



**Cortland County Judiciary
& Public Safety
Committee
Committee Meeting
~ Minutes ~**

60 Central Ave.
Cortland, NY 13045
www.cortlandcountyny.gov

Thursday, March 12, 2026

9:00 AM

Room 302

Call to Order

The meeting was called to order at 9:00 AM by Committee Chair Price.

Roll Call

PRESENT:	Legislator Douglas Bentley, Legislator Cathy Bischoff, Legislator Mitchel Eccleston, Legislator Christopher Newell, Legislator Jason Prentice, Committee Vice-Chair Eugene Waldbauer, Committee Chair Sandra Price
ABSENT:	
EXCUSED:	
OTHERS PRESENT:	
Savannah Hempstead	Clerk of the Legislature
Michael Ponticiello	County Administrator
Michale Cardinale	Assigned Council
Kevin Jones	Public Defender
Nicholas Lundberg	County Coroner
Mark Helms	Sheriff
Courtney Metcalf	Deputy Director of the Department of Emergency Response & Communications
Scott Roman	Director of the Department of Emergency Response & Communications
Patrick Perfetti	District Attorney
Julie Parker	Director of Probation
Trish Hansen	TLC
Robert Pitman	Homer Police Chief
David Guerrera	City Police Chief
Beau Harbin	Legislator
Andrea Herzog	Director of Finance
Sidney Lee	Cortland Standard Reporter
Kim Cameron	Resident
Jeri DuVall	Chief Assistant County Attorney (Remote)

Nicole Compton	County Attorney Executive Assistant (Remote)
Jason DeRaiche	Safety Director (Remote)

Approval of Minutes

1. Judiciary & Public Safety Committee Minutes - February 12, 2026

RESULT:	APPROVED
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Resolutions

ON MOTION OF SANDRA PRICE

AGENDA ITEM NO. 1.

Proposed Local Law "A" of 2026 - A Local Law To Ensure the Safety of Vulnerable Road Users in Cortland County

WHEREAS, said Local Law has been in final form upon the desks of the members of the Legislature at least seven (7) calendar days, exclusive of Sunday, prior to this date; AND

WHEREAS, a public hearing thereon has been held before this Legislature after publication of notice thereof as legally required; NOW THEREFORE

BE IT ENACTED, by the County Legislature of the County of Cortland, New York, as follows:

SECTION 1. TITLE

This Local Law shall be known and referred to as the “Cortland County Safe Passing Law”.

SECTION 2. LEGISLATIVE INTENT AND FINDINGS

This Legislature finds and determines that it is the duty of Cortland County to protect the health, safety and welfare of its residents. This Legislature also finds and determines that many Cortland County residents ride bicycles for exercise, recreation, or as a primary mode of transport.

The Cortland County Legislature recognizes that bicyclists, pedestrians, and other vulnerable road users often need to share roadways with motor vehicles out of necessity. The Legislature also acknowledges that in these situations, vulnerable road users are susceptible to the actions of motor vehicle operators who can pose a threat to their health and safety if passing too closely or from the right side of the road.

Therefore, this Legislature finds it necessary to establish a minimum passing distance for motor vehicles approaching or passing vulnerable road users and to penalize those who disregard their safety.

SECTION 3. DEFINITIONS

As used in this local law the following terms shall have the meanings indicated:

A. “Vulnerable Road User” (“VRU”) shall mean any of the following:

1. A pedestrian
 - a. An individual in a wheelchair, or other device driven by muscular or any other kind of power, that is designed for and used by a person whose mobility is limited by one or more conditions or functional impairments;
 - b. An individual using service animals, plus the animal itself;
 - c. An individual waiting to board, or just having disembarked, mass transit including but not limited to a bus, taxicab, shuttle, train, ferry and streetcar;
 - d. Any other individuals existing upon a roadway and outside of any vehicles;
2. Any rider of a horse, mount or other animal, plus the animal itself;
3. An individual who is on the roadway because the individual is engaged in construction, maintenance, repair or a similar function while on that part of the roadway;
4. An individual who is an emergency services personnel and is acting in the course of their duties, including but not limited to a law enforcement officer, firefighter, emergency medical technician, or first responder;
5. An individual who is not in or on a motor vehicle, streetcar or other motor vehicle running only upon rails, motorized snow vehicle, traction engine, farm tractor, self-propelled instrument of husbandry, or roadbuilding machine;
6. An individual on a bicycle, on an e-bicycle, on a motor-assisted bicycle, or on other non-motorized modes of transportation such as roller skates, rollerblades, roller skis, skateboard, longboard, or unicycle;

SECTION 4. MINIMUM DISTANCE REQUIREMENTS FOR MOTOR VEHICLES PASSING VULNERABLE ROAD USERS

The operator of a motor vehicle that is approaching or overtaking, from behind, a VRU on the same side of the road shall pass to the left of such VRU at a distance of at least three (3) feet until safely clear thereof. The three-foot distance requirement shall not apply on roads with clearly marked bicycle lanes as defined by New York Vehicle and Traffic Law § 102-a.

If an operator of a motor vehicle does not have sufficient space to approach or pass a vulnerable road user at a distance of at least three feet, the driver must slow down and only approach or pass if it may be done safely and reasonably.

SECTION 5. COMPLIANCE WITH NEW YORK VEHICLE AND TRAFFIC LAWS

Nothing in this Local Law shall be deemed to authorize the passing or crossing left of center of a roadway in violation of New York Vehicle and Traffic Law, including but not limited to Vehicle and Traffic Law §§ 1122-a, 1124, 1125, 1126.

The three-foot distance requirement shall not apply on roads with clearly marked usable bicycle lanes as defined by Vehicle and Traffic Law § 102-a.

[The operator of a motor vehicle that is approaching or passing a vulnerable road user shall not violate New York Vehicle and Traffic Law §§ 1122-a, 1124, 1125, 1126, or any other section pertaining to overtaking and passing.]

SECTION 6. ENFORCEMENT

This Local Law may be enforced by the law enforcement entities in any municipality within Cortland County, as well as but not limited to the Cortland County Sheriff, State Police, City of Cortland Police, Village of Homer Police, and SUNY Cortland Police.

SECTION 7. PENALTIES

- A. Any person committing the above-referenced offense shall be guilty of a violation and subject to a fine not to exceed \$225 for a first offense, \$325 for a second offense and \$425 for any third or subsequent offense(s).
- B. This section does not preclude a person from being charged with, convicted of, or punished for any other violation of law.

SECTION 8. APPLICABILITY

This law shall apply to all actions occurring on or after the effective date.

SECTION 9. SEVERABILITY

If any clause, sentence, paragraph, section, subdivision, or other part of this local law or its application shall be adjudged by a court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair, or invalidate the remainder of the local law which shall remain in full force and effect except as limited by such order or judgment.

SECTION 10. EFFECTIVE DATE

This Local Law shall take effect upon its filing in the Office of the Secretary of State as provided by Section 27 of the Municipal Home Rule Law.

RESULT:	APPROVED (7 TO 0)
MOVER:	Legislator Eugene Waldbauer
SECONDER:	Legislator Christopher Newell
AYES:	Douglas Bentley, Cathy Bischoff, Mitchel Eccleston, Christopher Newell, Jason Prentice, Eugene Waldbauer, Sandra Price
NAYS:	None
EXCUSED:	
ABSENT:	

ON MOTION OF SANDRA PRICE

AGENDA ITEM NO. 2.

Establishing Hours of Operation for Cortland County Sheriff's Office – Civil Division

WHEREAS, County Law, §206 permits a County Legislature to fix the hours of the offices for the county clerk, county treasurer, clerk of the legislature and civil office of the sheriff; AND

WHEREAS, County Law, §206 states if a County Legislature does not fix the hours those offices shall be kept open for the transaction of business every day from at least nine o'clock in the forenoon to five o'clock in the afternoon, except Saturdays, Sundays, and holidays; AND

WHEREAS, the Cortland County Sheriff has determined that most business is conducted between the hours of eight o'clock in the forenoon to four o'clock in the afternoon, except Saturdays, Sundays, and holidays; NOW THEREFORE BE IT

RESOLVED, that the Cortland County Legislature establishes hours of the Cortland County Sheriff's Department Civil Division to be eight o'clock in the forenoon to four o'clock in the afternoon, except Saturdays, Sundays, and holidays.

RESULT:	APPROVED (7 TO 0)
MOVER:	Legislator Jason Prentice
SECONDER:	Legislator Eugene Waldbauer
AYES:	Douglas Bentley, Cathy Bischoff, Mitchel Eccleston, Christopher Newell, Jason Prentice, Eugene Waldbauer, Sandra Price
NAYS:	None
EXCUSED:	
ABSENT:	

Discussion Items

Monthly Reports

1. Coroner's Monthly Report

RESULT:	COMPLETED
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2. Department of Emergency Response & Communications Monthly Report

RESULT:	COMPLETED
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3. Assigned Counsel Monthly Report

RESULT:	COMPLETED
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4. Public Defender Monthly Report

RESULT:	COMPLETED
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Adjournment

The meeting was adjourned at 9:43 a.m.



**Cortland County Judiciary
& Public Safety
Committee
Committee Meeting
~ Minutes ~**

60 Central Ave.
Cortland, NY 13045
www.cortlandcountyny.gov

Thursday, February 12, 2026

9:00 AM

Room 302

Call to Order

The meeting was called to order at 09:00 AM by Committee Chair Sandra Price.

1. Roll Call

PRESENT:	Legislator Douglas Bentley, Legislator Cathy Bischoff, Legislator Mitchel Eccleston, Legislator Christopher Newell, Legislator Jason Prentice, Minority Leader Sandra Price
ABSENT:	
EXCUSED:	Legislator Eugene Waldbauer

OTHERS PRESENT:	
Kevin Fitch	Chair of the Legislature
Savannah Hempstead	Clerk of the Legislature
Michael Ponticiello	County Administrator
Michael Cardinale	Assigned Counsel
Kevin Jones	Public Defender
Nicholas Lundberg	County Coroner
Mark Helms	Sheriff
Scott Roman	Director of the Department of Emergency Response & Communications
Courtney Metcalf	Deputy Director of the Department of Emergency Response & Communications
Patrick Perfetti	District Attorney
Julie Parker	Director of Probation

Laurie Leonard	Personnel Director
Trish Hansen	T.L.C.
David Butler	T.L.C.
Kevin Whitney	Cortland County Fire Commissioner
Chief Robert Pitman	Homer Police Chief
Dustin Contri	State Fire Instructor
William McGovern	Legislator
Ron VanDee	Legislator
Ashley Millard	Deputy Clerk of the Legislature (Remote)
Kim Cameron	Cortland County Resident
Nicole Compton	Executive Assistant to the County Attorney (Remote)
Andrea Herzog	Director of Finance (Remote)
Jeri DuVall	Chief Assistant County Attorney (Remote)
Donald Chu	Resident (Remote)

Approval of Minutes

1. January 8, 2026 Judiciary & Public Safety Committee Minutes

RESULT:	COMPLETED
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Resolutions

ON MOTION OF SANDRA PRICE

AGENDA ITEM NO. 1.

Authorize Agreement with Axon Justice Premier Plus - Public Defender

WHEREAS, the County was awarded and has already received block grant funds from the Division of Criminal Justice Services for the State's Aid to Defense for Discovery Reform Program in the amount of \$129,309.00 and supplemental block grant funds in the amount of \$127,983.00, for a total of \$257,292.00; AND

WHEREAS, the Grant Award Notice specifically states: "This funding must be used to support public defense services and expenses related to discovery reform implementation, including, but not limited to, digital evidence transmission technology, administrative support, computers, hardware and operating software, data connectivity, development of training materials, staff training..."; AND

WHEREAS, AXON is a company that provides digital evidence management and storage;

AND

WHEREAS, the Cortland County District Attorney's office, the New York State Police, the Cortland City Police Department, and the SUNY Cortland University Police Department currently use Axon for video/digital evidence gathering; AND

WHEREAS, AXON has agreed to provide such services to the Cortland County Public Defender's Office at a cost of \$72,229.60 for five years, January 1, 2026 – December 31, 2030; NOW THEREFORE BE IT

RESOLVED, that the County Administrator, upon review and approval by the County Attorney or her designee, be and hereby is authorized to sign the AXON Justice Premier+ contract, as discussed above, for the period from January 1, 2026 through December 31, 2030 for a cost of at the rate of \$72,229.60 for the period of January 1, 2026 through December 31, 2030; AND BE IT FURTHER

RESOLVED, that the Cortland County Legislature hereby authorizes the Director of Finance to amend the 2026 Cortland County Budget as follows:

Increase:

A117055.43389	Other Public Safety State Aid	\$72,229.60
A117055.54015	Maintenance Agreements	\$72,229.60

RESULT:	APPROVED (6 TO 0)
MOVER:	Legislator Christopher Newell
SECONDER:	Legislator Mitchel Eccleston
AYES:	Douglas Bentley, Cathy Bischoff, Mitchel Eccleston, Christopher Newell, Jason Prentice, Sandra Price
NAYS:	None
EXCUSED:	Eugene Waldbauer
ABSENT:	

ON MOTION OF SANDRA PRICE

AGENDA ITEM NO. 2.

Appoint Member to the Cortland County Jury Board/ Louis Fulmer Supreme Court Law Library

WHEREAS, it is required pursuant to Article 16, Section 503a, 1 of Judiciary Law that one Legislator be appointed to the Cortland County Jury Board; AND

WHEREAS, a seat is designated for a County Legislator as Trustee for the Louis H. Folmer Supreme Court Law Library; NOW THEREFORE BE IT

RESOLVED, that Sandra Price, of 1189 Church Street, Cortland, NY 13045, is hereby appointed to the Cortland County Jury Board, as the Legislative Representative, for a term commencing immediately and ending December 31, 2027; AND BE IT FURTHER

RESOLVED, that Sandra Price is hereby appointed as the Legislative Representative and sitting Trustee for the Louis H. Folmer Supreme Court Law Library for a term commencing immediately and ending December 31, 2027.

RESULT:	APPROVED (6 TO 0)
MOVER:	Legislator Christopher Newell
SECONDER:	Legislator Jason Prentice
AYES:	Douglas Bentley, Cathy Bischoff, Mitchel Eccleston, Christopher Newell, Jason Prentice, Sandra Price
NAYS:	None
EXCUSED:	Eugene Waldbauer
ABSENT:	

ON MOTION OF SANDRA PRICE

AGENDA ITEM NO. 3.

**Accept and Authorize Emergency Services Information (ESI) Grant Award - Department of
Emergency Response & Communications**

WHEREAS, the New York State Department of Homeland Security and Emergency Services (NYS DHSES) has awarded the Cortland County Department of Emergency Response and Communications an Emergency Services Information Network 911 Grant (ESI) grant for FY2026 in the amount of \$689,655 resulting in no new county costs, in support of strengthening 911 operations; AND

WHEREAS, the grant performance period for the ESI grant is January 1, 2026 to December 31, 2030; NOW THEREFORE BE IT

RESOLVED, that Cortland County Department of Emergency Response and Communications is hereby directed to expend the grant funds according to the stated grant guidance; AND BE IT FURTHER

RESOLVED, that the 2026 budget is amended as follows:

Current Change Revised

INCREASE REVENUE BUDGET:

A302043.43306.ESI	DHSES Grant	\$0	\$0	\$689,655
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INCREASE EXPENDITURE BUDGET:

A30205.52015.ESI	Dept Specific Equipment	\$0	\$0	\$689,655
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; AND BE IT FURTHER

RESOLVED, that the County Administrator, upon review and approval by the County Attorney or designee and subject to appropriation of funding, be and hereby is authorized to sign the grant contract with the New York State Department of Homeland Security and Emergency Services at an amount not to exceed \$689,655; AND BE IT FURTHER

RESOLVED, the Director of Finance shall carryover all unused grant funds to the subsequent

year(s) budget covered by the grant, per the approved grant agreement.

RESULT:	APPROVED (6 TO 0)
MOVER:	Legislator Mitchel Eccleston
SECONDER:	Legislator Christopher Newell
AYES:	Douglas Bentley, Cathy Bischoff, Mitchel Eccleston, Christopher Newell, Jason Prentice, Sandra Price
NAYS:	None
EXCUSED:	Eugene Waldbauer
ABSENT:	

ON MOTION OF SANDRA PRICE

AGENDA ITEM NO. 4.

Appoint Probation Director - Probation Department

WHEREAS, Cortland County has a current vacancy for the position of Probation Director;
AND

WHEREAS, Legislators Sandy Price, Cathy Bischoff and Keith VanGorder, County Administrator Michael Ponticiello and Personnel Officer Laurie Leonard conducted interviews and offered a recommendation for this appointment; AND

WHEREAS, the County Legislature has received the recommendation for the appointment of _____ as Probation Director; NOW THEREFORE BE IT

RESOLVED, that the Cortland County Legislature does hereby appoint _____ as Probation Director at an annual salary of \$_____ (Grade 6, Step __, Management Compensation Plan, competitive class, full-time) effective March 30, 2026.

It was MOVED by Ms. Bischoff, seconded by Mr. Prentice, and unanimously approved by voice vote of members present, to enter into an executive session to discuss matters leading to the appointment of a particular person. MOTION CARRIED.

An executive session was held from 9:42 a.m. to 9:52 a.m., at which time on motion of Mr. Prentice, seconded by Mr. Eccleston, it was unanimously approved by voice vote to exit executive session.

RESULT:	APPROVED (6 TO 0)
MOVER:	Legislator Christopher Newell
SECONDER:	Legislator Jason Prentice
AYES:	Douglas Bentley, Cathy Bischoff, Mitchel Eccleston, Christopher Newell, Jason Prentice, Sandra Price
NAYS:	None
EXCUSED:	Eugene Waldbauer
ABSENT:	

Discussion Items

Monthly Reports

1. **Assigned Counsel Monthly Report**

RESULT:	COMPLETED
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2. **Public Defender Monthly Report**

RESULT:	COMPLETED
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3. **Department of Emergency Response & Communications Monthly Report**

RESULT:	COMPLETED
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4. **Probation Monthly Report**

RESULT:	COMPLETED
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5. **Coroner Monthly Report**

RESULT:	COMPLETED
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Adjournment

The meeting was adjourned at 09:53 AM.

