DOT-SS4A-FY23-01

Safe Streets and Roads for All Discretionary Grant Program

2025

Lake Champlain/ Lake George Regional Planning Board

NORTH COUNTRY Safety Action Plan

Prepared for:

LAKE CHAMPLAIN–LAKE GEORGE REGIONAL PLANNING

Prepared by:

Creighton Manning
a GAI Company

vhb

PLANNING 4 PLACES
Assisting communities since 2009

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List of Acronyms

LCLGRBP	Lake Champlain-Lake George Regional Planning Board
NYSDOT	New York State Department of Transportation
GTSC	Governor's Traffic Safety Commission
CLEAR	Crash Location & Engineering Analysis Repository
SS4A	Safe Streets for All
SAP	Safety Action Plan
EA	Emphasis Area
DAC	Disadvantaged Community
NHTSA	National Highway Traffic Safety Administration
CMF	Crash Modification Factors
PSC	Prove Safety Countermeasures
FHWA	Federal Highway Administration

Introduction

I. Introduction

Since 2018, the North Country region of New York State - which includes Clinton, Essex, and Hamilton Counties - has seen hundreds of vehicle-related fatalities and injuries. In response to these tragic losses, the Lake Champlain-Lake George Regional Planning Board (LCLGRPB) has united its member communities in a shared commitment: to reduce traffic-related deaths and serious injuries on their roadways by 2050. Achieving this ambitious goal will require coordinated action and strategic direction, both of which are outlined in this Safety Action Plan (SAP).

The Lake Champlain-Lake George Regional Planning Board (LCLGRPB) is the region's economic development and planning entity for Clinton, Essex, Hamilton, Warren, and Washington Counties in northeastern New York.

LCLGRPB provides strategic guidance and capacity-building support to member counties and communities, developing local and regional initiatives that support economic growth, community development, infrastructure improvements, and transportation planning.

With expertise in grant writing and administration, water quality programs, community building, comprehensive planning, and municipal and broadband infrastructure, LCLGRPB's mission is to promote sustainable economic development that strengthens our communities, provides quality jobs, and preserves the unique natural, historical, and cultural characteristics of the region.

The purpose of Safe Streets and Roads for All (SS4A) grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development of a SAP focused on all users including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. LCLGRPB was awarded funding in 2023 through the SS4A program to develop a SAP for their entire service area.

The goal of a SAP is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region.

LAKE CHAMPLAIN–LAKE GEORGE
REGIONAL PLANNING

Figure 1: Regional Planning Board Logo

LCLGRPB is committed to working with communities to provide safer roadways for all users and eliminating all serious injury and fatal crashes throughout the region by 2050. This SAP serves as a roadmap to help communities reach that critical objective.

THIS PLAN INCLUDES:

- An in-depth analysis of the factors that contribute to fatal and serious injury crashes throughout the study area
- An understanding and acknowledgment of the communities most impacted by traffic crashes, and the needs of those communities
- A description of projects that utilize data-driven strategies proven to reduce crash incidence and severity
- Policy recommendations that change the way the region selects and design future projects
- Recommendations for programs involving enforcement, education, and partnerships with other agencies
- A focus on equity to ensure that projects are selected, funded, designed, and implemented in a way that aligns with the region's goals
- Suggestions for implementing the strategies in this plan

Figure 2: Mountain Road Daniel Case, CC BY-SA 3.0

The development of the SAP was supported by a collaborative team including Creighton Manning Engineering, VHB and Planning4Places, LLC. Creighton Manning Engineering, a GAI Company, is a leading civil engineering firm in New York State, specializing in transportation planning, design, and safety improvements. VHB, a transportation and engineering firm specializing in roadway safety, provided national expertise in technical analysis and strategy development. The VHB team leveraged extensive experience in creating safety plans, facilitating training sessions, and providing support in developing data systems such as New York's CLEAR platform for enhanced crash analysis. Planning4Places, LLC, specialized in public engagement and coordination, ensuring inclusive participation and thorough consideration of community needs throughout the planning process.

For this project, a Core Team was established, including representatives from the LCLGRPB, the SS4A Planning Team, participating counties and municipalities, and other stakeholders to provide insight and feedback throughout the plan's development. The process began with a kick-off meeting to introduce the project scope, goals, guiding principles, study area boundaries, data requirements, and communication strategies. Crash data trends, including fatalities and serious injuries, were presented using static visuals and an interactive web dashboard to facilitate comprehensive review and discussion. Monthly Core Team meetings occurred to monitor project progress, review technical findings, and address ongoing needs.

Public engagement was further supported by two Safety Partners Committee meetings. The initial virtual meeting introduced the project to a broad group of stakeholders, gathered input on safety concerns, and initiated dialogue through focused discussions. Draft safety strategies were refined based on feedback from the Core Team and stakeholders before being presented at a second Safety Partners Committee meeting for further discussion and input. All meeting materials and presentations were made available online to ensure transparency and encourage additional community participation.

Figure 3: Creative Commons Saranac Lake NY Broadway by Mwanner is licensed under CC BY 3.0

A. Study Area

The North Country Region of New York covers a vast geographic area in the northern part of the state. This SAP focuses on the northeastern portion of the region and includes Clinton, Essex, and Hamilton Counties, as shown in Figure 4 below. Extending from just north of the Great Sacandaga Lake to the Canadian border, the area features a diverse mix of roadways. Much of the region is rural and primarily served by state or county-maintained arterial roads while the region's urbanized centers such as Plattsburgh, Ticonderoga, and Lake Placid are characterized by denser networks of local streets. This variation in roadways requires attention to the types of crashes and an understanding of the risk factors in different areas to effectively reduce overall crash incidence.

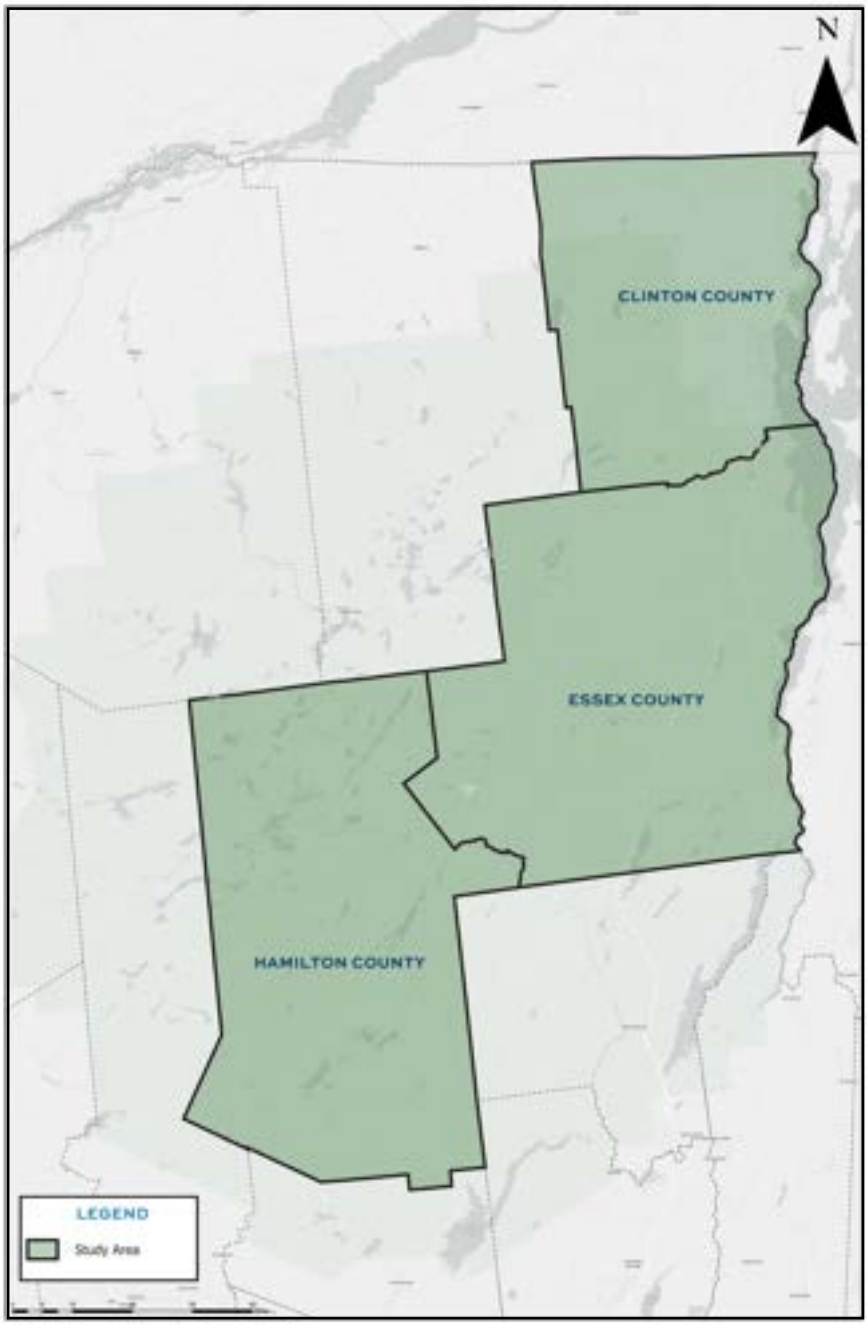


Figure 4: North Country Study Area

B. SS4A Program

The purpose of Safe Streets for All (SS4A) grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development of a SAP focused on all users including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. Awarded SS4A funding for fiscal year 2023, the North Country region is developing a SAP to identify strategies and projects intended to reduce fatal and serious injury crashes.

Figure 5: SS4A Logo

C. Program Goals

The goal of a SAP is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region.

THE PROGRAM REQUIRES A SUCCESSFUL SAP TO INCLUDE THE FOLLOWING COMPONENTS[1]:

- An official public commitment by a high-ranking public official and/or governing body (County Board of Supervisors) to eliminate or reduce fatal and serious injury crashes within a specific period of time
- A committee, task force, or group responsible for oversight of SAP development, implementation, and monitoring
- Analysis of existing conditions and trends that provide baseline crash data and inform development of projects and strategies to reduce fatal and serious injury crashes
- Robust engagement and collaboration with the public and stakeholders that allows for community representation and feedback
- Equity considerations which ensure an inclusive and representative process that identifies underserved populations through demographic information
- An assessment of current policies, plans, guidelines, etc. to identify ways to further prioritize transportation safety
- A comprehensive set of projects and strategies that will address safety problems, as well as time ranges for implementation
- A method to measure progress over time with regular, publicly accessible updates on progress toward safety goals

In 2025, the legislative boards of Clinton County, Essex County, and Hamilton County will adopt a resolution committing to the goal of eliminating traffic deaths and serious injuries on all surface streets by 2050. All entities understand that there is a significant staff and financial need required to meet the goal over a sustained period, and that prioritizing safety investments must be elevated in the planning of future projects and policies.

1 USDOT, https://www.transportation.gov/grants/ss4a/comprehensive-safety-action-plans

D. Safe System Approach

This plan utilizes the "Safe System Approach" to traffic safety, a multi-faceted method of improving the transportation safety. The Safe System Approach, which has been officially endorsed by the United States Department of Transportation and NYSDOT's Strategic Highway Safety Plan, includes a major focus on speed management, improving safety for all roadway users, and designing roadways to prioritize safety. This plan will focus on these elements, influencing safety through roadway design, engineering, and education strategies. The project team remains committed to working with partners at the State and federal levels to improve vehicle safety both inside and outside of motorized vehicles.

The Safe System Approach considers five elements of a safe transportation system:

- Safe Road Users—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.
- Safe Vehicles—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.
- Safe Speeds—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.
- Safe Roads—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through space, and alerting users to hazards and other road users.
- Post-Crash Care—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

E. Emphasis Areas

Every five years, the New York State Department of Transportation releases a comprehensive document called the Strategic Highway Safety Plan.

This plan identifies seven categories of crash types referred to as "emphasis areas"[1], which this SAP will also use to understand the most impactful types of roadway crashes:

- Intersections (crashes occurring at roadway intersections)
- Vulnerable Road Users (crashes involving cyclists, pedestrians, motorized wheelchairs, or construction workers on foot)
- Road User Behaviors (crashes involving alcohol, drugs, cellphones, distracted driving, or falling asleep while driving)
- Roadway Departures (crashes involving roadway departures, head-on collisions, or sideswipes)
- Alternate Road Vehicles and Commercial Vehicles (crashes involving motorcycles, trucks, or buses)
- Age Related (crashes involving older drivers or younger drivers)
- Aggressive Driving (crashes involving speeding, aggressive driving, or road rage)

These categories help extract project and policy takeaways from crash data by showing patterns in both geography and severity.

This plan places specific attention on improving safety for vulnerable road users, defined as anyone who is not protected by being inside a vehicle, including pedestrians, cyclists, people using wheelchairs or scooters, and people walking to and from transit. Historically, roadway design has prioritized the needs of drivers to reach their destination quickly over the safety needs of other road users. Additionally, the North Country area is home to a growing population of Amish road users in horse-driven buggies who, while travelling on arterial roads, are particularly vulnerable to high-speed crashes[2].

1 New York SHSP: https://www.dot.ny.gov/divisions/operating/osss/highway-repository/SHSP2023.pdf

2 "As Amish Spread in North Country, Car-Buggy Accidents Spark Concern and Debate, 2019: https://www.northcountrypublicradio.org/news/story/39307/20190809/as-amish-spread-in-the-north-country-car-buggy-accidents-spark-concern-and-debate

Crash Trends

II. Crash Trends

To understand where and why crashes happen, this report uses the CLEAR Safety application, developed by the NYSDOT. This tool brings together important information about crashes, like where they occurred, the types of roads involved, and details about the people and vehicles. By looking at this data in one place, it becomes easier to spot patterns, identify high-risk areas, and understand what factors may contribute to crashes. CLEAR also helps highlight which roads and intersections have more crashes than expected, so communities can focus safety improvements where they're needed most.

The following crash analysis including crash rates, heat maps, and crash trees, informed selection of the plan's Priority Locations. These road segments and intersections will be listed as prime candidates for developing specific mitigation strategies to reduce fatal and serious injury crashes.

This plan evaluates national and statewide crash trends, five-year crash trends in the study area, a High Injury Network for all modes, and a High Crash Network for vulnerable roadway users. This analysis is based on all crashes within the study area from January 1, 2018, through December 31, 2022, as shown in Figure 6 below.

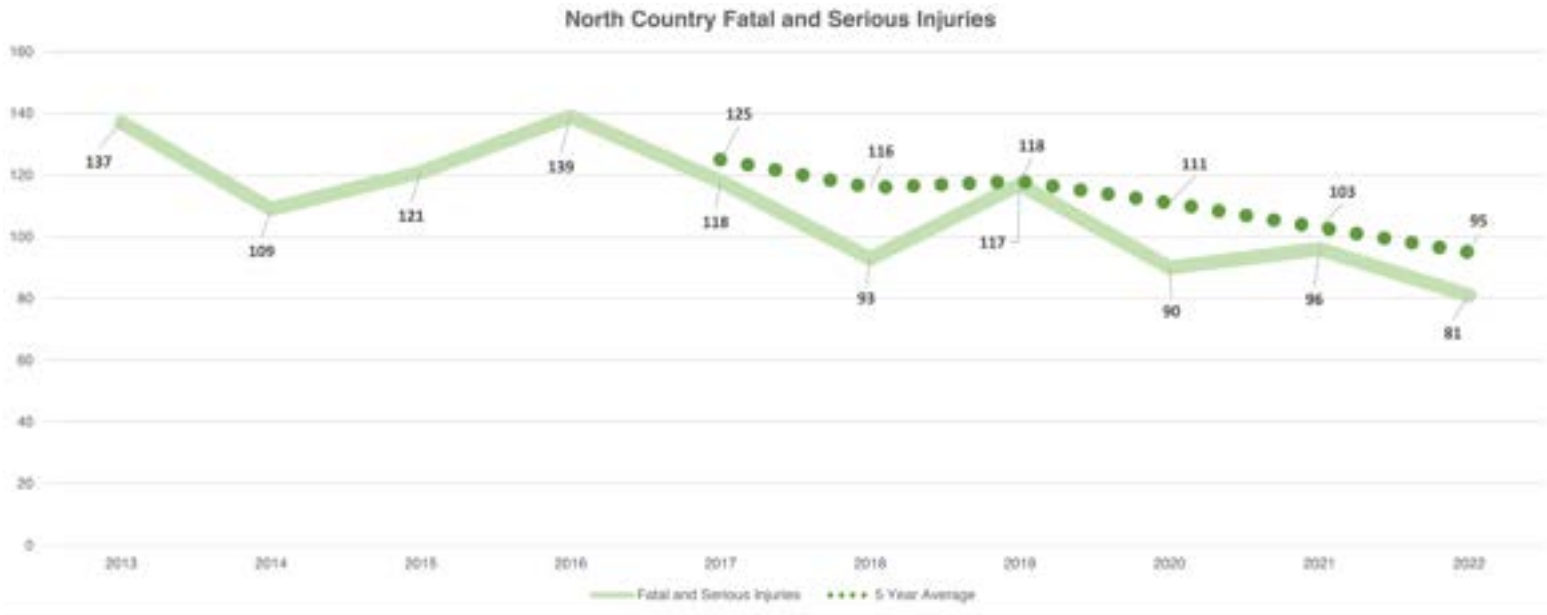


Figure 6: Fatal & Serious Injury Trends

A. Regional Crash Rates

From 2018 to 2022, the region experienced 478 fatal and serious injury crashes (Figure 7). While serious injuries have generally declined, fatal crashes have remained steady at about 9-10 per year, creating a slight increase in the fatality rate (Figure 6). Breakdown by mode shows 226 vehicle crashes, 21 pedestrian crashes, and 10 bicyclist crashes. Among fatal crashes, 26 involved vehicles and 2 involved pedestrians.

