

# Village of Warwick

*Application narrative for a small rural  
community*

Safe Streets for All  
2023

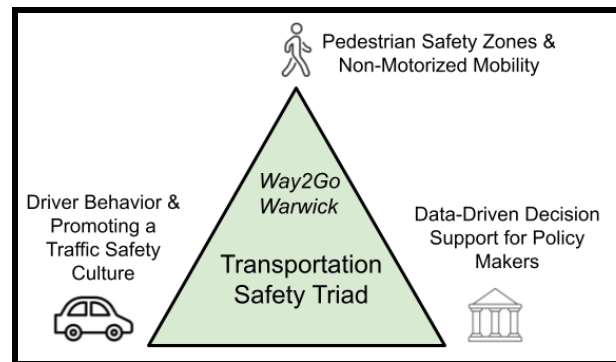
**Village of Warwick  
June 2023**

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# Overview

The Village of Warwick is seeking funding through the Safe Streets For All (SS4A) grant to enhance transportation safety within the community. The proposed activities align with the Village's Way2Go Warwick Transportation Safety Action Plan, which was developed through extensive data studies, community feedback, and a commitment to creating a safer Warwick. The overarching goal of the grant is to address transportation safety needs by focusing on three pillars: pedestrian safety zones and non-car mobility, driver-oriented promotion of traffic safety culture, and empowering policy makers with data-driven decision-making tools.



Under the first pillar, the Village aims to prioritize pedestrian safety and non-car mobility. This includes improving infrastructure such as sidewalks, crosswalks, and dedicated pedestrian zones to enhance safety for those traveling on foot or bicycle. By creating a more walkable and accessible environment, the Village seeks to encourage active transportation, reduce dependence on cars, and ensure the safety of pedestrians of all ages and abilities.

The second pillar focuses on driver-oriented initiatives to promote traffic safety culture. Through educational campaigns, enhanced signage, and targeted enforcement efforts, the Village aims to increase driver attention and conscientiousness on the road. By addressing speeding, reckless driving, and other unsafe behaviors, the goal is to create a culture of safe driving within the community.

The third pillar aims to empower policy makers with the necessary tools and information to make informed decisions and develop comprehensive plans. By providing access to data on transportation safety trends and needs, the Village seeks to support local leaders in their efforts to address gaps, improve policies, and implement effective strategies to enhance transportation safety throughout the community. This includes expanding the reach of the Transportation Safety Action Plan to encompass the entire town and ensure a holistic approach to improving safety.

The *Way2Go Warwick* Transportation Safety Action Plan guides all proposed activities in this grant application to enhance transportation safety. Our initiatives aim to create a safer environment by addressing speeding, improving pedestrian infrastructure, and promoting non-car mobility options. By prioritizing safety and implementing effective strategies, we seek to improve the well-being and livability of the community, fostering a sense of community, promoting active lifestyles, and enhancing quality of life in Warwick. This grant application highlights the urgent need for transportation safety improvements and our commitment to creating a safer future for all residents.

The following summarizes the proposed scope. See **Scope of Work Detail Appendix** for further scope details, and **Cost and Schedule Appendix** for cost and schedule details.

## Way2Go Warwick: Town-wide Transportation Safety Action Plan Expansion

Building upon the existing Transportation Safety Action Plan of the Village of Warwick, this project seeks to create a comprehensive and inclusive plan that addresses the safety needs of both the Village and the wider town. By considering the basic needs of our residents and





promoting a safer community, the plan will ensure equitable access to essential resources and transportation options. Expanding the Transportation Safety Action Plan to cover the entire Town of Warwick is vital for addressing the comprehensive safety needs of our residents. By developing a cohesive plan through collaboration and engagement with stakeholders, we can effectively address transportation safety concerns and provide secure transportation options for all residents across the town. Through data analysis, community engagement, and best practices, the Town-wide Transportation Safety Action Plan will serve as a roadmap to enhance transportation safety, promote equity, and improve accessibility. By encompassing the entire Town, we can address the unique safety challenges faced by different communities and foster a secure environment for all residents.

### Demonstration Projects: *Slow Down Warwick Campaign*

The Slow Down Warwick Demonstration Projects are an integral part of our commitment to enhancing transportation safety in the Village of Warwick. With a strong focus on pedestrian safety and responsible driver behavior, this initiative aims to address key concerns and make our roads safer for everyone. By utilizing planning funding, we seek to develop, test, and refine impactful strategies centered around engaging artwork and community involvement. Through targeted demonstration projects, we aim to raise awareness among residents of all ages and mobility types about the importance of safe driving practices. By leveraging captivating artwork and creative approaches, we can effectively capture driver attention and promote a culture of responsible driving within our community. The anticipated outcomes include increased awareness of driver behavior-related issues, a reduction in speeding incidents, and enhanced safety for pedestrians and other road users.