Cortland County Transportation Advisory Committee Minutes

MINUTES

FEBRUARY 2, 2026
10:00AM

CORTLAND COUNTY OFFICE BUILDING
Room 302

	Facilitator: Melissa Potter- Chair Secretary: J. Hillman
MEETING CALLED BY:	Melissa Potter @ 10:01
MEETING TYPE	Organizational Meeting (quorum achieved with 9 appointed members)
ATTENDEES	Appointed: Tim Lockwood (26), Amy Buggs (26), Patricia Schaap (26), Jackie Cooper (27), Christopher Maroney (27), Jennifer Hillman (27), Brandy Fetterly (28), Alex Mikowski (28), Olivia Gehm (28), Brandy Strauf (28), Melissa Potter (Ex-officio), Beau Harbin (Ex-officio) Others: See Sign-in Sheet
ABSENT APPOINTEES	Shannon Coffin, Amy Buggs, Bren Daiss, Brandy Fetterly
ITEM #1	Introductions/Administrative Actions
DISCUSSION	Approve October 2025 Minutes Motion by Alex Mikowski to approve minutes as provided Second by Chris Maroney <i>Approval of motion by vote of members</i>
ITEM #2	Nomination/Election of Officers for 2026 Term
DISCUSSION	- Current Officers: Melissa Potter, Chair; Alex Mikowski, Vice Chair; Jennifer Hillman, Secretary - Nominations: Retain current slate - New Officers: Melissa Potter, Chair; Alex Mikowski, Vice Chair; Jennifer Hillman, Secretary Motion by Jackie Cooper to nominate and elect current slate of officers to 2026 term Second By Tim Lockwood <i>Approval of motion by vote of members</i> - Secretary will provide information to Clerk of Legislature
ITEM #3	Establishment of Day and Time of Regular Meetings 2026
DISCUSSION	- Tentative Meeting Schedule: - April 20, 2026 - July 20, 2026 - October 19, 2026 - January 25, 2027 (Organizational Meeting)

	- o Time of meeting at 10am, Room 302 COB (if available) Motion by Jackie Cooper set the 2026 meeting schedule as proposed Second by Alex Mikowski <i>Approval of motion by vote of members</i> - o Secretary will schedule and reserve room
ITEM #4	Review of TAC By-Laws
DISCUSSION	• Discussion of Existing TAC Bylaws last revised 2022 - o No revisions recommended Motion by Chris Maroney for Secretary to update 2022 TAC Bylaws with last Review as Feb 2, 2026 Second by Olivia Gehm <i>Approval of motion by vote of members</i> - o Secretary will annotate on document
ITEM #5	Centro Updates
DISCUSSION	• 2025 Ridership Updates (October-Dec 2025) - o Averaging about 200 riders a day ▪ paratransit 7-8 riders per day • Upcoming Route/Service Changes WEBSITE/INFORMATION - o Effective March 2, City Routes 1,2,3,4 changes as Pilot Routes; Changes to have Public Hearing to follow in Fall ▪ CORTLAND SERVICE CHANGES BROCHURE - o Routes have been circles and will adjust to linear (Out and back) - o Still allowing flag down service; planning to install bus stop signs in Spring - o Go from 16 to 18 trips per day within 6 am to 6 pm window - o The city routes were discussed, with changes to improve service frequency and efficiency, including a 40-minute frequency for most routes. - o The proposed changes to route 1 and route 2 are detailed, including adjustments to serve areas more effectively. - o Detail provided for the proposed changes to route 3 and 4 including serving new areas and improving service frequency. - o No Buses through the SUNY campus ▪ SUNY wants a discussion with CENTRO for shuttle service on Campus like other location - o Electronic Fare Boxes in procurement in Fall? - o Fleet updating to include tracking software as new buses cycled - o Inquiry for possibility of Increasing TC3 route-

	▪ SUNY ReConnect: increased population of parents/with children ▪ May be outside of operation hours
ITEM #6	Mobility Management Updates
DISCUSSION	• Submitted 5310 Application - o Application was submitted in November, which includes funding for a full-time volunteer driver dispatch coordinator, capital funds for two wheelchair-accessible vans and operating assistance for volunteer driver program and first mile/last mile and pilot health shuttle program for seniors and people with disabilities. - o The Mobility Management office will serve as a single point of access for transportation coordination. - o The pilot will offer demand-responsive service providing feeder connections to Centro's fixed routes avoiding duplication of fixed-route operations and targeted trips to health care providers, pharmacies, grocery stores, and social service agencies. • Community Collaboration & Grants - o ATI – Age Friend Go Local Grant ▪ Conversation with funder - o CAPCO – ITN America Technology & Volunteer Driver ▪ Bi-weekly training calls ▪ 1 driver for MAS currently- trying to expand ▪ 2-year grant for funding - o AARP Grant ▪ Flagship grant \$10-15,000 • Updating Coordinated Transportation Plan - o May be reaching out to partners • Education & Outreach - o Mobility Meet-Up Program – Completed 32 meet-ups, serving 201 participants ▪ Regularly visit Friendship House and Towers ▪ If there are locations or groups that would like us to come speak to their clients or staff, please let us know. - o Access Food Pantry GIS Map ▪ Other mapping projects to consider: • Non-Profits • Grocery • Medical Centers - o Transportation & Traffic Safety Presentations LASS Sites • Travel Training - o Case Management & Custom Travel Plans ▪ Working with individuals, one-on-one getting them to their destinations. Coordinating with OFA, customizing travel plans, filling out CAB applications; scheduling CAB trips for

	folks. - o On the Move Sessions • Professional Development - o Transit Retreat March 4 & 5
ITEM #7	Office for Aging – GoGo Grandparent Update
DISCUSSION	• Update on the Go-Go Grandparent program, which provides transportation for seniors using local cab companies. - o 25,000 from NYSOFA - o currently only case managed clients from OFA - o Contracting Collegtown Cab - o Can support out of town medical appointments • OFA Bus, at least twice a week having to do two runs a week - o Shopping trips in Friday- 5 or 6 regularly - o Nature walks
ITEM #8	Proposed Local Law to Ensure Safety of Vulnerable Road Users in Cortland County
DISCUSSION	• Discussion of proposed Local law brought by Beau Harbin Minimum 3-foot safe passing law RESOLVED, that the Transportation Advisory Committee of Cortland County unanimously supports the proposed draft language for a Cortland County Local Law to enhance the safety of vulnerable road users in Cortland County, as presented and discussed at the February 2, 2026 meeting. Motion to approve by Jackie Cooper as proposed Second by Alex Mikowski <i>Approval of motion by vote of members</i> - o Secretary will provide information to Clerk of Legislature
ITEM #9	Subcommittee Updates
DISCUSSION	• Connectivity Subcommittee - o Sidewalk Inventory McGraw; ▪ work paused during weather - o Walk Audit Survey/Event in McGraw; ▪ survey out Feb 9-March 9 McGraw Survey Link ▪ Walk Event planned for April - o Social Media ▪ social media campaign to promote public transit and recreational access as community events during operating hours - o Funding /Sustainability ▪ potential for applying for a \$2,000 grant from the AARP to support the social media campaign.
ITEM #10	Funding Opportunities

DISCUSSION	Other Agency Opportunities/Status
ITEM #11	Round Table
DISCUSSION	• NY DOT - o VRU design project (at schools) McGraw, Homer, Cortland end of 3rd Quarter or early next year ▪ Rapid Rectangular Flashing - o HSIP funded - o TAP application open; sidewalk infrastructure - o ITRSMR – Walk Bike and Roll Tarrytown in June • Health Department - o Already discussed work related to Connectivity Subcommittee • Traffic Safety Board - o Organizational Meeting January 7th; reelected slate of Officers for 2026 term ▪ Chief Robert Pitman Chair, Jennifer Hillman Vice Chair, Eric Mulvihill Secretary - o Discussed pedestrian Fatality on Main Street and implementation of Leading Pedestrian Interval countermeasure at select locations in City - o Discussed Draft Proposed Local Law for Vulnerable Road Users- In full support • SUNY Cortland - o Looking at FLIX bus stop on Campus • ATI - o Will Testify at Joint senate ADA minimum distance for transportation access - o 1115 waiver • Planning Department - o Housing needs assessment survey out on cards 
	Next meeting:
ADJOURN	• The meeting ended at approximately – 11:13 am

Cortland County Traffic Safety Board Minutes
January 7, 2026 – 9AM – Cortland County Office Building 60 Central Ave. Room 302

Cortland County Traffic Safety Board Members

Voting Members	Representing	Present	Term Expires
Mark DuPaull	SUNY Cortland Univ. Police Chief	X	TBD
Jason Cawley	Captain, New York State Police	Absent	TBD
Jennifer Hillman (Vice Chair)	Cortland County Health Department Injury Prevention & Traffic Safety Coordinator	X	12/31/2028
Mark Helms	Cortland County Sheriff	X	12/31/2027
David Guerrero	City of Cortland Police Chief	X	12/31/2026
Robert Pittman (Chair)	Village of Homer Police Chief	Excused	12/31/2027
Valerie Kaiser	New York State Dept of Transportation Rep	Excused	Expired-12/31/25
Eric Mulvihill (Secretary)	Community Member	X	12/31/26
Ryan Riley	Community Member	X	12/31/27
Catherine Wilde	Community Member	Absent	12/31/26
Jeff Guido	Community Member	Absent	12/31/28
Courtney Metcalf	Community Member	X	12/31/2027
Ex-Officio Members			
Kevin Fitch	Chair Legislature	Absent	Ex-Officio
Michael Ponticiello	County Administrator	Absent	Ex-Officio

Additional Attendees: Jason Welch- SUNY Cortland PD
 Beau Harbin – County Legislator
 Melissa Potter – County Mobility Manager
 Rebecca Main-County Health Dept.

AGENDA

ITEM #1	Appointment of Officers – D. Guerrero made a motion to appoint Robert Pittman as Board Chair, Jennifer Hillman as Vice-Chair, and Eric Mulvihill as Secretary for 2026. C. Metcalf seconded the motion. All in favor, none opposed.
ITEM #2	Recruitment of Community Members for TSB Appointment/Reappointment – The Board discussed the need to recruit members for the community member seats. It was suggested that some of the underrepresented communities like Marathon be solicited for a member.
ITEM #3	Cortland County Safe Passing Law – County Legislator Beau Harbin presented the proposed “County safe Passing Law”. Harbin said NYS has’t

	taken up this proposed law. Harbin stated the draft law is modeled after similar legislation in Ulster County. The board discussed the impacts of the law and discussed enforceability. Sheriff Helms and Chief Guerrero both indicated they would likely utilize sections of vehicle and traffic law before utilizing this legislation to cite individuals. Board members agreed with the intent of the proposed law. The Board discussed the need for better education for shared road users. The Board agreed to send a letter of support to the County Legislature to recommended adoption of the proposed “County safe Passing Law”. A motion was made by D. Guerrero in support of the law; R. Riley seconded the motion. All in favor, none opposed.
ITEM #4	Discussion/Letter of Support for a NYS DOT review of Leading Pedestrian Interval at City of Cortland Pedestrian Crosswalks- The Board discussed a request from Cortland Mayor Scott Steve to ask the NYS Dept of Transportation to consider implementation of Leading Pedestrian Interval as a safety countermeasure at NYSDOT controlled intersections. The request comes as the timing and phasing of some pedestrian signals in Cortland has been revised to meet the new DOT standards. The city has received multiple complaints about the new phasing. A recent pedestrian death on Main Street has elevated concerns as well. C. Metcalf made a motion in support of the City’s request; M. Helms seconded the motion; all in favor none opposed.
ITEM #5	Agency Reports/Planned Events/Community Concerns – Ms. Main indicated there will be car seat checks at the upcoming Homer Winterfest on 1/24/26. Ms. Mains said the Courtland Youth Bike Initiative is going well, 47 bikes have been donated and are serviceable. The Health Dept. will be hosting countywide bike rodeos in 2026. Driver education classes are planned for Homer and Marathon schools in December; planning is underway for the summer driver’s education programs. The Village of McGraw has expressed interest in participating in walk audits to identify deficiencies in the public sidewalk network, the town of Cortlandville has expressed interest in the walk audits. The Health Dept has been pushing out winter driving safety tips via social media. The County Mobility Manager Ms. Potter said the Mobility Meet Up Program has seen 200 people participate since July, additional sessions are planned in the Spring and Fall. Ms. Potter said the 5310 grant application is expected to be announced soon. Chief DuPaul introduced Assistant Chief Jason Welch as his agency’s designee in his absence.
ITEM #6	2026 Meeting Schedule – April 8, July 8, October 14, January 13, 2027.
ADJOURN	• Next meetings –April 8, 2026, 9:00 am - o in County Office Building, Room 302

Meeting Adjourned at 10:05AM

Proposed Local Law Number X of 2026

County Of Cortland

A Local Law To Ensure the Safety of Vulnerable Road Users in Cortland County

BE IT ENACTED, by the County Legislature of the County of Cortland, New York, as follows:

SECTION 1. TITLE.

This Local Law shall be known and referred to as the “Cortland County Safe Passing Law”.

SECTION 2. LEGISLATIVE INTENT AND FINDINGS.

This Legislature finds and determines that it is the duty of Cortland County to protect the health, safety and welfare of its residents. This Legislature also finds and determines that many Cortland County residents ride bicycles for exercise, recreation, or as a primary mode of transport.

The Cortland County Legislature recognizes that bicyclists, pedestrians, and other vulnerable road users often need to share roadways with motor vehicles out of necessity. The Legislature also acknowledges that in these situations, vulnerable road users are susceptible to the actions of motor vehicle operators who can pose a threat to their health and safety if passing too closely or from the right side of the road.

Therefore, this Legislature finds it necessary to establish a minimum passing distance for motor vehicles approaching or passing vulnerable road users and to penalize those who disregard their safety.

SECTION 3. DEFINITIONS.

As used in this local law the following terms shall have the meanings indicated:

- A. “Vulnerable Road User” (“VRU”) shall mean any of the following:
 - 1. A pedestrian
 - a. An individual in a wheelchair or other device driven by muscular or any other kind of power that is designed for and used by a person whose mobility is limited by one or more conditions or functional impairments;
 - b. Persons using service animals, plus the animal itself;
 - c. An individual waiting to board, or just having alighted, mass transit including but not limited to a bus, taxicab, shuttle, train, ferry and streetcar;
 - d. Any other individuals existing upon a roadway and outside of any vehicles;

2. Any rider of a horse, mount or other animal, plus the animal itself;
3. An individual who is on the highway because the individual is engaged in construction, maintenance, repair or a similar function while on that part of the highway;
4. An individual who
 - a. is an emergency-services personnel, and
 - b. is acting in the course of their duties, and
 - c. is not in or on a motor vehicle, streetcar or other motor vehicle running only upon rails, motorized snow vehicle, traction engine, farm tractor, self-propelled instrument of husbandry or road-building machine;
5. An individual on a bicycle, on an e-bicycle, or on a motor-assisted bicycle;
6. A person who due to race or economic disparity has been excluded from the expectation of safe, accessible transportation.

SECTION 4. MINIMUM DISTANCE REQUIREMENTS FOR MOTOR VEHICLES PASSING VULNERABLE ROAD USERS.

The operator of a motor vehicle that is approaching or overtaking, from behind, a VRU on the same side of the road shall pass to the left of such VRU at a distance of at least three (3) feet until safely clear thereof. The three-foot distance requirement shall not apply on roads with clearly marked bicycle lanes as defined by New York Vehicle and Traffic Law § 102-a

SECTION 5. PENALTIES.

- A. Any person committing the above-referenced offense shall be guilty of a violation and subject to a fine not to exceed \$225 for a first offense, \$325 for a second offense and \$425 for any third or subsequent offense(s).
- B. This section does not preclude a person from being charged with, convicted of, or punished for any other violation of law.

SECTION 6. SEVERABILITY.

In the event that any portion of this Local Law is found to be preempted by state law, or otherwise invalidated, such finding will not have any effect on either the remaining portions or applications of this Local Law, which shall remain in full force and effect.

SECTION 7. EFFECTIVE DATE.

This Local Law shall take effect upon its filing in the Office of the Secretary of State as provided by Section 27 of the Municipal Home Rule Law.

Technical Report Documentation Page

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16. ABSTRACT The Proven Safety Countermeasure Initiative (PSCi) is a collection of 28 countermeasures and strategieseffective in reducing roadway fatalities and serious injuries on our Nation's highways. Transportationagencies are strongly encouraged to consider widespread implementation of PSCs to accelerate theachievement of local, State, and National safety goals. This booklet provides 1-page handouts for all 28PSCs, broken into the focus areas of speed management, roadway departure, intersections,pedestrians/bicyclists, and crosscutting for countermeasures that apply across categories.			
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Proven Safety Countermeasures

SPEED MANAGEMENT



**Speed Safety
Cameras**



Variable Speed Limits



**Appropriate Speed
Limits for All Road Users**

ROADWAY DEPARTURE



Wider Edge Lines



**Enhanced Delineation
for Horizontal Curves**



**Longitudinal Rumble
Strips and Stripes on
Two-Lane Roads**



SafetyEdgeSM



**Roadside Design
Improvements at
Curves**



Median Barriers

INTERSECTIONS



**Backplates with
Retroreflective
Borders**



**Corridor Access
Management**



**Dedicated Left- and
Right-Turn Lanes at
Intersections**



**Reduced Left-Turn
Conflict Intersections**



Roundabouts



**Systemic Application
of Multiple Low-Cost
Countermeasures at
Stop-Controlled
Intersections**



**Yellow Change
Intervals**

PEDESTRIANS/BICYCLES



**Crosswalk Visibility
Enhancements**



Bicycle Lanes



**Rectangular Rapid
Flashing Beacons
(RRFB)**



**Leading Pedestrian
Interval**



**Medians and Pedestrian
Refuge Islands in Urban
and Suburban Areas**



**Pedestrian Hybrid
Beacons**



**Road Diets (Roadway
Reconfiguration)**



Walkways

Crosscutting



**Pavement Friction
Management**



Lighting



Local Road Safety Plans



Road Safety Audit

Introduction

Widespread use of the 28 Proven Safety Countermeasures (PSCs) identified in this booklet can offer significant, measurable impacts as part of any agency's approach to improving safety. These strategies are designed for all road users and all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses at least one safety focus area – speed management, intersections, roadway departures, or pedestrians/bicyclists – while others are crosscutting strategies that address multiple safety focus areas.