The most common crash types were collisions with objects (38%), right-angle collisions (10%), and head-on collisions (10%). Notably, collisions with objects are more frequent under low light conditions and on locally maintained roads. Right-angle crashes are more likely at stop signs, while collisions with objects and head-on crashes occur more often at higher speed limits.

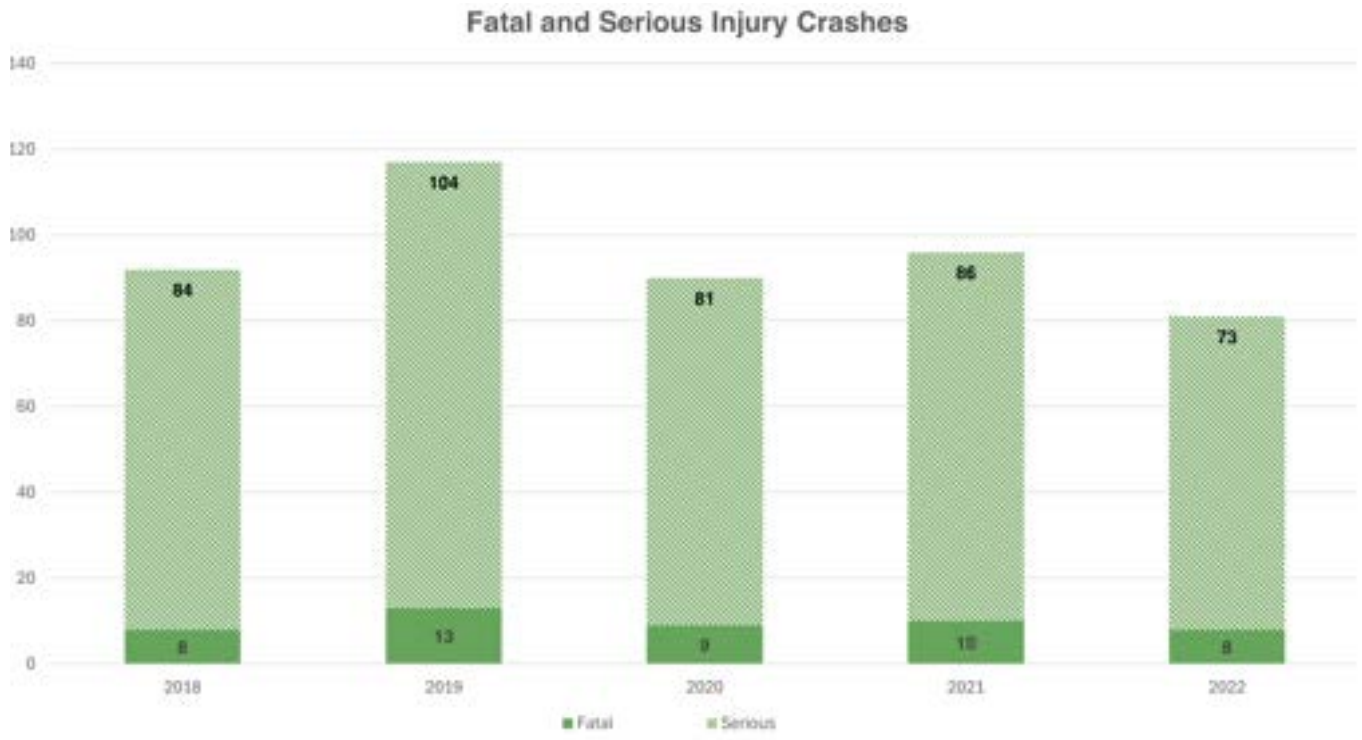


Figure 7: Fatal and Serious Injury Crashes

B. Crash Density

The Crash Heat Map (Figure 8) reveals the highest concentration of fatal and serious injury crashes in and around Plattsburgh, Ticonderoga, and Lake Placid, with additional concentrations in smaller, denser areas within the region. Significant clusters are noted in the suburban retail corridor of Plattsburgh and transition zones entering or exiting population centers (Figure 9).

Comparative crash rate analysis shows that overall, collisions with objects account for 38% of crashes, right-angle collisions 10%, head-on collisions 10%, and rear-end collisions 7%. In Plattsburgh, collisions with objects are 24%, right-angle collisions 22%, rear-end collisions 16%, and head-on collisions 10%.

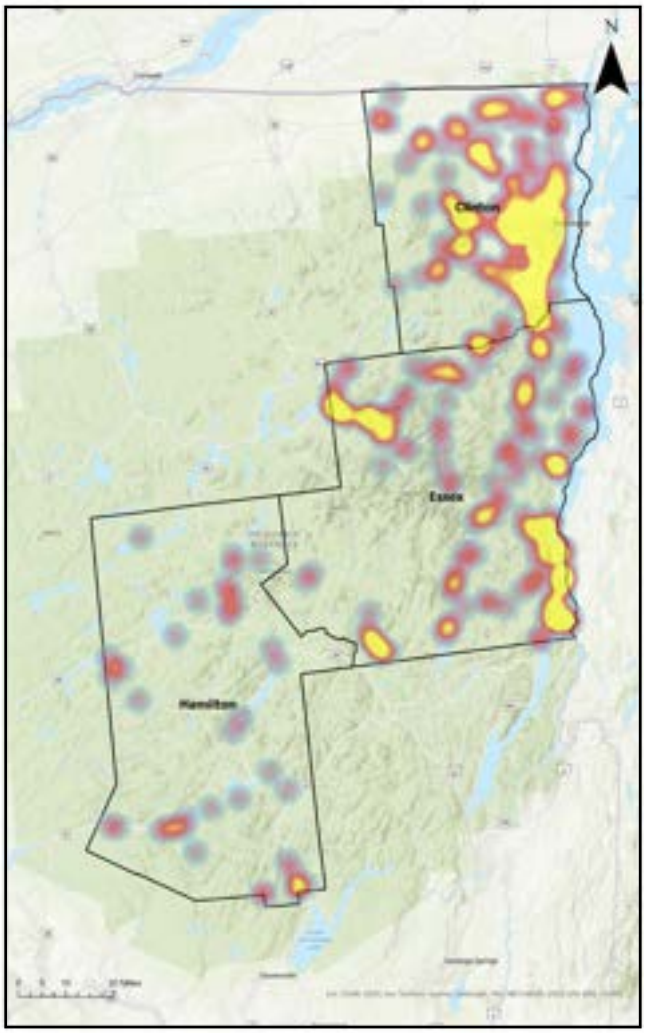


Figure 8: Crash Heat Map of Fatal and Serious Injury Crashes in the Three County Region

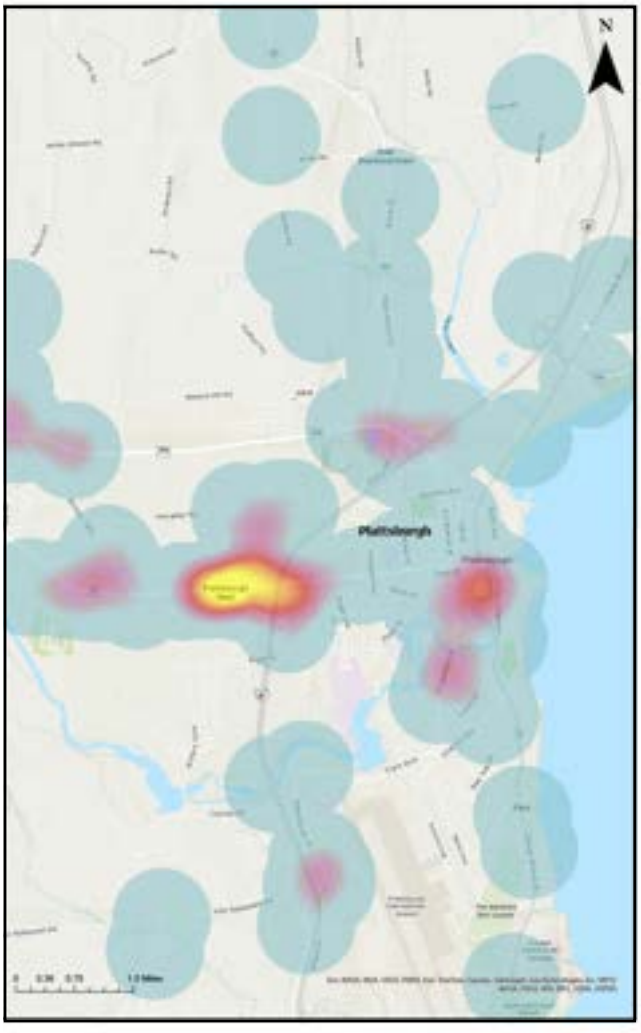


Figure 9: Crash Heat Map of Plattsburgh Area

C. Crash Mode Analysis

Although most people killed or seriously injured in the region were drivers or passengers in motor vehicle crashes, there were many incidents with pedestrians and bicyclists. Figure 10 shows a breakdown by mode.

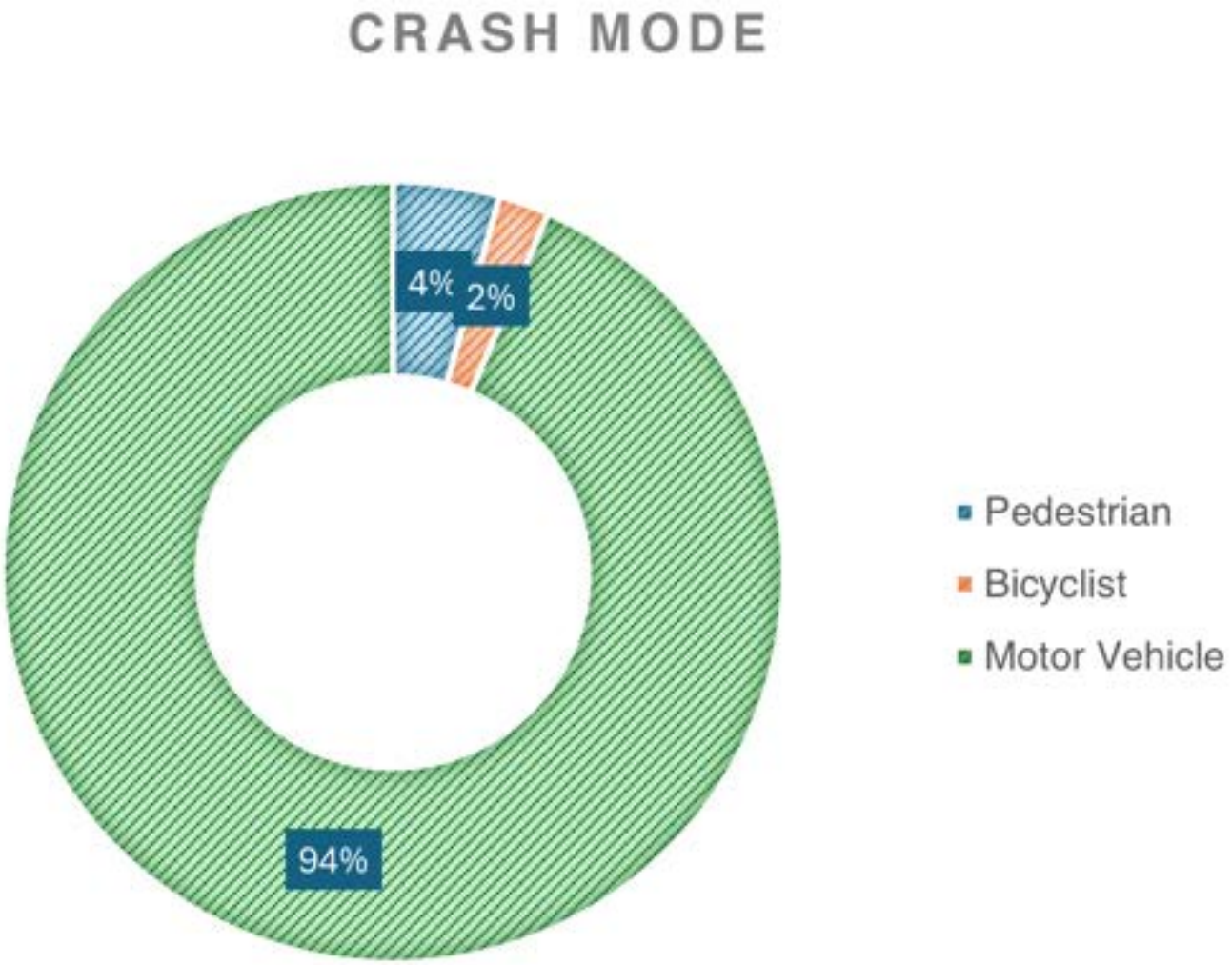


Figure 10: Fatal and Serious Injury Crashes by Mode

D. Collision Type Analysis

The comparative crash analysis in Figure 11 shows that overall, collisions with objects account for 43% of crashes, right-angle collisions 10%, head-on collisions 10%, and rear-end collisions 7%. In Plattsburgh, collisions with objects are 24%, right-angle collisions 22%, rear-end collisions 16%, and head-on collisions 10%.

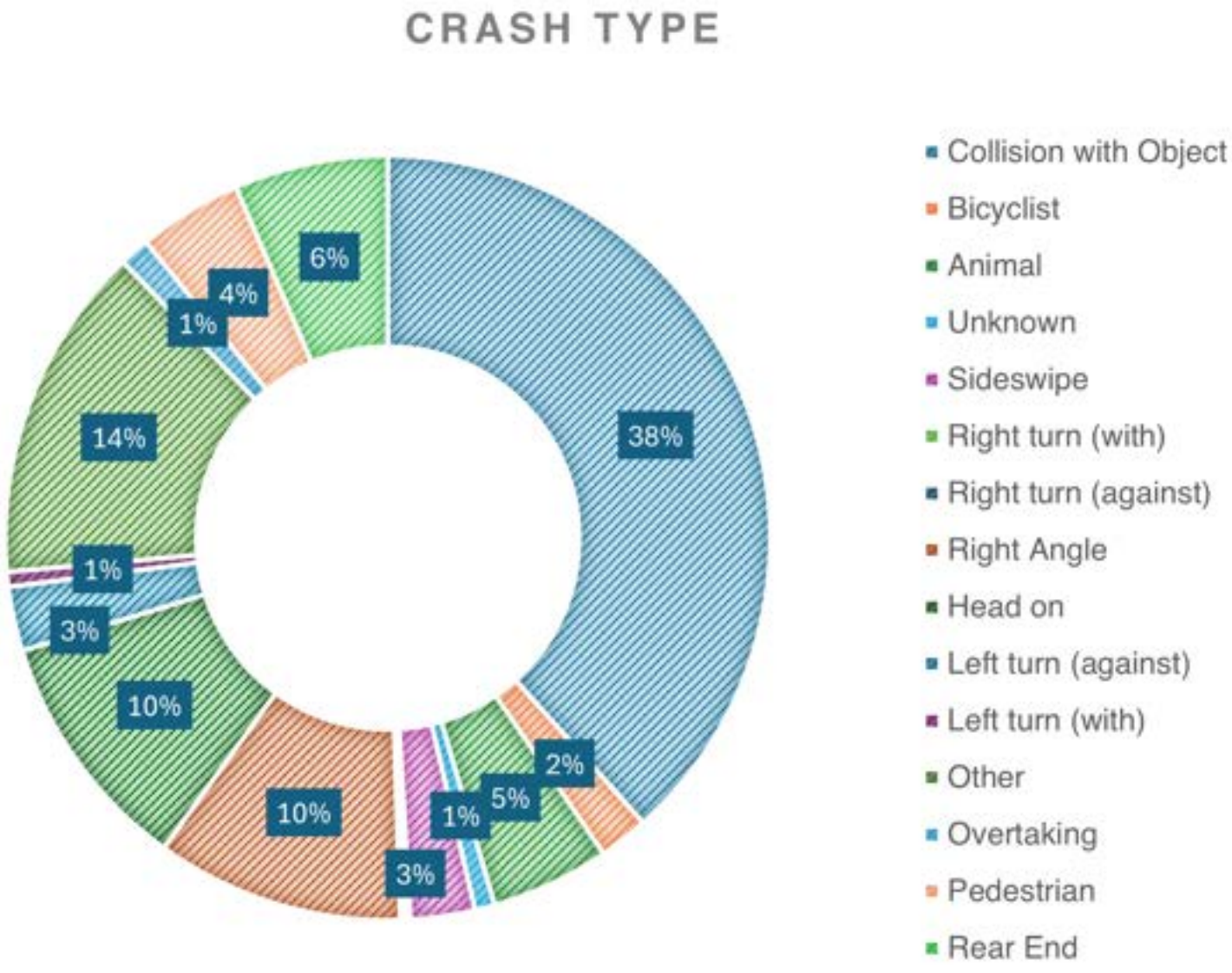


Figure 11: Crashes by Collision Type

E. Crash Tree Summary

A crash tree is a hierarchical analysis that organizes crash data, typically used in traffic safety and transportation planning. It breaks down crash data into progressively detailed levels, starting from broad categories and narrowing down to specific contributing risk factors (e.g., speed, alcohol involvement), environmental conditions (e.g., light conditions, weather), or other characteristics associated with crashes. Crash tree analysis was used in conjunction with CLEAR data for the years 2018 through 2022, including several characteristics such as location, roadway characteristics and crash severity.

All emphasis areas were analyzed, showing statistics on the most common factors that contribute to crashes. With this information, counties or municipalities within the jurisdiction will be able to make informed decisions about which crash types their streets are most vulnerable to, guiding their efforts to adopt safety improvements that reduce them. This setion identifies key statistics wintin each emphasis area that will guide development of crash reduction strategies. The full crash tree analysis can be found in Appendix C.

This analysis highlights the prevalence of issues related to road user behavior as a contributing factor in serious injury and fatal crashes, particularly in roadway departure incidents and among younger drivers. Unsafe speed and alcohol consumption play significant roles in these types of crashes, emphasizing the importance of responsible driving behavior across all age groups.

