled locations at various points along roadway segments. There was a correlation between speed cameras with a 10% reduction in average speeds, 62% reduction of drivers speeding over ten miles per hour over the speed limit, and a 19% reduction of fatalities or serious injuries.

The **City of Portland, Oregon** employed speed safety cameras on the streets of its High Crash Network. With the installation of eight speed safety cameras, speeding over the speed limit dropped 71% and speeding ten miles per hour over the speed limit dropped 94%.

6.8 Speed Monitoring Displays

A [study](#) conducted on the effectiveness of dynamic speed feedback signs concluded that it resulted in reductions of four miles per hour for passenger cars. Four miles per hour can reduce the likelihood of pedestrian fatality by up to 40%.

7.0 Recommendations

The potential gaps and best practice review informed the policy recommendations, which are outlined below. Lead agencies, relevant safe system approach elements, and timelines are identified.

7.1 Project Development

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

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding (if applicable)
Incorporate Complete Streets measures in project development to consider safety for all roadway users.	Municipalities		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		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

7.2 Complete Streets Policies

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.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding (if applicable)
Develop Complete Streets policies that reflect community needs, prioritizes 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	Municipalities	ITCTC	Intersections, Vulnerable Road Users,	Safer Vehicles, Safer Roads	1-3 years	Highway Safety Improvement Program

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding (if applicable)
potential hazards and address safety gaps for all road users.			Roadway Departures			

7.3 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.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System 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

7.4 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.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System 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	Tompkins County	Intersections, Vulnerable Road Users, Roadway Departures	Safer Roads, Safer Speeds	Ongoing	Not Identified
Prioritize safety interventions on the High Injury Network to reduce roadway crashes	Municipalities	Tompkins County	Intersections, Vulnerable Road Users, Roadway Departures	Safer Roads	3-5 years	Not Identified

7.5 Safe Routes to School (SRTS)

Safe Routes to School 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.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System 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)

7.6 Education

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

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System 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, Age Related, Aggressive Driving	Safer People	1 year/ ongoing	Section 402 State and Community Highway Safety Grant Program
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

7.7 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, towns³, 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 Manual of Uniform Traffic Control Devices, to help prevent roadway-related fatalities and serious injuries.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding
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 NACTO.	NYS DOT	Tompkins County, municipalities	Intersections, Roadway Departures, Aggressive Driving	Safer Speeds	1-2 years	State

³ Eligible towns are defined as those with populations of over 50,000 or those deemed as “suburban towns.” Currently, no town in Tompkins County qualify for local speed limit control.

7.8 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.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding
Pursue speed violation monitoring systems in school zones with the NY State Legislature	Tompkins County	ITCTC, Municipalities, NY State Legislature	Road User Behaviors, Aggressive Driving	Safer Speeds	1-2 years	Tompkins County
Establish traffic violation monitoring systems to prevent 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

7.9 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.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding
Install more speed monitoring displays to correct driver behavior in real-time.	NYS DOT, 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.	NYS DOT, Tompkins County, municipalities	ITCTC	Vulnerable Road Users, Road User Behaviors, Aggressive Driving	Safer Speeds	1 year	Municipal

7.10 Vulnerable Users & Equity

The [New York State Strategic Highway Safety Plan \(SHSP\) \(2023\)](#) recommends continuation of public awareness of vulnerable user safety issues, increased accessibility of education, establishing vulnerable road user safety and enforcement training to police officers, and conducting community engagement training for outreach with vulnerable road users.

Moreover, best practices and SS4A guidance suggest prioritizing projects in environmental justice communities. Nationwide, environmental justice communities are overrepresented in fatal and serious crashes.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding
Increase promotion of vulnerable user safety through public campaigns,	ITCTC, NYSDOT	Municipalities, Tompkins County	Vulnerable Road Users	Safer People	1 year	Section 402 State and Community Highway Safety Grant Program

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding
community outreach, and additional safety training.						
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
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

7.11 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.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System 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

7.12 Data

The [New York State Strategic Highway Safety Plan \(SHSP\) \(2023\)](#) 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 Crash Location and Engineering Analysis and Reporting (CLEAR) training for NYSDOT staff, local municipalities, and ITCTC.

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding
Strengthen data collection through consolidation of mode-based data, increased intake of varied data types, and training	ITCTC, NYSDOT	Municipalities, Tompkins County	Vulnerable Road Users, Alternate Road Vehicles and Commercial	Safer Roads	Ongoing	Municipal

	Lead Agency	Partner Agency	SHSP Emphasis Area	Safe System Approach Element	Timeline	Funding
and collaboration with other entities.			Vehicles, Age Related			
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