Between 2016 and 2020, 85 percent¹ of all public highway fatalities occurred on Federal-aid highways, which represent 25 percent² of the entire public highway network. FHWA's partner agencies have invested in highway safety through the Highway Safety Improvement Program (HSIP), which provides targeted safety funding that is eligible for use on all public roads. However, this dedicated funding source represents only about 6 percent of the total Federal-aid program.³ Every transportation project, whether or not the specific project purpose is safety related, is a new opportunity to save lives on our roadways. The FHWA's Proven Safety Countermeasures are eligible under most Federal-aid highway funding programs, and can support state, local, and tribal agency efforts to effectively accomplish goals to reduce fatalities and serious injuries. These countermeasures should serve as the basis for what agencies consider and implement when designing any highway project to improve safety.

To assist practitioners with determining the most appropriate PSC for their location of interest, the PSC webpage includes a filter tool that allows users to obtain a tailored listing of potential PSCs. Users answer questions regarding area types, functional classification, traffic volumes, issue identified, targeted crash types, and other information to receive a list of PSCs meeting the criteria. This search function is intended to better serve practitioners, including those with limited safety background, when identifying and considering treatments and strategies that can improve safety as part of their program or project.

The PSCs can support agencies with implementation of the Safe System Approach, which seeks to build and reinforce multiple layers of protection to both prevent crashes from happening and minimize the harm caused to those involved when crashes do occur. Implementing a Safe System Approach requires collaborative engagement among a diverse group of stakeholders to increase safety for all road users. Accordingly, agencies should consider how the PSCs and National Highway Traffic Safety Administration's (NHTSA) Countermeasures That Work⁴ can create a system with redundancies in place to protect all road users. Reaching our goal of zero deaths and serious injuries requires all of us to take ownership in safety. Together, we can consider the safety needs at every stage of the project development process, the safety impact of every investment decision, and the appropriate safety countermeasures for every Federal-aid project.

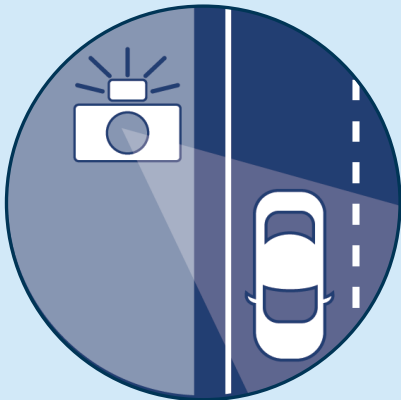
1 NHTSA Fatality Analysis Reporting System (FARS) 2016-2020 Final

2 FHWA Highway Statistics 2022 (<https://www.fhwa.dot.gov/policyinformation/statistics/2022/hm16.cfm>)

3 Federal-aid apportioned programs under the Infrastructure Investment and Jobs Act (IIJA) (<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>)

4 Countermeasures That Work (<https://www.nhtsa.gov/book/countermeasures/countermeasures-that-work>)

Proven Safety Countermeasures



Safety Benefits:

Fixed units can reduce crashes on urban principal arterials up to:

54% for all crashes.⁴

48% for injury crashes.⁴

P2P units can reduce crashes on urban expressways, freeways, and principal arterials up to:

37%

for fatal and injury crashes.²

Mobile units can reduce crashes on urban principal arterials up to:

20%

for fatal and injury crashes.⁵

In New York City, fixed units reduced speeding in school zones up to 63% during school hours.⁶

For more information on this and other FHWA Proven Safety Countermeasures, please reference the: Speed Safety Camera Program Planning and Operations Guide.

The contents of this Fact Sheet do not have the force and effect of law and are not meant to bind the public in any way. This Fact Sheet is intended only to provide clarity regarding existing requirements under the law or agency policies.

Speed Safety Cameras

Safe Speeds is a core principle of the Safe System Approach since humans are less likely to survive high-speed crashes. Enforcing safe speeds has been challenging; however, with more information and tools communities can make progress in reducing speeds. Agencies can use speed safety cameras (SSCs) as an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding. SSCs use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold.

Applications

Agencies should conduct a network analysis of speeding-related crashes to identify locations to implement SSCs. The analysis can include scope (e.g., widespread, localized), location types (e.g., urban/suburban/rural, work zones, residential, school zones), roadway types (e.g., expressways, arterials, local streets), times of day, and road users most affected by speed-related crashes (e.g., pedestrians, bicyclists).

SSCs can be deployed as:

- **Fixed units**—a single, stationary camera targeting one location.
- **Point-to-Point (P2P) units**—multiple cameras to capture average speed over a certain distance.
- **Mobile units**—a portable camera, generally in a vehicle or trailer.

The table below describes suitable circumstances for SSC deployment.¹

Considerations

- SSCs can produce a crash reduction upstream and downstream, thus generating a spillover effect.²

- Public trust is essential for any type of enforcement. With proper controls in place, SSCs can offer fair and equitable enforcement of speeding, regardless of driver age, race, gender, or socio-economic status. SSCs should be planned with community input and equity impacts in mind.

- Using both overt (i.e., highly visible) and covert (i.e., hidden) enforcement may encourage drivers to comply with limits everywhere, not only at sites they are aware are enforced.

- Agencies should conduct evaluations regularly to determine if SSCs are accomplishing safety goals and whether changes in strategy, scheduling, communications, or public engagement are necessary.

- Agencies should conduct a legal and policy review to determine if SSCs are authorized within a jurisdiction and how the authorization and other traffic laws will affect a SSC program.

- Agencies should develop an SSC program plan with consideration of the USDOT SSC guidelines for planning, public involvement, stakeholder coordination, implementation, maintenance, evaluation, etc.³

Considerations for Selection	Fixed	P2P	Mobile
Problems are long-term and site-specific.	X	X	—
Problems are network-wide, and shift based on enforcement efforts.	—	—	X
Speeds at enforcement site vary largely from downstream sites.	—	X	X
Overt enforcement is legally required.	X	X	X
Sight distance for the enforcement unit is limited.	X	X	—
Enforcement sites are multilane facilities.	X	X	—

1 Speed Safety Camera Program Planning and Operations Guide. FHWA, (2023).

2 (CMF ID: 7718) Montella et al. "Effects on speed and safety of point-to-point speed enforcement systems". Accident Analysis and Prevention, Vol. 75, (2015). Note that this is an international study.

3 Speed Enforcement Camera Systems Operational Guidelines. NHTSA, (2008).

4 (CMF ID: 2915, 2921) Shin et al. "Evaluation of the Scottsdale Loop 101 automated speed enforcement demonstration program." Accident Analysis and Prevention, Vol. 41, (2009).

5 (CMF ID: 7582) Li et al. "A Before-and-After Empirical Bayes Evaluation of Automated Mobile Speed Enforcement on Urban Arterial Roads." Presented at the 94th Annual Meeting of the Transportation Research Board, Paper No. 15-1563, Washington, D.C., (2015). Note that this is an international study.

6 Automated Speed Enforcement Program Report 2014-2017. New York City DOT, (2018).



Safety Benefits:

VSLs can reduce crashes on freeways up to:

34%

for total crashes.¹

65%

for rear-end crashes.¹

51%

for fatal and injury crashes.¹

Benefit/Cost Ratios range between¹

9:1 - 40:1

For more information on this and other FHWA Proven Safety Countermeasures, please visit

<https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/speed-management/reference-materials>.

Variable Speed Limits

Selecting appropriate speed limits on roadways is important in maintaining a safe and efficient transportation network. Speed limits are established with an engineering study based on inputs like traffic volumes, operating speeds, roadway characteristics, and crash history. However, conditions on the roadway are susceptible to change in a short amount of time (e.g., congestion, crashes, weather). Drivers typically determine their operating speeds under normal weather conditions on a straight roadway section with good pavement quality and adequate sight distances. If ideal conditions do not exist and the roadway does not meet the driver's expectations, there is a greater chance that a driver error could result in a crash. Providing variable speeds limits (VSLs) capable of adapting to changing circumstances could reduce crash frequency and severity.

Speed management strategies, including VSLs, are integral to the Safe Speeds element of the Safe System Approach. Because humans are unlikely to survive high-speed crashes, VSLs reduce speeds so that human injury tolerances are accommodated in three ways: improving visibility, providing additional time for drivers to stop, and reducing impact forces.

Applications

VSLs use prevailing information on the roadway, like traffic speed, volumes, weather, and road surface conditions, to determine appropriate speeds and display them to drivers. This strategy improves safety performance and traffic flow by reducing speed variance (i.e., improving speed harmonization). VSLs may also improve driver expectation by providing information in advance of slowdowns and potential lane closures, which could reduce the probability for secondary crashes. VSLs can mitigate adverse weather conditions or to slow faster-moving traffic as it approaches a queue or bottleneck.

Agencies can implement VSLs for the following applications:



CONGESTION



INCIDENTS



WORK ZONES



INCLEMENT WEATHER

Considerations

- Particularly effective on urban and rural freeways and high-speed arterials with posted speed limits greater than 40 mph.
- Often implemented as part of Active Traffic Management (ATM) plans or incorporated into existing Road Weather Information Systems.
- When used with ATM, VSLs can mitigate rear-end, sideswipe, and other crashes on high-speed roadways.
- May be implemented as a regulatory and/or an advisory system.
- Can be applied to an entire roadway segment or individual lanes.



Source: WSDOT



Safety Benefits:

Traffic fatalities in the City of Seattle decreased 26 percent after the city implemented comprehensive, city-wide speed management strategies and countermeasures inspired by Vision Zero. This included setting speed limits on all non-arterial streets at 20 mph and 200 miles of arterial streets at 25 mph.⁵

One study found that on rural roads, when considering other relevant factors in the engineering study along with the speed distribution, setting a speed limit no more than 5 mph below the 85th-percentile speed may result in fewer total and fatal plus injury crashes, and lead to drivers complying closely with the posted speed limit.⁶

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/speed-management/reference-materials>.

Appropriate Speed Limits for All Road Users

There is broad consensus among global roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speed is an especially important factor on non-limited access roadways where vehicles and vulnerable road users mix.

A driver may not see or be aware of the conditions within a corridor, and may drive at a speed that feels reasonable for themselves but may not be for all users of the system, especially vulnerable road users, including children and seniors. A driver traveling at 30 miles per hour who hits a pedestrian has a 45 percent chance of killing or seriously injuring them.¹ At 20 miles per hour, that percentage drops to 5 percent.¹ A number of cities across the United States, including New York, Washington, Seattle and Minneapolis, have reduced their local speed limits in recent years in an effort to reduce fatalities and serious injuries, with most having to secure State legislative authorization to do so.

States and local jurisdictions should set appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves. Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.²

Applications

Posted speed limits are often the same as the legislative statutory speed limit. Agencies with designated authorities to set speed limits, which include States, and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones, and a growing number are doing so. While non-statutory speed limits must be based on an engineering study, conducted in accordance with the *Manual on Uniform Traffic Control Devices* (MUTCD) involving multiple factors and engineering judgment, FHWA is also encouraging agencies to use the following:³

- Expert Systems tools.
 - [USLIMITS2](#).
 - [NCHRP 966: Posted Speed Limit Setting Procedure and Tool](#).
- Safe System approach.

Based on international experience and implementation in the United States, the use of 20 mph speed zones or speed limits in urban core areas where vulnerable users share the road environment with motorists may result in further safety benefits.⁴

Considerations

When setting a speed limit, agencies should consider a range of factors such as pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.

To achieve desired speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as self-enforcing roadways, traffic calming, and speed safety cameras. Additional information is in the following FHWA resources:

- [FHWA Speed Management website](#).
- [Self-Enforcing Roadways: A Guidance Report](#).
- [Noteworthy Speed Management Practices](#).
- [Jurisdiction Speed Management Action Plan Development Package](#).
- [Traffic Calming ePrimer](#).

¹ Reducing the speed limit to 20 mph in urban areas: Child deaths and injuries would be decreased.

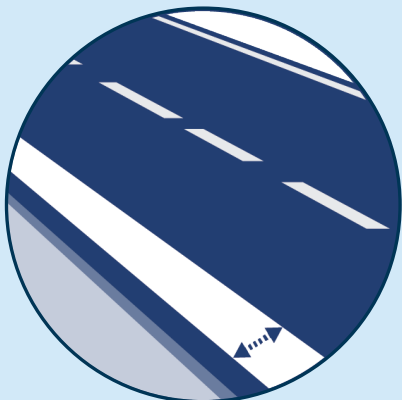
² Lowering the speed limit from 30 to 25 mph in Boston: effects on vehicle speeds.

³ FHWA's Methods and Practices for Setting Speed Limits: An Informational Report. (2012).

⁴ Recommendations of the Academic Expert Group for the 3rd Global Ministerial Conference on Road Safety.

⁵ https://safety.fhwa.dot.gov/speedmgmt/ref_mats/fhwasa20047/sec8.cfm#foot813

⁶ Safety and Operational Impacts of Setting Speed Limits below Engineering Recommendations.



Safety Benefits:
Wider edge lines can
reduce crashes up to:

37%

for non-intersection, fatal
and injury crashes on rural,
two-lane roads.²

22%

for fatal and injury crashes
on rural freeways.³

Benefit Cost Ratio

25:1

for fatal and serious injury
crashes on two-lane rural
roads.⁴

For more information on this
and other FHWA Proven Safety
Countermeasures, please visit
<https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/other/visibility/pavement-markings>.

Wider Edge Lines

Roadway departures account for over half of all traffic fatalities in the United States. If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater. Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. Edge lines are considered “wider” when the marking width is increased from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches.¹

Applications

Wider edge lines increase drivers’ perception of the edge of the travel lane and can provide a safety benefit to all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas.² Wider edge lines are most effective in reducing crashes on rural two-lane highways, especially for single-vehicle crashes.³ Agencies should also consider implementing a systemic approach to wider edge line installation based roadway departure crash risk factors. Potential risk factors for two-lane rural roads include:

- Pavement and shoulder widths.
- Presence of curves.
- Traffic volumes.
- History of nighttime crashes.

Considerations

- Wider edge lines are relatively low cost.
- Wider edge lines can be implemented using existing equipment during maintenance procedures like re-striping and resurfacing, with the only cost increase being the additional material.
- Paint may have a lower initial cost, but more durable materials (e.g., thermoplastic) may result in a lower life cycle cost based on their longer service life.
- As the number of automated vehicles increases on roadways, wider edge lines may provide better guidance for these vehicles’ sensors.



Source: Texas Transportation Institute

¹ Manual on Uniform Traffic Control Devices (MUTCD), Section 3A.04. FHWA, (2023).

² (CMF ID: 4737) Park et al. “Safety effects of wider edge lines on rural, two-lane highways.” Accident Analysis and Prevention Vol. 48, pp.317-325, (2012).

³ Potts et al. Benefit/Cost Evaluation of MoDOT’s Total Striping and Delineation Program: Phase II. Missouri Department of Transportation, (2011).

⁴ Abdel-Rahim et al. Safety Impacts of Using Wider Pavement Markings on Two-Lane Rural Highways in Idaho. Idaho Transportation Department, (2018).



Safety Benefits:

Chevron Signs

25% reduction in nighttime crashes.¹

16% reduction in non-intersection fatal and injury crashes.²

Oversized Chevron Signs

15% reduction in fatal and injury crashes.³

Sequential Dynamic Chevrons

60% reduction in fatal and injury crashes.⁴

In-Lane Curve Warning Pavement Markings

35 - 38% reduction in all crashes.⁵

New Fluorescent Curve Signs or Upgrade Existing Curve Signs to Fluorescent Sheeting

18% reduction in non-intersection, head-on, run-off-road, and sideswipe in rural areas.¹

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve-safety>.

Enhanced Delineation for Horizontal Curves

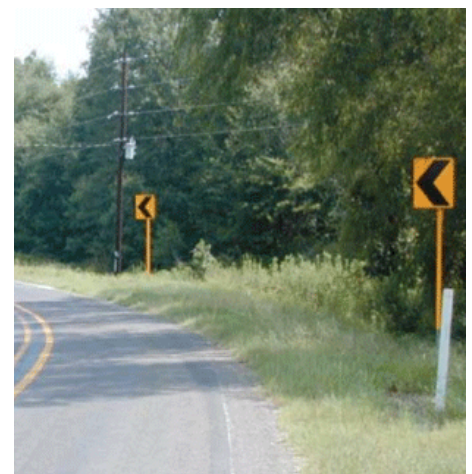
Enhanced delineation at horizontal curves includes a variety of potential strategies that can be implemented in advance of or within curves, in combination, or individually.

Potential Strategies	In Advance of Curve	Within Curve
Pavement markings (standard width or wider)	✓	✓
In-lane curve warning pavement markings	✓	
Retroreflective strips on sign posts	✓	✓
Delineators		✓
Chevron signs		✓
Enhanced Conspicuity (larger, fluorescent, and/or retroreflective signs)	✓	✓
Dynamic curve warning signs (including speed radar feedback signs)	✓	
Sequential dynamic chevrons		✓

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed.

Agencies can take the following steps to implement enhanced delineation strategies:

1. Review signing practices and policies to ensure they comply with the Manual on Uniform Traffic Control Devices (MUTCD) principles of traffic control devices. Consistent practice for similar curves sets the appropriate driver expectancy.
2. Use the [systemic approach](#) to identify and treat problem curves. For example, Minnesota uses risk factors that include curve radii between 500 and 1,200 ft, traffic volumes between 500 and 1,000 vehicles per day, intersection in the curve, and presence of a visual trap.¹
3. Match the appropriate strategy to the identified problem(s), considering the full range of enhanced delineation treatments. Once the MUTCD requirements and recommendations have been met, an incremental approach is often beneficial to avoid excessive cost.



Chevron signs with retroreflective strips on sign posts installed along a curve. Source: FHWA

1 (CMF ID: [2439,2431,2432](#)) Albin et al. Low-Cost Treatments for Horizontal Curve Safety 2016. FHWA-SA-15-084, (2016).

2 (CMF ID: [2438](#)) Srinivasan et al. Safety Evaluation of Improved Curve Delineation. FHWA-HRT-09-045, (2009).

3 (CMF ID: [8978](#)) Lyon et al. Safety Evaluation of Two Curve Warning Treatments: In-Lane Curve Warning Pavement Markings and Oversized Chevron Signs. Presented at the 96th TRB Annual Meeting, Paper No. 17-00432, (2017).

4 (CMF ID: [10362](#)) Hallmark, S. Evaluation of Sequential Dynamic Chevrons on Rural Two-lane Highways. FHWA, (2017).

5 (CMF ID: [10312,9167](#)) Donnell et al. Reducing Roadway Departure Crashes at Horizontal Curve Sections on Two-lane Rural Highways. FHWA-SA-19-005, (2019).



Safety Benefits:

Center Line Rumble Strips

44-64%

reduction in head-on fatal and injury crashes on two-lane rural roads.⁴

Shoulder Rumble Strips

13-51%

reduction in single vehicle, run-off-road fatal and injury crashes on two-lane rural roads.⁴

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/keep-vehicles-road/rumble-strips>.