Additionally, this crash tree analysis will be useful for targeting projects and strategies toward the areas they're most likely to happen in. Intersection-related improvements appear to be most necessary in more urban areas. Improvements protecting vulnerable road users appear to be most necessary on minor arterials.

Figure 12: Rouses Point, Clinton County by Ken Lund CC

INTERSECTION

- **50%** of serious injury and fatal intersection-related crashes occur in urban areas.
- Of the serious injury and fatal crashes at urban intersections, **43%** occur on 30 MPH roads.

AGE RELATED

- **50%** of serious injury and fatal crashes among 16-to-20-year-olds result from roadway departure, the highest among all age groups.
- **29%** of serious injury and fatal crashes among 65+ year olds are due to Failure to Yield the Right of Way, the highest proportion among all age groups.

ROADWAY DEPARTURE

- **30%** of roadway departure serious injury and fatal crashes on dark unlit roads involve alcohol.
- **73%** of roadway departure serious injury and fatal crashes occur along a curved road.

ALTERNATIVE ROAD VEHICLE

- **66%** of serious injury and fatal crashes occurred in rural areas.
- **69%** of all speeding-related crashes occurred in rural areas.

AGGRESSIVE DRIVING

- Among aggressive driving fixed-object crashes, **87%** are due to unsafe speed
- **59%** of aggressive driving serious injury and fatal crashes occur along curved roads.

VULNERABLE ROAD USER

- **24%** of urban vulnerable road user fatal, serious injury, or injury crashes are due to right or left turn movements.
- **36%** of vulnerable road user serious injury and fatal crashes occur along minor arterials, compared to **19%** of all non-vulnerable road user serious injury and fatal crashes.

DRIVE RESPONSIBLY

- **48%** of drive responsibly crashes are serious injury and fatal.
- Over **50%** of drive responsibly crashes occurred along curved roads.
- **71%** of drive responsibly serious injury and fatal crashes occurred when a vehicle was going straight ahead.

Community Engagement

III. Community Engagement

A. Public Outreach Plan

A comprehensive engagement strategy was implemented to involve residents and stakeholders including municipal officials, transportation, and emergency agencies, planning departments and others. Flyers, email blasts, and press releases were widely distributed to ensure broad accessibility. The website also hosted a public input survey with a detailed questionnaire and options for geolocated comments, enabling residents to identify specific areas of concern on an interactive map. Feedback from these surveys guided project development and strategies.

Figure 14: Public Meeting

To enhance public understanding and engagement, a Story Map[1] was made publicly viewable, providing background information, crash data, and interactive maps serving as a clear project introduction.

Figure 13: Creative Commons Skyline of Plattsburgh by Quintin Soloviev is licensed under CC BY 4.0

1 ARC GIS Story Map, https://arcg.is/0DyvPr

B. Project Core Team

Throughout the development of the SAP, the core project team was made up of a wide variety of State and local officials who helped steer the course through each phase, as listed in Table 1: North Country SAP Core Team.

Core Team Member	Organization	Title
Beth Gilles	Lake Champlain/Lake George Regional Planning Board	Director
Allison Gaddy	LCLGRPB	Principal Planner
Jessica Leerkes	LCLGRPB	Economic Development Coordinator
Greg Wichser	New York State DOT –Region 1	Capital Program Manager
Audrey Burneson	NYSDOT - R1	Region 1 Representative
Mike Fenley	NYSDOT - R1	Region 1 Traffic Engineering
Dan Reynolds	NYSDOT - R1	Region 1 Traffic Engineering
Deborah Windecker	NYSDOT - R2	Regional Planning & Program Manager
Christina Gravelding	NYSDOT - R2	Bike and Pedestrian Coordinator (R2)
Kristopher Reff	NYSDOT - R7	Regional Planning & Program Manager
Aaron Docteur	NYSDOT - R7	R7 Regional Traffic Engineer
Shannon Thayer	Clinton County Planning/Transit	County Planning Director
Anna Reynolds	Essex County Community Resources	Director
Christy Wilt	Hamilton County Planning Dept	Director
Trevor Cole	Town of Plattsburgh	Senior Planner

Table 1: North Country SAP Core Team

C. Safety Partners Meeting

The project team hosted two Safety Partners meetings. As key components of the outreach process, both meetings were held virtually to maximize participation from a diverse group of stakeholders, including representatives from local highway and engineering departments, law enforcement, emergency response agencies, active transportation organizations, and advocacy groups. The first meeting served as a kickoff event, with about 100 people invited. It began with a large-group presentation introducing the SAP's goals, study process, and emphasis areas, followed by breakout sessions to facilitate targeted discussions. Participants provided input on the adequacy of public and stakeholder engagement plans, effective methods for promoting surveys and events, and concerns regarding the proposed location prioritization process. Additional breakout sessions focused on emphasis areas such as roadway departure, intersection safety, vulnerable road users, and age-related factors, as well as identifying high-priority locations and specific safety issues within their communities.

The second Safety Partners meeting focused on discussing the proposed strategies and projects designed to achieve target crash reductions. The agenda included a review of the project background, a summary of public engagement efforts, and a detailed presentation of initial recommendations. Breakout sessions allowed participants to provide feedback on the adequacy and applicability of the proposed strategies, raise questions about the project list, and discuss how these strategies could be implemented within their municipalities. The meeting concluded with a discussion of next steps, including a two-week comment period, the development of priority location examples, and drafting resolutions aimed at achieving zero fatalities and serious injuries. Together, these meetings provided a collaborative platform for stakeholders to shape the plan and prioritize safety improvements effectively.

Figure 15: Safety Partners Meeting

D. Online Survey

An online survey with an associated map to geolocate specific locations was provided through the project website. The input received was compiled and overlayed as pins in a GIS fatal and serious injury crash map to compare with the data analyzed. Generally, the input received corresponded to areas shown on the heat map (Figure 16) as having higher fatal and serious injury crashes, but there were a few outliers beyond those locations.

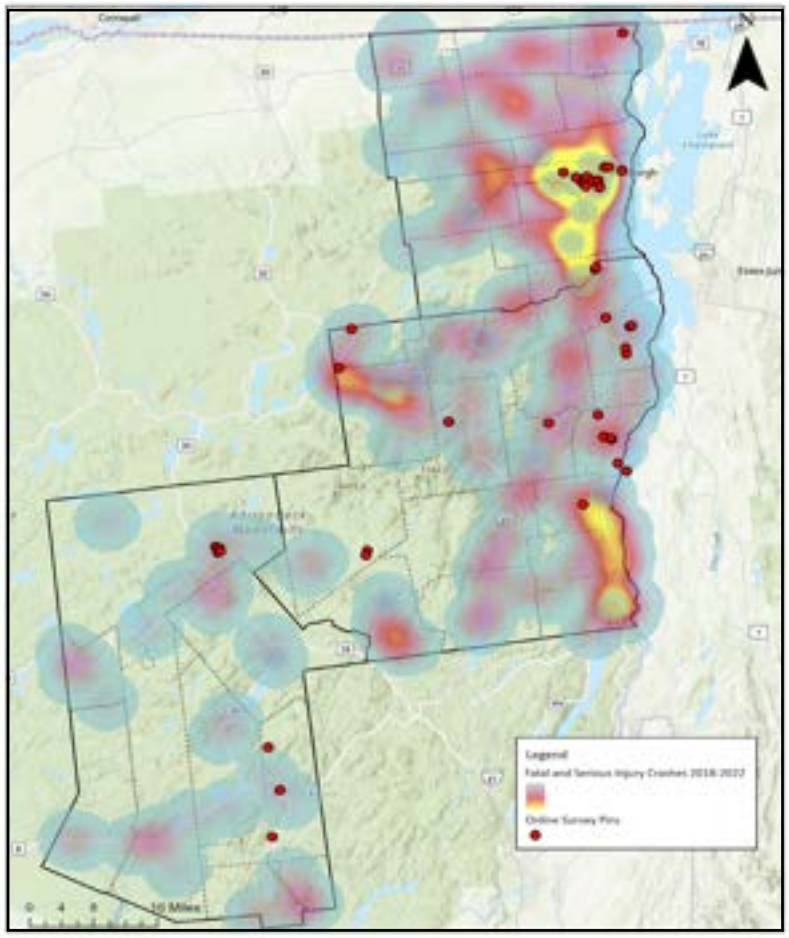


Figure 16: Online Survey Heatmap

E. Public Engagement and Tabling Events

Outreach through tabling and talking with residents was done in two locations, both within identified disadvantaged areas.

TABLING EVENTS

- Plattsburgh Farmers Market on July 27, 2024. A total of 47 individuals provided input with approximately 125 attendees reviewing information
- Speculator (Lake Pleasant Library) Annual Book Sale on August 22, 2024. A total of 11 individuals provided input with approximately 35 attendees reviewing the project materials.

Outreach tables consisted of printed materials and a large mapping activity that replicated the online survey.

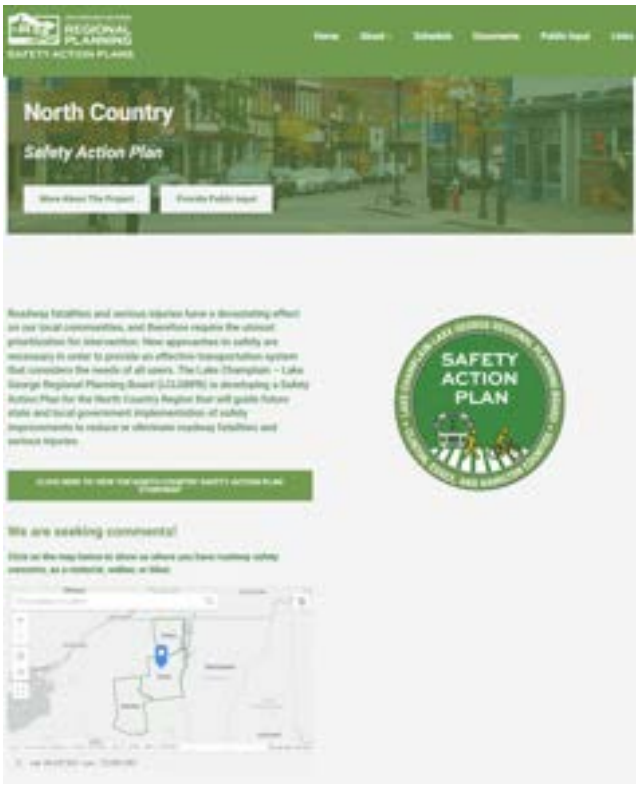


Figure 17: Project Website

F. Stakeholder Outreach

Total of 109 stakeholders were directly contacted by email. This included all Town Supervisors and Village Mayors, as well as public safety/emergency management staff and local & regional organizations. The emails offered an opportunity to speak with consultant team staff about roadway safety concerns. It included a summary of the SAP effort, and a link to the project website to obtain more information.

Potential issues and concerns based on preliminary project work were identified in advance and stakeholders were asked to provide input on the top three for their municipality or coverage area. From the interviews conducted, the top three issues were speeding, poor or missing pedestrian crossings or sidewalks, and poor or missing bike facilities (Trails or bike lanes/infrastructure). Other issues identified as concerns included distracted driving, red light or stop sign running, unsafe turning or lane changing, drunk or impaired driving, and visibility problems. Stakeholders were asked to rank the following issues in order of concern.

ISSUES AND CONCERNS

- Distracted Driving
- Speeding
- Red light or stop sign running
- Unsafe turning or lane changing
- Drunk or impaired driving
- Poor or missing bike facilities (trails or bike lanes/ infrastructure)
- Poor or missing pedestrian crossings or sidewalk
- Drivers not yielding to pedestrians
- Visibility problems
- Illegal & Unsafe ATV & Dirt Bike Use

Figure 18: Creative Commons Welcome to Speculator by J Stephen Conn is licensed under CC BY 4.0

G. Overall Findings/Themes

Based on the input received from the entire outreach process including the public and stakeholders, top issues across the study area included the following:

KEY ISSUES IN THE STUDY AREA

- Speeding
- Poor or missing pedestrian crossings or sidewalks
- Poor or missing bike facilities
- Distracted and aggressive driving
- Bicycle infrastructure is needed, especially along (primarily) state routes with narrow shoulders that are popular with cyclists.
- Increases in truck traffic have created safety concerns along many roads.
- Technology (red light cameras, VMS, etc.) is needed to enhance enforcement in the future.
- Speed zones are ineffective. There is a need to introduce, or in some cases reassess, speed zone locations and designs.
- Because New York State has maintenance jurisdiction on many of the busier roads through North Country municipalities, local officials have had some difficulty implementing changes to speed limits, traffic controls, or other projects requiring engineering standards. Improved access to NYSDOT's engineering standards for development of traffic calming projects at proven high-crash locations could assist municipalities in these efforts.

It is important to note that communities and transportation focused agencies are regularly working to address transportation concerns and issues. The efforts by these agencies are clear to municipal officials, but the public and other stakeholders have had concerns about transparency for these projects. Transportation agencies should consider developing a public information program as a means of getting the word out.

Figure 19: NY-3 (Cornelia St) & Rand Hill Rd, Plattsburgh by Creighton Manning

Plan, Policy, and Best Practice Review

IV. Plan, Policy, and Best Practice Review

A. Review of Existing Policy Documents

To assess the degree to which regional safety partners are currently integrating the Safe System approach, the project team used a FHWA resource, Integrating the Safe System Approach with the Highway Safety Improvement Program (Finkle et al., 2020). The tool helps agencies investigate ways to incorporate the Safe System approach into their business practices. This tool is not all-encompassing but serves as a starting point that incorporates ideas and resources derived in part from FHWA recommendations. For each item, the project team reviewed agency policy documents to determine whether Safe System-oriented activities are current practice. Over time, the contents of the tool can be revised as agencies update the status of their road safety practices and identify new opportunities to incorporate the Safe System approach.

Figure 20: FHWA Integrating the Safe System Approach with the Highway Safety Improvement Program: An Informational Report (Finkle et al., 2020)

Core Element	Category	Benchmark	Assessed Level Of Commitment/Implementation			Source/Notes
			Not a Current Practice	Occasional Practice	Institutionalized Practice	
Safe Users	Education	Perform outreach through educational programs on rules of the road and the use of protective equipment, with a focus on those behaviors and target audiences most linked to death and serious injuries.		●		The Town and City of Plattsburgh host an annual "Bike Block Party" to teach bicycle safety, the rules of the road, and distribute free helmets.
		Install advisory signs for curves and speed zones, as well as speed feedback signs and chageable message signs, to provide warnings and encourage safe behavior.	●			.
		Use demonstration projects to raise awareness of new designs and encourage support for controversial safety projects among stakeholders.	●			This is included in the draft action plan as a future strategy.
	Enforcement	Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities.	●			.
		Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.	●			
	Research	Develop and implement strategies for robust demographic data collection in crash reporting.	●			
Safe Roadways	Collision avoidance	Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.		●		Practice part of the Safety Action Plan.
		Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, and characteristics of the roadway and adjacent land use associated with higher levels of use.		●		Practice part of the Safety Action Plan.

Core Element	Category	Benchmark	Assessed Level Of Commitment/Implementation			Source/Notes
			Not a Current Practice	Occasional Practice	Institutionalized Practice	
Safe Roadways	Kinetic energy reduction	Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.		●		Practice part of the Safety Action Plan.
		Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to reduce kinetic energy transfer, following new FHWA guidance.	●			.
	Policies and tradeoffs	Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions.		●		Has a functional classification system for roadways that is designated in a Master Plan and a Complete Streets modal network, however this network is not used to identify/prioritize safety improvements.
		Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.		●		Projects have specific TTCPs but there is no standard documented on website; it is a project-specific practice.
	Innovation	Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management.	●			
		Use pilot projects to measure safety effects, and encourage innovation and design flexibility.	●			.
		Form design innovation working groups to initiate and research new interventions to safety challenges.	●			.
Safe Vehicles	Supportive Infrastructure	Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safe behavior.	●			.
		Provide supportive infrastructure for autonomous vehicles to enable active safety technology.	●			
	Vehicle design	If applicable, collaborate with or lobby the automobile industry to prioritize safety technology including active and passive strategies, such as: 1) active: autonomous emergency braking, lane departure warning, blind spot monitoring, speed alerts, bicyclist and pedestrian detection, vehicle size and design, and 2) passive: seatbelts and airbags, crumple zones, emergency braking, electronic stability control, and pedestrian airbags.	●			

LAKE CHAMPLAIN/LAKE GEORGE REGIONAL PLANNING BOARD DRAFT SAFETY ACTION PLAN

Core Element	Category	Benchmark	Assessed Level Of Commitment/Implementation			Source/Notes
			Not a Current Practice	Occasional Practice	Institutionalized Practice	
Safe Vehicles	Data	Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.	●			
Safe Speeds	Design and operations	Adopt roadway design standards that are focused on speed management, such as target speed-based design. Adjust roadway geometries for context-appropriate speeds.	●			
		Use speed harmonization strategies to achieve safe speeds in congested areas.	●			
	Enforcement	Deploy automated speed enforcement, with a focus on equitable fee structures.	●			
	Policy and training	Follow speed limit setting methodologies that determine appropriate speeds based on roadway context and modal priority, rather than the historic behavior of road users. Set speed limits based on the human bodys ability to tolerate crash forces.	●			
		Provide speed management training to staff focused on injury minimization.	●			
Post Crash Care	Traffic incident management	Provide infrastructure to support emergency services equipment at crash sites for quick response and proper triage (this is especially important in rural communities).	●			
	Crash investigation	Enhance reporting practices to ensure complete and accurate data collection and documentation of road user behavior and infrastructure.	●			
		Create a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education.	●			
	Partnerships	Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.	●			
		Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.	●			
Safety Planning and Culture	Redundancy	When deploying safety interventions, define primary and secondary countermeasures as packages across the Safe System elements to provide redundancy.		●		Practice part of the Safety Action Plan.

