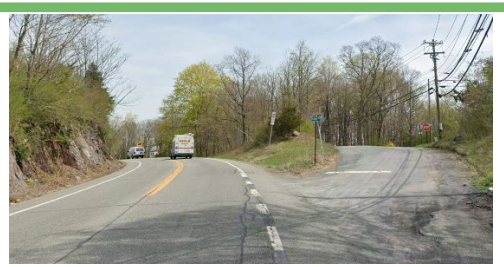
Creighton Manning
a GAI Company


Photo Credit: New York Times, Tony Cenicola



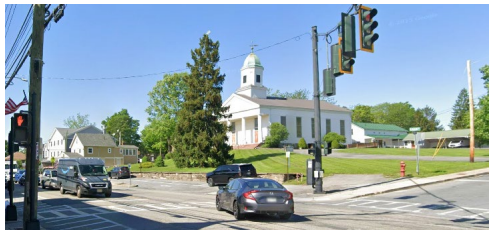






Photo Credit: Bloomberg Philanthropies

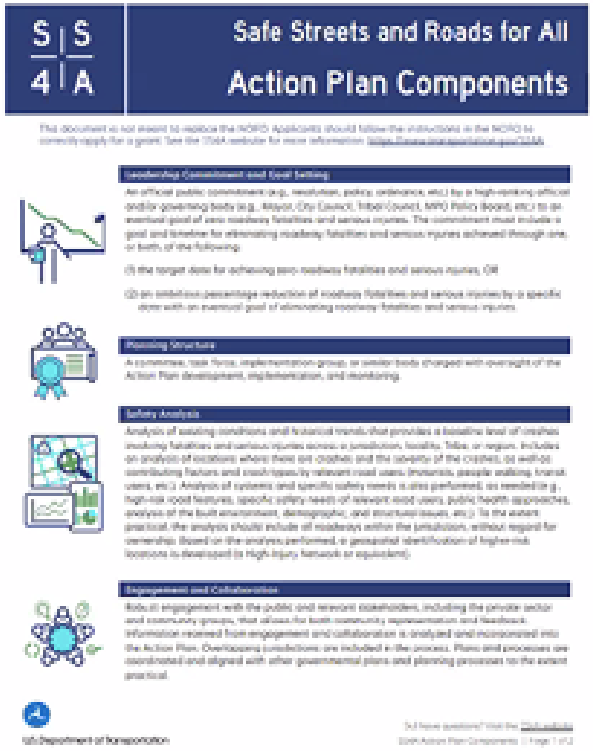
Town of Warwick Safety Action Plan

Village of Warwick – Public Meeting 2 – October 2026

Safety Action Plan

SS4A Required Action Plan Components

NOFO pgs., 15-17 Table 1


S|S 4|A

Safe Streets and Roads for All

Action Plan Components

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

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

U.S. Department of Transportation

Creighton Manning

Agenda

- Safety Action Plan
- What are “Countermeasures”?
- Countermeasure Types
- Other high-level crash reduction strategies
- Slow Down Warwick Demonstration Grant Update
- Open House Discussion

