



# Town of Warwick Safety Action Plan Village of Florida

Public Meeting 3/7/2026

# Agenda

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1. Study Purpose Statement
2. What is a Safety Action Plan?
3. Public Involvement
4. Crash Analysis
5. Leadership Commitment
6. Next Steps

# Study Purpose Statement

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The purpose of the comprehensive safety action plan is to develop a holistic, well-defined strategy to **eliminate roadway fatalities and serious injuries** for all modes of transportation.

Final plan is for Town of Warwick with individual Village-level sections.

# Safety Action Plan

## SS4A Required Action Plan Components

NOFO  
pgs.  
15-17  
Table 1



### Safe Streets and Roads for All Action Plan Components

This document is for people to develop the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/ss4a>.

**Leadership Commitment and Goal Setting**

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Board/County, MPO Policy Board, etc.) to an overall goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an overall goal of eliminating roadway fatalities and serious injuries.

**Planning Structure**


A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

**Safety Analysis**

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, facility, TMS, or region. Includes an analysis of locations where there are hotspots and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systems and specific safety needs is also performed as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a generalized identification of higher risk locations is developed (e.g., high injury network or equivalent).

**Engagement and Collaboration**

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



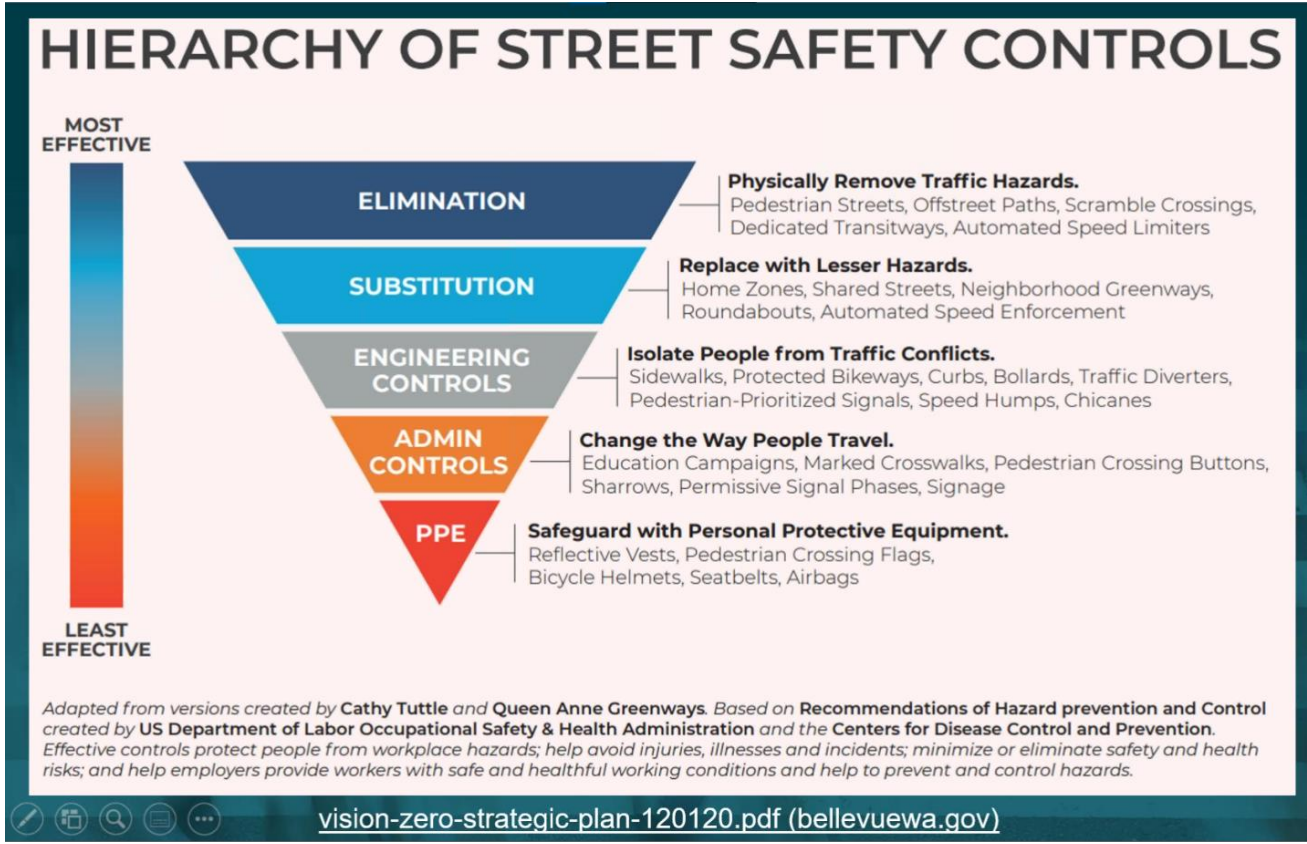
100% Commitment of Transportation

U.S. Department of Transportation

<https://www.transportation.gov/grants/ss4a/comprehensive-safety-action-plans>

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

# Safe System Approach



**MAKING OUR ROADS SAFER** | One Countermeasure at a Time

28 Proven Safety Countermeasures that offer significant and measurable impacts to improving safety

# Collaboration and Engagement Approach

- Project Website to Share Info
- Outreach Materials
  - Flyers, Boards, Presentations
- 6 Stakeholder Advisory Group Meetings
- 6 Village-Level Meetings
  - 3 Virtual and 3 In-Person (1 for each village)
- 2 In-Person Planwide Meetings
- 1 “Go at your own Pace” pre-recorded Meeting
- Gather Feedback to Inform Safety Action Plan and Village-level Reports



**Warwick Transportation Safety Action Plan and Demonstration Projects**  
**PUBLIC MEETING**

**Date:** January 29, 2026 (Rev. Date Feb. 5)  
**Time:** 6:00 pm (132 Kings Hwy)  
**Location:** Warwick Town Hall

**About the Projects:**

The Town of Warwick is developing a Transportation Safety Action Plan that will help reduce dangerous traffic crashes on our roadways and is funded by FHWA's Safe Streets for All program. As part of the same grant, the Village of Warwick is testing out safety demonstration projects to slow down drivers.

There will be a brief presentation at 6:00, followed by an open house style meeting. Please join us to learn and give your input about both projects!

**SLOW DOWN WARWICK**

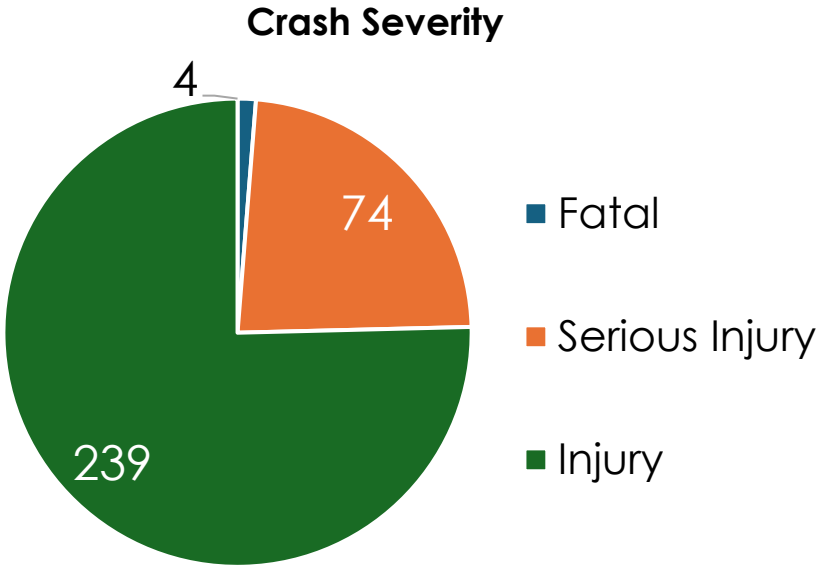
Scan the QR code or go to [WarwickSafetyActionPlan.com](http://WarwickSafetyActionPlan.com) to learn more!