Core Element	Category	Benchmark	Assessed Level Of Commitment/Implementation			Source/Notes
			Not a Current Practice	Occasional Practice	Institutionalized Practice	
Safety Planning and Culture	Data and analysis	Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, roadway and roadside condition, and modal specific condition assessments (e.g., bicycle network stress or distance between marked crossings).		●		Practice part of the Safety Action Plan.
		Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.		●		Practice part of the Safety Action Plan.
		Connect each emphasis area in a Safety Plan to roadway or contextual safety contributing factors, such as the disproportionate number of fatalities and serious injuries among pedestrians in communities of color, and recognize this specific factor for pedestrian crashes—higher rates of crashes in minority communities—where transportation system gaps (e.g., sidewalks/bike lanes/crossing opportunities) can help proactively inform recommendations.		●		Practice part of the Safety Action Plan.
		Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.	●			
	Leadership and commitment	Organize a Safety Plan around the Safe System Core Principles and Elements OR perform a Safe System assessment to determine how well each Safety Plan emphasis area aligns with the Safe System elements and principles, and make adjustments as necessary.		●		Practice part of the Safety Action Plan.
		Commit to a "Zero" Goal and establish performance management strategies.			●	Goal of SAP is zero fatalities and serious injuries by 2050.
		Backcast to establish the rate of decrease in fatalities and serious injuries needed to achieve zero by the target year. This approach will show the level of investments necessary to reach long-term goals.	●			

Core Element	Category	Benchmark	Assessed Level Of Commitment/Implementation			Source/Notes
			Not a Current Practice	Occasional Practice	Institutionalized Practice	
Safety Planning and Culture	Leadership and commitment	Implement a monitoring process to measure against the backcasting trend and force intervention changes the agency is not on track.	●			
		Establish key performance indicators (KPIs). These key performance indicators could be tied to each of the five Safe System elements or a particular strategy.	●			
	Public relations	Safety leaders show buy-in for the Safe System approach through media, public events, and support for related policies and programs.	●			
	Funding	Change project evaluation methods for funding to primarily focus on fatal and serious injury crash reduction opportunities.	●			
		Use equity considerations in project prioritization, with a change to benefit-cost analysis or through a set-aside program.		●		Practice part of the Safety Action Plan.
		Instutionalize safety considerations in all project types to systematically fund projects through operations and mainteance efforts (such as repaving projects).		●		Practice part of the Safety Action Plan.
	Development review	Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.	●			
	Equity first	Clearly define equity in Safety Plans and include equity considerations throughout the emphasis areas and strategies.		●		Practice part of the Safety Action Plan.
		Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.	●			.
	Stakeholder engagement	Meaningfully engage populations that are traditionally underserved in shared decisionmaking for the safety planning efforts and subsequent safety programs, policies, or infrastructure projects.	●			

Project Identification and Prioritization

V. Project Identification and Prioritization

To identify priority locations in the North Country region, the SAP combines three layers of crash analysis: where crashes occur most frequently, where crashes may have a greater impact due to factors like past divestment, poverty, or other socioeconomic challenges, and where the risk of future crashes is highest, .

A. Crash Hotspot Analysis

The NYSDOT CLEAR system uses a tool to perform a network safety screening for any selected area. This network screening analyzes crash hotspots by identifying sites with Potential for Safety Improvements (PSI) as shown in Figure 21. This is the primary performance measure for network screening, based on a comparison of the site-specific safety performance to the statewide average (i.e., Excess Expected Crash Frequency).[1]

Crash hotspots may occur in denser parts of the study area where drivers are more likely to come into conflict with other drivers and pedestrians, or rural routes prone to roadway departure crashes. By using NYSDOT's PSI metric instead of raw crash numbers, the SAP will make sure that smaller roads with high crash numbers relative to their vehicle volumes get the attention that they need.

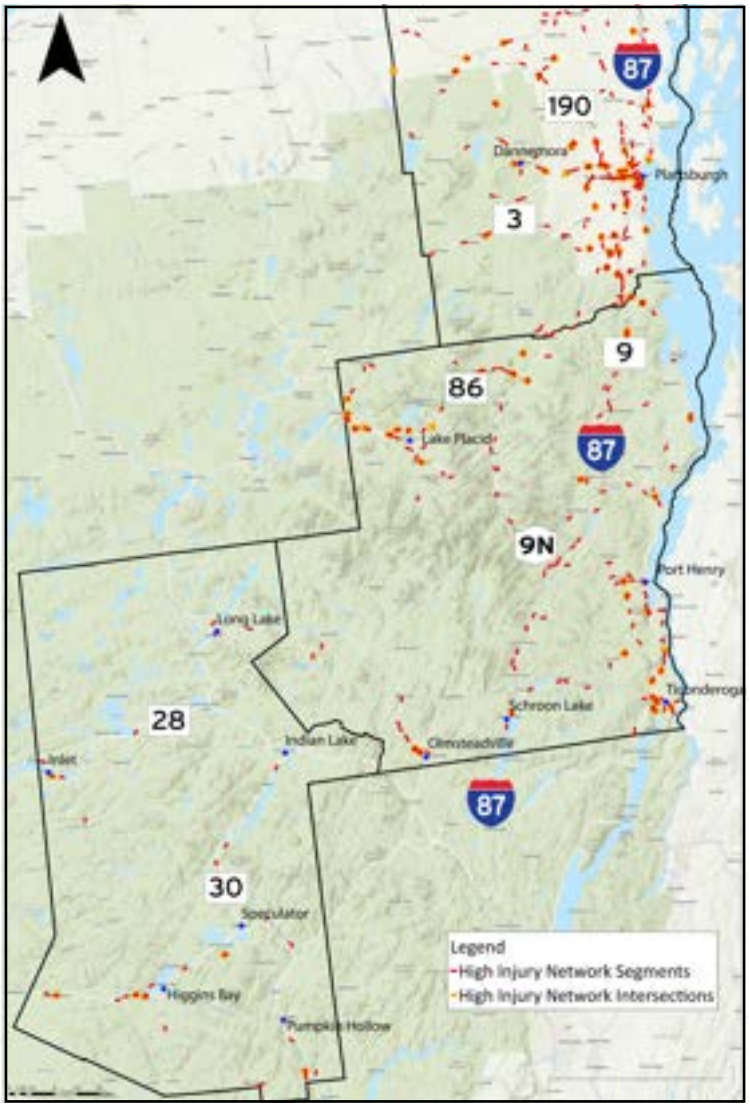


Figure 21: Crash Hotspot Analysis

1 NYSDOT, http://www.dot.ny.gov/divisions/operating/osss/highway-repository/RedBook.pdf

B. Equity Analysis

The terms of the Safe Streets for All grant require crash analysis to have an equity component. Both the Federal Government and New York State have developed publicly accessible equity geographies which they ask grant recipients to employ in analyses used to direct resources.

1. JUSTICE 40

Section 223 of Federal Executive Order 14008 established the Justice40 Initiative, which directs 40% of the overall benefits of certain Federal to flow to disadvantaged communities (DACs)[1].

2. NEW YORK STATE DACS

New York State has undertaken a similar effort headed by their Climate Justice Working Group to help underserved communities benefit from all efforts to improve conditions, including roadway safety[2].

3. REPLICA DATA

The project team used software called Replica[3] to identify road segments with high volumes of trips made by disadvantaged populations. Replica uses dozens of data sources to show demographics of road users by area or street network.

Though built on many important factors, federal and state disadvantaged communities are based only on statistics of those that live in the area. The nature of transportation means that many people use roads outside of where they live, particularly those with burdensome commutes or responsibilities far from home. To identify areas relied heavily upon by disadvantaged populations, this SAP isolates census tracts with high trip volumes of three groups: nonwhite trip takers, trip takers with income below the federal poverty line, and trip takers over 65 years old. Places with the highest representation were added to this project's priority geographies.

4. EQUITY AREAS MAP

Figure 22 shows each of these three equity area types by census tract. Slight weight is given to these geographies in determining priority locations.

1 Justice40 Initiative, https://www.whitehouse.gov/environmentaljustice/justice40/
2 NYSERDA, https://www.nyserda.ny.gov/ny/Disadvantaged-Communities
3 Replica HQ, https://www.replicahq.com/applications

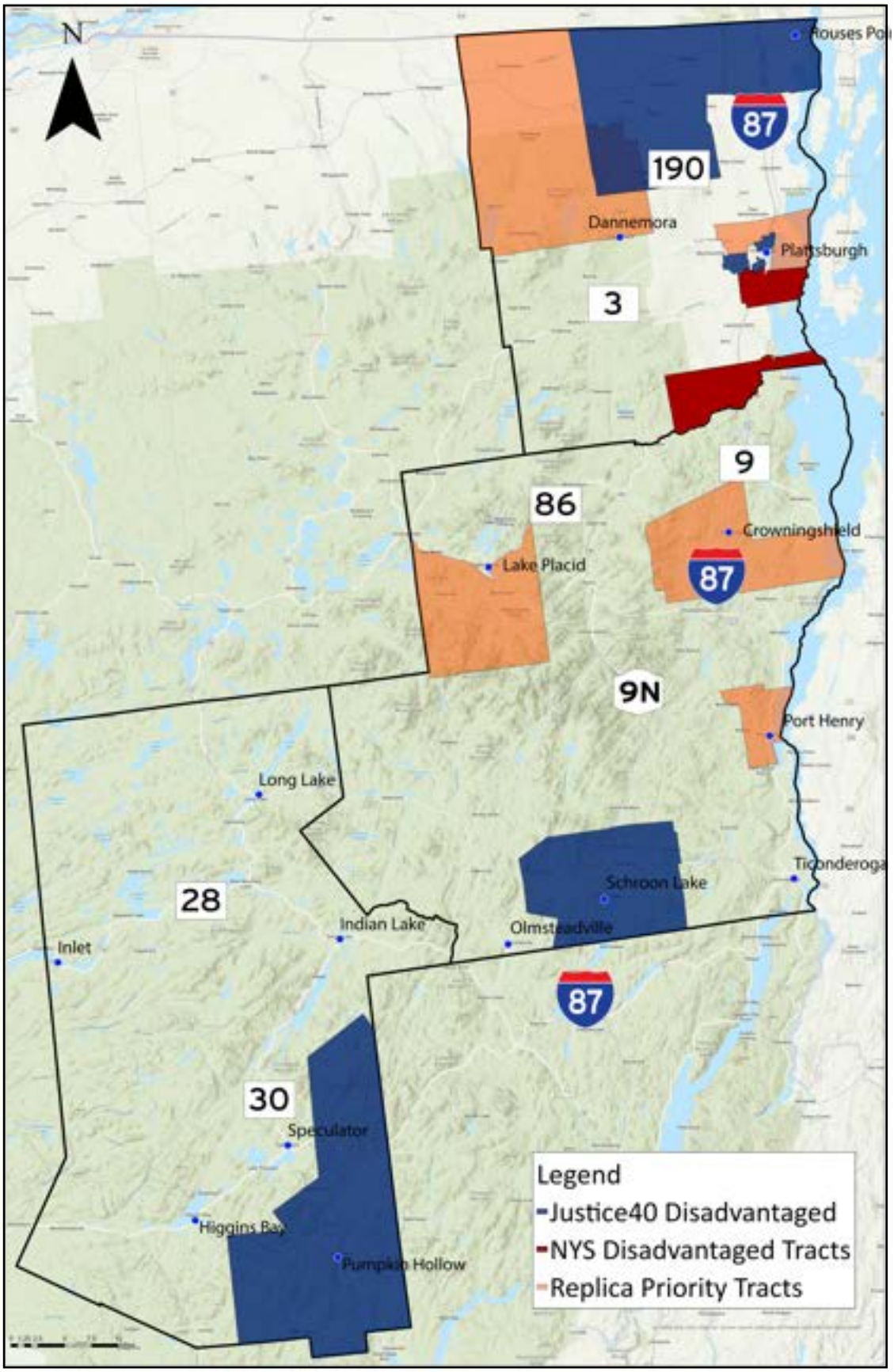


Figure 22: Equity Areas Map

C. Systemic Risk Factor Analysis

Finally, crash locations were selected according to groups of the biggest risk factors in each of the project's emphasis areas, selected through CLEAR as "focus groups".

These high-risk locations are included as priorities, regardless of their potential for safety improvements as referenced in the Crash Hotspot Analysis.

FOCUS GROUPS

- Lane departure
- Alcohol
- Driver Age
- Aggressive driving
- Speed
- Fixed object
- Bike/ped

INTERSECTION FACTORS

- Local road
- Low Lighting
- Arterials
- Approaches

SEGMENT FACTORS

- Local road
- Low shoulder width
- Arterial

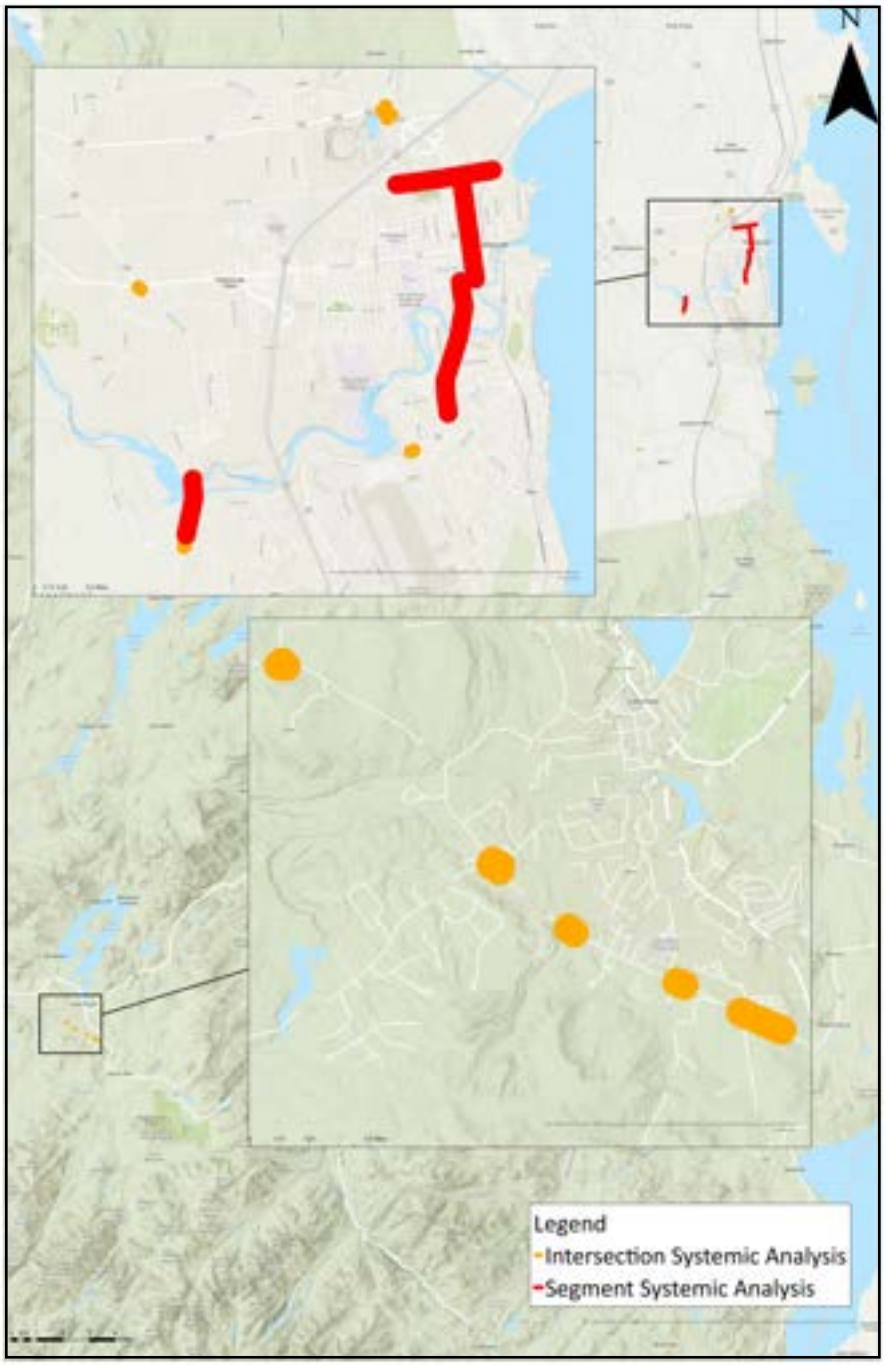


Figure 23: Systemic Risk Factor Analysis

D. Multi-Layer Analysis

A combination of all three analyses creates this SAP's list of preliminary priority locations mapped in Figure 24. These locations will be included in list form as Appendix A of this report.