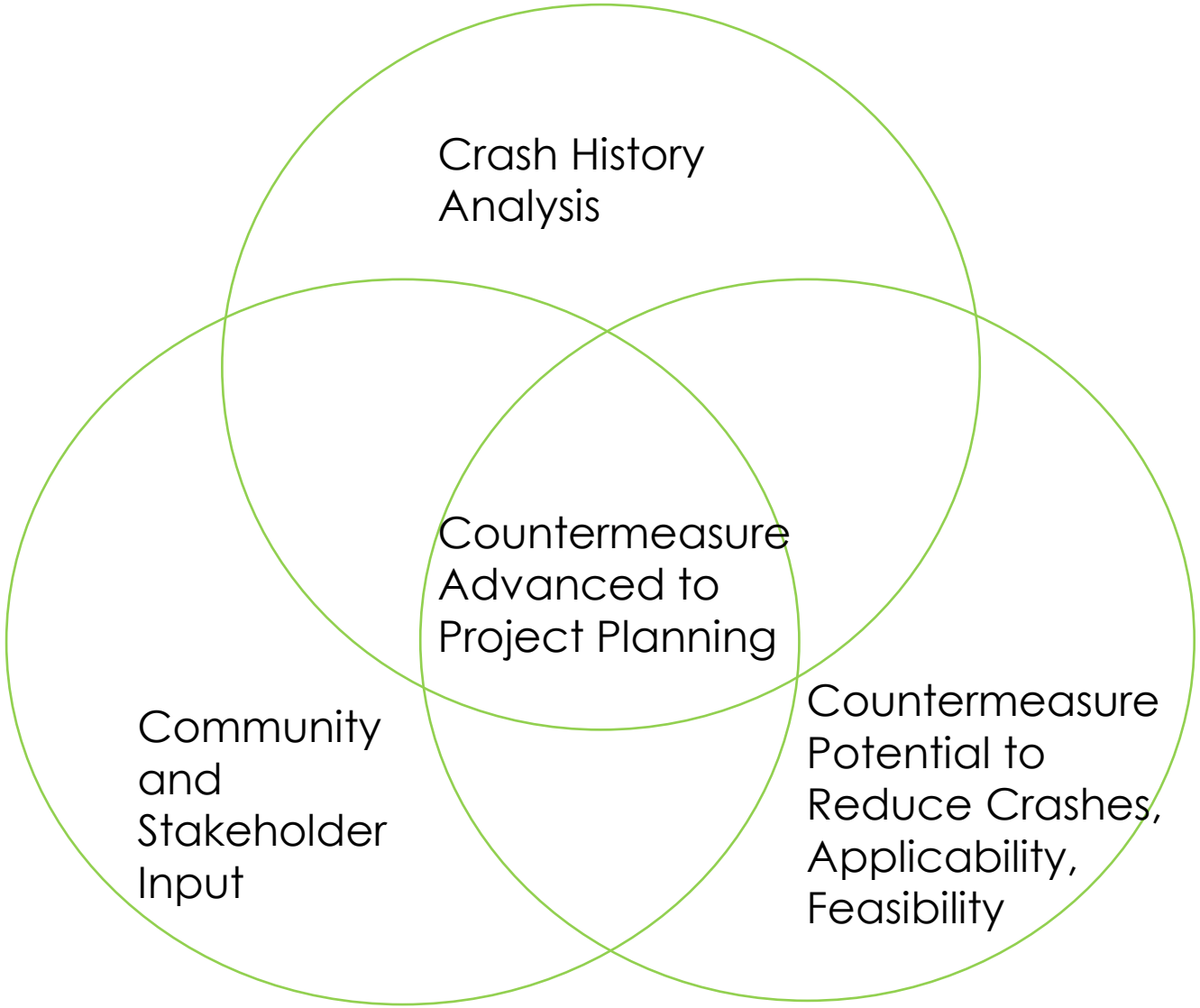
Crash Mitigation Strategies

- Selection of Countermeasures
  - Criteria
    - Type, severity, and specific location of collisions
    - Planned improvements throughout the Town
    - Existing infrastructure and environmental constraints
    - Input from the public and key stakeholders
  - FHWA's Proven Safety Countermeasures predict effectiveness (% of crashes that can be avoided)
  - Crash Modification Factor (CMF) Clearinghouse
  - FHWA's PEDBIKESAFE