### Pedestrian Safety Zones and Accessibility Improvements - Design Projects and Implementation

These project elements will improve existing sidewalks identified and prioritized through a sidewalk safety audit completed in 2021 and 2023. The project will also complete conceptual designs for complete streets improvements for South Street Extension, a key road with safety concerns in the Village, as well as detailed designs for complete streets improvements on two other prioritized roadways: Galloway Road / 17a and West Street.

		<i>Eligible Activities per SS4A NOFO, Identified in Warwick Safety Action Plan</i>		
		A. Supplemental Planning & Demonstration Activities	B. Planning, Design & Development Activities	C. Proposed Projects & Strategies
<b>Projects per Grant Funding Type</b>	Planning Grant	Town-wide Transportation Safety Action Plan 		
		Slow Down Warwick Demonstration Projects 		
	Implementation Grant		Pedestrian Safety Zone Improvements: West St & Galloway Rd (Design); South St Ext (Conceptual Design) 	Sidewalk Accessibility Improvements 

# Location



The Village of Warwick, NY, is a historical community nestled in Orange County, New York, with a population of approximately 6,700 people. The Village is part of the larger Town of Warwick, which has a population of about 32,000. Located about 40 miles northwest of New York City, the Village and Town face challenges due to their isolation from passenger rail opportunities and the minimum 1.5 to 2-hour commute to the city. Despite this isolation, Warwick has a unique rural context characterized by critical agricultural contributions, a large migrant community with specific transportation needs, and an aging population. The

Village is also a popular Appalachian Trail community and agritourism destination, offering a blend of urban amenities and a rural lifestyle.

However, the existing transportation infrastructure and roadways in Warwick were not designed with the diverse needs of the community in mind. The structure of the roadways, combined with traffic from tourism and the Village's status as a bedroom community, has led to congestion and speeding through residential areas. The changing demographics in Warwick, including an aging population and an influx of families and children, have increased the need for pedestrian amenities. The current transportation and pedestrian infrastructure pose significant obstacles, impacting accessibility, safety, and overall quality of life for residents. These challenges also hinder economic competitiveness, limit tourism potential, and impede the involvement of minority, woman, and veteran-owned businesses in infrastructure projects.

The Village has had 56 accidents involving pedestrians from 2000 to 2021, with an average of almost 3 pedestrian incidents per year against a population of 6,700. Additionally, there have been 25 pedestrian and bicycle-related injuries, along with one fatality, from vehicles in the project's study area between July 2012 and July 2022, according to NYSDOT CLEAR data.

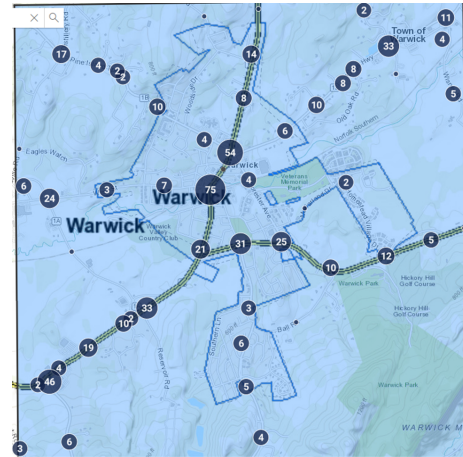
To address the transportation challenges in the Village of Warwick, the community has conducted four separate studies to gather insights and develop effective strategies. These studies include the 2021 Alta Study, Warwick Speed Radar Studies, Way2Go Warwick Crash Data Analysis, and the Pedestrian Zone Improvements Inventory.

**2021 Alta Study:** The [2021 Alta Study](#) was commissioned as part of the Village's master planning process. This study, available for reference, identified the need for corridor improvements, traffic calming measures, and pedestrian safety enhancements on major roadways, key intersections, and Village gateways. The study's recommendations were summarized in the Way2Go Warwick Transportation Safety Action Plan and the [Village's 2022 Comprehensive Plan](#). Visual representations of key trouble areas and recommendations can be found in Figure 29 of the Way2Go Warwick's Transportation Safety Action Plan. The Village also validated the results of this study through the crash data analysis conducted in 2023 (referenced below).