Longitudinal Rumble Strips and Stripes

Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.

Rumble strips are edge line or center line rumble strips where the pavement marking is placed over the rumble strip. This can increase the visibility and durability of the pavement marking during wet, nighttime conditions, and can improve the durability of the marking on roads with snowplowing operations.

With roadway departure crashes accounting for more than half of the fatal roadway crashes annually in the United States, rumble strips and stripes are designed to address these crashes by alerting distracted, drowsy, or otherwise inattentive drivers who drift from their lane. They are most effective when deployed systemically.

Transportation agencies should consider milled center line rumble strips (including in passing zone areas) and milled edge line or shoulder rumble strips with bicycle gaps for systemic safety projects, location-specific corridor safety improvements, as well as reconstruction or resurfacing projects.

Considerations

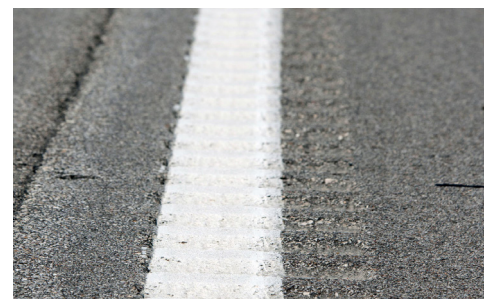
- Rumble strips are relatively low-cost, and economic analyses have indicated benefit/cost ratios that exceed 100.¹
- Where rumble strips cannot be placed due to noise concerns, agencies may consider a design using an oscillating sine wave pattern (also known as “mumble strips”) that reduces noise outside of the vehicle. However, the safety benefits of this design need more study.²

Maintenance concerns:

- Where rumble strips are placed along a pavement joint, there are typically no issues with joint stability if the pavement structure and joint was already in good condition.
- Studies have shown no evidence of issues related to snow, ice, or rain build-up in the rumble strip.³



Shoulder rumble strips and center line rumble stripes are installed on this roadway.
Source: FHWA



Example of an edge line rumble stripe.
Source: Missouri DOT

¹ Himes, S., and McGee, H. Decision Support Guide for the Installation of Shoulder and Center Line Rumble Strips on Non-Freeways. Federal Highway Administration Report No. FHWA-SA-16-115. (August 2016).
² Bedsole et al. *Did You Hear That?* Public Roads Magazine, Volume 80, No. 4. FHWA Publication No. FHWA-HRT-17-002. (2017).
³ NCHRP Synthesis 339: Centerline Rumble Strips – A Synthesis of Highway Practices, (2005)
⁴ (CMF ID: 3358, 3356, 3425, 3648) NCHRP Report 641: Guidance for the Design and Application of Shoulder and Centerline Rumble Strips, (2009).



Proven Safety Countermeasures



Safety Benefits:

11%

reduction in fatal and injury crashes.²

21%

reduction in run-off-road crashes.²

19%

reduction in head-on crashes.²

Benefit-Cost Ratio Range³

700:1 to 1,500:1

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/provide-safe-recovery/safetyedge>.

SafetyEdgeSM

The SafetyEdgeSM technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.

Rural road crashes involving edge drop-offs are 2-4 times more likely to include a fatality than other crashes on similar roads.¹ Vehicles may leave the roadway for various reasons ranging from distracted driver errors to low visibility, or to the presence of an animal on the road. Exposed vertical pavement edges can cause vehicles to become unstable and prevent their safe return to the roadway. The SafetyEdgeSM gives drivers the opportunity to return to their travel lane while maintaining control of their vehicle.

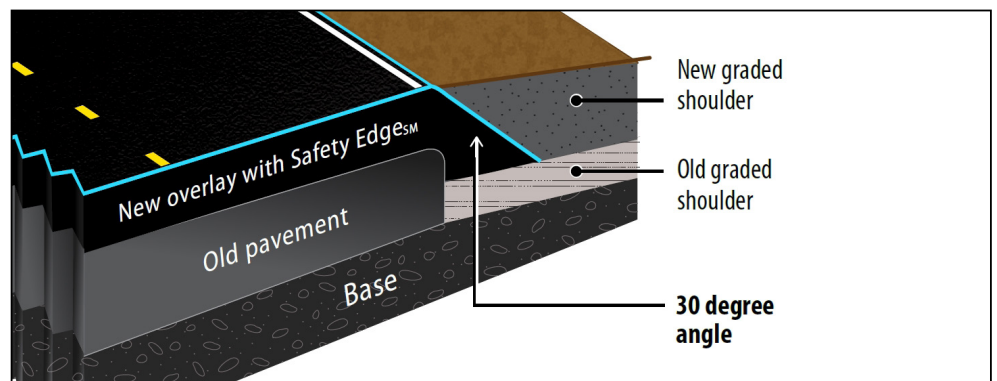
The SafetyEdgeSM technology only requires adding one of several commercially available devices to the screed or endgate when placing hot-mix asphalt. Forms for shaping the edge of concrete pavement are simpler and can be made on site by the contractor. Some agencies allow the SafetyEdgeSM to remain exposed while a segment is under construction, unlike conventional pavement edges. However, before construction ends, agencies should bring the adjacent roadside flush with the top of the pavement

for both the SafetyEdgeSM and traditional pavement edge. Over time, regardless of the edge type, the edge may become exposed due to settling, erosion, and tire wear. When this occurs, the gentle slope provided by the SafetyEdgeSM is preferred versus the traditional vertical pavement edge.

Transportation agencies should develop standards for implementing the SafetyEdgeSM systemwide on all new asphalt paving and resurfacing projects where curbs and/or guardrail are not present, while also encouraging standard application for concrete pavements.



Example of the SafetyEdgeSM after backfill material settles or erodes. Source: FHWA



Cross-section view of an overlay with the SafetyEdgeSM. Source: FHWA-SA-17-044

¹ Hallmark et al. Safety Impacts of Pavement Edge Drop-offs, (Washington, DC: AAA Foundation for Traffic Safety; 2006), p 93.

² (CMF ID: 9205, 9211, 9217) Donnell et al. Development of Crash Modification Factors for the Application of the SafetyEdgeSM on Two-Lane Rural Roads. FHWA-HRT-17-081, (2017).

³ Safety Effects of the SafetyEdgeSM, FHWA-SA-17-044, (2017).



Safety Benefits:

Flatten sideslope from 1V:3H to 1V:4H:

8%

reduction for single-vehicle crashes.²

Flatten sideslope from 1V:4H to 1V:6H:

12%

reduction for single-vehicle crashes.²

Increase the distance to roadside features from 3.3 ft to 16.7 ft:

22%

reduction for all crashes.³

Increase the distance to roadside features from 16.7 ft to 30 ft:

44%

reduction for all crashes.³

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/provide-safe-recovery/clear-zones/clear-zones>.

Roadside Design Improvements at Curves

Horizontal curves account for 27 percent of all fatal crashes and 80 percent of all fatal crashes at curves are roadway departure crashes.¹ Roadside design improvements at curves is a strategy encompassing several treatments that target the high-risk roadside environment along the outside of horizontal curves. These treatments can reduce roadway departure fatalities and serious injuries by giving vehicles the opportunity to recover safely and by reducing crash severity.

Roadside design improvements can be implemented alone or in combination, and are particularly recommended at horizontal curves—where data indicates a higher risk for roadway departure fatalities and serious injuries.

Roadside Design Improvements to Provide for a Safe Recovery

In cases where a vehicle leaves the roadway, having strategic roadside design elements, including an added or widened shoulder, flattened sideslopes, or a widened clear zone can provide drivers with an opportunity to regain control and re-enter the roadway in their lane or come to a safe stop before rolling over or encountering a fixed object.

- A **clear zone** is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. Agencies should avoid adding new fixed objects such as trees and utility cabinets or poles in the clear zone. AASHTO's *Roadside Design Guide* details the clear zone width adjustment factors to be applied at horizontal curves.
- **Slope flattening** reduces the steepness of the sideslope to increase drivers' ability to keep the vehicle stable, regain control of the vehicle, and avoid obstacles. Slopes of 1V:4H or flatter are considered recoverable (i.e., drivers can retain control of a vehicle by slowing or stopping). Slopes between 1V:3H and 1V:4H are generally considered traversable, but non-recoverable (i.e., errant vehicle will continue to the bottom of the slope).

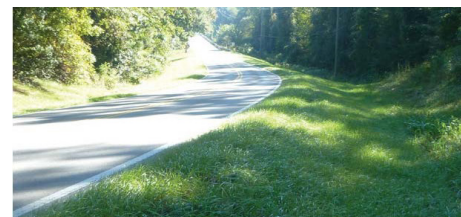
Adding or widening shoulders

gives drivers more recovery area to regain control in the event of a roadway departure.

Roadside Design Improvements to Reduce Crash Severity

Since not all roadside hazards can be removed, relocated, or redesigned at curves, installing roadside barriers to shield unmovable objects or steep embankments may be an appropriate treatment. Three common types of roadside barriers are:

- **Cable barrier** is a flexible barrier made from steel cables mounted on weak steel posts. Flexible barriers are more forgiving and have the most deflection.
- **Metal-beam guardrail** is a semi-rigid barrier where a W-beam or box-beam is mounted on steel or timber posts. These deflect less than cable barriers, so they can be located closer to objects where space is limited.
- **Concrete barrier** is a rigid barrier that has little to no deflection.



Clear zone provided on the outside of the curve. Source: FHWA.

¹ Fatality Analysis Reporting System.

² (CMF ID: 4627, 4632) NCHRP Report 617: Accident Modification Factors for Traffic Engineering and ITS Improvements, (2008).

³ (CMF ID: 35, 36) Elvik, R., and Vaa, T. Handbook of Road Safety Measures, (2004).



8%

of all fatalities on divided highways are due to head-on crashes.¹

Safety Benefits:
Median Barriers Installed on Rural Four-Lane Freeways

97%

reduction in cross-median crashes.²

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/reduce-crash-severity>.

Median Barriers

Median barriers are longitudinal barriers that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier. Median barriers significantly reduce the number of cross-median crashes, which are attributed to the relatively high speeds that are typical on divided highways. AASHTO's *Roadside Design Guide* (RDG) recommends guidelines for the use of median barriers on high-speed, fully controlled-access roadways for locations where the median is 30 ft in width or less and the average daily traffic (ADT) is greater than 20,000 vehicles per day (vpd). For locations with median widths greater than 50 ft and where the ADT is less than 20,000 vpd, a median barrier is optional. For locations where the median is between 30 and 50 feet, the RDG suggests an analysis to determine the cost effectiveness of median barrier installation. Median barriers can be cable, metal-beam, or concrete.

- **Cable barriers** are flexible barriers, made from steel cables mounted on weak steel posts, resulting in less occupant impact force as it absorbs energy from the crash, capturing or redirecting the vehicle. Due to larger deflection, median width is an important consideration. These barriers are more adaptable to slopes typically found in medians. Cable barriers tend to require more frequent maintenance and repair than other barrier types.

- **Metal-beam guardrails** are considered semi-rigid barriers, where the W-beam or box-beam is mounted to steel or timber posts. When impacted, they are designed to deform and deflect, absorbing some of the crash energy and redirecting the vehicle. Metal-beam guardrails often do not require maintenance after minor impacts. They deflect less than cable barriers, so they can be located closer to objects where space is limited.

- **Concrete barriers** are usually rigid and result in little to no deflection. They redirect rather than absorb energy from the impact. Rigid concrete barriers seldom require repair or maintenance. Some agencies have used portable concrete barriers as median barriers. These barriers require

repositioning after an impact but are typically less maintenance than a post mounted barrier.

To reduce cross-median crashes, transportation agencies should review their head-on crash history on divided highways to identify hot spots. Agencies should also consider implementing a systemic approach to median barrier placement based on cross-median crash risk factors. Potential risk factors include:

- Traffic volumes.
- Vehicle classifications.
- Median crossover history.
- Crash incidents.
- Vertical and horizontal alignment.
- Median terrain configurations.



Median cable barrier prevents a potential head-on crash.
Source: Washington State DOT

¹ Fatality Analysis Reporting System.

² (CMF ID: 7040) NCHRP Report 794: Median Cross-Section Design for Rural Divided Highways, (2011).



Safety Benefits:

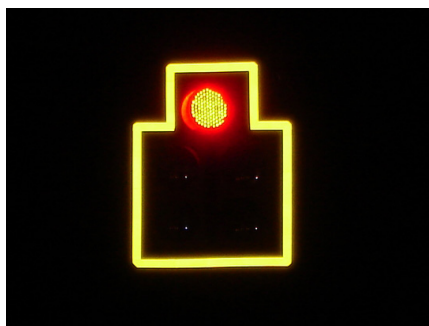
15%

reduction in total crashes.¹

Backplates with Retroreflective Borders

Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. The improved visibility of a signal head with a backplate is made even more conspicuous by framing it with a 1- to 3-inch yellow retroreflective border. Signal heads that have backplates equipped with retroreflective borders are more visible and conspicuous in both daytime and nighttime conditions.

This treatment is recognized as a human factors enhancement of traffic signal visibility, conspicuity, and orientation for both older and color vision deficient drivers. This countermeasure is also advantageous during periods of power outages when the signals would otherwise be dark, providing a visible cue for motorists to stop at the intersection ahead.



Retroreflective borders are highly visible during the night. Source: South Carolina DOT

safety countermeasure is to adopt it as a standard treatment for signalized intersections across a jurisdiction or State.

Implementation challenges include minimizing installation time, accessing existing signal heads, and structural limitations due to added wind load in instances where an entire backplate is added. Agencies should consider the design of the existing signal support structure to determine if the design is sufficient to support the added wind load.



Signal backplate framed with a retroreflective border. Source: FHWA

Considerations

Transportation agencies should consider backplates with retroreflective borders as part of their efforts to systematically improve safety performance at signalized intersections. Adding a retroreflective border to an existing signal backplate is a very low-cost safety treatment. This can be done by either adding retroreflective tape to an existing backplate or purchasing a new backplate with a retroreflective border already incorporated. The most efficient means of implementing this proven

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://rosap.nhtl.bts.gov/view/dot/42807>.

¹ (CMF ID: 1410) Sayed, T., Leur, P., and Pump, J., "Safety Impact of Increased Traffic Signal Backboards Conspicuity," 2005 TRB 84th Annual Meeting: Compendium of Papers CD-ROM, Vol. TRB#05-16, Washington, D.C., (2005).



Safety Benefits:

Reducing driveway density

5-23%

reduction in total crashes along 2-lane rural roads.³

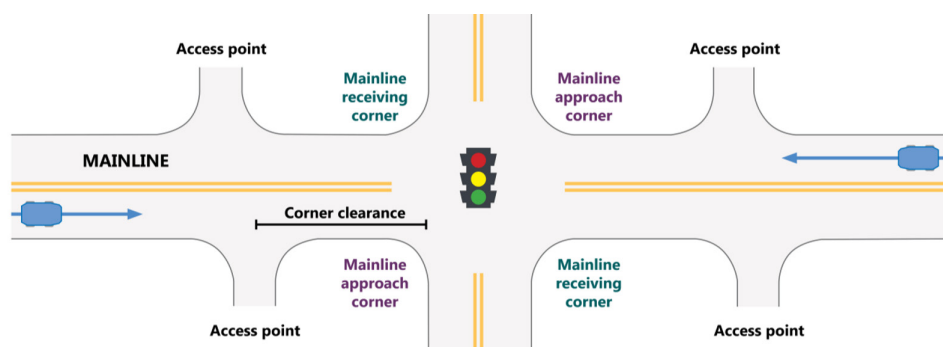
25-31%

reduction in fatal and injury crashes along urban/suburban arterials.⁴

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/intersection-safety/cam>.

Corridor Access Management

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.



Schematic of an intersection and adjacent access points. Source: FHWA

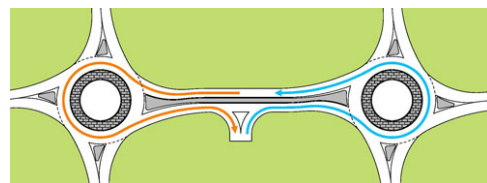
Every intersection, from a signalized intersection to an unpaved driveway, has the potential for conflicts between vehicles, pedestrians, and bicyclists. The number and types of conflict points—locations where the travel paths of two users intersect—influence the safety performance of the intersection or driveway. FHWA developed corridor-level crash prediction models to estimate and analyze the safety effects of selected access management techniques for different area types, land uses, roadway variables, and traffic volumes.¹

The following access management strategies can be used individually or in combination with one another:

- Reduce density through driveway closure, consolidation, or relocation.
- Manage spacing of intersection and access points.
- Limit allowable movements at driveways (such as right-in/right-out only).

- Place driveways on an intersection approach corner rather than a receiving corner, which is expected to have fewer total crashes.²
- Implement raised medians that preclude across-roadway movements.
- Utilize designs such as roundabouts or reduced left-turn conflicts (such as restricted crossing U-turn, median U-turns, etc.).
- Provide turn lanes (i.e., left-only, right-only, or interior two-way left).
- Use lower speed one-way or two-way off-arterial circulation roads.

Successful corridor access management involves balancing overall safety and mobility for all users along with the needs of adjacent land uses.



Tandem roundabouts with a continuous raised median eliminates left-turn and across-roadway conflicts. Source: FHWA

¹ Gross et al. Safety Evaluation of Access Management Policies and Techniques. FHWA-HRT-14-057, (2018).

² Le et al. Safety Evaluation of Corner Clearance at Signalized Intersections. FHWA-HRT-17-084, (2018).

³ Harwood et al. Prediction of the Expected Safety Performance of Rural Two-Lane Highways. FHWA-RD-99-207, (2000).

⁴ (CMF ID: 179,178) Elvik, R. and Vaa, T., Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).



Safety Benefits:

Left-Turn Lanes

28-48%

reduction in total crashes.¹

Positive Offset Left-Turn Lanes

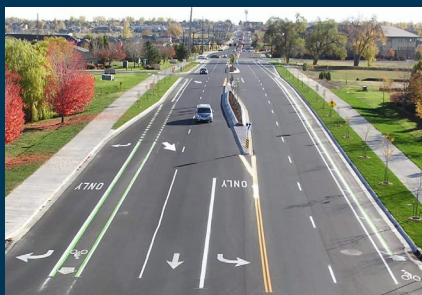
36%

reduction in fatal and injury crashes.²

Right-Turn Lanes

14-26%

reduction in total crashes.¹



Left- and right-turn lanes at a two-way stop-controlled intersection. Source: City of Greeley, CO

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://www.fhwa.dot.gov/publications/research/safety/02103/02103techbrief.pdf>.