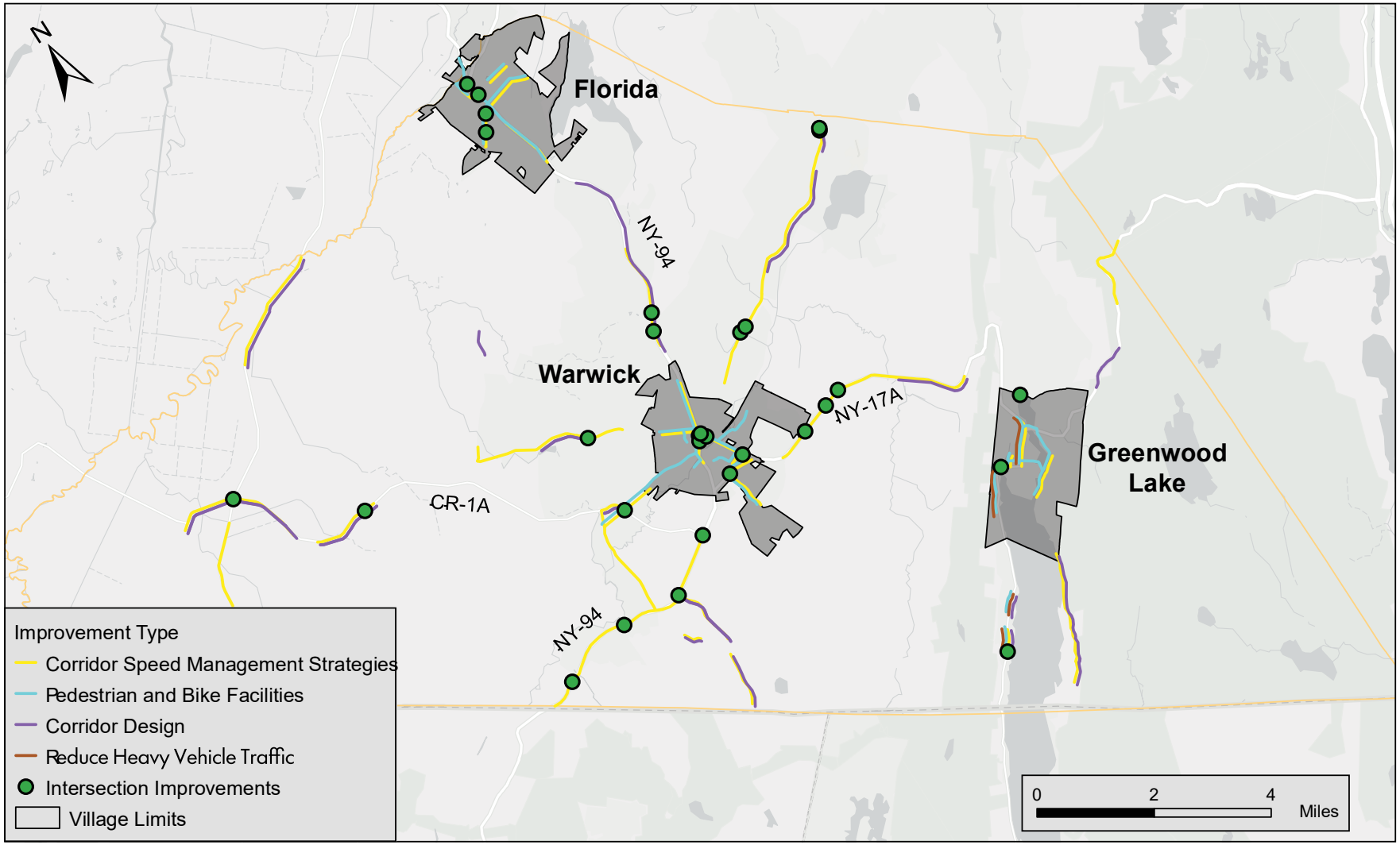
Source: FHWA

Selection of Countermeasures



Source: FHWA

Selection of Countermeasures



Pedestrian and Bike Safety

- Challenges identified on West Street and Orchard Street in Warwick
- Lack of pedestrian and bicycle infrastructure in general
- Pedestrians exposed to speeding traffic near schools
- High speeds at Village entrances



Lack of Sidewalks on West St, Village of Warwick

Corridor Speed Management

Strategy	Effectiveness	General cost effectiveness

Speed Humps	**Can reduce crashes up to 38-63% -** fatal crashes with active mode users	• Highly effective
		• Some considerations:
		  ○ Road and vehicle wear
		  ○ Impacts to EMS
		  ○ Travel times may increase

Chicanes	Can reduce speeds an average of **3-9 MPH**	• Series of curves forcing lower speeds • Can be created with temporary materials
Rumble Strips	**Can reduce crashes up to 26% -** reduces crashes from running off road	• Strategic deployment relatively inexpensive
Truck Warning Signage	**Can reduce crashes up to 35% -** reduces crashes from running off road	• Potentially very effective compared to cost



Chicane (Source: NACTO)

Intersection Improvements

- Dangerous turns or crossings reported at several locations

- Intersection visibility issues due to roadway geometry, road grade, vegetation, parked vehicles, etc.