**Warwick Speed Radar Studies:** The Warwick Speed Radar Studies, initiated in 2022, involved the use of two speed radar detectors to collect data on roadways with suspected

consistent speeding. These studies highlighted significant speeding issues on West St., South Street Extension, and Galloway Road. Of particular concern is the fact that Galloway and West St. have schools, and South Street Extension is a heavily residential area and a gateway to the community, providing access to schools, parks, and the central business district.

**Way2Go Warwick Crash Data Analysis:** The Way2Go Warwick Crash Data Analysis involved a review of NYSDOT CLEAR data to gain a comprehensive understanding of the number, types, locations, and contributing causes of crashes within and adjacent to the Village. This analysis validated the findings of the Alta Study. It revealed that most crashes resulting in injuries between 2007 and 2022 occurred along Village gateways, which are roads connecting the Village to other parts of the community. Notably, South Street Extension, SR94 (Main St in the Village), SR17A (Galloway Rd in the Village), Maple Ave, and West St. have a history of speeding problems and witnessed a significant number of crashes. ***Figure 1: Crash (resulting in at least possible injury) locations in and around the Village of Warwick 2007 - 2022 (NYSDOT CLEAR data)***



The data analysis indicated that 76% of the crashes causing injuries in and adjacent to the Village of Warwick between 2007 and 2022 were associated with driver behavior. Driver behavior factors include inattention, aggressiveness, failure to yield, traveling in the wrong lane, and intoxication. Even when the causes of crashes were not known, driver behavior was a contributing factor in over 70% of crashes resulting in injuries. Among the driver behavior causes, driver inattention accounted for over 40% of the crashes. Other major contributors to crashes include failure to yield, improper passing, speeding, intoxication, and driver inexperience.

The Village also evaluated the top ten roadways for injuries and crashes 2017-2021 where driver behavior was a contributing factor: Galloway Rd, Maple Ave, Oakland Ave, Main St, West St, S. Street Ext, Burt St, Campsite Way, Colonial Ave, Forester Ave.

**Pedestrian Zone Improvements Inventory:** The Village conducted a Pedestrian Zone Improvements Inventory in 2021 and 2023 to assess existing and missing pedestrian zones, such as sidewalks and walkways. The inventory evaluated their condition, compliance with ADA accessibility standards, and identified key gaps. It also classified the importance of roadways based on their necessity for accessing schools, the hospital, and the central business district. The inventory prioritized stretches for action based on scoring criteria related to importance, condition, and accessibility.

The scopes of work for the proposed projects directly build upon the outcomes of these studies, focusing on the highest priority areas considering current and anticipated future risks. Each scope includes a period of stakeholder engagement and additional data gathering, as needed, to finalize the project's focus. Addressing the identified challenges and implementing the recommended projects and strategies will lead to improvements in safety, accessibility, and overall quality of life for both residents and visitors.



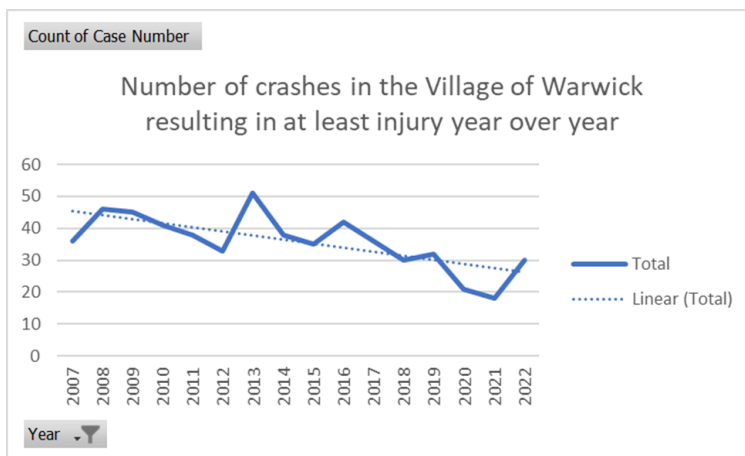
# Response to Selection Criteria

## 1. Safety Impact

The Village of Warwick is deeply committed to improving roadway safety and reducing fatalities and serious injuries in our community. We have conducted an analysis of the safety problems in our area, and based on our findings, we have developed a comprehensive set of projects and strategies that will significantly enhance the safety of our streets, as outlined in our attached Safety Action Plan, *Way2Go Warwick*. The implementation portion of the Safe Streets for All funding application includes integral elements of that comprehensive strategy that will help address issues related to pedestrian safety and driver-behavior related causes of crashes, such as speeding and driver inattention.