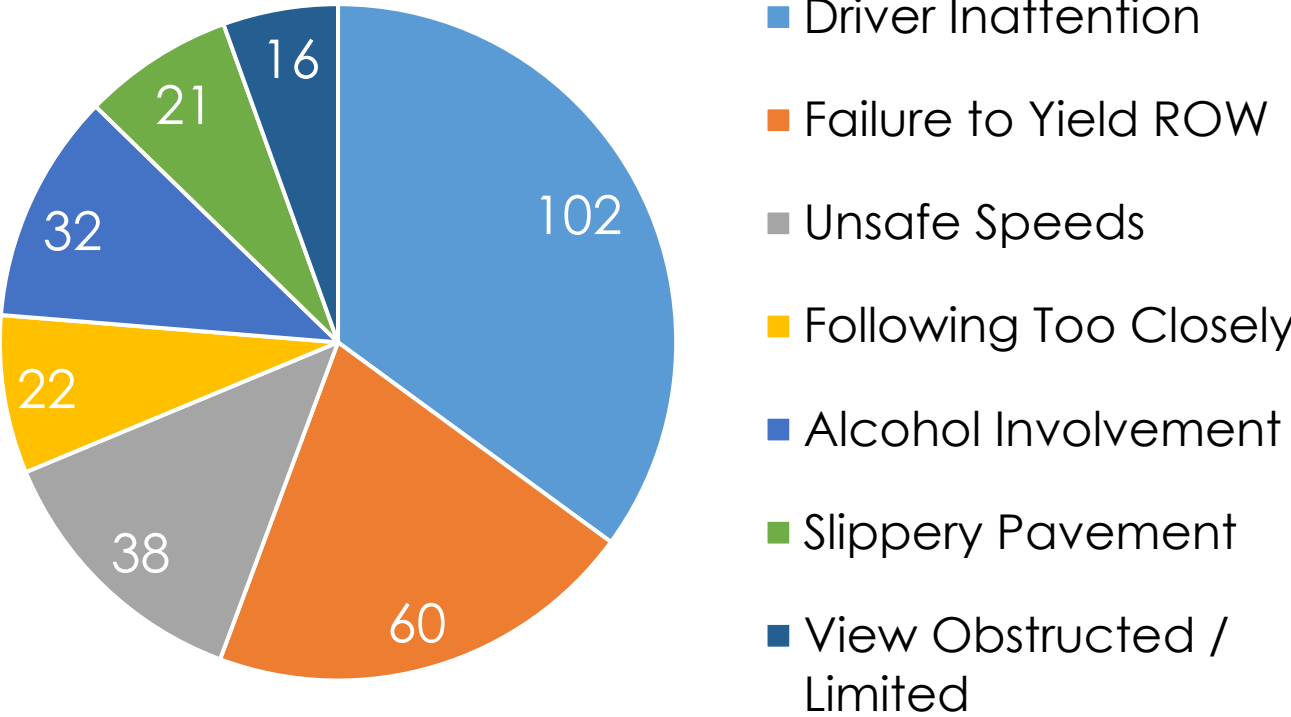
# Preliminary Crash Analysis – Townwide (2020-2024)

## Preliminary Data

- Taken from NYS CLEAR database
- 317 total crashes
  - 4 fatalities
  - 74 serious injury
  - 239 injuries