Obstructed intersection at Pine Island Turnpike & Jessup Rd

Intersection Improvements

Strategy	Effectiveness	General cost effectiveness
Convert to All-Way Stop	**Can reduce crashes up to 42% -** reduces right angle crashes and severe crashes	• Effective for low cost • Could complicate traffic patterns
Signalize Intersection	**Can reduce crashes up to 28% -** reduces right angle crashes and severe crashes	• Highly effective • May increase minor rear-end crashes
Convert Stop-Controlled Intersection to Roundabout	**Can reduce crashes up to 53% -** organizes traffic movements	• Highly effective • Prompt drivers to slow down, pay attention , and obey traffic controls • Requires large-scale construction
Install marked pedestrian crossings	**Can reduce crashes up to 37% -** creates safe crossing opportunities	• Requires curb ramps and appropriate signage or signal control



Roundabout (Source: FHWA)

Selection of Countermeasures

Corridor Speed Management

- Speed Feedback Signage
- High Visibility Enforcement
- Speed Humps

Pedestrian/Bike Facilities

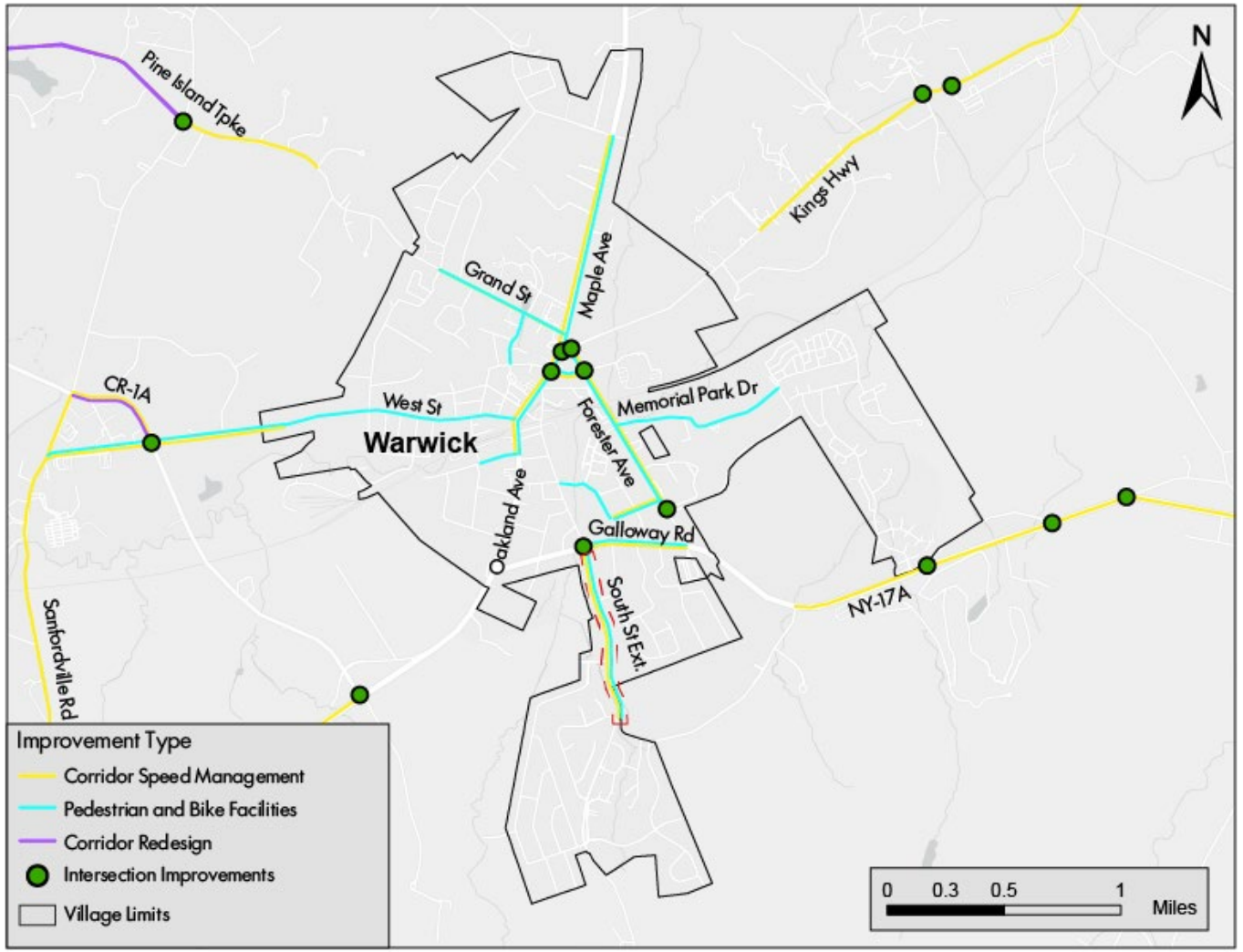
- Bike Lanes
- New Sidewalks
- Supplemental Crosswalk markings