### Description of the safety problem

The Village of Warwick has experienced a notable increase in injury-causing traffic crashes following the pandemic, breaking a decades-long period of gradual decline. The decline during the pandemic can be attributed to reduced mobility during lockdowns. However, with the anticipated increase in local and regional population migration, people seeking refuge from the city, and the opening of a nearby Legoland, the area is expected to see a rise in traffic and activity. This presents a safety concern, especially considering the changing demographics with an increase in both older and younger residents.



**Figure 2: Number of crashes within the village of Warwick resulting in at least injury year over year since 2007**

Within the Village and its surrounding area, crashes causing at least possible injury are most heavily concentrated along the Village's "gateways," which are roads connecting the Village to other parts of the community. These gateways, including South Street Extension, State Route 94 (Main St in the Village), SR17A (Galloway Rd in the Village),

Maple Ave, and West St, have a history of speeding problems.

Analysis of crash data reveals that 76% of crashes causing injuries in and near the Village of Warwick between 2007 and 2022 were associated with driver behavior. Factors such as inattention, aggressiveness, failure to yield, traveling in the wrong lane, and intoxication contribute to these crashes. Driver inattention alone accounted for over 40% of the crashes, with additional major contributors including failure to yield, improper passing, speeding, intoxication, and driver inexperience.

Pedestrian safety is also a concern, especially considering the likely increase in pedestrian impact without improvements to pedestrian zone infrastructure. Galloway Road, a State Road (SR17A), lacks sidewalks and crosswalks, making it unsafe for pedestrians. The road

separates the southern part of the Village, where roughly 18% of dwellings are located, from the central business district. Due to poor walkability, many people opt to drive to the central business district instead of walking. Excessive speeds have been observed on Galloway Road, highlighting the urgency to address this issue, especially considering the presence of parks and an elementary school adjacent to the road.

Similarly, South Street Extension lacks sidewalks, creating a barrier for pedestrians traveling from the southern part of the Village to the central business district. This road serves as a major corridor connecting the neighboring State of New Jersey and various residential neighborhoods to the downtown area. Excessive speeding has been recorded on South Street Extension, further emphasizing the need for pedestrian safety measures.

West Street, a straight road with a speed limit of 25 mph, poses risks to pedestrians due to its heavy residential nature and direct route to schools. The road is also used by large semi-truck chlorine chemical tankers to service a chemical plant within the Village. Speeding is a prevalent issue on West Street, with vehicles exceeding the speed limit. Two pedestrian injuries have occurred on this road in recent years, highlighting the importance of pedestrian safety improvements.

Existing pedestrian zones in the Village are not ADA accessible, and aging and slate sidewalks have led residents to walk in the street, increasing the risk to their safety. Furthermore, the Village's population includes a significant migrant and Latin-X community that is underserved by the current vehicle-centric infrastructure. The lack of accessible sidewalks, bicycle lanes, and well-marked bus stops hinders their ability to access basic needs. This dependence on vehicles contributes to congestion, particularly in underserved communities.

To address these safety concerns, it is crucial to improve pedestrian zone infrastructure, reduce speeding, and provide alternative transportation choices, especially for underserved communities. By implementing measures to enhance safety and accessibility, the Village aims to create a safer and more inclusive environment for all residents.

## Safety Impact Assessment

To effectively address the Village's safety challenges, we have identified key projects that will have a significant impact, with the following objectives in mind: reduce speed, enhance pedestrian and bicyclist safety, foster driver attention by promoting a traffic safety culture, and expand alternative transportation options. The proposed projects have been carefully chosen to address the Village's most pressing transportation safety needs. For detailed information on scopes, costs, and schedules, please refer to the Appendices attached to this funding application.

As demonstrated below, the projects use evidence-based countermeasures that work with four or five stars to address persistent behavioral safety issues and consider equity in their implementation. All contracts include small, women, and minority owned business requirements in the contract. The Village's Inclusion Task Force will also be integral to the implementation of each element. The solutions will also result in long-term change due to both their direct impact through design shifts and improvements in infrastructure, as well as informing implementation of future best practices in the Village. Demonstration projects include monitoring for effectiveness.