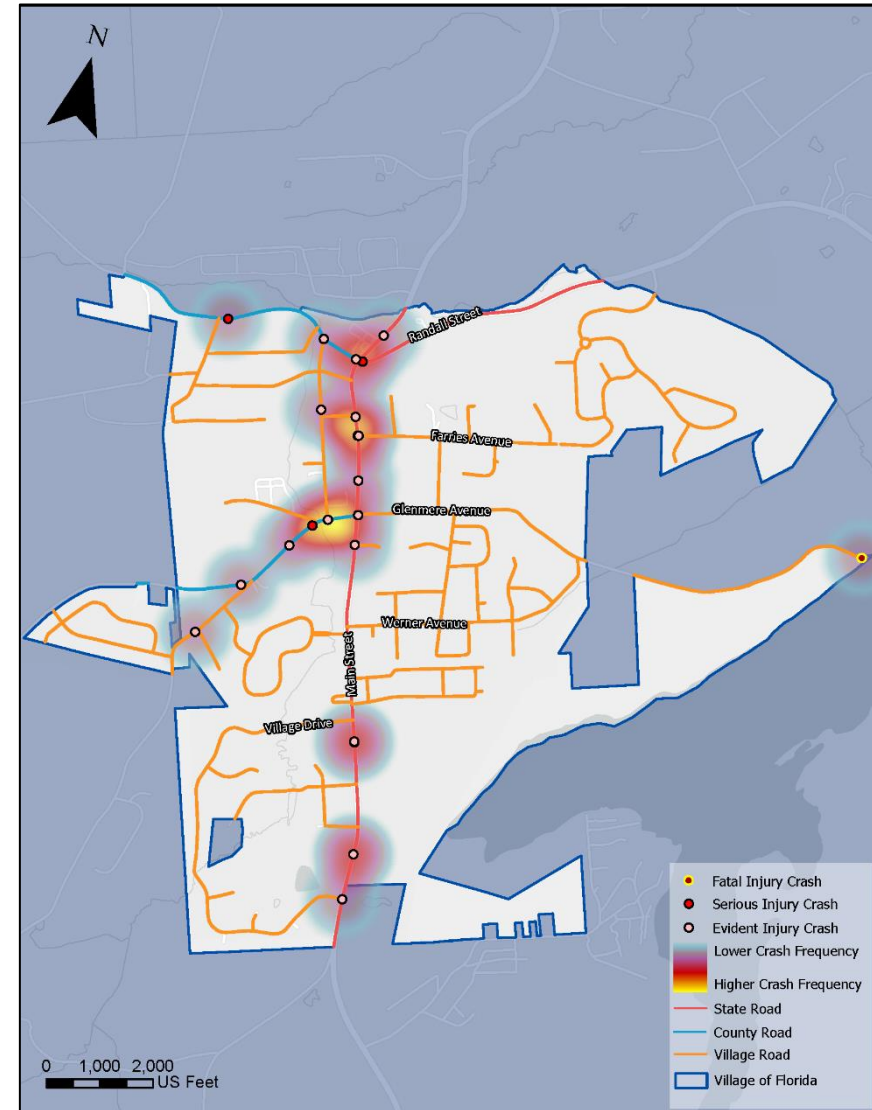


## Contributing Factors



# Crash Map

- 24 Crashes from 2020 to 2024
  - About half took place at or near an intersection
  - Fatal crash took place in Sept. 2024. [Drove vehicle into Glenmere Lake.](#)
- Project will run detailed crash analysis to identify patterns
- Develop a high injury network to prioritize safety improvements