PRIORITY
SEGMENTS

- Top 85th percentile of hotspot analysis segments not in equity areas
- Top 60th percentile of hotspot analysis segments in equity areas
- All systemic analysis segments

PRIORITY
INTERSECTIONS

- Top 60th percentile of hotspot analysis intersections not in equity areas
- Top 50th percentile of hotspot analysis intersections in equity areas
- All systemic analysis intersections

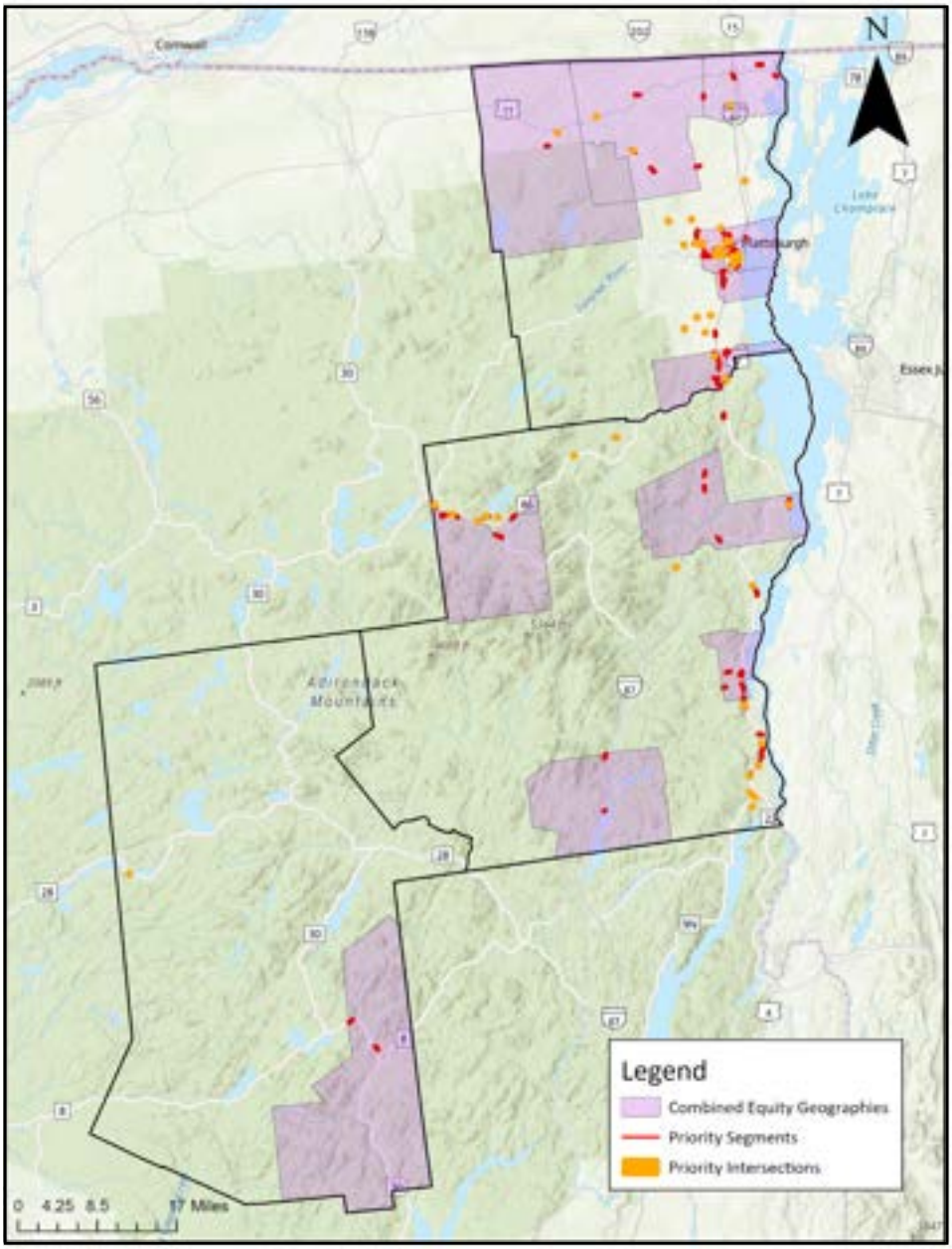


Figure 24: Preliminary Priority Locations

Crash Mitigation Strategies

VI. Crash Mitigation Strategies

This SAP includes a comprehensive list of behavioral and infrastructure countermeasures that are effective in reducing fatalities and serious injuries and have the potential of being used in the region. The identified countermeasures are drawn from Federal and State resources including the National Highway Traffic Safety Administration (NHTSA) Countermeasures That Work (CTW), 11th Edition, the Federal Highway Administration (FHWA) Proven Safety Countermeasures (PSC) reference, the NYSDOT's Strategic Highway Safety Plan, and the Highway Safety Plan developed by the Governor's Traffic Safety Committee. In addition, there has been national research on crash modification factors (CMFs) that indicate a potential crash reduction based on the implementation of treatments. FHWA maintains the FHWA CMF Clearinghouse. The Clearinghouse documents published studies, and this SAP draws on that research to indicate potential benefits of treatments. CMFs are generally associated with infrastructure or engineering-oriented types of projects. For those treatments that are within the areas of education and enforcement, NHTSA's CTW resource provides a star rating system to show the effectiveness of an activity. A greater number of stars indicates increased effectiveness in changing the behavior of the roadway user.

The tables provided in Section VI. A. list proven behavioral and infrastructure strategies for consideration by stakeholders within the region and are organized by crash emphasis areas. Each emphasis area has strategies and associated statements related to engineering, education, enforcement, and data improvements, and underneath each strategy are actions that address the statement.

For each action, there is a listed lead agency and associated partners that can help with implementation, and there are also proposed performance metrics, funding sources, and timelines. NHTSA, FHWA, GTSC, and NYSDOT may be referenced for more detailed information. There are many additional countermeasures that have been tried and documented, but the following sections highlight those that have proven successful at local and regional levels or are part of the SHSP.

A. Data-Driven and Proven Strategies

Emphasis Area 1 – *Roadway Departure*

Emphasis Area Objective: *Significantly Reduce Roadway Departure Crashes*

Emphasis Area Success Metric: *Reduce the number of roadway departure related crashes by 50 percent by 2030.*

Strategy 1.1: *Implement engineering countermeasures to reduce roadway departure crashes.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
1.1.1	Pre-treat road surface and improve road clearance during snow events.	Public Works Departments	Locations treated	Major collectors and rural minor arterials	NYSDOT	Ongoing	8%[1]
1.1.2	Install centerline, shoulder, or edge line rumble strips.	Public Works Departments, NYSDOT	Miles of rumble strip constructed	Major collectors and rural minor arterials	Counties NYSDOT, FHWA	Start within two years	14%[2]
1.1.3	Widen and/or pave shoulders to provide drivers with a recovery area.	Public Works Departments, NYSDOT	Miles of shoulder added	Major collectors and rural minor arterials	Counties NYSDOT, FHWA	Start within two years	23%[3]
1.1.4	Provide enhanced curve delineation, such as chevrons and pavement markings in accordance with MUTCD criteria.	Public Works Departments, NYSDOT	Locations treated	Curves on Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Start within two years	9%[4]

1 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=190
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11675
3 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6657
4 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10609

Strategy 1.1: *Continued*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
1.1.5	Use High Friction Surface Treatment (HFST) to increase traction through sharp curves prioritizing according to crash rate.	Public Works Departments, NYSDOT	Locations treated	Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Start within two years	33%[1]
1.1.6	Improve lighting along roadways	Public Works Departments, NYSDOT	Locations treated	Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Start within two years	37%[2]
1.1.7	Install Safety EdgeSM when resurfacing roadways.	Public Works Departments, NYSDOT	Miles of Safety EdgeSM added	Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Start within five years	14%[3]
1.1.8	Install or widen retroreflective pavement markings on center lines and edge lines.	Public Works Departments, NYSDOT	Miles of roadway treated	Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Complete within five years, with routine maintenance	15%[4]

1 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11313
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7774
3 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4338
4 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6842

Strategy 1.2: *Implement educational efforts to address roadway departure safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
1.2.1	Pursue safety grants from the Highway Safety Grant Program.	Police Departments; Public Works Departments; LCLGRPB; AGFTC	Number of grants	N/A	GTSC	Ongoing	N/A
1.2.2	Use traffic simulator at education events.	Police Departments; Youth Bureaus; School Districts; Traffic Safety Board	Number of events	All areas	GTSC	Ongoing	N/A
1.2.3	Connect local efforts with Statewide Roadway Departure Plan initiatives	Public Works Departments	Connect with State plan	N/A	NYSDOT; GTSC	Immediately	N/A
1.2.4	Education involving driving responsibly during winter weather on website/PSAs.	Public Works Departments, GTSC	Number of clicks	All areas	GTSC; NYSDOT	Launch within two years	N/A
1.2.5	Driver education classes for the area.	Youth Bureaus, School Districts, GTSC	Number of classes	All areas	GTSC	Launch within two years	N/A
1.2.6	Conduct training on roadway departure crash engineering mitigation approaches.	Local Technical Assistance Program	Number of trainings	N/A		Start within two years	N/A

Strategy 1.3: *Enhance enforcement activity to address roadway departure safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
1.3.1	Continue impaired driving enforcement.	Police Departments	Hours logged	All areas	GTSC	Ongoing	★★★[1]
1.3.2	Continue enforcement of excessive driving speed with an emphasis on winter weather driving.	Police Departments	Hours logged	All areas	GTSC	Ongoing	★★★★[1]

1 https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag.pdf

Strategy 1.4: *Improve data collection and analysis practices that relate to roadway departure safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
1.4.1	Continue to share data with safety partners to gain knowledge of prevailing issues, including UTVs/ ATVs.	Police Departments; Planning Departments; AGFTC	Percentage of records shared	N/A	GTSC	Ongoing	N/A
1.4.2	Perform roadway safety audits on priority corridors to further identify those roadway features and user behaviors that contribute to severe crashes and select the appropriate	Public Works Departments, Police Departments, Local Technical Assistance Program	Locations analyzed	All roads	GTSC, FHWA, NYSDOT	Immediately	N/A
1.4.3	Train staff and others on data collection and analysis techniques to improve the quality of information available to explain the reasons for and results of crashes	Police Departments; Planning Departments; Local Technical Assistance Program	Percentage of accurate records	N/A	GTSC	Within five years	N/A

Strategy 1.4: *continued*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
1.4.4	Work with EMS providers to identify opportunities to enhance response times and advance new live-saving techniques.	EMS Departments; Police Departments; Public Health Departments	Reduction in response times	All areas	NYSDOH	Within five years	N/A

Emphasis Area 2 – *Speed*

Emphasis Area Objective: *Reduce speed-related crashes.*

Emphasis Area Success Metric: *Reduce the number of speed-related crashes by 50 percent by 2030.*

Strategy 2.1: *Implement engineering countermeasures to reduce speeding and speed-related crashes.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
2.1.1	Set appropriate speed limits based on the use of appropriate engineering practices.	Public Works Departments, NYSDOT	Number of roads	Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Within two years	★★★★★
2.1.2	Expand the use of advisory speed signs to advise motorists where traveling at the posted speed is ill-advised.	Public Works Departments, NYSDOT	Number of locations	Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Within two years	★★★★[1]
2.1.3	Introduce variable speed limits for high temporal speeding events.	Public Works Departments, NYSDOT	Number of sites	During morning and evening commutes on major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Within two years	★★[1]
2.1.4	Increase the use of Radar Speed Feedback Signs to notify drivers of their speeds.	Public Works Departments, NYSDOT	Number of sites	Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Within two years	★★★★★[1]

1 https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag.pdf

Strategy 2.1: *Continued*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
2.1.5	Reduce lane widths through re-striping to encourage slower speeds.	Public Works Departments, NYSDOT	Number of sites	Major collectors and rural minor arterials	Counties, NYSDOT, FHWA	Within two years	31%[1]
2.1.6	Install transverse rumble strips to encourage lower speeds.	Public Works Departments, NYSDOT	Number of sites	All roads	Counties, NYSDOT, FHWA	Within two years	24%[2]

1 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8479
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=3070

Strategy 2.2: *Implement educational efforts to address speed-related safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
2.2.1	Effective, high-visibility communications and outreach campaigns that support speed and aggressive driving enforcement programs.	Public Works Departments, Police Departments, GTSC	Number of distributions	All areas	GTSC	Launch within five years	N/A
2.2.2	Engage Law Enforcement Liaison in coordinating initiatives that address speeding.	Police Departments, GTSC; State Police Liaison; multi-jurisdiction effort	Number of hours	All areas	GTSC	Launch within five years	N/A

Strategy 2.3: *Enhance enforcement activity to address speed-related safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
2.3.1	Use Radar Speed Feedback Signs to notify drivers of reduced speed limits.	Police Departments	Conducted or not	All areas	NYSDOT	Within two years	★★★★★[1]
2.3.2	Enforce locations with a history of speed-related crashes.	Police Departments	Number of hours	All areas	GTSC	Launch within five years	★★★★[1]
2.3.3	Define enforcement actions that are fair, consistent, and in the interest of preventing crashes.	Police Departments	Conducted or not	All areas	Police Departments	Within five years	N/A
2.3.4	Consider installation of automated safety cameras to address speed.	Police Departments	Number of locations	All areas	GTSC	Launch within five years	6%[2]

1 https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag.pdf
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7266

Strategy 2.4: *Improve data collection and analysis practices that relate to speed-related safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
2.4.1	Keep records of location of all speeding related tickets and crashes to find speeding corridors.	Police Departments	Conducted or not	All areas	GTSC	Within five years	N/A
2.4.2	Compile data related to driver speed.	Police Departments	Conducted or not	All areas	GTSC	Within five years	N/A

Emphasis Area 3 – *Age Related*

Emphasis Area Objective: *Reduce older and younger road user crashes.*

Emphasis Area Success Metric: *Reduce the number of older and younger road user crashes by 50 percent by 2030.*

Strategy 3.1: *Implement engineering countermeasures to reduce older road user crashes.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
3.1.1	Implement countermeasures from the FHWA Older Driver Highway Design Manual: Increase size and letter height of roadway signs, width of striping, and use retro-reflective signal back-plates; improved signage and acuity, clarity; senior center signage; advance signage.	Public Works Departments, NYSDOT	Number of installation sites	All areas	NYSDOT, FHWA	Within two years	N/A
3.1.2	Train staff on the use of the Older Driver Highway Design Manual reference.	Public Works Departments, Local Technical Assistance Program	Number of participants	N/A	NYSDOT, FHWA	Within five years	N/A

Strategy 3.2: *Implement educational efforts to address older road user safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
3.2.1	Encourage older drivers to re-evaluate their driving skills to identify areas for improvement.	GTSC, Office for the Aging, Adult Protective Program	Number of participants	All areas	GTSC	Within five years	N/A
3.2.2	Create a license renewal policy and a referral system to identify older drivers who should not be driving.	GTSC, Office for the Aging	Number of participants	All areas	GTSC	Within five years	★★[1]
3.2.3	Conduct AARP Smart Driver program to help drivers over 55 refresh their driving skills.	GTSC, Office for the Aging	Number of participants	All areas	GTSC	Within five years	N/A
3.2.4	Implement the CarFit program and specialized training from GTSC to promote continued safe driving and mobility among older drivers by focusing attention on safety, comfort, and fit.	GTSC, Office for the Aging, Adult Protective Program	Number of participants	All areas	GTSC	Ongoing	N/A

1 https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag.pdf

Strategy 3.3: *Implement engineering countermeasures to reduce crashes involving young drivers.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
3.3.1	Improve lighting and visibility of signage.	Public Works Departments, NYSDOT	Number of locations	All areas	NYSDOT, FHWA	Within two years	18%[1]
3.3.2	Upgrade appropriate existing signs and pavement markings (e.g., retroreflective signs, reflective strips on signposts, add flashing lights to existing signs).	Public Works Departments, NYSDOT	Number of locations	All areas	NYSDOT, FHWA	Within two years	15%[2]

1 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2431
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6842

Strategy 3.4: *Implement educational efforts to address younger road user safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
3.4.1	Implement awareness campaign to promote safe driving habits by young drivers, including staying alert, using a seat belt, driving at appropriate speeds, not driving distracted.	GTSC, Youth Bureaus, School Districts	Number of clicks	All areas	GTSC	Ongoing	N/A

Strategy 3.5: *Enhance enforcement activity to address younger road user safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
3.5.1	Increase enforcement of driving laws.	GTSC, Police Departments	Number of hours	All areas	GTSC	Within five years	★★★★[1]
3.5.2	Enforce graduated licensing laws.	GTSC, Police Departments	Number of hours	All areas	GTSC	Within five years	★★[1]

1 https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag.pdf

Strategy 3.6: *Implement educational efforts to address younger road user safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
3.6.1	Evaluate age-related crashes to determine contributing factors in crashes involving young drivers.	GTSC, Public Works Departments; Youth Bureaus	Conducted or not	All areas	GTSC, NYSDOT	Within five years	N/A

Emphasis Area 4 – *Instersections*

Emphasis Area Objective: *Reduce intersection crashes.*

Emphasis Area Success Metric: *Reduce the number of intersection crashes by 50 percent by 2030.*

Strategy 4.1: *Implement engineering countermeasures to reduce intersection crashes.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
4.1.1	Reduce left-turn conflicts by reconfiguring intersections with roundabouts, restricted crossing U-turns (RCUT), or median U-turns (MUT).	Public Works Departments; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years	20%[1]
4.1.2	Improve intersection signage and lighting to improve intersection visibility.	Public Works Departments; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years	15%[2]
4.1.3	Add left-turn, right-turn, or center turn lanes.	Public Works Departments; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years	15%[3]
4.1.4	Convert intersections at town gateways to roundabouts to slow speeds.	Public Works Departments; NYSDOT	Number of sites	Town gateways	FHWA, NYSDOT	Within five years	2%[4]

1 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10383
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8962
3 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4643
4 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2429

Strategy 4.1: *Continued*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
4.1.5	Separate left turn lanes and protected left turn signal phases.	Public Works Departments; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years	6%[1]
4.1.6	Use Radar Speed Feedback Signs to reduce driver speeds through intersections on high-speed roadways.	Public Works Departments; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years	5%[2]
4.1.7	Implement systemic application of multiple low-cost countermeasures at stop-controlled intersections.	Public Works Departments; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years	8%[3]
4.1.8	Install transverse rumble strips in advance of intersections.	Public Works Departments; NYSDOT	Number of sites	All areas	FHWA, NYSDOT	Within five years	20%[4]

1 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4577
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6885
3 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8866
4 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2710

Strategy 4.2: *Implement educational efforts to address intersection safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
4.2.1	Safe driving tips/ videos on county, city, and State websites.	Public Works Departments, GTSC	Number of clicks	All areas	GTSC	Within two years	N/A
4.2.2	Conduct training with road designers and planners on best practices to address intersection safety.	Local Technical Assistance Program	Number of trainings	N/A	NYSDOT, FHWA	Within two years	N/A