Safety Impact per Project/Plan	Evidence Based Countermeasures	Equity Considerations
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<b>Plan #1 Town-wide Transportation.</b> Reduces speed? <input checked="" type="checkbox"/>   Increases non-motorist safety? <input checked="" type="checkbox"/>   Increases driver attentiveness / traffic safety culture? <input checked="" type="checkbox"/>   Reduces cars on road? <input checked="" type="checkbox"/>	TBD through Planning process	Plan process will include an equity analysis
<b>Demonstration Project #1 (Slow Down Warwick Campaign).</b> Reduces speed? <input checked="" type="checkbox"/>   Increases non-motorist safety? <input checked="" type="checkbox"/>   Increases driver attentiveness / traffic safety culture? <input checked="" type="checkbox"/>   Reduces cars on road? <input type="checkbox"/>	Make use of PSZ: ★★★★★ Speed Limits: ★★★★★ Conspicuity Enhancement for Ped Safety: ★★★	Focus on areas w/ highest impact based on crash and injury data; will engage local art community
<b>Conceptual and Full Design: Complete Streets.</b> Reduces speed? <input checked="" type="checkbox"/>   Increases non-motorist safety? <input checked="" type="checkbox"/>   Increases driver attentiveness / traffic safety culture? <input checked="" type="checkbox"/>   Reduces cars on road? <input checked="" type="checkbox"/>	Make use of PSZ: ★★★★★ Road Safety Audits to be included	Focus on areas that most benefit non-motorized travelers (e.g. children, seniors, those without vehicles) to meet basic needs
<b>Implementation Project #1: Existing Pedestrian Safety Zone Improvements.</b> Reduces speed? <input type="checkbox"/>   Increases non-motorist safety? <input checked="" type="checkbox"/>   Increases driver attentiveness / traffic safety culture? <input type="checkbox"/>   Reduces cars on road? <input checked="" type="checkbox"/>	Make use of PSZ: ★★★★★	Focus on areas for meeting basic needs; ADA accessibility improvements to address pedestrian safety

## Implementation Costs

The total project costs are \$3,390,387.20, with \$507,708.00 for Category A Supplemental Action Plan Activities, \$1,531,475.00 for Category B Planning, Design, and Development Activities and \$1,351,204.20 for Category C Proposed Projects and Strategies. Together, the proposed Category B efforts will produce complete streets designs that help address the 21 injuries that occurred along key roadways from 2017 to 2021, and the Category B efforts will help address the 9 pedestrian injuries that occurred within the same period throughout the Village. More details are in the **Cost and Schedule Appendix** and **Project Area Crash Data Form**.

## 2. Equity, Engagement and Collaboration

The proposed projects in the Village of Warwick reflect a strong commitment to equity and community engagement. They prioritize the needs of underserved populations such as seniors, children, mobility-impaired individuals, and those without cars. Previous equity analyses have identified disparities in access to basic needs for these groups, and the projects aim to address and decrease these disparities.

Demographic data further supports the focus on these key population groups. Close to 20% of households in the Village consist of individuals aged 65 and older living alone, and over

25% of residents are under the age of 18. This data informs the decision-making process and underscores the importance of considering the needs of these populations.

According to the USDOT's

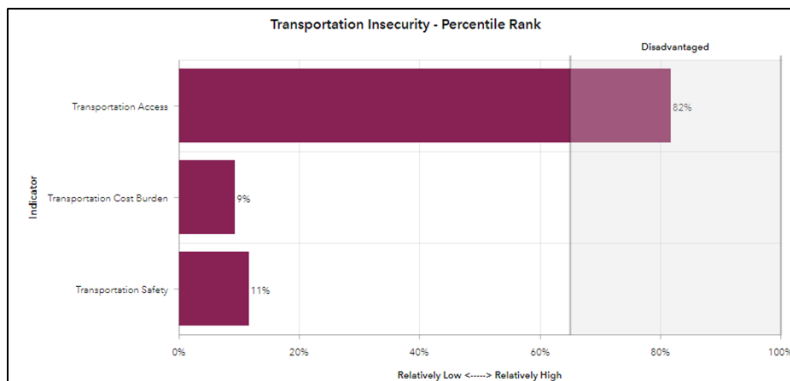
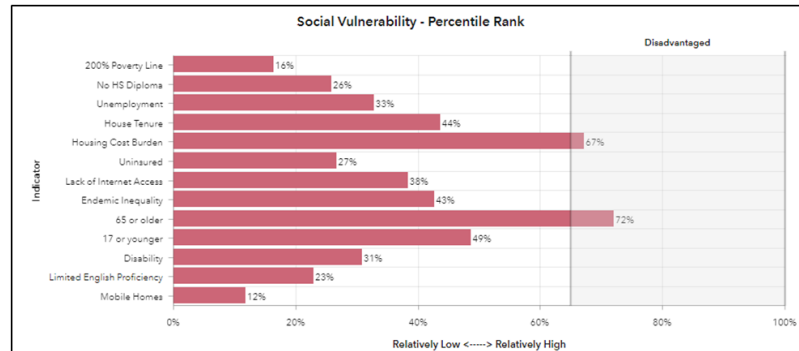
Equitable Transportation