Dedicated Left- and Right-Turn Lanes at Intersections

Auxiliary turn lanes—either for left turns or right turns—provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections. Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn.

While turn lanes provide measurable safety and operational benefits at many types of intersections, they are particularly helpful at two-way stop-controlled intersections. Crashes occurring at these intersections are often related to turning maneuvers. Since the major route traffic is free flowing and typically travels at higher speeds, crashes that do occur are often severe. The main crash types include collisions of vehicles turning left across opposing through traffic and rear-end collisions of vehicles turning left or right with other vehicles following closely behind. Turn lanes reduce the potential for these types of crashes.

Installing left-turn lanes and/or right-turn lanes should be considered for the major road approaches for improving safety at both three- and four-leg intersections with stop control on the minor road, where significant turning volumes exist, or where there is a history of turn-related crashes. Pedestrian and bicyclist safety and convenience should also be considered when adding turn lanes at an intersection. Specifically, offset left- and right-turn

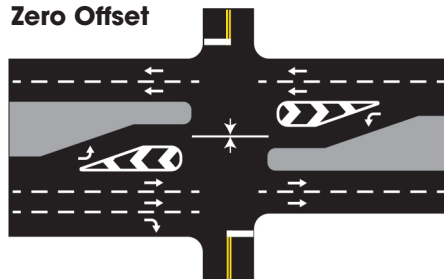
lanes will lengthen crossing distances for pedestrians.

Offset Turn Lanes

Providing offset of left- and right-turn lanes to increase visibility can provide added safety benefits, and is preferable in many situations, particularly at locations with higher speeds, or where free-flow or permissive movements are possible.

At turn lanes with zero or negative offset, turning vehicles can block sightlines. For left-turn lanes, this usually involves opposing left-turning vehicles occupying the turn lanes at the same time. For right-turn lanes, this typically involves right-turning vehicles from the major road and vehicles entering the intersection from the minor road. In both scenarios, adding positive offset to turn lanes enhances the sight distance to approaching vehicles that conflict with the turning movement. Offset turn lanes should be considered when there is a high frequency of these types of conflicts in order to reduce the likelihood of a severe crash.

Zero Offset



Positive Offset

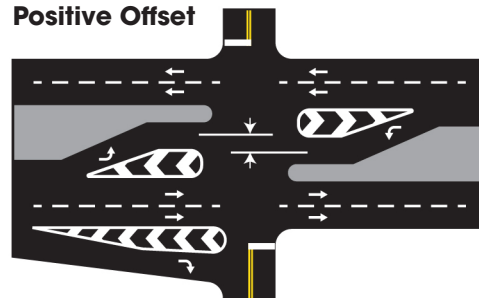


Illustration comparing zero offset to positive offset of left- and right-turn lanes. Source: FHWA

¹ (CMF ID: 260, 268, 285, 289) Harwood et al. Safety Effectiveness of Intersection Left- and Right-Turn Lanes. FHWA-HRD-02-089, (2002).

² (CMF ID: 6096) Persaud et al. Safety Evaluation of Offset Improvements for Left-Turn Lanes. FHWA-HRT-09-035, (2009).



Safety Benefits:

RCUT

Two-Way
Stop-Controlled to RCUT:

54%

reduction in fatal
and injury crashes.²

Signalized Intersection
to Signalized RCUT:

22%

reduction in fatal
and injury crashes.³

Unsignalized Intersection
to Unsignalized RCUT:

63%

reduction in fatal and
injury crashes.⁴

MUT

30%

reduction in intersection-
related injury crash rate.⁵

For more information on this
and other FHWA Proven Safety
Countermeasures, please visit
[https://highways.dot.gov/safety/
proven-safety-countermeasures](https://highways.dot.gov/safety/proven-safety-countermeasures)
and [https://highways.dot.
gov/safety/intersection-
safety/intersection-types/
reduced-left-turn-conflict-
intersections](https://highways.dot.gov/safety/intersection-safety/intersection-types/reduced-left-turn-conflict-intersections).

Reduced Left-Turn Conflict Intersections

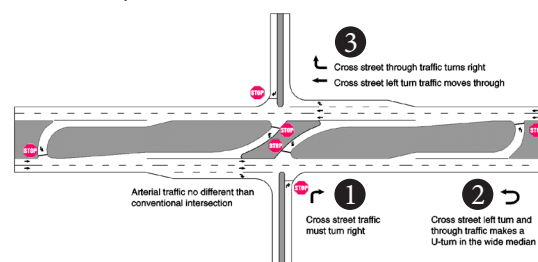
Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur. These intersections simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT).

Restricted Crossing U-turn

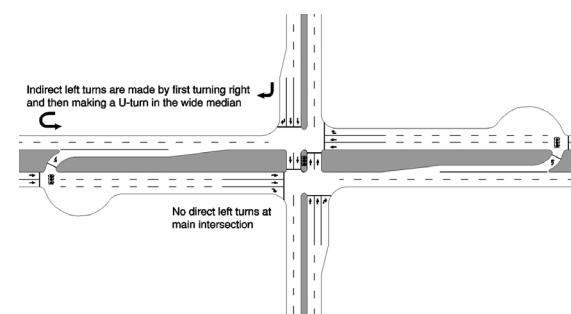
The RCUT intersection, also known as a J-Turn, Superstreet, or Reduced Conflict Intersection, modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction. The RCUT is suitable for and adaptable to a wide variety of circumstances, ranging from isolated rural, high-speed locations to urban and suburban high-volume, multimodal corridors. It is a competitive and less costly alternative to constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections. Studies have shown that installing an RCUT can result in a 30-percent increase in throughput and a 40-percent reduction in network intersection travel time.¹

modifying the cross-street left turns, similar to the RCUT.

The MUT is an excellent choice for intersections with heavy through traffic and moderate left-turn volumes. Studies have shown a 20- to 50-percent improvement in intersection throughput for various lane configurations as a result of implementing the MUT design. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.



Example of a unsignalized RCUT intersection.
Source: FHWA



Example of a MUT intersection. Source: FHWA

Median U-turn

The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for

1 Hugher and Jagannathan. Restricted Crossing U-Turn Intersection. FHWA-HRT-09-059, (2009).

2 (CMF ID: 5556) Edara et al. Evaluation of J-turn Intersection Design Performance in Missouri. MoDOT, (2013).

3 (CMF ID: 9985) Hummer and Rao. Safety Evaluation of a Signalized Restricted Crossing U-Turn. FHWA-HRT-17-082, (2017).

4 (CMF ID: 4884) Hummer et al. Superstreet Benefits and Capacities. FHWA/NC/2009-06, NC State University, (2010).

5 (CMF ID: 10867) Synthesis of the Median U-Turn Treatment, Safety, and Operational Benefits, FHWA-HRT-07-033, (2007).

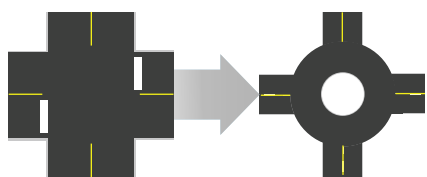


Proven Safety Countermeasures



Safety Benefits:

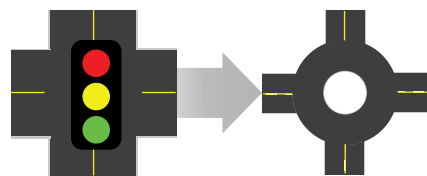
Two-Way Stop-Controlled Intersection to a Roundabout



82%

reduction in fatal and injury crashes.¹

Signalized Intersection to a Roundabout



78%

reduction in fatal and injury crashes.¹

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts>.

Roundabouts

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

Roundabouts are not only a safer type of intersection; they are also efficient in terms of keeping people moving. Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives. Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling.

Roundabouts can be implemented in both urban and rural areas under a wide range of traffic conditions. They can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments, such as freeway interchange ramp terminals, and rural intersections along high-speed roads.

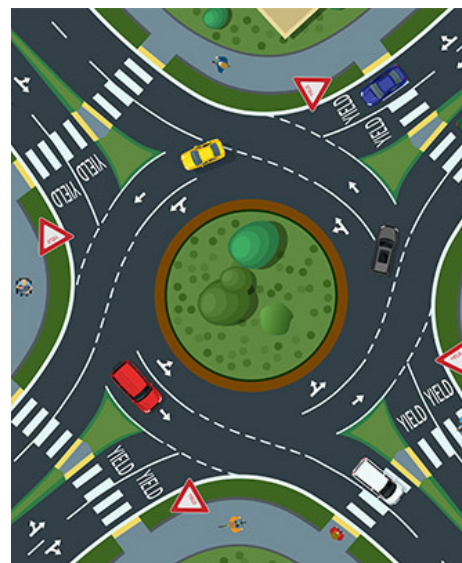


Illustration of a multilane roundabout.
Source: FHWA



Example of a single-lane roundabout. Source: FHWA

¹ (CMF ID: [211,226](#)) AASHTO. The Highway Safety Manual, American Association of State Highway Transportation Professionals, Washington, D.C., (2010).



Safety Benefits:

10%

reduction of fatal and injury crashes at all locations/types/areas.

15%

reduction of nighttime crashes at all locations/types/areas.

27%

reduction of fatal and injury crashes at rural intersections.

19%

reduction of fatal and injury crashes at 2-lane by 2-lane intersections.

**Average
Benefit-Cost Ratio**

12:1

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa18047.pdf>.

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

This systemic approach to intersection safety involves deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings, at a large number of stop-controlled intersections within a jurisdiction. These countermeasures increase driver awareness and recognition of the intersections and potential conflicts.

There are several benefits to systemically applying multiple low-cost countermeasures at stop-controlled intersections, including,

- Resources are maximized because the treatments are low cost.
- A high number of intersections can receive treatment.
- Improvements are highly cost-effective, with an average benefit-cost ratio of 12:1, even assuming a conservative 3-year service life.



Example of countermeasures on the through approach.
Source: South Carolina DOT

The low-cost countermeasures for stop-controlled intersections generally consist of the following treatments:

On the Through Approach

- Doubled-up (left and right), oversized advance intersection warning signs, with supplemental street name plaques (can also include flashing beacon).
- Retroreflective sheeting on sign posts.
- Enhanced pavement markings that delineate through lane edge lines.

On the Stop Approach

- Doubled-up (left and right), oversized advance "Stop Ahead" intersection warning signs (can also include flashing beacon).
- Doubled-up (left and right), oversized Stop signs.
- Retroreflective sheeting on sign posts.
- Properly placed stop bar.
- Removal of vegetation, parking, or obstructions that limit sight distance.
- Double arrow warning sign at stem of T-intersections.



Example of countermeasures on the stop approach.
Source: South Carolina DOT



Safety Benefits:

36-50%

reduction in
red light running.³

8-14%

reduction in
total crashes.³

12%

reduction in
injury crashes.³

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasal3027.pdf>.

Yellow Change Intervals

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and that a red will soon follow.

Since red-light running is a leading cause of severe crashes at signalized intersections, it is imperative that the yellow change interval be appropriately timed. Too brief an interval may result in drivers being unable to stop safely and cause unintentional red-light running. Too long of an interval may result in drivers treating the yellow as an extension of the green phase and invite intentional red-light running. Factors such as the speed of approaching and turning vehicles, driver perception-reaction time, vehicle deceleration, and intersection geometry should all be considered in the timing calculation.

Transportation agencies can improve signalized intersection safety and reduce red-light running by reviewing and updating their traffic signal timing policies and procedures concerning the yellow change interval. Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing. Refer to the *Manual on Uniform Traffic Control Devices* for basic requirements and further recommendations about yellow change interval timing.¹ As part of strategic signal system modernization and updates, incorporating automated traffic signal performance measures (ATSPMs) is a proven approach to improve on traditional retiming processes. ATSPMs provide continuous performance monitoring capability and the ability to modify timing based on actual performance, without requiring expensive modeling or data collection.²



Appropriately timed yellow change intervals can reduce red-light running and improve overall intersection safety. Source: FHWA

¹ Manual on Uniform Traffic Control Devices (MUTCD), Section 4F.17, FHWA, (2023).

² Federal Highway Administration, "Automated Traffic Signal Performance," (2020).

³ (CMF ID: [380.384](#)) NCHRP Report 731: Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections, (2011).



Safety Benefits:

**High-visibility crosswalks
can reduce pedestrian injury
crashes up to:**
40%¹

**Intersection lighting can
reduce pedestrian crashes
up to:**
42%²

**Advance yield or stop
markings and signs can
reduce pedestrian
crashes up to:**
25%³

**For more information on this
and other FHWA Proven Safety
Countermeasures, please visit
<https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheetVizEnhancemt2018.pdf>.**

Crosswalk Visibility Enhancements

Poor lighting conditions, obstructions such as parked cars, and horizontal or vertical roadway curvature can reduce visibility at crosswalks, contributing to safety issues. For multilane roadway crossings where vehicle volumes are in excess of 10,000 Average Annual Daily Traffic (AADT), a marked crosswalk alone is typically not sufficient. Under such conditions, more substantial crossing improvements could prevent an increase in pedestrian crash potential.

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist users in deciding where to cross. Agencies can implement these features as standalone or combination enhancements to indicate the preferred location for users to cross.

High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

Improved Lighting

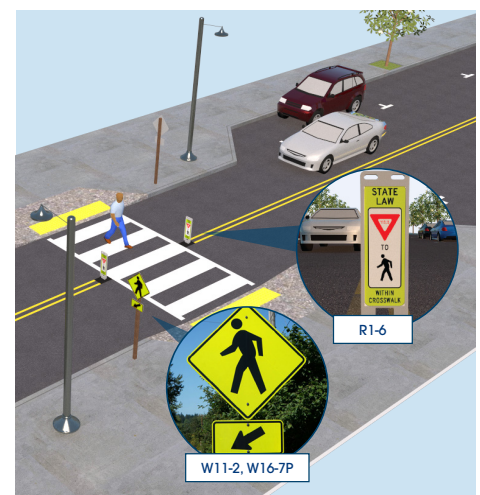
The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

Enhanced Signing and Pavement Markings

On multilane roadways, agencies can use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of

a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.

In-street signing, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians" may be appropriate on roads with two- or three-lane roads where speed limits are 30 miles per hour or less.



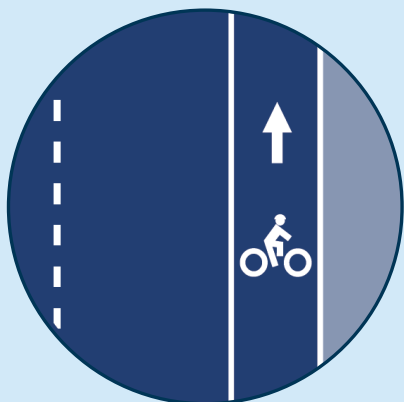
Source: FHWA

1 (CMF ID: 4123) Chen, L., C. Chen, and R. Ewing. The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience. (2012).

2 (CMF ID: 436) Elvik, R. and Vaa, T. Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).

3 (CMF ID: 9017) Zeeger et al. Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, FHWA, (2017).

Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD) for information on crosswalk markings (Chapter 3C) and in-street signing (Sections 2B.19 and 2B.20).



Safety Benefits:

Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

53%

for bicycle/vehicle crashes.³

Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁷

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁷



Bicycle lane in Washington, DC.
Source: Alex Baca, Washington Area
Bicyclist Association.

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwasa18077.pdf>.

Bicycle Lanes

Most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes occur when motorists are overtaking bicyclists¹ because the speed and size differential between vehicles and bicycles can lead to severe injury. Many people are not comfortable riding a bicycle because of their fear that this type of crash may occur. To make bicycling safer and more comfortable for most types of bicyclists, State and local agencies should consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

Applications

The FHWA's [Bikeway Selection Guide](#) and [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#) assist agencies in determining which facilities provide the most benefit in various contexts. Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way through [Road Diets](#). Separated bicycle lanes, which use vertical elements—such as flexible delineator posts, curbs, or vegetation—between the bicycle lane and motorized traffic lanes provide additional safety benefits.^{2,3} For a marked bike lane without vertical elements, a lateral offset with marked buffer can help to further separate bicyclists from vehicle traffic.

Considerations

- In order to maximize a roadway's suitability for riders of all ages and abilities, bicycle lane design should vary according to roadway characteristics (number of lanes, motor vehicle and truck volumes, speed, presence of transit), user needs (current and forecasted ridership, types of bicycles and micromobility devices in use within the community, role within the bicycling network), and land-use context (adjacent land uses, types and intensity of conflicting uses, demands from other users for curbside access). Separated bicycle lanes are recommended on roadways with higher vehicle volumes and speeds, such as arterials.
- City and State policies may require minimum bicycle lane widths, although desirable bicycle lane widths

can differ by agency and functional classification of the road, current and forecasted bicycle volumes, and contextual attributes such as topography.

- Studies have found that roadways did not experience an increase in crashes or congestion when travel lane widths were decreased to add a bicycle lane.⁴
- Studies and experience in U.S. cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity.
- In rural areas, rumble strips can negatively impact bicyclists' ability to ride if not properly installed. Agencies should consider the dimensions, placement, and offset of rumble strips when adding a bicycle lane.⁵
- Bicycle lanes should be considered on roadways where adjacent land use suggests that trips could be served by varied modes, particularly to meet the safety and travel needs of low-income populations likely to use bicycles to reach essential destinations.⁶

¹ Thomas et al. *Bicyclist Crash Types on National, State, and Local Levels: A New Look*. Transportation Research Record 673(6), 664-676, (2019).

² [Separated Bike Lane Planning and Design Guide](#). FHWA-HEP-15-025, (2015).

³ (CMF ID: [11296](#)) [Developing CMFs for Separated Bicycle Lanes](#). FHWA-HRT-23-025, (2023).

⁴ Park and Abdel-Aty. *Evaluation of safety effectiveness of multiple cross sectional features on urban arterials*. Accident Analysis and Prevention, Vol. 92, pp. 245-255, (2016).

⁵ FHWA Tech Advisory [Shoulder and Edge Line Rumble Strips](#), (2011).

⁶ Sandt et al. [Pursuing Equity in Pedestrian and Bicycle Planning](#). FHWA, (2016).

⁷ (CMF ID: [10738](#), [10742](#)) [Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths](#). FHWA-HRT-21-012, (2021).