Strategy 4.3: *Enhance enforcement activity to address intersection safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
4.3.1	Conduct highly publicized and visible enforcement of priority intersections.	Police Departments	Number of hours	All areas	GTSC	Launch within five years	★★★★★[1]
4.3.2	Consider installation of automated safety cameras to address red-light running crashes.	Police Departments	Number of locations	All areas	GTSC	Launch within five years	17%[2]

1 https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag.pdf
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11108

Strategy 4.4: *Improve data collection and analysis practices that relate to intersection safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
4.4.1	Perform roadway safety audits on priority intersections or corridors to further identify those roadway features and user behaviors that contribute to severe crashes and select the appropriate	Public Works Departments, Police Departments, NYSDOT	Locations analyzed	All areas	GTSC, FHWA, NYSDOT	Immediately	N/A
4.4.2	Develop a process to inventory intersection data including traffic volumes, roadway attributes, and traffic asset data for use in traffic safety evaluations.	Local Technical Assistance Program	Number of trainings	N/A	NYSDOT, FHWA	Within two years	N/A

Emphasis Area 5 – *Vulnerable Road Users*

Emphasis Area Objective: *Reduce pedestrian and bicyclist crashes.*

Emphasis Area Success Metric: *Reduce the number of pedestrian- and bicyclist-related crashes by 50 percent by 2030.*

Strategy 5.1: *Implement engineering countermeasures to reduce vulnerable user crashes.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
5.1.1	Prioritize pedestrian and trail crossing improvement and installation projects.	Public Works Departments, NYSDOT	Number of crossings	Locations with high pedestrian volumes	NYSDOT, FHWA	Within five years	N/A
5.1.2	Improve signs, signals, and pavement markings at pedestrian and trail crossing locations.	Public Works Departments, NYSDOT	Number of crossings	Pedestrian crossings	NYSDOT, FHWA	Within five years	11%[1]
5.1.3	Improve road geometry (narrow lanes, reduce curb radii, provide refuge islands, bike lanes) to improve pedestrian and bicyclist safety.	Public Works Departments, NYSDOT	Number of improvements implemented	All areas	NYSDOT, FHWA	Within five years	26%[2]
5.1.4	Implement sidewalks, trails, and lighting infrastructure improvements.	Public Works Departments, NYSDOT	Number of improvements implemented	All areas	NYSDOT, FHWA	Within five years	40%[3]
5.1.5	Install pedestrian hybrid beacons.	Public Works Departments, NYSDOT	Number of improvements implemented	Pedestrian crossings	NYSDOT, FHWA	Within five years	12%[4]

1 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9018
2 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8800
3 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11246
4 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10585

Strategy 5.2: *Implement educational efforts to address vulnerable user safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
5.2.1	Develop consistent pedestrian and bicyclist safety outreach materials such as print materials and messaging for social and other media types as well as schools.	Public Works Departments; Youth Bureaus; School Districts; Police Departments; GTSC;	Number of campaigns	All areas	GTSC	Within two years	N/A

Strategy 5.3: *Improve data collection and analysis practices that relate to vulnerable user safety.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
5.3.1	Perform roadway safety audits on priority corridors to further identify those roadway features and user behaviors that contribute to severe crashes and select the appropriate	Public Works Departments; Police Departments; NYSDOT; Local Technical Assistance Program	Locations analyzed	All areas	GTSC, FHWA, NYSDOT	Immediately	N/A
5.3.2	Develop a process to inventory pedestrian and bicyclist data including traffic volumes, roadway attributes, and traffic asset data for use in traffic safety evaluations.	Public Works Departments; Police Departments		N/A	GTSC, FHWA, NYSDOT	Immediately	N/A

Emphasis Area 6 – *Road User Behavior*

Emphasis Area Objective: *Reduce impaired driving and distracted driving crashes.*

Emphasis Area Success Metric: *Reduce the number of impaired driving and distracted driving crashes by 50 percent by 2030.*

Strategy 6.1: *Implement educational efforts to address road user behavior.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
6.1.1	Effective, high-visibility communication and outreach campaigns supporting enforcement efforts.	Police Departments, GTSC	Number of campaigns and clicks	All areas	GTSC	Within two years	N/A
6.1.2	Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training to train law enforcement officers to observe, identify, and articulate the signs of impairment.	Police Departments	Number of officers trained	All areas	GTSC	Ongoing	N/A
6.1.3	Consult with Drug Recognition Experts on best practices to address impaired driving.	Police Departments	Number of engagements	All areas	GTSC	Ongoing	N/A
6.1.4	Conduct STOP DWI Program to coordinate local efforts that address impaired driving.	Police Departments	Number of engagements	All areas	GTSC	Ongoing	N/A

Strategy 6.2: *Enhance enforcement activity to address road user behavior.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
6.2.1	Conduct Publicized sobriety checkpoints.	Police Departments	Number of hours	All areas	GTSC	Launch within five years	★★★★★
6.2.2	Conduct High visibility saturation patrols.	Police Departments	Number of hours	All areas	GTSC	Launch within five years	★★★★[1]
6.2.3	Use Preliminary Breath Test Devices (PBT).	Police Departments	Number of hours	All areas	GTSC	Launch within five years	★★★★[1]
6.2.4	Engage Law Enforcement Liaison in coordinating enforcement activities and initiatives that address driving while under the influence of drugs and alcohol.	Police Departments	Number of hours	All areas	GTSC	Launch within five years	N/A
6.2.5	Conduct distracted driving enforcement.	Police Departments	Number of hours	All areas	GTSC	Launch within five years	★★★★

1 https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag.pdf

Strategy 6.3: *Improve data collection and analysis practices that relate to road user behavior.*

Number	Action	Proposed Lead Agency (and partners)	Activity Performance Metric	Application	Potential Funding Source(s)	Implementation Time Frame	Potential Crash Reduction or Effectiveness Rating
6.3.1	Perform roadway safety audits on priority corridors to further identify roadway features as well as drinking establishment locations that combined with impaired driving that contribute to severe crashes and select the appropriate countermeasures.	Planning Departments; Police Departments	Perform audits	All areas	GTSC, NYSDOT	Immediately	N/A
6.3.2	Conduct additional data analyses to determine types of drugs and impairment, and level of distraction involved in crashes.	Planning Departments; Police Departments		All areas	GTSC	Immediately	N/A

B. Project Examples

In order to visualize some of the issues that this study brings to light, this section shows a high-crash priority location from each county in the study area. These profiles also include concerns as well as possible safety countermeasures. Each of the locations within the profile will need to be evaluated at a higher level for technical feasibility and design. The profile allows for a useful basis for further investigation and crash reduction.

NY-8 (ELM LAKE RD) & NY-30, SPECULATOR
HAMILTON COUNTY

- No fatal or serious injury crashes (2018-2022)
- High community concern
- Normalize intersection by removing slip lane
- Four-way stop or signal

Figure 25: NY-8 & NY-30

RACE TRACK RD & WICKER ST, TICONDEROGA
ESSEX COUNTY

- One serious injury crash (2018-2022)
- Normalize intersection by removing slip lane
- Roundabout
- Signal or all-way stop
- Markings enhancements at merge point

Figure 26: Race Track Rd & Wicker St, Ticonderoga

NY-3 (CORNELIA ST) & RAND HILL RD, PLATTSBURGH **CLINTON COUNTY**

- One fatal crash (2018-2022)
- High community concern
- Four-way stop or signal
- Speed limit reduction
- Speed enforcement
- Consider pedestrian accommodations

Figure 27: NY-3 (Cornelia St) & Rand Hill Rd, Plattsburgh

Implementation and Reporting

VII. Implementation and Reporting

A. Progress and Transparency

The SAP reflects on past and ongoing efforts and identifies opportunities to strengthen partnerships. These partnerships leverage limited funds and resources to advance the plan from planning to implementation. Below is an overview of a process to guide implementation of the plan and evaluate success.

Figure 28: Long_Lake,Idawriter, CC BY-SA 3.0

B. Data Collection and Evaluation

Partners across the region should evaluate the SAP based on both process and outcomes. Process evaluation involves reviewing each action in the plan and determining if progress has been made against an agreed upon timeline.

Outcome evaluation looks at the impact of activities. For example, the impact of site-specific projects can be measured based on pre-construction and post-construction crash statistics. For other projects, progress may be measured based on a combination of several activities that lead to a change in crash frequency. Such an example would be a change in the frequency of unbelted occupant crashes after the implementation of a combination of educational and enforcement initiatives. The interrelationship between different safety activities at the local, regional, and State level means that fatalities and injuries will be used as the metric for annual progress for different program areas. Agencies will use crash data collected by law enforcement agencies as well as data compiled and managed by NYSDOT and GTSC as part of the outcome evaluations. Changes in traffic volumes, crash severity, and characteristics of crashes also provide meaningful insight into the effect of safety countermeasures.

The agencies involved in this SAP should build on the underlying analysis conducted for the original plan and regularly augment the analysis with new data. To inform process outcomes, the action plan partners should collect information on metrics such as activities conducted, projects completed, people engaged, etc. A report can then be developed that summarizes the process and outcomes of the various strategies and actions. An annual frequency for the report is preferred as that is consistent with how crash data is compiled.

C. Public Reporting

The SAP Partners provided leadership in the development of the Roadway SAP. This group will continue to serve as the body to monitor the implementation of the plan and should dedicate portions of its meeting agendas to review plan progress. This includes reviewing crash statistics and the implementation status of actions, recommending re-prioritization of safety priorities, and identifying potential funding opportunities that support the implementation of strategies and actions. The group should also coordinate with NYSDOT and GTSC to ensure the safety activities of the region align with State and regional safety priorities. Feedback will also be reflected in the annual progress report.

D. Public Education and Awareness

The partner agencies should inform the public about the implementation of the plan through public meetings as well as through periodic updates on the website. Social media channels should be used to notify the public about roadway safety or to inform them of notable upcoming events or projects. Partner agencies may also conduct periodic surveys to gauge public awareness of plan implementation and to gather feedback on emerging roadway safety issues.

E. Integration with the Plan

The partner agencies recognize that some strategies may take several years to fully implement. Additionally, it may take several years to realize the benefit of the strategies through a reduction of fatal and serious injury crashes. The plan is a living document and will be reviewed on an on-going basis. Similar to the New York State SHSP, a full update of the plan is anticipated to be completed every five years, or as deemed necessary by the partner agencies. However, more frequent updates to the individual strategies and actions may take place to reflect the plan's progress and any new policies that affect implementation. The partner agencies will integrate the feedback from public reporting and its engagement activities into the plan's update.

F. Action Plan Adoption

This section will be updated with the date and relevant parties once the SAP is formally adopted.

Appendix A: Priority Locations

VIII. Appendix A : Priority Locations

Table 2 lists **priority segments** identified by the crash analysis.

County	Municipality	On Street	From Street	To Street	Total Crashes	Fatal Crashes	Serious Injury Crashes
Clinton	Plattsburgh	NY3 EB	Area Development Dr	Plaza Blvd	6	0	6
Clinton	Plattsburgh	NY22 NB	McGaulley Ave	S Platt St	4	0	4
Clinton	Plattsburgh	NY22 NB	McGaulley Ave	S Platt St	4	0	4
Clinton	Plattsburgh	NY22 SB	S Platt St	McGaulley Ave	4	0	4
Clinton	Plattsburgh	NY22 SB	S Platt St	McGaulley Ave	4	0	4
Clinton	Plattsburgh	NY3 EB	Plaza Blvd	Smithfield Blvd	4	0	4
Essex	North Elba	NY86 EB	Turtle Pond Rd	Tamer Way	4	0	4
Clinton	Plattsburgh	NY3 EB	I-87	Church Hill Dr	3	0	3
Essex	North Elba	NY86 EB	Adirondack Park	Brookside Dr	3	0	3
Clinton	AuSable	I-87 SB	US-11	Castine Rd	2	0	2
Clinton	Plattsburgh	NY190 EB	NY-3	Tom Miller Rd	2	0	2
Clinton	Plattsburgh	NY190 EB	Robinson Rd	Pellerin Rd	2	0	2
Clinton	Altona	NY190 EB	Duley Rd	Peryer Rd	2	0	2
Clinton	Altona	NY190 EB	Dump Rd	Millitary Tpke	2	0	2
Essex	Moriah	NY22 NB	Island Way	Edgemont Rd	2	0	2
Essex	AuSable	NY22 NB	Chesterfield St	N Ausable St	2	0	2
Essex	AuSable	NY22 NB	Burdick Rd	NY-185	2	0	2
Essex	Plattsburgh	NY22 NB	NY-9N	Old Arsenal Rd	2	0	2
Clinton	Crown Point	NY22 NB	Connell Rd	Brown Rd	2	0	2
Clinton	Plattsburgh	NY22 NB	Irish Settlement Rd	Dunning Way	2	0	2
Clinton	AuSable	NY22 SB	Brown Rd	Jewel Rock Rd	2	0	2
Clinton	Plattsburgh	NY22 SB	Dunning Way	Irish Settlement Rd	2	0	2
Clinton	Plattsburgh	NY3 EB	NY-22B	NY-190	2	0	2
Clinton	Plattsburgh	NY374 EB	Bradford Rd	NY-190	2	0	2
Clinton	Plattsburgh	NY374 WB	NY-190	Bradford Rd	2	0	2
Essex	North Elba	NY86 EB	Barn Rd	Hadjis Way	2	0	2
Essex	North Elba	NY86 EB	Ray Brook Rd	Racette Way	2	0	2
Essex	Moriah	NY9N NB	Old Arsenal Rd	Champlain Ave	2	0	2
Essex	Westport	NY9N NB	Old Arsenal Rd	Champlain Ave	2	0	2
Essex	North Elba	Old Military Road	Stage Coach Way	John Brown Rd	2	0	2
Clinton	Plattsburgh	Tom Miller Road	Smithfield Blvd	Sesame St	2	0	2

Table 2: Priority Segments

County	Municipality	On Street	From Street	To Street	Total Crashes	Fatal Crashes	Serious Injury Crashes
Clinton	Plattsburgh	Wallace Hill Road	Military Turnpike	NY-374	2	0	2
Clinton	Ellenburg	Arno Road	Ellenburg Center Rd	Arno Rd	1	0	1
Clinton	Plattsburgh	Bailey Avenue	Lafayette St	NY-22	1	0	1
Clinton	Plattsburgh	Beach Road	NY-314	Beach Rd	1	0	1
Clinton	Peru	Bear Swamp Road	NY-442	Arthur Rd	1	0	1
Clinton	Mooers	Big Hill Road	Davison Rd	US-11	1	0	1
Clinton	Plattsburgh	Broad Street	S Catherine St	Oak St	1	0	1
Clinton	Plattsburgh	Broad Street	S Catherine St	Oak St	1	0	1
Clinton	Plattsburgh	Cornelia Street	Cogan Ave	Draper Ave	1	0	1
Essex	Schroon	Dock Street	Tannery Ln	Leland Ave	1	0	1
Essex	HarrietsTown	Duprey Street	Rue Saint Joseph	Crossfield Ave	1	0	1
Clinton	Plattsburgh	Durand Road	Butler Rd	Hill Dr	1	1	0
Essex	Moriah	Edgemont Road	Moriah Rd	Harry Allen Rd	1	0	1
Essex	Moriah	Elizabeth Street	NY-22	Elizabeth St	1	0	1
Clinton	AuSable	Fuller Road	Chasm Rd	Adirondack Park Reserve	1	0	1
Clinton	AuSable	Hill Street	Taylor Hill Rd	I-87	1	0	1
Essex	Schroon	I-87 SB	Blue Ridge Rd	Tip Top Rd	1	0	1
Essex	Lewis	I-87 SB	Hyde Rd	County Rd 10	1	0	1
Essex	Lewis	I-87 SB	NY-22	Deerhead Rd	1	0	1
Essex	Lewis	I-87 SB	Arthur Rd	NY-9N	1	0	1
Clinton	Champlain	I-87 SB	NY-9N	Augur Lake Rd	1	0	1
Clinton	AuSable	I-87 SB	Hill St	NY-9N	1	0	1
Clinton	AuSable	I-87 SB	Arthur Rd	NY-22	1	0	1
Clinton	AuSable	I-87 SB	NY-22	Rugar St	1	0	1
Clinton	Plattsburgh	I-87 SB	NY-22	Quarry Rd	1	1	0
Clinton	Plattsburgh	I-87 SB	Cedar St	Tobey St	1	0	1
Essex	Essex	Lake Shore Road	Farm Way	Dock St	1	0	1
Clinton	Plattsburgh	Monty Street	NY-22	S Peru St	1	0	1
Essex	Chesterfield	New York State Route 22 to Interstate 87 Northbound	NY-22	I-87 NB	1	1	0
Clinton	Plattsburgh	NY190 EB	NY-374	Banker Rd	1	0	1
Essex	Moriah	NY22 NB	Jackson St	Broad St	1	0	1
Essex	Crown Point	NY22 NB	NY-185	Island Way	1	0	1