Community (ETC) Explorer, the

Village of Warwick exhibits high social vulnerability, particularly in the areas of housing cost burden and the population aged 65 and older. Housing cost burden reflects a significant percentage of

households where housing costs exceed 30% of their income. This financial strain limits resources

for other necessities, such as food, healthcare, and transportation, resulting in reduced access to education, employment, and essential services. The higher percentage of the population aged 65 and older highlights the need to address access barriers to healthcare and other essential services for this demographic. **Figure 3: Social vulnerability across the four census tract Study Area, according to USDOT.**



Transportation insecurity is another pressing issue in the Village, with the highest rankings in environmental burden and transportation access. Environmental burden encompasses factors like pollution, hazardous facility exposure, water pollution, and the built environment, which can lead to health disparities, negative educational outcomes,

and economic hardship. Transportation access reflects longer commute times and difficulties in traveling via cars, walking, and transit, creating significant barriers to employment and resources. **Figure 4: Transportation Insecurity Percentile Rank (Study Area, USDOT)**

The proposed projects in the Village of Warwick aim to address these social vulnerabilities and transportation insecurities head-on. By prioritizing the needs of underserved populations and engaging stakeholders from various sectors, the Village is actively working towards equitable outcomes. The establishment of the Inclusion Task Force and Transportation Task Force demonstrates ongoing efforts to involve the community in the decision-making process, ensuring that residents' perspectives are taken into account.

Partnerships with intergovernmental entities and community organizations are instrumental in achieving the goals of these projects. Collaborations with entities such as the NYS DOT, Town of Warwick, Warwick Valley Central School District (WVCSD), Orange County, Warwick Police Department, and Warwick Fire Department have been emphasized. Intragovernmental collaborations with various Village departments are also highlighted. Additionally, partnerships with Community Partners have been established, contributing to safety benefits while preventing unintended consequences for residents.

The Village maintains effective communication channels to engage stakeholders and the community in infrastructure initiatives. These channels enable ongoing feedback and input, ensuring projects align with community expectations. By actively involving stakeholders throughout implementation, informed decisions are made to maximize the positive impact on the community.

Within the Village of Warwick, there are five complexes dedicated to residents over the age of 55. Despite being an area of just 2.2 square miles with a population of 6,700, the Village faces specific challenges due to its demographic composition. Census data from 2020 reveals that close to 20% of households in the Village consist of people aged 65 and older living alone. Furthermore, 28% of the Village's population is over the age of 65, and 15% are over the age of 75. This means that senior citizens and children/younger teens account for over half of Warwick's population. It is also worth noting that almost 20% of households in census tract 146.01, 10% in tract 15.02, and 4% in tract 146.02 have no vehicular access, with the majority of these households without vehicles located in the Village of Warwick.

Warwick has a significant immigrant and Latin-X community that is not adequately reflected in census data. These residents are integral to the culture, community, and economy of Warwick. Initially starting as seasonal farm labor, they have established a year-round presence, contributing to local businesses and enhancing the overall culture. To meet their specific needs, the Village introduced a Village ID program in 2020, providing identification for individuals who cannot obtain driver's licenses due to their immigration status. While demand has decreased with the launch of the Green Light program by the NYS DMV, the Village continues to issue IDs to those who lack transportation to access the DMV. This information emphasizes the likelihood that existing demographic statistics for Warwick significantly underestimate the importance of this community segment.

Underserved residents, including those with disabilities, face obstacles due to the current vehicle-centric infrastructure. Inadequately marked bus stops, inaccessible sidewalks, and the absence of bicycle lanes limit transportation options. Despite efforts to lower speed limits, the Village's roads still facilitate high-speed driving, endangering pedestrians. This reliance on driving hampers accessibility for residents, given the high population density. To tackle these challenges, the Village aims to enhance affordable transportation choices, expand active transportation options, and reduce dependence on vehicles, particularly in underserved communities.