Corridor Redesign

- Mumble/Rumble Strips
- High Visibility Striping

Intersection Improvements

- Visibility Improvements
- Adding Crosswalks
- Advance Warning Signage



Other Countermeasures

A. Educational Campaigns - focused on safe pedestrian and cycling behaviors
   - Drive 25 Pledge

B. Enforcement
   - Saturation Patrols – Distraction/Inattention, Speeding
   - Automated Camera Enforcement

C. Speed Limit Reduction
   - Traffic calming measures can reduce speeds
   - Re-evaluate Village/Town Speed Limit

D. Freight Vehicle Policy
   - Weight Limits
   - Truck Routing Study



Source: Traffic Technology Today

‘Slow Down Warwick’ Demonstration Projects

- Temporary traffic calming measures; locations selected based on crash / speeding data
- Design partnership with artists
- Pre- and post-installation data analysis reports
- Initial demonstration installations underway; more locations planned for Spring 2027
- Research found asphalt art has decreased rate of crashes involving peds by 50%
- Recommendations for permanent traffic safety improvements



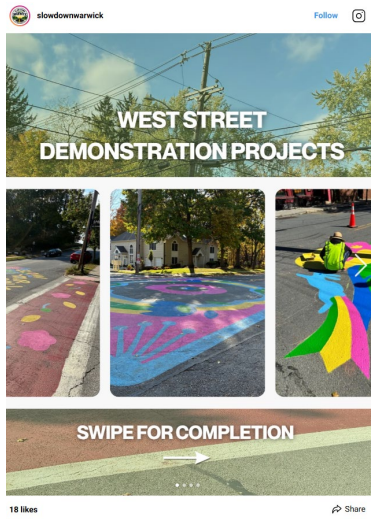


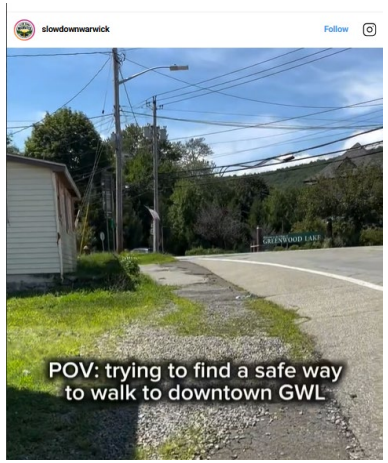


Demonstration Projects Installed include paint and signage to get your attention

‘Slow Down Warwick’ Awareness Campaign

- Promoted the Safety Action Plan and Demonstration Projects
- Raised awareness of the larger issue
- Researched best practices in developing a culture of safety
- Established the social media presence and created content
- Gathered feedback from various audiences
- Launching the **Pledge to Drive 25**







Next Steps

Townwide Transportation Safety Action Plan

- October 2026 – Village Meetings, Feedback Survey
- November & December 2026 – Revise and refine projects, draft implementation plan
- Early 2027 – Draft and Final Safety Action Plan, last townwide meeting, plan adoption

Slow Down Warwick

- Gather data on Round 1 Demonstration Projects
- Develop Round 2 Demonstration Projects
- Gather and Report on Findings

Thank You

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