Safety Benefits:

RRFBs can reduce crashes up to:

47%

for pedestrian crashes.⁴

RRFBs can increase motorist yielding rates up to:

98%

(varies by speed limit, number of lanes, crossing distance, and time of day).³



RRFBs used at a trail crossing.
Source: LJB

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf.

Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.¹ RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices (MUTCD)* for information on the application of RRFBs.¹

Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.² Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.³ RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.¹ The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

Considerations

Agencies should:²

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

Agencies shall not:²

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

¹ Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4L. FHWA, (2023).

² "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).

³ Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).

⁴ (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).



Safety Benefits:

13%

reduction in pedestrian-vehicle crashes at intersections.²

Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's Handbook for *Designing Roadways for the Aging Population* recommends the use of the LPI at intersections with high turning vehicle volumes. Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* for guidance on LPI timing and ensure that pedestrian signals are accessible for all users.¹ Costs for implementing LPIs are very low when only signal timing alteration is required.



An LPI allows a pedestrian to establish a presence in the crosswalk before vehicles are given a green indication. Source: FHWA



LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwas19040.pdf>.

¹ Manual on Uniform Traffic Control Devices (MUTCD), Section 4I.06. FHWA, (2023).

² (CMF ID: 9918) Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. "Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety." Report No. FHWA-HRT-18-044. Federal Highway Administration. (October 2018)



Safety Benefits:

**Median with
Marked Crosswalk**

46%

reduction in
pedestrian crashes.²

**Pedestrian Refuge
Island**

56%

reduction in
pedestrian crashes.²

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/techSheetPedRefugeIsland2018.pdf>.

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

A **median** is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

A **pedestrian refuge island** (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.

Pedestrian crashes account for approximately 17 percent of all traffic fatalities annually, and 74 percent of these occur at non-intersection locations.¹ For pedestrians to safely cross a roadway, they must estimate vehicle speeds, determine acceptable gaps in traffic based on their walking speed, and predict vehicle paths. Installing a median or pedestrian refuge island can help improve safety by allowing pedestrians to cross one direction of traffic at a time.

Transportation agencies should consider medians or pedestrian refuge islands in curbed sections of urban and suburban multilane

roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic, traffic volumes over 9,000 vehicles per day, and travel speeds 35 mph or greater. Medians/refuge islands should be at least 4-ft wide, but preferably 8 ft for pedestrian comfort. Some example locations that may benefit from medians or pedestrian refuge islands include:

- Mid-block crossings.
- Approaches to multilane intersections.
- Areas near transit stops or other pedestrian-focused sites.



Example of a road with a median and pedestrian refuge islands.
Source: City of Charlotte, NC



Median and pedestrian refuge island near a roundabout. Source: www.pedbikemages.org / Dan Burden

¹ National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration
² (CMF ID: 175) Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, September 2008, Table 11.



Safety Benefits:

55%

reduction in pedestrian crashes.³

29%

reduction in total crashes.⁴

15%

reduction in fatal and serious injury crashes.⁴

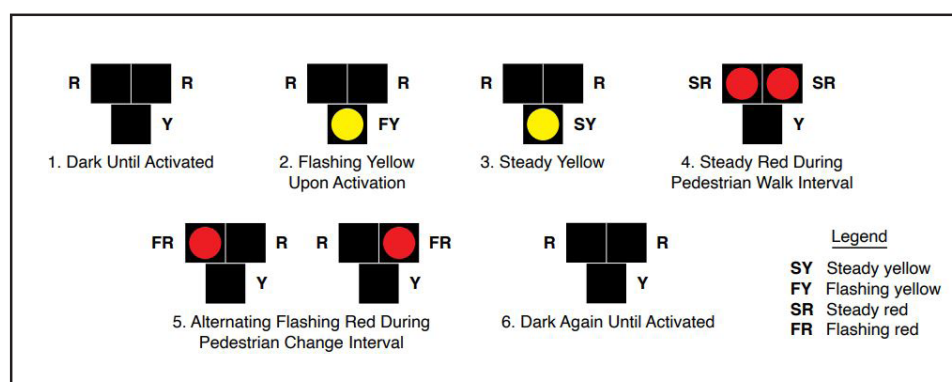


Example of PHBs mounted on a mast arm. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa18064.pdf>.

Pedestrian Hybrid Beacons

The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the beacon, which then initiates a yellow to red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop, and provides the right-of-way to the pedestrian to safely cross the roadway before going dark again.



Sequence for a PHB. Source: MUTCD 2023 Edition, Chapter 4J, FHWA

Nearly 74 percent of pedestrian fatalities occur at non-intersection locations, and vehicle speeds are often a major contributing factor.¹ As a safety strategy to address this pedestrian crash risk, the PHB is an intermediate option between a flashing beacon and a full pedestrian signal because it assigns right of way and provides positive stop control. It also allows motorists to proceed once the pedestrian has cleared their side of the travel lane(s), reducing vehicle delay.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* (MUTCD) for information on the application of PHBs.² Transportation agencies should locate pedestrian signals to be accessible for all users.

In general, PHBs are used where it is difficult for pedestrians to cross a roadway, such as when gaps in traffic are not sufficient or speed limits exceed 35 miles per hour. They are very effective at locations where three or more lanes will be crossed or traffic volumes are above 9,000 annual average daily traffic. Installation of a PHB must also include a marked crosswalk and pedestrian countdown signal. If PHBs are not already familiar to a community, agencies should conduct appropriate education and outreach as part of implementation.

¹ National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration

² Manual on Uniform Traffic Control Devices, Chapter 4J, FHWA, (2023).

³ (CMF ID: [9020](#)) Zegeer et al. NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. TRB, (2017).

⁴ (CMF ID: [2911.2917](#)) Fitzpatrick, K. and Park, E.S. Safety Effectiveness of the HAWK Pedestrian Crossing Treatment, FHWA-HRT-10-042, (2010).



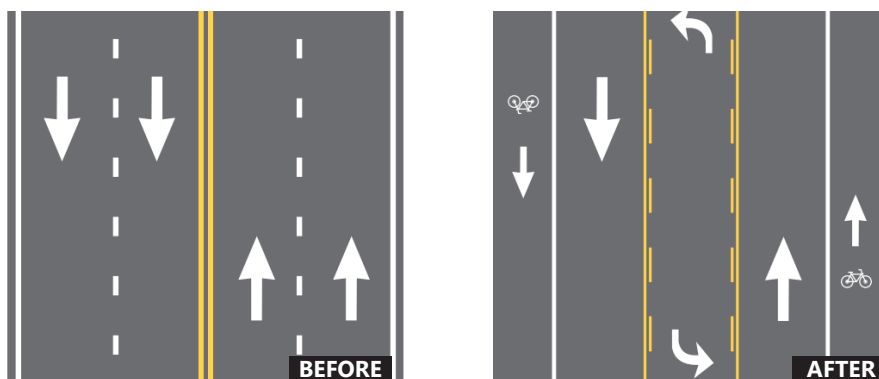
Safety Benefits:

4-Lane to 3-Lane
Road Diet Conversions

19-47%
reduction in total crashes.¹

Road Diets (Roadway Reconfiguration)

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).



Before and after example of a Road Diet. Source: FHWA

Benefits of Road Diet installations may include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less.



Road Diet project in Honolulu, Hawaii.
Source: Leidos

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/other/road-diets>.

¹ (CMF ID: 5554.2841) Evaluation of Lane Reduction "Road Diet" Measures on Crashes, FHWA-HRT-10-053, (2010).



Proven Safety Countermeasures



Safety Benefits:

Sidewalks

65-89%

reduction in crashes involving pedestrians walking along roadways.³

Paved Shoulders

71%

reduction in crashes involving pedestrians walking along roadways.³

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=1.

Walkways

A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

With more than 6,200 pedestrian fatalities and 75,000 pedestrian injuries occurring in roadway crashes annually,¹ it is important for transportation agencies to improve conditions and safety for pedestrians and to integrate walkways more fully into the transportation system. Research shows people living in low-income communities are less likely to encounter walkways and other pedestrian-friendly features.²

Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians. Pedestrians should have direct and connected network of walking routes to desired destinations without gaps or abrupt changes. In some rural or suburban areas, where these types of walkways are not feasible, roadway shoulders provide an area for pedestrians to walk next to the roadway, although these are not preferable.

Transportation agencies should work towards incorporating pedestrian facilities into all roadway projects

unless exceptional circumstances exist. It is important to provide and maintain accessible walkways along both sides of the road in urban areas, particularly near school zones and transit locations, and where there is a large amount of pedestrian activity. Walkable shoulders should also be considered along both sides of rural highways when routinely used by pedestrians.



Example of a sidewalk in a residential area.
Source: pedbikeimages.org / Burden



Paved shoulder used as a walkway. Source: pedbikeimages.org / Burden

¹ National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration.

² Gibbs, et al. Income Disparities in Street Features that Encourage Walking. Bridging the Gap, (2012, March).

³ Gan et al. Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. Florida DOT, (2005).



Safety Benefits:

HFST can reduce crashes up to:

63%

for injury crashes at ramps.²

48%

for injury crashes at horizontal curves.²

20%

for total crashes at intersections.³



Automated application of HFST.
Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/keep-vehicles-road/pavement-friction/hfst>.

Pavement Friction Management

Friction is a critical characteristic of a pavement that affects how vehicles interact with the roadway, including the frequency of crashes. Measuring, monitoring, and maintaining pavement friction—especially at locations where vehicles are frequently turning, slowing, and stopping—can prevent many roadway departure, intersection, and pedestrian-related crashes.

Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data.

Continuous Pavement Friction Measurement

Friction data for safety performance is best measured with Continuous Pavement Friction Measurement (CPFM) equipment. Spot friction measurement devices, like locked-wheel skid trailers, cannot safely and accurately collect friction data in curves or intersections, where the pavement polishes more quickly and adequate friction is so much more critical. Without CPFM equipment, agencies will assume the same friction over a mile or more.

CPFM technology measures friction continuously at highway speeds and provides both network and segment level data. Practitioners can analyze the friction, crash, and roadway data to better understand and predict where friction-related crashes will occur to better target locations and more effectively install treatments.¹

High Friction Surface Treatment

HFST consists of a layer of durable, anti-abrasion, and polish-resistant aggregate over a thermosetting polymer resin binder that locks the aggregate in place to restore or enhance friction and skid resistance. Calcined bauxite is the aggregate shown to yield the best results and should be used with HFST applications.

Applications

HFST should be applied in locations with increased friction demand, including:

- Horizontal curves.
- Interchange ramps.
- Intersection approaches.
 - o Higher-speed signalized and stop-controlled intersections.
 - o Steep downward grades.
- Locations with a history of rear-end, failure to yield, wet-weather, or red-light-running crashes.
- Crosswalk approaches.

Considerations

- HFST is applied on existing pavement, so no new pavement is added.
- If the underlying pavement structure is unstable, then the HFST life cycle may be shortened, resulting in pre-mature failure.
- The automated installation method is preferred as it minimizes issues often associated with manual installation: human error due to fatigue, inadequate binder mixing, improper and uneven binder thickness, delayed aggregate placement, and inadequate aggregate coverage.
- The cost can be reduced when bundling installations at multiple locations.

1 Izeppi et al. Continuous Friction Measurement Equipment as a Tool for Improving Crash Rate Prediction: A Pilot Study. Virginia Department of Transportation, (2016).

2 (CMF ID: [10342](#), [10333](#)) Merritt et al. Development of Crash Modification Factors for High Friction Surface Treatments. FHWA, (2020).

3 (CMF ID: [2252](#)) NCHRP Report 617: Accident Modification Factors for Traffic Engineering and ITS Improvements, (2008).



Safety Benefits:
Lighting can reduce
crashes up to:

42%

for nighttime injury pedestrian
crashes at intersections.¹

33-38%

for nighttime crashes at rural
and urban intersections.^{2,1}

28%

for nighttime injury crashes
on rural and urban
highways.¹



Source: FHWA

**For more information on this
and other FHWA Proven Safety
Countermeasures, please visit**
<https://highways.dot.gov/safety/proven-safety-countermeasures>
and <https://highways.dot.gov/safety/other/visibility/roadway-lighting-resources>.

Lighting

The number of fatal crashes occurring in daylight is about the same as those that occur in darkness. However, the nighttime fatality rate is three times the daytime rate because only 25 percent of vehicle miles traveled (VMT) occur at night. At nighttime, vehicles traveling at higher speeds may not have the ability to stop once a hazard or change in the road ahead becomes visible by the headlights. Therefore, lighting can be applied continuously along segments and at spot locations such as intersections and pedestrian crossings in order to reduce the chances of a crash.

Adequate lighting (i.e., at or above minimum acceptable standards) is based on research recommending horizontal and vertical illuminance levels to provide safety benefits to all users of the roadway environment. Adequate lighting can also provide benefits in terms of personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.

Applications

Roadway Segments

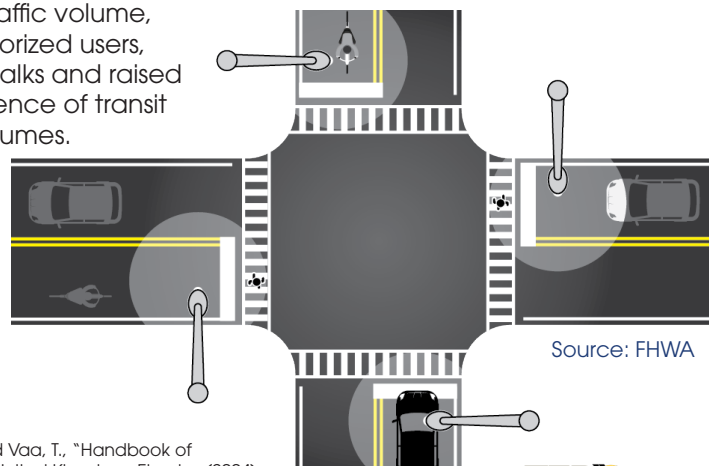
Research indicates that continuous lighting on both rural and urban highways (including freeways) has an established safety benefit for motorized vehicles.¹ Agencies can provide adequate visibility of the roadway and its users through the uniform application of lighting that provides full coverage along the roadway and the strategic placement of lighting where it is needed the most.

Intersections and Pedestrian Crossings

Increased visibility at intersections at nighttime is important since various modes of travel cross paths at these locations. Agencies should consider providing lighting to intersections based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, the presence of crosswalks and raised medians, and the presence of transit stops and boarding volumes.

Considerations

Most new lighting installations are made with breakaway features, shielded, or placed far enough from the roadway to reduce the probability and/or severity of fixed-object crashes. Modern lighting technology gives precise control with minimal excessive light affecting the nighttime sky or spilling over to adjacent properties. Agencies can equitably engage with underserved communities to determine where and how new and improved lighting can most benefit the community by considering their priorities, including eliminating crash disparities, connecting to essential neighborhood services, improving active transportation routes, and promoting personal safety.



Source: FHWA

¹ (CMF ID: [436.433.192](#)) Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." Oxford, United Kingdom, Elsevier, (2004).

² (CMF ID: [2376](#)) Ye et al. A Simultaneous Equations Model of Crash Frequency By Collision Type for Rural Intersections, 87th Annual Meeting of the Transportation Research Board, (2008).



Safety Benefits:

Agencies have experienced the following benefits after LRSP implementation:

25%

reduction in county road fatalities in Minnesota.

17%

reduction in fatal and serious injury crashes on county-owned roads in Washington State.

35%

reduction in severe curve crashes in Thurston County, WA.

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/local-rural/local-road-safety-plans>.

Local Road Safety Plans

A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads. FHWA has developed several resources including an LRSP Do-It-Yourself website which further explains the process and includes resources local agencies and their partners need to create and implement an LRSP.¹

Approximately 75 percent of rural roads are owned by local agencies.² While local roads are less traveled than State highways, they have a much higher rate of fatal and serious injury crashes.² Developing an LRSP is an effective strategy to improve local road safety for all road users and support the goals of a State's overall Strategic Highway Safety Plan (SHSP).

Although the development process and resulting plan can vary depending on the local agency's needs, available resources, and targeted crash types, aspects common to LRSPs include:

- Stakeholder engagement representing the 4E's: engineering, enforcement, education, and emergency medical services.
- Collaboration among municipal, county, Tribal, State, and/or Federal entities to leverage expertise and resources.

- Identification of target crash types and crash risk with corresponding recommended proven safety countermeasures.
- Timeline and goals for implementation and evaluation.

Local road agencies should consider developing an LRSP to be used as a tool for reducing roadway fatalities, injuries, and crashes.³ LRSPs can help agencies create a prioritized list of improvements. LRSPs are also a proactive risk management technique to demonstrate an agency's responsiveness. The plan should be viewed as a living document that can be updated to reflect changing local needs and priorities.



Infographic showing the LRSP process. Source: FHWA

¹ <https://highways.dot.gov/safety/local-rural/local-road-safety-plans>

² Anderson et al. Noteworthy Practices: Addressing Safety on Locally-Owned and Maintained Roads A Domestic Scan, FHWA-SA-09-019, (2010).

³ Developing Safety Plans: A Manual for Local Rural Road Owners, FHWA-SA-12-017, provides guidance on developing an LRSP.



Proven Safety Countermeasures



Safety Benefits:

10-60%
reduction in total crashes.¹

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/data-analysis-tools/systemic/road-safety-audits-rsa>.

Road Safety Audit

While most transportation agencies have established traditional safety review procedures, a road safety audit (RSA) or assessment is unique. RSAs are performed by a multidisciplinary team independent of the project. RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner. (See the eight steps for conducting an RSA below.)

Responsibilities



RSA Team



Design Team/Project Owner



Source: FHWA

RSAs provide the following benefits:

- Reduced number and severity of crashes due to safer designs.
- Reduced costs resulting from early identification and mitigation of safety issues before projects are built.
- Increased opportunities to integrate multimodal safety strategies and proven safety countermeasures.
- Expanded ability to consider human factors in all facets of design.
- Increased communication and collaboration among safety stakeholders.
- Objective review by independent multidisciplinary team.

RSAs can be performed in any phase of project development, from planning through construction. Agencies may focus RSAs specifically on motorized vehicles, pedestrians, bicyclists, motorcyclists, or a combination of these roadway users. Agencies are encouraged to conduct an RSA at the earliest stage possible, as all roadway design options and alternatives are being explored.



Multidisciplinary team performs field review during an RSA. Source: FHWA

¹ Road Safety Audits: An Evaluation of RSA Programs and Projects, FHWA-SA-12-037; and FHWA Road Safety Audit Guidelines, FHWA-SA-06-06.