### 3. Effective Practices and Strategies

The proposed projects demonstrate a strong commitment to promoting systemic safety improvements by applying updated policies, guidelines, and standards to enhance safety decision making. While the Village is currently in the process of developing a Complete Streets Policy, the resolution in place reflects a prioritization of safety in standard agency procedures and guidance, eliminating barriers to prioritizing the safety of all users.

In terms of efficiency within the planning and road management lifecycle, the Village aims to leverage the concept of "dig once" and similar practices to minimize disruption and optimize resources. The projects also take into account the impacts of land use and the built environment, recognizing the critical role of pedestrian mobility in the dense urban environment within the rural community of Warwick.

A Safe System Approach underlies the projects, incorporating multiple activities and interventions to address safety problems comprehensively. The proposed projects encompass three key elements of the National Roadway Safety Strategy: Safer People, Safer Roads, and Safer Speeds. By integrating these elements, the projects promote a shared responsibility for safety, consider human tolerance for injury, and emphasize the importance of safe infrastructure and vehicle speed management.

The projects involve a mix of infrastructure, behavioral, operational, and post-crash safety activities. While infrastructure improvements, such as sidewalk upgrades, are prioritized for accessibility, the demonstration projects and planning efforts for Dial-a-Bus address operational and behavioral aspects as well. This comprehensive approach ensures that all aspects of safety and mobility are considered.

Incorporating technologies that promote safety and equity is another key aspect of the projects. The Village of Warwick is actively working towards aligning with the Complete Streets Policy of the state of New York and adhering to ADA Accessibility guidelines. These efforts aim to improve safety for all road users, including individuals with disabilities, by providing accessible facilities and eliminating barriers.

Furthermore, the projects strive to improve multimodal networks for people outside of motor vehicles, encompassing pedestrians, cyclists, rollers, public transit users, and individuals with disabilities. By enhancing accessibility, promoting active transportation, and considering the needs of all users, the projects contribute to a safer and more inclusive transportation system in the Village of Warwick.

The proposed projects in Warwick incorporate effective practices and strategies that prioritize safety, align with established policies, consider the community's specific context, and aim to improve safety and equity for all road users.

#### 4. Other DOT Strategic Goals

The proposed projects in the Village of Warwick align with the Department of Transportation's (DOT) strategic goals of climate change, sustainability, workforce, and economic competitiveness, demonstrating a commitment to creating a safe, equitable, and prosperous community.

As a bronze certified NYS Climate Smart Community, the Village of Warwick showcases an ongoing dedication to climate and sustainability goals. The Pedestrian Safety Zones and Accessibility Improvements project contributes to reducing motor vehicle-related pollution by upgrading sidewalks and promoting lower-carbon travel modes like walking and biking. Sustainable practices, such as using lower-carbon pavement and materials, further minimize environmental impact.

The Slow Down Warwick Campaign enhances economic competitiveness by improving safety features for all road users. This initiative raises awareness of responsible driving practices and fosters a safer environment for businesses, while improving access to critical community services, job opportunities and access basic needs.

The Town-wide Transportation Safety Action Plan aligns with workforce development goals through strong labor standards and training opportunities for skilled construction labor. By providing pathways to good-paying jobs and supporting a skilled workforce, the plan enhances economic growth and opportunity.

Furthermore, all projects prioritize inclusive economic development and entrepreneurship. Engaging Disadvantaged Business Enterprises, Minority-owned Businesses, and Women-owned businesses, the Village of Warwick promotes their participation and fosters diversity in procurement processes.

To boost local economic growth and equity, contracts with vendors will include provisions for local hiring preference. This ensures job opportunities for residents, supporting the local workforce and driving economic vitality. The projects also establish goals for the involvement of small, minority, and women-owned businesses.

In addition, cost projections consider the direct hiring of local support staff, generating job opportunities and stimulating economic activity within Warwick. These measures advance inclusive economic development and entrepreneurship, fostering equity and supporting historically underserved workers and businesses.

Through these projects, the Village of Warwick enhances transportation safety while addressing climate change, promoting sustainability, supporting workforce development, and fostering economic competitiveness. Sustainable practices, a skilled workforce, and engagement with diverse businesses create a holistic approach to building a safer, more sustainable, and economically vibrant community.