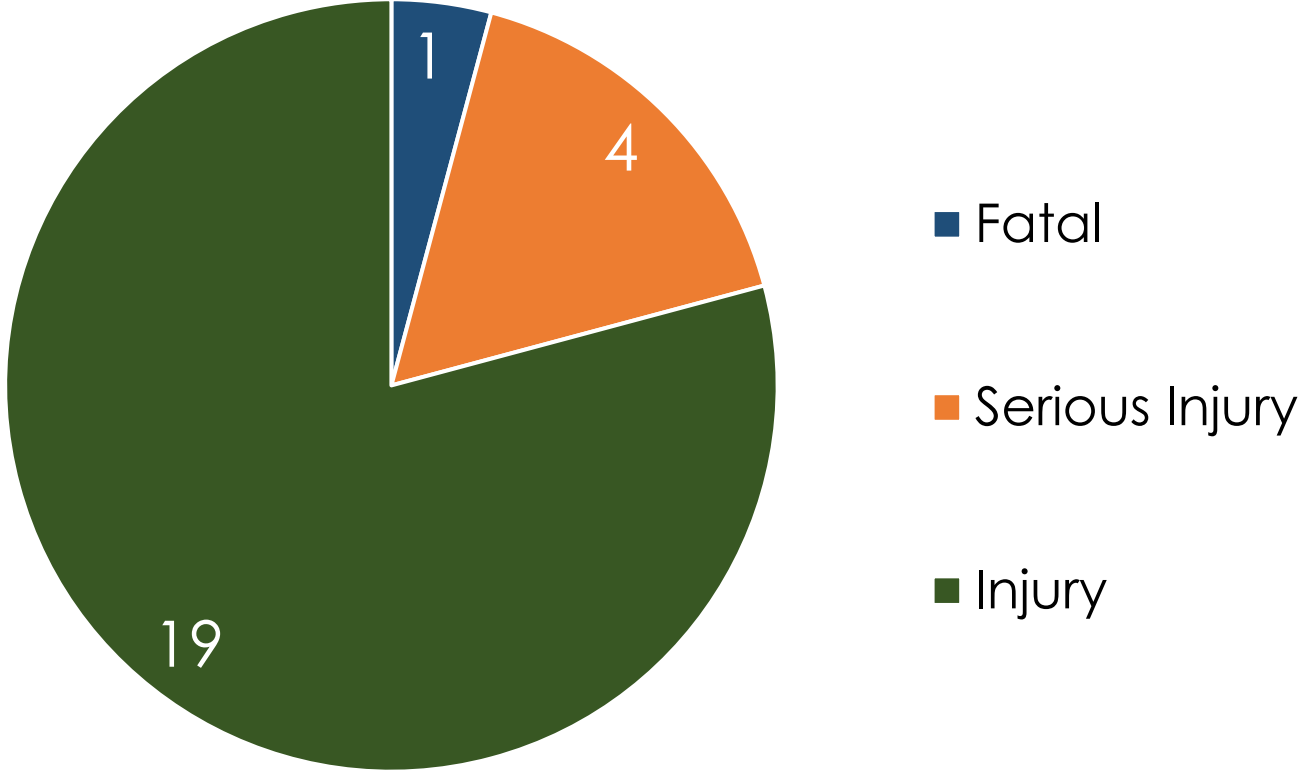


# Preliminary Crash Analysis – Village of Florida (2020-2024)

## Preliminary Data

- 24 total crashes
  - 1 fatality
  - 4 serious injury
  - 19 injuries

### Crash Severity

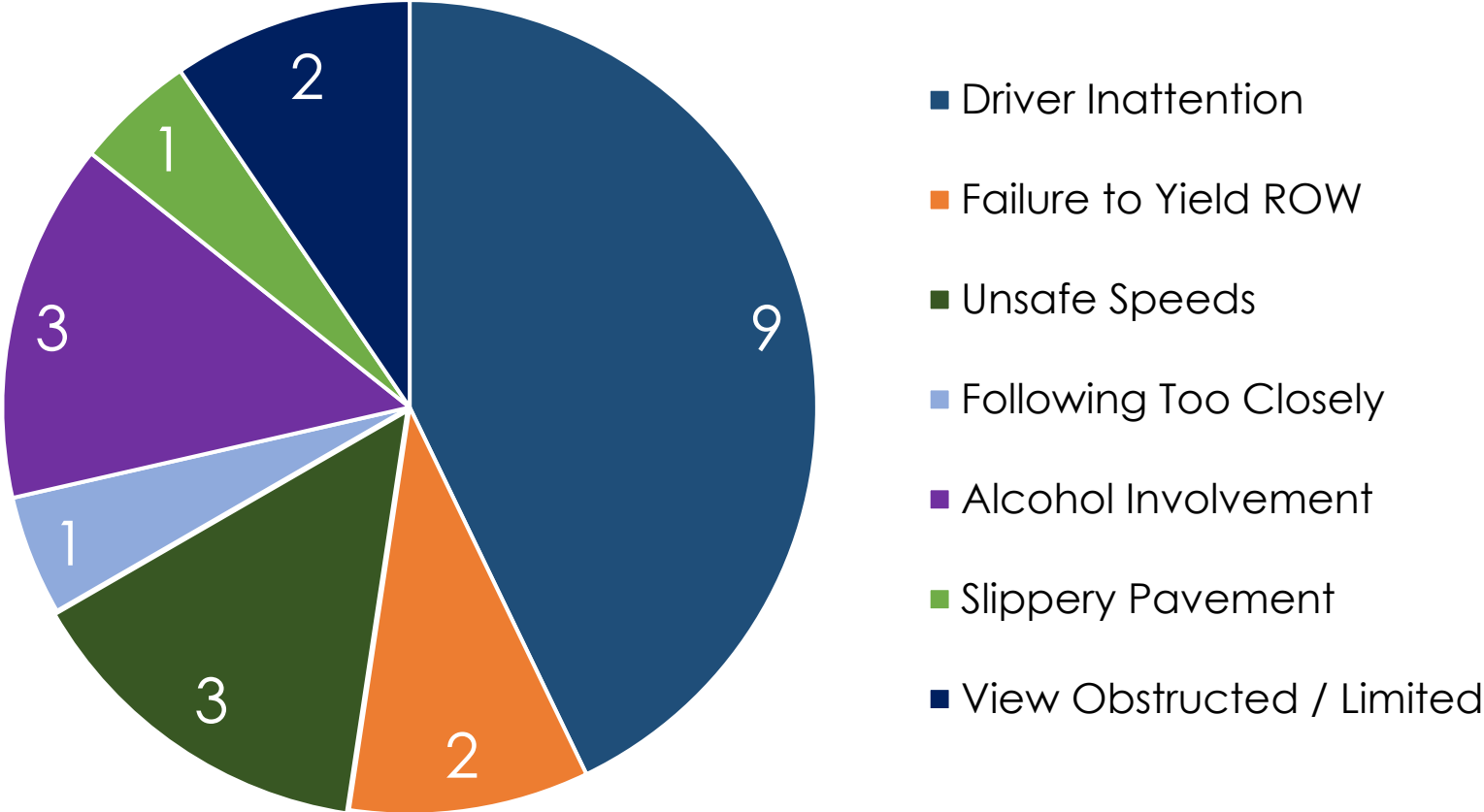


# Preliminary Crash Analysis – Village of Florida (2020-2024)

## Preliminary Data

- 21 crashes\*
  - 9 “Driver Inattention”
  - 3 “Failure to Yield”
  - 3 “Alcohol Involvement”

## Contributing Factors



*\*3 crashes not shown due to lack of reported contributing factor*

# Improvement and Strategy Recommendations

- Identification of range of “countermeasures”
- Prioritized list and map of locations of projects for systemic safety improvements
- High-level cost estimates
- Potential funding sources
- Recommend other strategies

Estimated Project Construction Cost:  
**\$15,000-30,000**  
per intersection

Costs would include marking removal, and new pavement markings at selected intersections

Time to Construct:  
**3-6**  
months from design kickoff

Multimodal continental crossing

Continental, high visibility markings

The graphic features a dark blue background on the left with yellow vertical bars. On the right, there is a photograph of a street intersection with a multimodal continental crossing. The crossing is highlighted with green and white stripes. The text 'Continental, high visibility markings' is overlaid on the photograph.