<https://highways.dot.gov/safety/proven-safety-countermeasures>

The Issue

As a cyclist and pedestrian who navigates the roads of Cortland County, I am deeply aware of the everyday challenges faced by vulnerable road users. I am urging everyone to support a proposed local law which requires motor vehicles to maintain a minimum safe passing distance of 3 feet when overtaking cyclists, pedestrians, and other non-motorized users. This change is vital for the safety of all road users.

Every day, whether cycling or walking, I witness how dangerous roads can become when drivers do not account for the safety of cyclists and pedestrians. The threat feels especially real when there is insufficient distance between us and the vehicles that speed past, often causing unnecessary fear and risk of accidents.

The National Highway Traffic Safety Administration reports that in 2019 alone, 846 cyclists lost their lives in traffic-related incidents in the U.S. This stark statistic underscores the necessity for protective measures at the local level to safeguard lives and ensure peace of mind for cyclists and pedestrians alike. Implementing a 3-foot passing law could dramatically decrease the risk of accidents and enhance road safety in our community.

Several states and municipalities have already adopted such measures with success, witnessing a reduction in incidents and fostering a more harmonious and respectful environment for all road users.

This law would not only protect cyclists and pedestrians but also remind drivers of their responsibilities to share the road safely. It encourages a culture of awareness and accountability, educating the public on the importance of maintaining a safe distance and respecting the space needed by vulnerable individuals on our roads.

Your support in establishing this law could fundamentally transform the road safety landscape of Cortland County. By signing this petition, you are joining a movement dedicated to safeguarding vulnerable lives, reminding everyone of the importance of road safety, and reaffirming our collective commitment to a more secure and considerate community.

Supporting Organizations (thank you for signing on!)

- Traffic Safety Board of Cortland County
- Transportation Advisory Committee of Cortland County

Next Steps (tentative)

- Presentation and review by Judiciary and Public Safety Committee on March 12th

- If passed out of committee:
 - public comment at Cortland County Legislature meeting on March 26th
 - vote of the Cortland County Legislature on March 26th (possibly moved to April meeting)

Please sign this petition and help us make a significant impact in protecting cyclists, pedestrians, and other vulnerable road users.

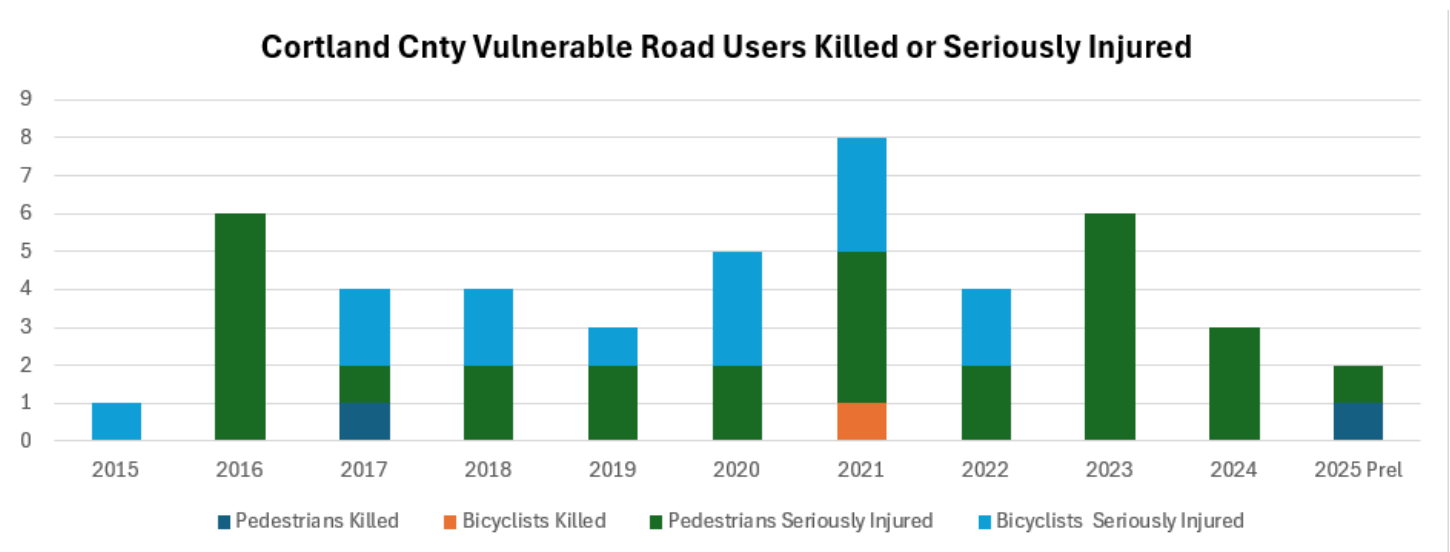
Featured Comments

As a cyclist, there have been many times I've had close calls with vehicles. Sometimes drivers seem to give as little space as possible when passing me. A law like this would heighten awareness about the vulnerability of cyclists and being repercussions for such dangerous, aggressive driving habits.

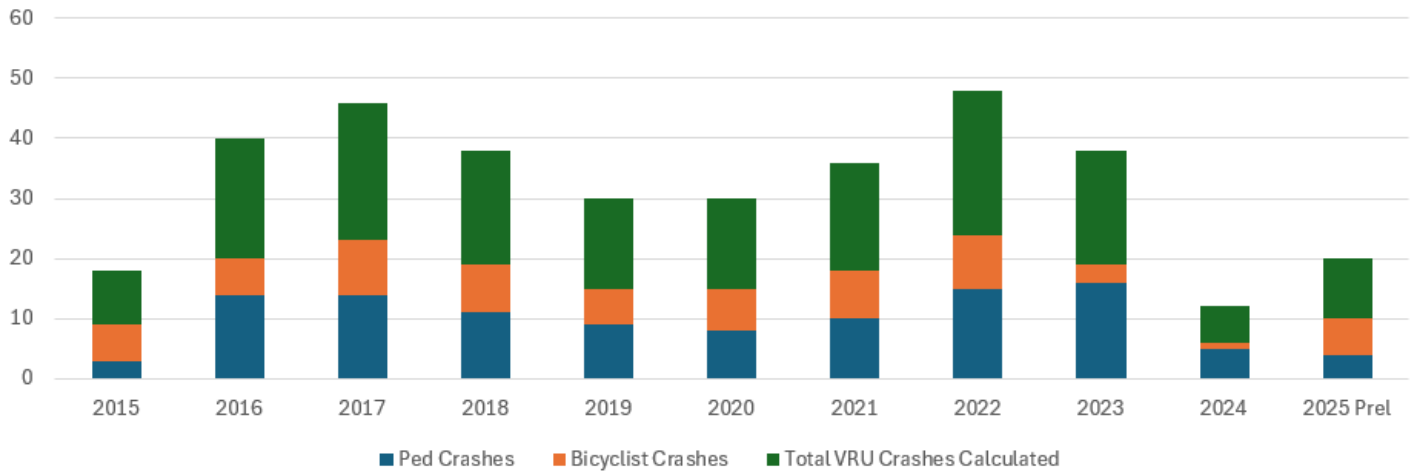
Catherine, Cortland

Crash Data

Note: 2025 data is still being compiled and will likely show more crashes when done



Cortland Cnty Vulnerable Road User Reported Crashes



Signatories

	Name	City	State
1	Beau Harbin	Cortland	NY
2	Chris Hall	Cortland	NY
3	Kristin Pennock	Cortland	NY
4	Kim Cameron	preble	NY
5	Meghan Irvine	Cortland	NY
6	Jan Dempsey	Cortland	NY
7	Mark Holley	Cortland	NY
8	Mary l Betters	Homer	NY
9	Chris Holl	Homer	NY
10	Michael Opsteegh	Homer	NY
11	Haley Flannery	Homer	NY
12	Sandy Price	Cortland	NY
13	Doug Dylla	Ithaca	NY
14	Kate Downes	Cortland	NY
15	Laura Pfister	Cortland	NY
16	Hal McCabe	Cortland	NY
17	Vicki Case	Cortland	NY
18	Marc Mosher	Watertown	NY
19	Abby Thomas	McGraw	NY
20	Craig Larimer	Cortland	NY
21	Sharon Tucci	Cortland	NY
22	Duncan Harbin	Cortland	NY
23	Dean Corbin	Cortland	NY
24	Adrianne Traub	Cortland	NY
25	Eileen Fitzgerald Spiehs	Marathon	NY
26	Joseph Rogers	Cortland	NY
27	Brian Tobin	Cortland	NY

	Name	City	State
28	Steve Bossard	Cortland	NY
29	Noah Beck	Cortland	NY
30	Amy Riotto	Cortland	NY
31	Timothy Alger	Cortland	NY
32	Mary Beth Conlon	Cortland	NY
33	Erica Evans	Cortland	NY
34	Christa Chatfield	Cortland	NY
35	Catherine Wilde	Homer	NY
36	Susan Williams	Cortland	NY
37	Jean Rightmire	Marathon	NY
38	Margo Holley	Cortland	NY
39	Kathy Carstens	Cortland	NY
40	Katherine Clark	Homer	NY
41	Julie Barclay	Groton	NY
42	Alexandra Mikowski	Cortland	NY
43	Lyn Thompson	Cortland	NY
44	Bonni Hodges	Cortland	NY
45	Lois Rotchford	Homer	NY
46	Bob Webber	Fayetteville	NY
47	James Hokanson	Cortland	NY
48	Shonneill Montaque	Syracuse	NY
49	Cathy Johnson	McGraw	NY
50	Laura Gathagan	Cortland	NY
51	Craig Burleigh	Watertown	NY
52	Emily Barnard	Homer	NY
53	Cathryn Heller	Homer	NY
54	Alison Sharpe	Cortland	NY
55	Melissa Potter	Cortland	NY

	Name	City	State
56	James Bondra	Ithaca	NY
57	Linda Smith	Marathon	NY
58	Donald Chu	Cortland	NY
59	Christopher Simser	Cortland	NY
60	Matt Hollenbeck	Virgil	NY
61	Kris Valentine Behnke	Cortland	NY
62	melissa perry	ithaca	NY
63	Brian Horan	Cortland	NY
64	Christella yonta	Cortland	NY
65	Paul Fleming	Ithaca	NY
66	Claire Dehm	Ithaca	NY
67	James Millar	Brooktondale	NY
68	Eliot Miller	Ithaca	NY
69	ANDREA SKEELS	Cortland	NY
70	Mika Kennedy	Brooktondale	NY
71	Greg Richards	Cortland	NY
72	theresa Rossiter	New York	NY
73	Jim Johnson	Washington	DC
74	Kathie Arnold	Truxton	NY
75	Matthew Mahoney	Cortland	NY
76	Andrew Abrams	Cortland	NY
77	Kristin Avery	Cortland	NY
78	Tom Swensen	Ithaca	NY
79	Justin Courter	Homer	NY
80	Nicholas eckhardt	Cortland	NY
81	Leonard Rosenfield	Ithaca	NY
82	Karen Dudgeon	Homer	NY
83	Constance bentley	Cortland	NY
84	Matthew Madden	Cortland	NY
85	Vanessa gannon	Rotterdam	NY
86	Manu Nascimento	Seattle	WA
87	Kristina Furi	Cortland	NY
88	Kimmy Cusson	Cortland	NY
89	Karen Ross	Cortland	NY
90	Jane Hall	Homer	NY
91	Jill Holl	Cortland	NY
92	Garry Haraveth	Cortland	NY
93	William A Erickson	Ithaca	NY
94	James schleppenbach	Cortland	NY
95	stan mcfall	Freeville	NY
96	Gilbert Hammer	Ithaca	NY
97	James Gregoire	Ithaca	NY
98	Jay Savage	Phoenix	NY

	Name	City	State
99	Robyn Hazekamp	Little York	NY
100	Taryn Evans	Cortland	NY
101	Sheryl Shufelt	Cortland	NY
102	Sara Silverman	New Hartford	NY
103	Amanda Hudson	Cortland	NY
104	Rebecca Hyde	East Aurora	NY
105	Laura Henry	Baldwinsville	NY
106	Doug McKee	Ithaca	NY
107	Yoav Maor	Ithaca	NY
108	Elizabeth Wenz	Little York	NY
109	Gil Menda	Ithaca	NY
110	Lisa Salinas	Karnes	TX
111	David Mohler	Ithaca	NY
112	Scott Hopko	Cortland	NY
113	Claire Le Roux	Homer	NY
114	J. Nathan Matias	Ithaca	NY
115	Xavier Lake	Binghamton	NY
116	Carol Costell Corbin	Cortland	NY
117	Susan Wilson	Cortland	NY
118	Diane Chu	Cortland	NY
119	Genevieve mezzo	Cortland	NY
120	Shannon Boatman	Clay	NY
121	jacklyn chapman	Cortland	NY
122	Hector Abruna	Ithaca	NY
123	Brianna Timmons	Cortland	NY
124	Chris Xaver	Cortland	NY
125	Harold Craighead	Ithaca	NY
126	Marcy Bultman	Harrisonburg	VA
127	Renee Toolsie	Richford	NY
128	Victoria Armstrong	Ithaca	NY
129	Lauri Kytomaa	Ithaca	NY
130	Amlan D	Ithaca	NY
131	Daniel Vaughn	Horseheads	NY
132	Holly Buechel	Ithaca	NY
133	Megan Powers	Ithaca	NY
134	Barbara Hotchkiss	Trumansburg	NY
135	Samuel Peterson	Ithaca	NY
136	Elizabeth Evans	Ithaca	NY
137	Susan Swensen	Ithaca	NY
138	george buchholz		
139	Jennifer Weinraub	Ithaca	NY
140	Mark Wilde	Ithaca	NY
141	Paula Loskamp		
142	Carsen Beebe	Raleigh	NC
143	Rachel Cunningham	Groton	NY

	Name	City	State
144	Will Burbank	Ithaca	NY
145	Pam Kavalesky	Cortland	NY
146	Nancy Wells	Ithaca	NY
147	sousan collins	ithaca	NY
148	Peter Hudiburg	SOUTH PLYMOUTH	NY
149	Hannah werther	Fayetteville	NY
150	Wesley Conger	Ithaca	NY
151	Charles Ciccone	Ithaca	NY
152	David Guerrera	Cortland	NY
153	Munna Rubaii	Ithaca	NY
154	Pam Guedner	Ithaca	NY
155	Sheryl Struble	Elmira	NY
156	Tim Lockwood	Cortland	NY
157	Dom Mantella	Cortland	NY
158	Kristina Thelen	Ithaca	NY
159	Peter Wills	Rochester	NY
160	Brian gray	Warrington	PA
161	Ashe Martin	Cortland	NY
162	Kathleen Matzky	Victor	NY
163	Harry Kelly Jr	Elmira	NY
164	Beth Greene	Ithaca	NY
165	Pamela Crossno	Ithaca	NY
166	Kara FrostClapp	Ithaca	NY
167	Emily Gibbons	Cortland	NY
168	Madeline Vuignier	Hamilton	NY
169	Shaun Fuller	Bath	NY
170	Farhad Yousefi	Ashburn	VA
171	Kevin Sheets	Cortland	NY
172	Zahra Kiani	Atlanta	GA
173	Mariah Montgomery	Overland Park	KS

	Name	City	State
174	Ally Serrano	Ithaca	NY
175	Matthew Piechota	Ithaca	NY
176	mohamad hasani	Chicago	IL
177	gary clark	Norwich	NY
178	Anne Savage	Albany	NY
179	Nathan Bloxham	Watertown	NY
180	Patrica Hoerger	Vestal	NY
181	Leonid Metlitsky	Ithaca	NY
182	Amy cavallaro	Liverpool	NY
183	Marissa waddell	Gainesville	VA
184	Lyllith Garcia	San Antonio	TX
185	George Riggs	Hopewell Junction	NY
186	Jacqueline Cooper	Cortland	NY
187	Wyatt Ascencio	Lowell	MA
188	Paul Falvey	Patchogue	NY
189	Richard Eng	Deposit	NY
190	Joyce Lee	Binghamton	NY
191	Donna Hickling	Honeoye Falls	NY
192	Kamille donnet	Queens	NY
193	Matthew Ramirez Reyes	New York	NY
194	Diane Karasevich	Dryden	NY
195	Jennifer Manis	Cortland	NY
196	Sophia Welburn	Cortland	NY
197	Rowan Harbin	Cortland	NY
198	Andrea Harbin	Cortland	NY
199	Daniel Lemon	Cortland	NY
200	Carmella Renzo	Verbank	NY
201	angie trapanotto	Fort Salonga	NY



NY SAFE Streets Coalition Defined Safe Passing

What is Defined Safe Passing?

Defined Safe Passing **S1665 (Harckham) | A1831 (Steck)** would establish that a motorist should allow at least three feet buffer for pedestrians (including wheelchair users) and bicyclists. Current law applies only to bicycles, and specifies “safe distance” which is vague and subjective. Defined Safe Passing provides a specific, defined distance of at least three feet, which increases New York’s ability to educate drivers about what they need to do to protect vulnerable road users.

- Note: Defined Safe Passing would apply outside of New York City only, recognizing the unique implementation challenges in the state's largest city. No change to the existing law in NYC which will continue to require “safe distance.” NYSSSC supports either a state-wide or outside of NYC version of this bill.

The ask: Pass Defined Safe Passing this session

We call on the NYS Assembly to pass Defined Safe Passing immediately to save the lives of vulnerable road users. The bill would save lives, reduce medical costs and prevent horrific injuries: *“Wait the few seconds it takes until you can pass safely -- don’t save a few seconds, save a life!”*

Why do we need this bill?

- Defined Safe Passing helps educate drivers about how to protect vulnerable road users - pedestrians, wheelchair users, and cyclists. This is especially important in municipalities that do not have sidewalks, bike lanes, or similar infrastructure.
- Defined Safe Passing is primarily an education bill. It does not seek to add specific penalties or increase enforcement, the focus is on educating drivers about how we can all be safer together.
- New York is trailing the rest of the country badly, reducing opportunities for cycling tourism. We are #43 out of 50 states in the League of American Bicyclists Traffic Laws & Practices category. Adopting Defined Safe Passing would move NYS to the top 10 bicycle friendly states, opening New York for more tourism opportunities.
- We should join our immediate neighbors - Massachusetts (4’), New Jersey (4’), Vermont (4’), Pennsylvania (4’), Connecticut (3’), and Ohio (3’). Only nine states that do not have defined distance safe passing NY and NC, AK, ID, IA, MO, MT, SC, and TX.
- New York’s Suffolk, Monroe, and Ulster Counties have already passed three foot defined safe passing laws. At least two other counties are considering similar laws. A uniform law across the state should be adopted to reduce driver confusion.