County	Municipality	On Street	From Street	To Street	Total Crashes	Fatal Crashes	Serious Injury Crashes
Essex	Essex	NY22 NB	US-9	Mace Chasm Rd	1	0	1
Essex	Plattsburgh	NY22 NB	Dudley Rd	Windward Cir	1	0	1
Essex	Plattsburgh	NY22 NB	Warner Hill Rd	Shore Airport Rd	1	0	1
Essex	Plattsburgh	NY22 NB	Shore Airport Rd	Birnbaum Rd	1	0	1
Essex	Plattsburgh	NY22 NB	Jackson Way	Kahler Way	1	0	1
Essex	Chesterfield	NY22 NB	Jackson Way	Kahler Way	1	0	1
Essex	Westport	NY22 NB	NY-9N	Sharon Park Rd	1	0	1
Essex	Ticonderoga	NY22 NB	Elm St	Sandy Pt Way	1	0	1
Clinton	Ticonderoga	NY22 NB	Salmon River Rd	Irish Settlement Rd	1	0	1
Clinton	Ticonderoga	NY22 NB	S Catherine St	Oak St	1	0	1
Clinton	Crown Point	NY22 NB	Hartwell St	Cove Way	1	0	1
Clinton	Crown Point	NY22 NB	Hartwell St	Cove Way	1	0	1
Clinton	Plattsburgh	NY22 NB	Plattsburgh Air Force Base	Crete Blvd	1	0	1
Clinton	Plattsburgh	NY22 NB	McCarthy Dr	Northway Ct	1	0	1
Clinton	Plattsburgh	NY22 SB	Irish Settlement Rd	Salmon River Rd	1	0	1
Clinton	Plattsburgh	NY22 SB	Oak St	S Catherine St	1	0	1
Clinton	Plattsburgh	NY22 SB	Cove Way	S Platt St	1	0	1
Clinton	Plattsburgh	NY22 SB	Cove Way	Hartwell St	1	0	1
Clinton	Plattsburgh	NY22 SB	Crete Blvd	Plattsburgh Air Force Base	1	0	1
Clinton	Plattsburgh	NY22 SB	Trade Rd	Northway Ct	1	0	1
Clinton	Plattsburgh	NY3 EB	Enterprise Dr	Hammond Ln	1	0	1
Hamilton	Wells	NY30 NB	Adirondack Park Preserve	Old Route 8B	1	0	1
Hamilton	Wells	NY30 NB	NY-8	Old Route 8B	1	0	1
Essex	North Elba	NY86 EB	Cobble Hill Rd	Connery Pond Way	1	1	0
Essex	Moriah	NY9N NB	Island Way	Edgemont Rd	1	0	1
Clinton	Plattsburgh	Oak Street	Robinson Ter	Couch St	1	0	1
Clinton	Plattsburgh	Oak Street	Couch St	Robinson Ter	1	0	1
Clinton	Plattsburgh	Pellerin Road	NY-190	Butler Rd	1	0	1
Clinton	Plattsburgh	Peru Street	S Platt St	South St	1	0	1

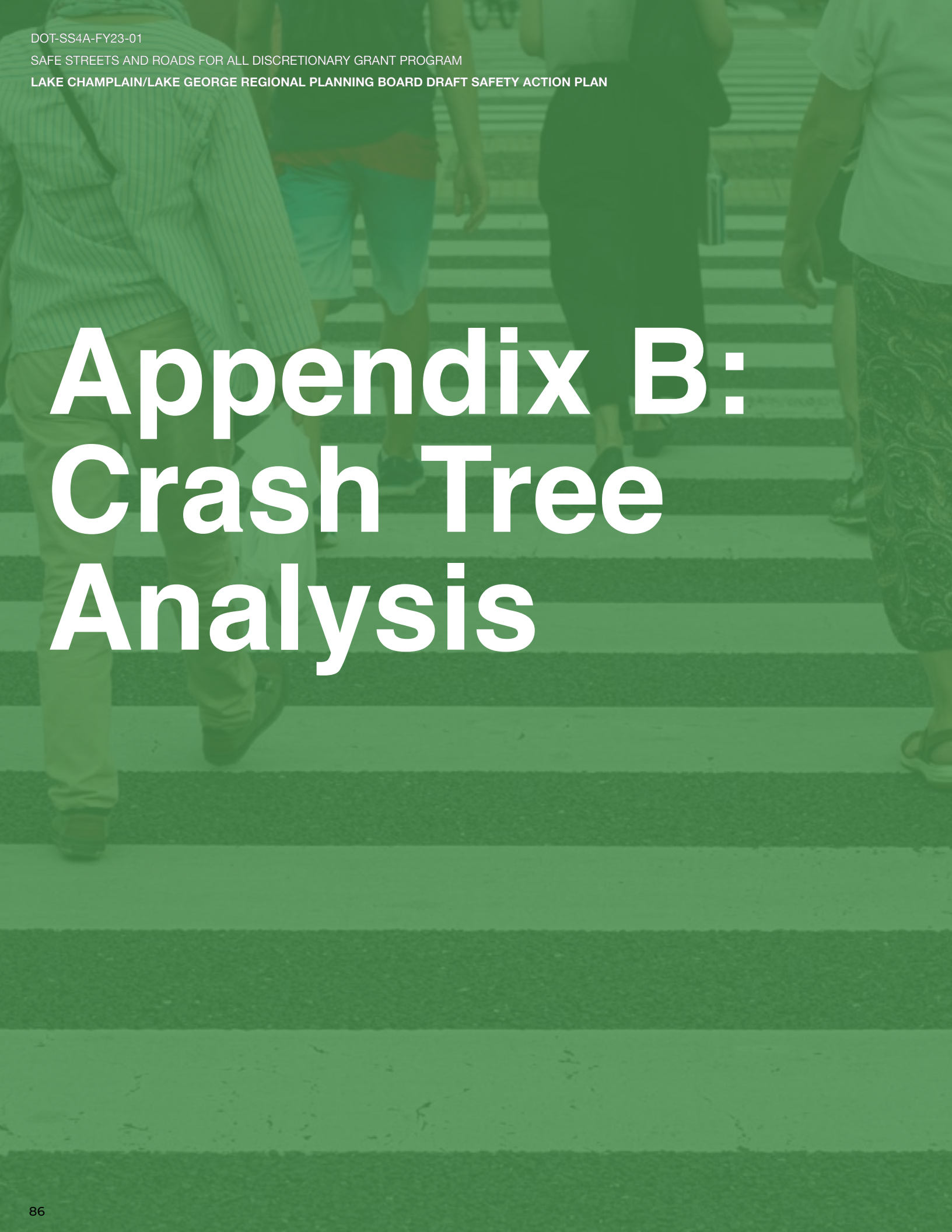
County	Municipality	On Street	From Street	To Street	Total Crashes	Fatal Crashes	Serious Injury Crashes
Clinton	Champlain	Prospect Street	NY-276	Pillsbury Rd	1	0	1
Clinton	Plattsburgh	Quarry Road	Tom Miller Rd	NY-374	1	0	1
Essex	North Elba	Ray Brook Road	NY-86	Riebel Way	1	0	1
Clinton	Champlain	Saint Johns Road	Lavalley Rd	Simmons Rd	1	0	1
Clinton	Plattsburgh	Sharron Avenue	Mildred Blvd	New York Rd	1	0	1
Clinton	Altona	Slosson Road	Vassar Rd	NY-22	1	0	1
Clinton	Plattsburgh	Smithfield Blvd	NY-3	Pyramid Dr	1	1	0
Clinton	Champlain	Stony Point Road	Smith St	Stony Point Rd	1	0	1
Essex	Moriah	Tarbell Hill Road	Moriah Rd	Forge Hollow Rd	1	1	0
Clinton	AuSable	Telegraph Road	Reed St	Bruce Dr	1	0	1
Clinton	Plattsburgh	Tom Miller Road	Feathers Dr	Smithfield Blvd	1	0	1
Clinton	Plattsburgh	Underwood Avenue	Distribution Way	NY-22	1	0	1
Clinton	Plattsburgh	US9 NB	S Platt St	South St	1	0	1
Clinton	Plattsburgh	US9 SB	South St	S Platt St	1	0	1
Clinton	Plattsburgh	Wallace Hill Road	NY-374	Maple Pond Dr	1	0	1

Table 3 lists **priority intersections** identified by the crash analysis.

County	Municipality	Street 1	Street 2	Total	Fatal Crashes	Serious Injury Crashes
Clinton	Plattsburgh	State Highway 3	Rand Hill Road	4	1	3
Clinton	Plattsburgh	Wallace	State Highway 374	3	0	3
Clinton	Plattsburgh	Cornelia Street	Healey Avenue	2	0	2
Essex	North Elba	Crossfield Ave	Lake Flower Avenue	2	0	2
Clinton	Peru	Mannix Road	Clark Road	2	0	2
Clinton	Altona	Military Turnpike	Devils Den Road	2	0	2
Clinton	Plattsburgh	South Catherine Street	Elizabeth Street	2	0	2
Clinton	AuSable	State Highway 22	Arthur Road	2	0	2
Clinton	Plattsburgh	State Highway 3	Hammond Lane	2	0	2
Clinton	Plattsburgh	State Highway 374	Military Turnpike	2	0	2
Clinton	Plattsburgh	State Highway 374	Quarry Road	2	0	2
Clinton	Plattsburgh	State Highway 374	Quarry Road	2	0	2
Essex	Crown Point	Sugar Hill Road	Nys	2	0	2
Clinton	Ellenburg	Access Road	Military Turnpike	1	0	1
Essex	North Elba	Adirondack Park	State Highway 86	1	0	1
Clinton	BeekmanTown	Agnew Road	Jersey Swamp Road	1	0	1
Essex	Ticonderoga	Alexandria Avenue	Eichen Street	1	0	1
Essex	Jay	Au Sable Drive	Poplar Drive	1	0	1
Essex	Crown Point	Bridge Road	Nys	1	0	1
Clinton	Plattsburgh	Bridge Street	Peru Street	1	0	1
Clinton	Plattsburgh	Broad Street	Margaret Street	1	0	1
Clinton	Plattsburgh	Byrne Lane	Fort Brown Drive	1	0	1
Essex	ElizabethTown	Court Street	State Highway 9N	1	0	1
Clinton	BeekmanTown	Durand Road	Butler Road	1	0	1
Clinton	Plattsburgh	Durkee Street	Broad Street	1	0	1
Essex	Chesterfield	Front St	Clinton St	1	0	1
Essex	Wilmington	Haselton Road	Nys	1	0	1
Clinton	Champlain	Lavalley Road	Ridge Road	1	0	1
Clinton	Peru	Main Street	Union Road	1	0	1
Essex	Essex	Main Street	School Street	1	0	1
Essex	Westport	Merrihew Lane	Main Street	1	0	1
Clinton	Peru	Military Turnpike	Brand Hollow Road	1	0	1

Table 3: Priority Intersections

County	Municipality	Street 1	Street 2	Total	Fatal Crashes	Serious Injury Crashes
Clinton	Beekman	Military Turnpike	Jersey Swamp Road	1	0	1
Essex	North Elba	Mirror Lake Drive	Interlaken Avenue	1	0	1
Essex	Ticonderoga	Nys	Race Track Road	1	0	1
Clinton	Plattsburgh	Peru Street	Byrne Lane	1	0	1
Essex	Ticonderoga	Race Track Road	Wicker Street	1	0	1
Clinton	Plattsburgh	Rugar Street	Broad Street	1	0	1
Essex	North Elba	Saranac Avenue	Fawn Ridge Road	1	0	1
Essex	Ticonderoga	Shore Airport Road	Nys	1	0	1
Clinton	Plattsburgh	Smithfield Boulevard	Bank Street	1	1	0
Clinton	Plattsburgh	South Catherine Street	Underwood Avenue	1	0	1
Clinton	Peru	State Highway 22B	Brand Hollow Road	1	0	1
36041	Inlet	State Highway 28	Deerwoods Drive	1	0	1
Clinton	Plattsburgh	State Highway 3	Smithfield Boulevard	1	0	1
Clinton	Plattsburgh	State Highway 374	Banker Road	1	0	1
Clinton	Plattsburgh	State Highway 374	Wallace Hill Road	1	0	1
Essex	North Elba	State Highway 86	Old Military Road	1	0	1
Clinton	Plattsburgh	Tom Miller Road	Smithfield Boulevard	1	0	1
Clinton	Plattsburgh	Tom Miller Road	Newell Avenue	1	0	1
Clinton	Mooers	US Highway 11	Forest Road	1	0	1
Clinton	Chazy	US Highway 9	Reynolds Road	1	0	1
Essex	Ticonderoga	Vineyard Road	NY-9N	1	0	1



Appendix B: Crash Tree Analysis

IX. Appendix B: Crash Tree Analysis

1. Intersection Crash Trees

Key takeaways for three crash trees are highlighted below.

Emphasis Area	Crash Tree No.	Level One	Level Two
Intersections	1	Urban/Rural	Posted Speed
	2	Posted Speed	Traffic Control
	3	Traffic Control	Drive Responsibly

Table 4: Intersection-Related Crash Trees

a) Urban Areas/Posted Speed

- 50% of serious injury and fatal intersection-related crashes occur in urban areas.
- 19% of serious injury and fatal non-intersection-related crashes occur in urban areas.
- Of the serious injury and fatal crashes at urban intersections, 43% occur on 30 MPH roads.
- Of the serious injury and fatal crashes at urban non-intersections, 9% occur on 30 MPH roads.

b) Posted Speed/Traffic Control

- 25% of serious injury and fatal intersection crashes occur on 30 MPH roads.
- 6% of serious injury and fatal non-intersection crashes occur on 30 MPH roads.
- 30% of serious injury and fatal occur at stop-controlled intersections on 55 MPH roads.
- 43% of serious injury and fatal occur at stop-controlled intersections on 30 MPH roads.

c) Traffic Control/Drive Responsibly

- 36% of serious injury and fatal intersection crashes occur at stop-controlled intersections.
- 9% of serious injury and fatal non-intersection crashes occur at stop-controlled intersections.
- 40% of serious injury and fatal stop-controlled intersection related crashes are due to failing to drive responsibly.
- 20% of serious injury and fatal non-intersection stop control crashes are due to failing to drive responsibly.

2. Age-Relates Crash Trees

Key takeaways for three crash trees are highlighted below.

Emphasis Area	Crash Tree No.	Level One	Level Two	Level Three
Age-Related	1	Age Group	Roadway Departure	Road Characteristic
	2	Age Group	Primary Contributing Factor	
	3	Most Common Pre-Crash Condition	Age Group	

Table 5: Age-Related Crash Trees

a) Age Group/Roadway Departure/Road Characteristic

- 50% of serious injury and fatal crashes among 16-to-20-year-olds result from roadway departure, the highest among all age groups.
- 50% of these serious injury and fatal crashes occur along curves, also higher than any other age groups.

b) Age Group/Primary Contributing Factor

- 29% of serious injury and fatal crashes among 65+ year olds are due to Failure to Yield the Right of Way, the highest proportion among all age groups.
- 65+ year olds comprise 17% of all crashes and 22% of serious injury and fatal crashes.

c) Pre-Crash Condition/Age Group

- 65+ year olds account for 41% of serious injury and fatal crashes involving making a left turn.
- Among all crashes, 65+ year olds account for 32% of all crashes involving making a left turn.

3. Roadway Departure Crash Trees

Key takeaways for three crash trees are highlighted below.

Emphasis Area	Crash Tree No.	Level One	Level Two
Roadway Departure	1	Light Conditions	Alcohol
	2	Drive Responsibly	Functional Class Simplified
	3	Light Conditions	Road Character Simplified

Table 6: Roadway Departure Crash Trees

a) Light Conditions/Alcohol

- 15% of non-roadway departure serious injury and fatal crashes on dark unlit roads involve alcohol.
- 30% of roadway departure serious injury and fatal crashes on dark unlit roads involve alcohol.

b) Drive Responsibly/Functional Class

- For non-roadway departure serious injury and fatal crashes, 42% involve failing to drive responsibly.
- For roadway departure serious injury and fatal crashes, 61% involve failing to drive responsibly.
- Among roadway departure serious injury and fatal crashes that involve failing to drive responsibly, 27% occur on local roads.
- Among non-roadway departure serious injury and fatal crashes that involve failing to drive responsibly, 10% occur on local roads.

c) Light Conditions/Road Character

- 73% of roadway departure serious injury and fatal crashes occur along a curved road.
- 31% of non-roadway departure serious injury and fatal crashes occur along a curved road.

4. Alternative Road Vehicle Crash Trees

Key takeaways for three crash trees are highlighted below.

Emphasis Area	Crash Tree No.	Level One	Level Two	Level Three
Alternative Road Vehicle	1	Speeding	Alternate Road Vehicles	Urban/Rural
	2	Alternate Road Vehicles	Road Characteristic Simplified	Aggressive Driving

Table 7: Alternative Road Vehicle Crash Trees

a) Speeding/Alternate Road Vehicles/ Urban/Rural

- 25% of speeding-related serious injury and fatal crashes involve alternative road vehicles.
- 6% of all speeding-related crashes involve alternative road vehicles.
- 66% of serious injury and fatal crashes occurred in rural areas.
- 69% of all speeding-related crashes occurred in rural areas.

b) Alternate Road Vehicles/Road Characteristics/Aggressive Driving

- 44% of alternative road vehicle serious injury and fatal crashes occur along a curved road.
- 24% of all alternative road vehicle crashes occur along a curved road.
- Among alternative road vehicle serious injury and fatal crashes along curved roadways, 54% are related to aggressive driving.
- Among all alternative road vehicle crashes along curved roadways, 36% are related to aggressive driving.

5. Aggressive Driving Crash Trees

Key takeaways for three crash trees are highlighted below.

Emphasis Area	Crash Tree No.	Level One	Level Two
Agressive Driving	1	Collision Type	Primary Contributing Factor
	2	Functional Class Simplified	Collision Type
	3	Road Characteristic Simplified	Functional Class Simplified

Table 8: Aggressive Driving Crash Trees

a) Collision Type/Primary Contributing Factor

- 24% of aggressive driving serious injury and fatal crashes result in fixed-object collisions.
- 11% of non-aggressive driving serious injury and fatal crashes result in fixed-object collisions.
- Among aggressive driving fixed-object crashes, 87% are due to unsafe speed, whereas non-aggressive driving crashes have zero occurrences due to unsafe speed.

b) Functional Class/Collision Type

- 21% of aggressive driving serious injury and fatal crashes occur on local roads.
- 12.5% of non-aggressive driving serious injury and fatal crashes occur on local roads.
- 41% of aggressive driving serious injury and fatal crashes on local roadways are due to fixed-object collisions.
- 21% of non-aggressive driving serious injury and fatal crashes on local roadways are due to fixed-object collisions.

c) Functional Class/Collision Type

- 59% of aggressive driving serious injury and fatal crashes occur along curved roads.
- 25% of non-aggressive driving serious injury and fatal crashes occur on curved roads.
- 25% of aggressive driving serious injury and fatal crashes occur on local roads.
- 12% of non-aggressive driving serious injury and fatal crashes occur on local roads.