## 5. Additional Safety Context

The proposed projects in the Village of Warwick align with the Department of Transportation's (DOT) Selection Criterion #5, which focuses on Supplemental Planning and Demonstration Activities. These projects demonstrate a commitment to achieving significant reductions in roadway fatalities and serious injuries involving various road users.

The conceptual demonstration projects, as part of the broader Slow Down Warwick Campaign, employ low-cost, high-impact strategies to improve safety over a wider geographical area. By raising awareness of responsible driving practices and promoting a culture of safe driving, the campaign aims to reduce accidents and enhance road safety. Through engaging with a variety of public and private stakeholders, including local artists and community members, the campaign utilizes innovative technologies, such as captivating artwork, to promote safety and equity.

The Town-wide Transportation Safety Action Plan, as a supplemental planning activity, provides additional safety context specific to the comprehensive safety needs of the Village and the wider Town of Warwick. It addresses the unique challenges and opportunities associated with transportation safety in the community. By engaging in data collection, community engagement, and best practices, the plan ensures that the supplemental activities will enhance the overall safety impact of the project. The plan's evidence-based approach, informed by the existing Village of Warwick's Transportation Safety Action Plan, builds on proven strategies while also generating new evidence to further improve transportation safety.

It is important to note that while the Slow Down Warwick Campaign aligns with the requirement to set up demonstration activities within 18 months of executing a grant agreement, the Town-wide Transportation Safety Action Plan focuses on supplemental planning and may not have specific quick builds or pilot projects established within that timeframe. However, the plan's comprehensive approach and engagement with stakeholders lay the groundwork for future implementation of safety improvements.

# Project Readiness

The Village of Warwick estimates that the project will span a total of 32 months from project Notice to Proceed (NTP) to closeout, with all demonstration projects completed within 18 months of NTP. The schedule allows for ample cushion between application submittal and the administrative deadline to accommodate any unexpected delays without jeopardizing the project's completion within five years. The project outcomes will yield actionable designs, benefit-cost analyses for future funding pursuits, and implementation roadmaps for future capital projects, including minor improvements to existing sidewalks. As the proposed construction improvements will take place in areas with existing sidewalks, no right-of-way acquisition is required. The Village has a history of working with homeowners to improve sidewalks and is familiar with the necessary steps to accomplish such tasks. Additionally, all construction activities under this application will be carried out by the Village along Village roadways, eliminating the need for external permitting. The Village collaborates regularly with the three villages and Town on initiatives, and the integration of annexes by jurisdiction ensures no risks to completion. The entire Board of Trustees of the Village of Warwick, along with other key stakeholders required for implementation, are intimately involved in this application, as demonstrated in the attached Letters of Support. NYSDOT is already engaged regarding any designs and demonstration projects that could impact their roadways.

The proposed project application reflects meaningful public engagement that has taken place in the community over the past several years. Efforts include the Community2Gether Town of Warwick visioning process in 2018 and the Village of Warwick's Comprehensive Planning process from 2020 to 2022, among others outlined in the Engagement Appendix. Public engagement is integrated into all project scopes as key steps in the process, as detailed in the Scope of Work Detail Appendix. A comprehensive Gantt chart of the project schedule and its correlation to the budget can be found in the Cost and Schedule Appendix. Key engagement and approval activities are outlined project-wide, and a description of activities by project element is provided in the Scope of Work Detail Appendix.

The Village of Warwick possesses the technical capacity to successfully deliver the project in compliance with applicable federal requirements. With past experience as the recipient and administrator of federal and state-funded grants, the Village has successfully completed projects such as Wastewater Treatment Plant upgrades, the Well #2 Microfiltration Plant, ADA-compliant sidewalks on Wheeler Avenue, and post-hurricane FEMA funding. The Treasurer, Deputy Treasurer, DPW Supervisor and DPW Clerk, Office of the Village Clerk, and Office of the Mayor have all been involved in grant administration processes and will continue to support this grant. Additionally, the Board of Trustees brings significant experience with federal grants, projects of similar scope and scale, and expertise that will contribute to project success.

Within the first 90 days, the Village will undertake any necessary actions under the State Environmental Quality Review Act, although these actions are precautionary rather than mandatory. The Village will serve as the lead agency and circulate a letter. In summary, while the projects demonstrate innovation and commitment with significant benefits for the Village, the activities included in the grant are routine and will not require extensive permitting. The resulting plans and designs from the grant are expected to pave the way for future significant actions (not covered by the grant), including implementation roadmapping and appropriate permitting, as required.