For more information contact:

Anne Savage | Executive Director New York Bicycling Coalition
anne@nybc.net | 518-227-1677

Coroner's Monthly Report

February 2026

Cases for February

Lundberg-4

Riccardi-3

Total Cases- 7

Two of the individuals required further examination through means of an autopsy.

- 1 was determined to be accidental
- 1 is still pending further toxicology results
- Remaining five individuals passed away of consequences of natural causes.



DEPARTMENT OF EMERGENCY RESPONSE AND COMMUNICATION

CAD Calls by Day and Time

<u>Hour</u>	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Total</u>
00:00-00:59	43	42	45	41	39	92	81	383
01:00-01:59	51	50	90	63	84	80	75	493
02:00-02:59	39	61	106	78	72	64	74	494
03:00-03:59	47	94	79	72	78	63	60	493
04:00-04:59	43	81	58	54	58	59	54	407
05:00-05:59	49	61	48	29	32	42	32	293
06:00-06:59	29	27	33	24	31	33	24	201
07:00-07:59	26	15	22	20	31	18	20	152
08:00-08:59	46	41	31	27	39	33	33	250
09:00-09:59	47	51	49	40	50	35	41	313
10:00-10:59	44	50	52	52	41	48	29	316
11:00-11:59	57	49	46	44	80	58	36	370
12:00-12:59	36	36	58	46	48	40	32	296
13:00-13:59	41	55	55	43	58	59	39	350
14:00-14:59	50	44	44	44	57	47	39	325
15:00-15:59	52	46	46	54	66	55	34	353
16:00-16:59	50	58	53	57	59	46	32	355
17:00-17:59	54	63	54	56	62	63	54	406
18:00-18:59	39	39	45	47	67	37	52	326
19:00-19:59	38	41	48	60	51	51	44	333
20:00-20:59	40	47	39	47	63	49	36	321
21:00-21:59	27	31	48	40	60	45	46	297
22:00-22:59	28	46	29	31	54	48	34	270
23:00-23:59	26	39	28	30	68	65	31	287
Total by Day	1002	1167	1206	1099	1348	1230	1032	8084

Report Includes:

All reported dates between `00:00:00 02/01/26` and `23:59:59 02/28/26`, All nature of incidents, All respond to addresses, All respond to cities, All agencies



DEPARTMENT OF EMERGENCY RESPONSE AND COMMUNICATION

Total CAD Calls Received, by Nature of Call in Zone

<u>Nature of Call</u>	<u>Total Calls Received</u>	<u>% of Total</u>
911 HANG UP	116	1.43
911 NOT DISPATCHED	132	1.63
911 OPEN LINE	41	0.51
ABDOMINAL PAIN	4	0.05
ABDOMINAL PAIN II	5	0.06
ADMINISTRATIVE	143	1.77
POLICE ALARM	68	0.84
ALCOHOL OFFENSE	11	0.14
ALLERGIC REACTION	1	0.01
ANIMAL PROBLEM	65	0.80
ANIMAL BITE II	1	0.01
ANIMAL BITE III	1	0.01
ARREST VI	3	0.04
ARREST X	6	0.07
ASSAULT	3	0.04
ASSIST	307	3.80
ATTEMPT TO LOCATE	40	0.49
FIRE ALARM	59	0.73
BACK PAIN	2	0.02
BACK PAIN II	3	0.04
BAR CHECK	28	0.35
TROUBLE BREATHING	22	0.27
TROUBLE BREATHING II	14	0.17
TROUBLE BREATHING X	7	0.09
BURGLARY	9	0.11
CARBON MONOXIDE	5	0.06
CHEST PAIN	34	0.42
CHEST PAIN II	1	0.01
CHIMNEY FIRE	1	0.01
CHOKING	1	0.01
CHOKING II	1	0.01
CITY CODE VIOLATION	2	0.02
CIVIL ONLY	103	1.27
CRIMINAL MISCHIEF	13	0.16
SPECIAL DETAIL	45	0.56
DIABETIC PROBLEM	3	0.04
DIABETIC PROBLEM II	1	0.01
DISORDERLY CONDUCT	53	0.66
DISTURBANCE	56	0.69
DOMESTIC	65	0.80
DRUG INVESTIGATION	13	0.16
DSS ASSIST/HOME VISIT	16	0.20

<u>Nature of Call</u>	<u>Total Calls Received</u>	<u>% of Total</u>
DSS NOTIFICATION	62	0.77
ILLEGAL DUMPING	1	0.01
EMERGENCY BUTTON	5	0.06
ACTIVATION		
EMOTIONALLY DISTURBED	66	0.82
PERSON		
EMS	1	0.01
EQUIPMENT PROBLEM	11	0.14
EYE II	1	0.01
FALL	9	0.11
FALL II	66	0.82
FIELD INVESTIGATION	67	0.83
OUTSIDE FIRE	5	0.06
FOLLOW UP	545	6.74
INVESTIGATION/ACTION		
FOUND PROPERTY	26	0.32
FRAUD	34	0.42
HARASSMENT	82	1.01
HAZARDOUS CONDITION	20	0.25
HAZARDOUS MATERIALS	1	0.01
INCIDENT		
HEADACHE	3	0.04
HEADACHE II	1	0.01
HEART	10	0.12
HEART II	2	0.02
HEMORRHAGE	3	0.04
HEMORRHAGE II	12	0.15
INFORMATION	5	0.06
INHALATION	1	0.01
INVESTIGATION	99	1.22
JUVENILE PROBLEM	13	0.16
LARCENY	72	0.89
LIFTING ASSISTANCE	7	0.09
LOST PROPERTY	25	0.31
MISSING PERSON	5	0.06
NOISE COMPLAINT	35	0.43
NOTIFICATION	52	0.64
OVERDOSE/POISONING V	2	0.02
OVERDOSE/POISONING VII	1	0.01
OVERDOSE/POISONING X	1	0.01
OPEN DOOR	5	0.06
COMMUNITY OUTREACH	58	0.72
PARKING COMPLAINT	70	0.87
PROPERTY DAMAGE MVA	247	3.06
PERSONAL INJURY MVA	20	0.25
PERSONAL INJURY MVA VI	3	0.04
PREGNANCY	4	0.05
PROCESSING	2	0.02
PROPERTY CHECK	2551	31.56

<u>Nature of Call</u>	<u>Total Calls Received</u>	<u>% of Total</u>
REPOSSESSION	8	0.10
Rescue	1	0.01
SEIZURES	11	0.14
SEIZURES II	3	0.04
SEIZURES X	1	0.01
SEND	27	0.33
SERVICE CALL	24	0.30
SEX CRIME	6	0.07
SEX OFFENDER	20	0.25
SHOTS FIRED	5	0.06
SICK PERSON	31	0.38
SICK PERSON II	32	0.40
STOLEN VEHICLE	2	0.02
STROKE	5	0.06
STRUCTURE FIRE	18	0.22
SUSPICIOUS	51	0.63
TEST CALL	23	0.28
TRAFFIC PROBLEM	72	0.89
TRANSFER	31	0.38
TRANSPORT	93	1.15
TRAUMATIC	1	0.01
TRAUMATIC II	10	0.12
TRESPASSING	56	0.69
TRAFFIC STOP	1422	17.59
UNCONSCIOUS/FAINTING	22	0.27
UNCONSCIOUS/FAINTING II	8	0.10
UNKNOWN PROBLEM	29	0.36
VEHICLE COMPLAINT	90	1.11
VEHICLE FIRE	2	0.02
WARRANT ARREST	32	0.40
WATER PROBLEM/PUMPING	7	0.09
DETAIL		
PERSON WITH A WEAPON	7	0.09
WELFARE CHECK	112	1.39
WIRES DOWN	7	0.09

Total reported: 8084

Report Includes:

All dates between `00:00:00 02/01/26` and `23:59:59 02/28/26`, All nature of incidents, All cities, All types, All priorities,
All agencies, All zones

Summary View



Call Time Statistics by Month

Last Refresh Date
3/2/2026 9:29:46 AM

Open Filters



6,886

Total Calls

5,496

Total Answered Calls

778

Hold Events

Answer Time Breakdown (s)

Min Answer Time (s)

0

Avg Answer Time (s)

5

Max Answer Time (s)

246

PSAP Process Time Breakdown (s)

Min Process Time (s)

0

Avg Process Time (s)

114

Max Process Time (s)

1688

Hold Time Breakdown (s)

Min Hold Time (s)

1

Avg Hold Time (s)

22

Max Hold Time (s)

448

Talk Time Breakdown (s)

Min Talk Time (s)

0

Avg Talk Time (s)

95

Max Talk Time (s)

1684

Applied Filters

02/01/26 - 02/28/26
Date Range

0 - 23
Start Hour Range

No Selections
PSAP

No Selection
Call Taker

No Selection
Transfer Target

No Selection
Transfer Classification

No Selections
Call Type

No Selections
Class Of Service

No Selections
Direction

No Selections
Disposition

911

- Back to full staffing;
 - 2 in training; 4-6 months
- EMS response concerns still remain an issue
- Radio Microwave upgrade – scheduled for Summer of 2026
- New Rapid Notifications system is up and running
- Looking at a new AI service to handle non-emergency calls
- Accreditation is progressing; awaiting an agree with the Sheriff
- Expanding our policy program to include onboarding of new employees

Emergency Management

- County mandated EMS report
 - Still awaiting release of guidance documents
- Panic Button System & cell phone app still being tested and configured
 - Hardware is being shipped
- Flood mitigation equipment
 - Being labeled, tagged and getting ready to be disbursed
- Preliminary award on Federal Grant for County wide Hazard mitigation plan update
- SUNY Cortland intern for the 2026 spring semester.

Fire Service

- County EMS advisory board meeting well attended (22)
- NERIS changes effecting all Fire departments
- Using NYS State Office of Fire Prevention & Control for Fire investigations
- Still supporting repairs to radios under grant funding

22 West Court

- Awaiting on County IT to move 911 related servers from COB

CORTLAND COUNTY ASSIGNED COUNSEL OFFICE

CORTLAND COUNTY OFFICE BUILDING, SUITE B27
60 CENTRAL AVENUE, CORTLAND NY 13045

MICHAEL R. CARDINALE ADMINISTRATOR
STEPHANIE A. OLIVER ADMINISTRATIVE ASSISTANT TO THE ADMINISTRATOR
ALEXANDER MERKEL INFORMATION PROCESSING CLERK
JADELYN PHILLIPS CASE MANAGER
ELLEN WEBB ILS DATA OFFICER



TELEPHONE: 607-428-5459
FACSIMILE: 607-428-5458
E-MAIL: ACP@CORTLANDCOUNTYNY.GOV

JPS MEETING - FEBRUARY, 2026 REPORT

DENIALS

Financially Ineligible	1
Case Type	7
Incomplete Application	0

CONFLICTS

Family Court	70
Criminal Court	
Felonies	18
Misdemeanors	42
Violations	15
Infractions	0
Appeals	0
Subtotal	75
Total	145

PD ASSIGNMENTS

Family Court	31
Criminal Court	
Felonies	15
Misdemeanors	52
Violations	7
Infractions	0
Appeals	0
Subtotal	74
Total	105

TOTAL PD CASES ASSIGNED

Assigned by AC	105
Assigned by Courts	7
Total	112

ILS HURRELL-HARRING GRANT MONEY RECEIVED

Since Inception: \$ 1,492,232.44

ILS RATE INCREASE REIMBURSEMENT MONEY RECEIVED

01/01/2025-2/28/2026: \$ 784,789.95

COUNSEL AT FIRST ARRIAGNMENT

After Hours	18B	PD
Feb-26	10	13
Jan-26	13	10
Dec-25	11	7
Nov-25	17	9
Oct-25	14	10
Sep-25	11	13
Aug-25	19	9
Jul-25	23	20
Jun-25	15	14
May-25	16	14
Apr-25	34	8
Mar-25	17	14

NOT After Hours	18B	PD
Feb-26	22	25
Jan-26	15	21
Dec-25	13	18
Nov-25	22	10
Oct-25	15	27
Sep-25	21	39
Aug-25	18	29
Jul-25	16	21
Jun-25	21	26
May-25	24	16
Apr-25	22	21
Mar-25	14	25

CORTLAND COUNTY PUBLIC DEFENDER

Public Defender

Kevin A. Jones

Chief Asst. Public Defender

Anita Ribeiro

Associate Asst. Public Defenders

Pierre Saint-Perez

Luiza Cristovam

Cortland County Office Building

60 Central Avenue

Cortland, New York 13045

(607) 753-5046

Facsimile (607) 753-0781

Service by Fax not accepted

Assistant Public Defenders

Jarrod Smith

Jennifer Rosenberg

Alexandra Warnock

March 4, 2026

Sandy Price, Chair
Judiciary & Public Safety Committee
Cortland County Office Building
Third Floor, 60 Central Avenue
Cortland, NY 13045

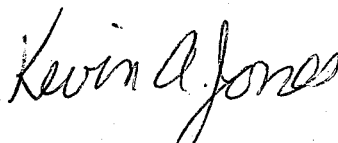
Re: Public Defender Office Update

Dear JPS Chair Price:

1. Compared to last month, new cases assigned to the Public Defender's Office has shown a slight decrease in criminal court cases and an increase in family court cases. See enclosed chart.
2. The office is within our budget.
3. Our office continues to pursue and collect grant revenues.
4. Since my last report, we have hired a full-time Assistant Public Defender who will be starting on April 6th. Our office is continuing our efforts to fill our remaining vacant attorney positions.

Please contact me if you have any questions.

Very truly yours,



Kevin A. Jones
Public Defender

enc.

2026

		Year-												to-date	
		Jan.	Feb.	March	April	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.		
Family Court	2021	36	40	33	27	27	19	38	22	43	35	23	15	358	
	2022	17	24	32	29	30	17	28	26	29	21	20	31	304	
	2023	37	39	13	33	30	30	17	39	28	3	20	22	311	
	2024	11	13	23	31	26	28	21	13	44	29	25	29	293	
	2025	15	22	33	32	32	27	32	35	49	30	17	13	337	
	2026	27	37											64	
Felonies	2021	9	10	23	13	24	16	12	16	24	14	25	16	202	
	2022	14	7	11	22	11	11	20	7	10	12	15	8	148	
	2023	10	15	5	14	8	11	14	13	6	8	17	14	135	
	2024	11	9	8	13	18	6	9	4	12	5	7	14	116	
	2025	15	11	13	21	8	5	8	4	8	2	5	8	108	
	2026	12	13											25	
Misdemeanors	2021	32	36	52	65	76	59	44	60	64	42	43	42	615	
	2022	60	56	37	63	79	33	61	26	36	36	29	38	554	
	2023	33	44	53	35	43	45	41	36	33	43	30	33	469	
	2024	36	32	26	47	32	36	36	24	31	23	24	30	377	
	2025	52	48	29	40	27	15	10	25	44	33	27	27	377	
	2026	52	47											99	
Violations	2021	3	9	12	7	11	7	10	5	14	6	11	7	102	
	2022	9	10	3	10	13	8	6	7	1	1	62	5	135	
	2023	2	3	7	4	1	3	5	8	8	7	4	8	60	
	2024	3	3	6	2	3	3	6	5	6	5	2	4	48	
	2025	5	5	1	3	4	10	2	2	2	9	4	2	49	
	2026	7	7											14	
Arraignments/Advice Only	2021	17	15	17	16	22	25	20	16	21	19	19	20	227	
	2022	24	19	27	25	26	28	31	30	27	33	31	38	339	
	2023	25	26	29	26	19	16	9	0	0	0	0	0	150	
	2024	14	10	39	36	27	21	14	49	37	55	24	30	356	
	2025	27	24	45	33	31	40	41	38	57	41	18	26	421	
	2026	31	38											69	
Supreme Court															
Integrated Domestic Violence (IDV) or Matrimonial	2021	1	1	4	0	0	0	0	0	1	0	0	1	8	
	2022	0	3	0	0	3	0	0	0	0	2	1	0	9	
	2023	0	0	0	0	0	0	1	0	0	0	0	0	1	
	2024	0	0	1	0	3	0	6	4	6	1	0	0	21	
	2025	3	0	1	4	1	9	3	3	0	5	3	2	34	
	2026	2	0											2	
Parole	2021	2	2	4	3	0	0	1	0	2	0	2	0	16	
	2022	2	1	0	0	0	0	1	0	0	0	0	0	4	
	2023	0	1	1	0	0	0	2	0	0	0	0	0	4	
	2024	0	1	1	0	0	1	1	0	2	0	0	2	8	
	2025	0	3	1	0	0	0	0	1	1	0	0	0	6	
	2026	0	2											2	
Fugitive	2021	1	0	0	0	1	0	0	0	0	0	2	0	4	
	2022	0	0	0	0	0	0	0	1	0	0	0	0	1	
	2023	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2024	0	0	0	0	0	0	0	1	0	0	0	0	1	
	2025	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2026	0	0											0	
Appeal/Post-conviction Motion	2021	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2023	0	0	0	0	0	0	0	0	0	1	0	0	0	
	2024	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2025	0	0	0	0	0	0	0	0	1	0	0	0	1	
	2026													0	
Total Per Month	2021	101	113	145	131	161	126	125	119	169	116	125	101	1532	
2022	126	120	110	149	162	97	147	97	103	105	158	120	1494		
2023	107	128	108	112	101	105	89	96	75	62	71	77	1130		
2024	75	68	104	129	109	95	93	100	138	118	82	109	1220		
2025	117	113	123	133	103	106	96	108	162	120	74	78	1333		
	2026	131	144											275	
Total Month to Date	2021	101	214	359	490	651	777	902	1021	1190	1306	1431	1532		
	2022	126	246	356	505	667	764	911	1008	1111	1216	1374	1494		
	2023	107	235	343	455	556	661	750	846	921	983	1054	1131		
	2024	75	143	247	376	485	580	673	773	911	1029	1111	1220		
	2025	117	230	353	486	589	695	791	899	1061	1181	1255	1333		
	2026	131	275												
Average Cases Per Month	2021	101	107	120	123	130	130	129	128	132	131	130	128		
	2022	126	123	119	126	133	127	130	126	123	122	125	125		
	2023	107	118	114	91	111	110	107	106	102	98	96	94		
	2024	75	72	82	75	97	97	96	97	101	103	101	102		
	2025	117	115	118	97	118	116	113	112	118	118	114	111		
	2026														