6. Vulnerable Road User Crash Trees

Key takeaways for three crash trees are highlighted below.

Emphasis Area	Crash Tree No.	Level One	Level Two	Level Three
VRU	1	VRU	Urban/Rural	Most Common Pre-Crash Condition
	2	Intersection Related	Light Conditions	Collision Type
	3	Functional Class Simplified	Most Common Pre-Crash Condition	Collision Type

Table 9: VRU Crash Trees

a) VRU/Urban/Rural/Pre-Crash Condition

- 24% of urban vulnerable road user fatal, serious injury, or injury crashes are due to right or left turn movements.

b) Intersection-Related/Light Condition/ Collision Type

- Vulnerable road user serious injury and fatal crashes at non-intersections have a higher combined percentage of dark, unlit conditions compared to vulnerable road user intersection crashes and non-vulnerable road user segment crashes.
- Lighting issues along segments disproportionately affect vulnerable road users, affecting pedestrians more than bicyclists.

c) Functional Class/Pre-Crash Condition/ Collision Type

- 36% of vulnerable road user serious injury and fatal crashes occur along minor arterials, compared to 19% of all non-vulnerable road user serious injury and fatal crashes.
- Of these minor arterial crashes, 91% of vulnerable road user serious injury and fatal crashes are due to vehicles going straight ahead, while only 57% of non-vulnerable road users serious injury and fatal crashes on minor arterials are due to vehicles going straight ahead.

7. Drive Responsibly Crash Trees

Key takeaways for three crash trees are highlighted below.

Emphasis Area	Crash Tree No.	Level One	Level Two	Level Three
Drive Responsibly	1	Drive Responsibly	Roadway Departure	Road Characteristic
	2	Drive Responsibly	Most Common Pre-Crash Condition	Primary Contributing Factor
	3	Drive Responsibly	Primary Driver Age Group	

Table 10: Drive Responsibly Crash Trees

a) Roadway Departure/Road Characteristic

- 48% of drive responsibly crashes are serious injury and fatal.
- 39% of drive responsibly serious injury and fatal crashes are due to roadway departure.
- 23% of non-drive responsibly crashes are due to roadway departure.
- Over 50% of drive responsibly crashes occurred along curved roads.

b) Drive Responsibly/Pre-Crash Condition/Contributing Factor

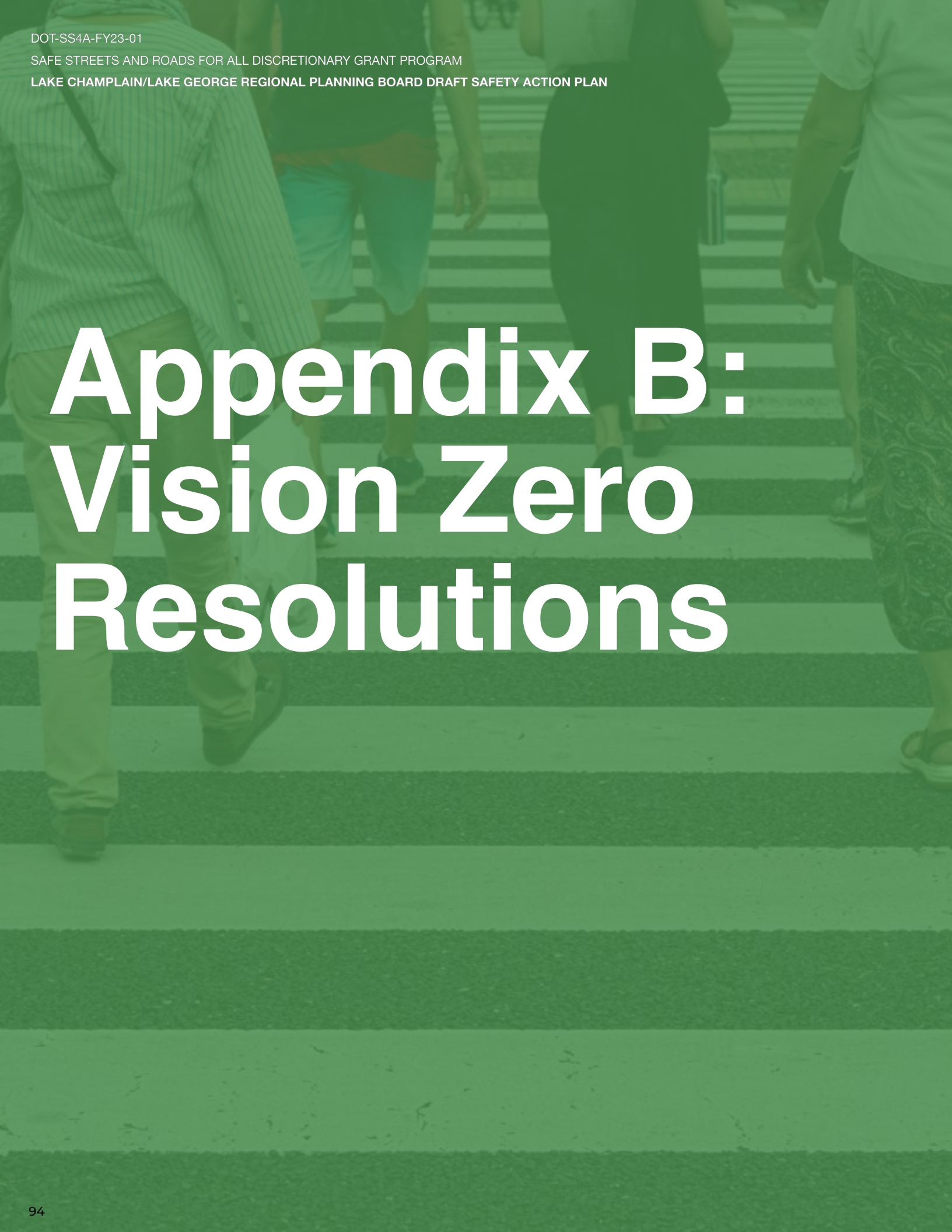
- 71% of drive responsibly serious injury and fatal crashes occurred when a vehicle was going straight ahead. Of these crashes, 49% involved an unsafe speed and 13% involved alcohol.
- 66% of all drive responsibly crashes occurred when a vehicle was going straight. Of these crashes, 58% involved an unsafe speed and 9% involved alcohol.

c) Primary Driver Age Group

- A higher percentage of drivers aged 16- to 24-year-olds were involved in drive responsibly serious injury and fatal crashes compared to non-drive responsibly serious injury and fatal crashes.
- Drivers aged 65+ years old were involved in 28% of non-drive responsibly crashes, but only 18% of drive responsibly crashes.

This analysis highlights the prevalence of issues related to road user behavior as a contributing factor in serious injury and fatal crashes, particularly in roadway departure incidents and among younger drivers. Unsafe speed and alcohol consumption play significant roles in these types of crashes, emphasizing the importance of responsible driving behavior across all age groups.

Additionally, this crash tree analysis will be useful for targeting projects and strategies toward the areas they're most likely to happen in. Intersection-related improvements appear to be most necessary in more urban areas. Improvements protecting vulnerable road users appear to be most necessary on minor arterials.



Appendix B: Vision Zero Resolutions

IX. Appendix B: Vision Zero Resolutions

The constituent members of the North Country Safety Action Plan, Clinton County Board of Supervisors, Hamilton County Board of Supervisors, and the Essex County Board of Supervisors, in an effort to eliminate traffic fatalities and serious injuries on the area's roadways, adopted the following resolution on [dates]. The adoption of the resolution speaks to the region's leaders' commitment to traffic safety and achieving zero deaths or serious injuries by 2050. This resolution highlights these communities' dedication to implementing comprehensive strategies and programs that prioritize the safety of all road users, including pedestrians, bicyclists, and motorists. The target year of 2050 underscores a recognition of the complexity and enormity of the challenge, as well as the region's determination to inspire collaborative efforts across government agencies, private sectors, and local communities to make this ambitious goal a reality.

Each agency will play a critical role in this endeavor, and will work together on broad policy development, strategic planning, and securing funding for projects that enhance regional connectivity and safety. Local agencies will implement targeted initiatives and localized improvements, including traffic calming measures, pedestrian and bicycle infrastructure enhancements, and community education programs.

The collaborative effort ensures that both regional high-level strategies and specific local-level actions are coordinated, leveraged, and optimized across all jurisdictions, creating a comprehensive and unified approach to traffic safety.

A. Clinton County

Commitment to a Vision Zero policy to eliminate fatalities and serious injuries that are a result of crashes in Clinton County by 2050.

WHEREAS people should be able to travel safely along all roads throughout the transportation network in Clinton County without the stress of getting into a traffic crash; and

WHEREAS no one should die from traveling on the roadway, recognizing that safe transportation is a fundamental right that should be afforded to all individuals regardless of their mode of travel; and

WHEREAS crashes that result in death and serious injury are largely preventable through the implementation of proven safety measures, public education, and effective law enforcement strategies aimed at reducing risky behaviors on the roadways; and

WHEREAS traveling on the roadway is beneficial to the economy by facilitating trade, enabling commerce, connecting labor markets, and enhancing overall economic productivity; and

WHEREAS traffic crashes cause pain and suffering to the community, leading to significant emotional trauma for those involved and their families, and a high level of economic and societal impacts beyond the crash itself, including medical costs, lost productivity, and long-term care expenses; and

WHEREAS from 2018 to 2022, there were a total of 10,827 crashes on roadways in Clinton County representing a substantial risk to all road users and highlighting the urgent need for systematic safety improvements; and

WHEREAS during the same five-year period, there were 260 fatal and serious injury crashes, including 25 fatalities, which emphasizes the need to address traffic safety issues to protect the lives and well-being of residents; and

WHEREAS pedestrians and bicyclists are disproportionately represented in crashes, and crashes that involve a bicyclist or pedestrian are more likely to result in a fatal or serious injury due to their vulnerability compared to motor vehicle occupants; and

WHEREAS Clinton County has populations that are disproportionately represented in traffic crashes, reflecting broader systemic inequities that necessitate targeted interventions to ensure equitable road safety for all demographic groups; and

WHEREAS implementing a road safety commitment requires coordination and effort from various Clinton County departments, including [insert departments], all of which have expressed interest and willingness to move toward zero deaths, highlighting the importance of a multifaceted and collaborative approach to traffic safety; and

WHEREAS implementing a road safety commitment requires support from residents, business owners, students, and visitors to Clinton County, acknowledging that community engagement and public participation are essential to the success of such initiatives; and

WHEREAS the Lake Champlain Lake George Regional Planning Board has undergone a recent planning effort to understand systemic safety issues across the Region, identifying specific actions to be taken and funding sources to pursue to improve roadway safety, demonstrating a proactive commitment to enhancing transportation safety through comprehensive planning and resource allocation; and

WHEREAS with this commitment, Clinton County will be aligning with the USDOT federal and New York state transportation strategy and other agencies who have made a commitment to eliminate traffic deaths and serious injuries on their streets, positioning the County and towns, villages or other entities within it as leaders in traffic safety and public health; and

WHEREAS the Lake Champlain Lake George Regional Planning Board's member county, town, and municipality jurisdictions have been working to improve safety and will use the Safety Action Plan to guide their efforts and seek funding for projects; be it

RESOLVED that County Board of Supervisors commit to a goal of zero traffic deaths and serious injuries on all streets in Clinton County by 2050

BE IT FURTHER Resolved that the County will work with the Lake Champlain Lake George Regional Planning Board to measure the progress, challenges, and successes of the Vision Zero commitment that will be reported on with five-year progress reports

B. Essex County

Commitment to a Vision Zero policy to eliminate fatalities and serious injuries that are a result of crashes in Clinton County by 2050.

WHEREAS people should be able to travel safely along all roads throughout the transportation network in Essex County without the stress of getting into a traffic crash; and

WHEREAS no one should die from traveling on the roadway, recognizing that safe transportation is a fundamental right that should be afforded to all individuals regardless of their mode of travel; and

WHEREAS crashes that result in death and serious injury are largely preventable through the implementation of proven safety measures, public education, and effective law enforcement strategies aimed at reducing risky behaviors on the roadways; and

WHEREAS traveling on the roadway is beneficial to the economy by facilitating trade, enabling commerce, connecting labor markets, and enhancing overall economic productivity; and

WHEREAS traffic crashes cause pain and suffering to the community, leading to significant emotional trauma for those involved and their families, and a high level of economic and societal impacts beyond the crash itself, including medical costs, lost productivity, and long-term care expenses; and

WHEREAS from 2018 to 2022, there were a total of 5,369 crashes on roadways in Essex County representing a substantial risk to all road users and highlighting the urgent need for systematic safety improvements; and

WHEREAS during the same five-year period, there were 177 fatal and serious injury crashes, including 19 fatalities, which emphasizes the need to address traffic safety issues to protect the lives and well-being of residents; and

WHEREAS pedestrians and bicyclists are disproportionately represented in crashes, and crashes that involve a bicyclist or pedestrian are more likely to result in a fatal or serious injury due to their vulnerability compared to motor vehicle occupants; and

WHEREAS Essex County has populations that are disproportionately represented in traffic crashes, reflecting broader systemic inequities that necessitate targeted interventions to ensure equitable road safety for all demographic groups; and

WHEREAS implementing a road safety commitment requires coordination and effort from various Essex County departments, including [insert departments], all of which have expressed interest and willingness to move toward zero deaths, highlighting the importance of a multifaceted and collaborative approach to traffic safety; and

WHEREAS implementing a road safety commitment requires support from residents, business owners, students, and visitors to Essex County, acknowledging that community engagement and public participation are essential to the success of such initiatives; and

WHEREAS the Lake Champlain Lake George Regional Planning Board has undergone a recent planning effort to understand systemic safety issues across the Region, identifying specific actions to be taken and funding sources to pursue to improve roadway safety, demonstrating a proactive commitment to enhancing transportation safety through comprehensive planning and resource allocation; and

WHEREAS with this commitment, Essex County will be aligning with the USDOT federal and New York state transportation strategy and other agencies who have made a commitment to eliminate traffic deaths and serious injuries on their streets, positioning the County and towns, villages or other entities within it as leaders in traffic safety and public health; and

WHEREAS the Lake Champlain Lake George Regional Planning Board's member county, town, and municipality jurisdictions have been working to improve safety and will use the Safety Action Plan to guide their efforts and seek funding for projects; be it

RESOLVED that County Board of Supervisors commit to a goal of zero traffic deaths and serious injuries on all streets in Essex County by 2050

BE IT FURTHER Resolved that the County will work with the Lake Champlain Lake George Regional Planning Board to measure the progress, challenges, and successes of the Vision Zero commitment that will be reported on with five-year progress reports

B. Hamilton County

Commitment to a Vision Zero policy to eliminate fatalities and serious injuries that are a result of crashes in Hamilton County by 2050.

WHEREAS people should be able to travel safely along all roads throughout the transportation network in Hamilton County without the stress of getting into a traffic crash; and

WHEREAS no one should die from traveling on the roadway, recognizing that safe transportation is a fundamental right that should be afforded to all individuals regardless of their mode of travel; and

WHEREAS crashes that result in death and serious injury are largely preventable through the implementation of proven safety measures, public education, and effective law enforcement strategies aimed at reducing risky behaviors on the roadways; and

WHEREAS traveling on the roadway is beneficial to the economy by facilitating trade, enabling commerce, connecting labor markets, and enhancing overall economic productivity; and

WHEREAS traffic crashes cause pain and suffering to the community, leading to significant emotional trauma for those involved and their families, and a high level of economic and societal impacts beyond the crash itself, including medical costs, lost productivity, and long-term care expenses; and

WHEREAS from 2018 to 2022, there were a total of 1,137 crashes on roadways in Hamilton County representing a substantial risk to all road users and highlighting the urgent need for systematic safety improvements; and

WHEREAS during the same five-year period, there were 40 fatal and serious injury crashes, including 6 fatalities, which emphasizes the need to address traffic safety issues to protect the lives and well-being of residents; and

WHEREAS pedestrians and bicyclists are disproportionately represented in crashes, and crashes that involve a bicyclist or pedestrian are more likely to result in a fatal or serious injury due to their vulnerability compared to motor vehicle occupants; and

WHEREAS Hamilton County has populations that are disproportionately represented in traffic crashes, reflecting broader systemic inequities that necessitate targeted interventions to ensure equitable road safety for all demographic groups; and

WHEREAS implementing a road safety commitment requires coordination and effort from various Hamilton County departments, including [insert departments], all of which have expressed interest and willingness to move toward zero deaths, highlighting the importance of a multifaceted and collaborative approach to traffic safety; and

WHEREAS implementing a road safety commitment requires support from residents, business owners, students, and visitors to Hamilton County, acknowledging that community engagement and public participation are essential to the success of such initiatives; and

WHEREAS the Lake Champlain Lake George Regional Planning Board has undergone a recent planning effort to understand systemic safety issues across the Region, identifying specific actions to be taken and funding sources to pursue to improve roadway safety, demonstrating a proactive commitment to enhancing transportation safety through comprehensive planning and resource allocation; and

WHEREAS with this commitment, Hamilton County will be aligning with the USDOT federal and New York state transportation strategy and other agencies who have made a commitment to eliminate traffic deaths and serious injuries on their streets, positioning the County and towns, villages or other entities within it as leaders in traffic safety and public health; and

WHEREAS the Lake Champlain Lake George Regional Planning Board's member county, town, and municipality jurisdictions have been working to improve safety and will use the Safety Action Plan to guide their efforts and seek funding for projects; be it

RESOLVED that County Board of Supervisors commit to a goal of zero traffic deaths and serious injuries on all streets in Hamilton County by 2050

BE IT FURTHER Resolved that the County will work with the Lake Champlain Lake George Regional Planning Board to measure the progress, challenges, and successes of the Vision Zero commitment that will be reported on with five year progress reports