*Example Countermeasures*

# Establishing Leadership Commitment

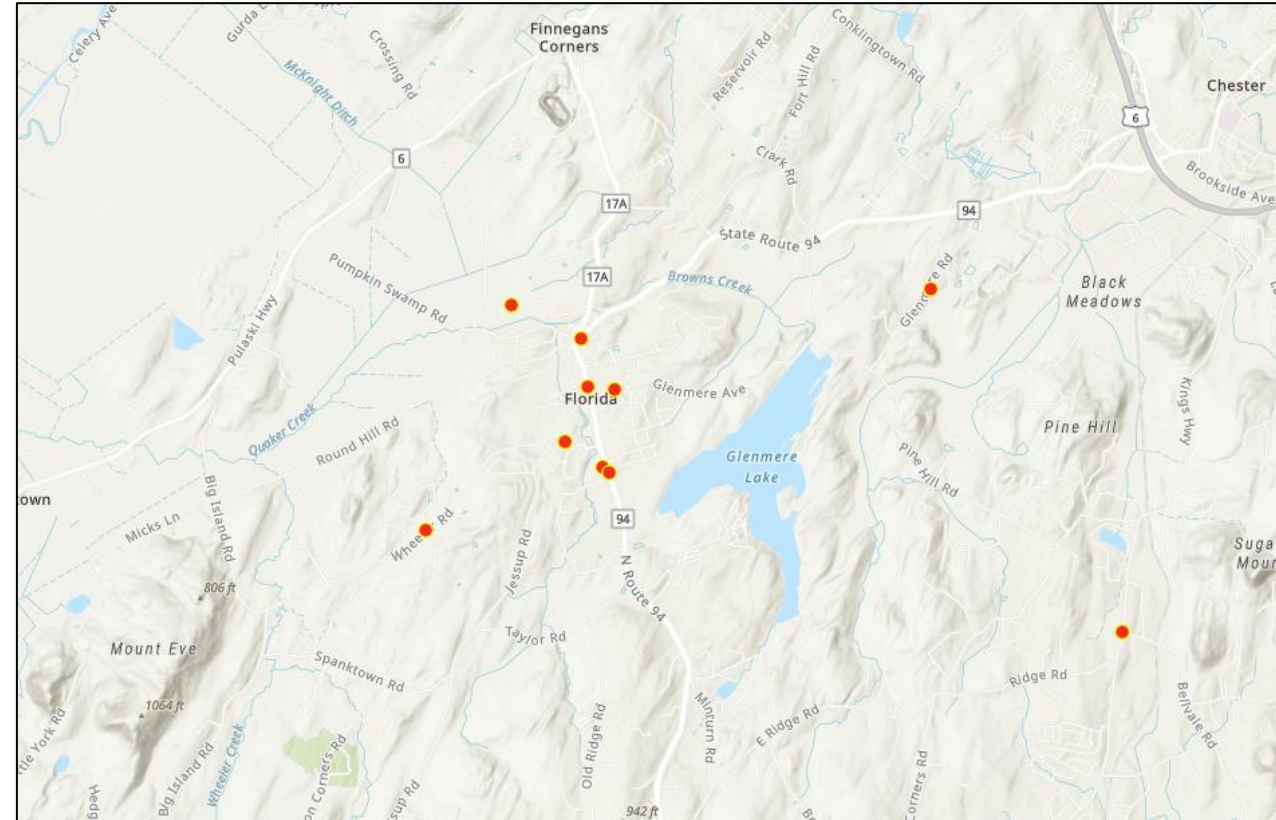
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## 1 Are both of the following true?

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

# Survey Results

- 150 responses as of March 5<sup>th</sup>
  - **Survey open until March 15<sup>th</sup>!**
- Most common safety issues
  - Speeding (68%)
  - Lack of Pedestrian Infrastructure (54%)
  - Pedestrian Safety (43%)
- Roadway design changes (86% ranked in top two) and increased enforcement (67% ranked in top two) are popular crash mitigation strategies



# Next Steps

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## TRANSPORTATION SAFETY ACTION PLAN

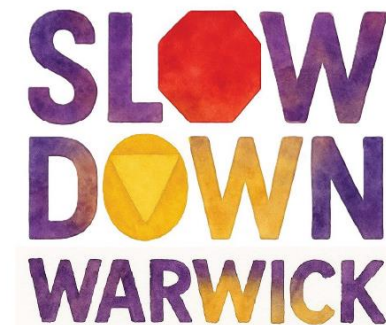
- Gather Feedback
- Promote the Online Survey
- In-Person Meetings in each Village
- Detailed Crash Analysis



*Visit project website – sign up for emails – complete survey*

## SLOW DOWN WARWICK

- Design Projects w Artists
- Deploy Projects
- Gather Data



# Thank You

## Contact Info

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