Wyoming County Priority Investigation Locations Study

Wyoming County, New York

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EXECUTIVE SUMMARY

This report presents a comprehensive Priority Investigation Locations (PIL) Study focusing on high-injury and fatal crashes on Wyoming County's roadway network, specifically county-owned roads, for a five (5) year period. The analysis in this report is based on crash data obtained through New York State Department of Transportation (NYSDOT) CLEAR Crash Data Viewer (CDV) and CLEAR Safety (CS) Application. This study identifies crash trends, high-risk locations, and contributing factors on county-owned roads. It also develops targeted countermeasures and includes location specific mitigation recommendations and systemic safety improvements that can be applied to the county-owned roadway system to prevent future crashes.

During the time-period analyzed (2019-2024), a significant number of severe crashes occurred on rural, county-owned roads within Wyoming County. A total of thirty-one (31) severe crashes (2 fatal and 29 serious injury) occurred within the five-year study period.

Table 1 provides a summary of the number of crashes that resulted in a fatality or injury within Wyoming County (on county-owned roads) between April 30, 2019 and April 30, 2024.

Table 1 - Wyoming County, NY Crash Severity Summary Table

Crash Severity	Wyoming County's Roadways
K - Fatality	**2**
A - Serious Injury	29
B - Injury	72
C - Possible Injury	54
A, B, and C Combined	**155**

Note: Data per NYSDOT CLEAR (April 30, 2019 - April 30, 2024)

Notable crash patterns include the frequency of roadway departure crashes (vehicles leaving the road and striking roadside objects) and intersection crashes at two-way stop-controlled rural intersections. Multiple crash locations identified in this study were described as run-off-road and right-angle crashes (at stop-controlled intersections.) Common contributing factors included limited sight distance, sharp curvature, lack of shoulders, older signage, and high vehicle speeds. Many severe incidents occurred at night or during adverse weather, and speed was often a contributing factor.

This report recommends a series of countermeasures to address these issues. Location specific recommendations include enhanced signage and lighting at intersections, pavement striping enhancements or traffic control changes (e.g. all-way stop control) where warranted, and roadside

hazard removal at curves with crash histories. Systemic recommendations include proven safety measures such as installing centerline and shoulder rumble strips, upgrading pavement markings and delineators, improving shoulders, and reducing speeds. By implementing a mix of location specific and systemic improvements, Wyoming County can expect a measurable reduction in severe crashes on county-owned roadways and intersections over time.

I. Introduction and Methodology

BACKGROUND

Wyoming County is a rural county in Western New York with a network of county highways connecting its towns and villages. Located between Rochester and Buffalo, the community is comprised of approximately 40,500 individuals and the transportation network is made up of a mixture of roadways owned and operated by either New York State, Wyoming County or local towns/villages. The focus of this project is on county-owned roads, a majority of which accommodate one-lane of traffic in each direction and offer passing zones. Many county-owned roads are signed for 55 MPH and include shoulders and open drainage. While most intersections are unsignalized, there are several signalized intersections located within the villages and town centers and in rural areas at major crossroads.

Wyoming County is home to Letchworth State Park "The Grand Canyon of the East" which hosted more than one million visitors in 2025. Other attractions include Silver Lake, the Attica Rodeo, Wyoming County International Speedway, several maple syrup operations, breweries, golf courses, trails, and campgrounds. Rich in 19th century history, Wyoming County attracts many visitors and much activity to the area. The county roadway network services a mix of land uses including residential, farmland, businesses, government, and park lands and services mixed vehicle types including passenger vehicles, farm equipment, and heavy trucks. Daily traffic volumes on Wyoming County owned roads are modest compared to daily traffic volume on state routes within the county. Recognizing that local rural roads have a high rate of fatal and serious-injury crashes relative to their traffic volumes, Wyoming County launched a High Accident Locations Program in 2022 to systematically study crash patterns on county roads and develop safety improvements. This Priority Investigation Locations (PIL) Study is essentially the County's Local Road Safety Plan, providing a blueprint to distinguish, analyze, and prioritize roadway safety improvements on county roads and supports New York's statewide goal of reducing fatalities and serious injuries. The study follows FHWA best practices for local road safety planning.

DATA SOURCES

The analysis in this report is based on crash data obtained through NYSDOT CLEAR for the five-year period from April 30, 2019 to April 30, 2024. New York State law requires that all motor vehicle crashes involving a fatality or injury be reported and investigated by police, ensuring that the dataset captures severe crashes on public roads within the county. The overall dataset was filtered to include only Wyoming County roads under the County's jurisdiction and excludes state highways (which are analyzed separately by NYSDOT) and local town/village streets. This focus on county-maintained

roads is important as it isolates the county road system and identifies safety issues that the County Highway Department can directly address. **Figure 1** identifies the project location area.

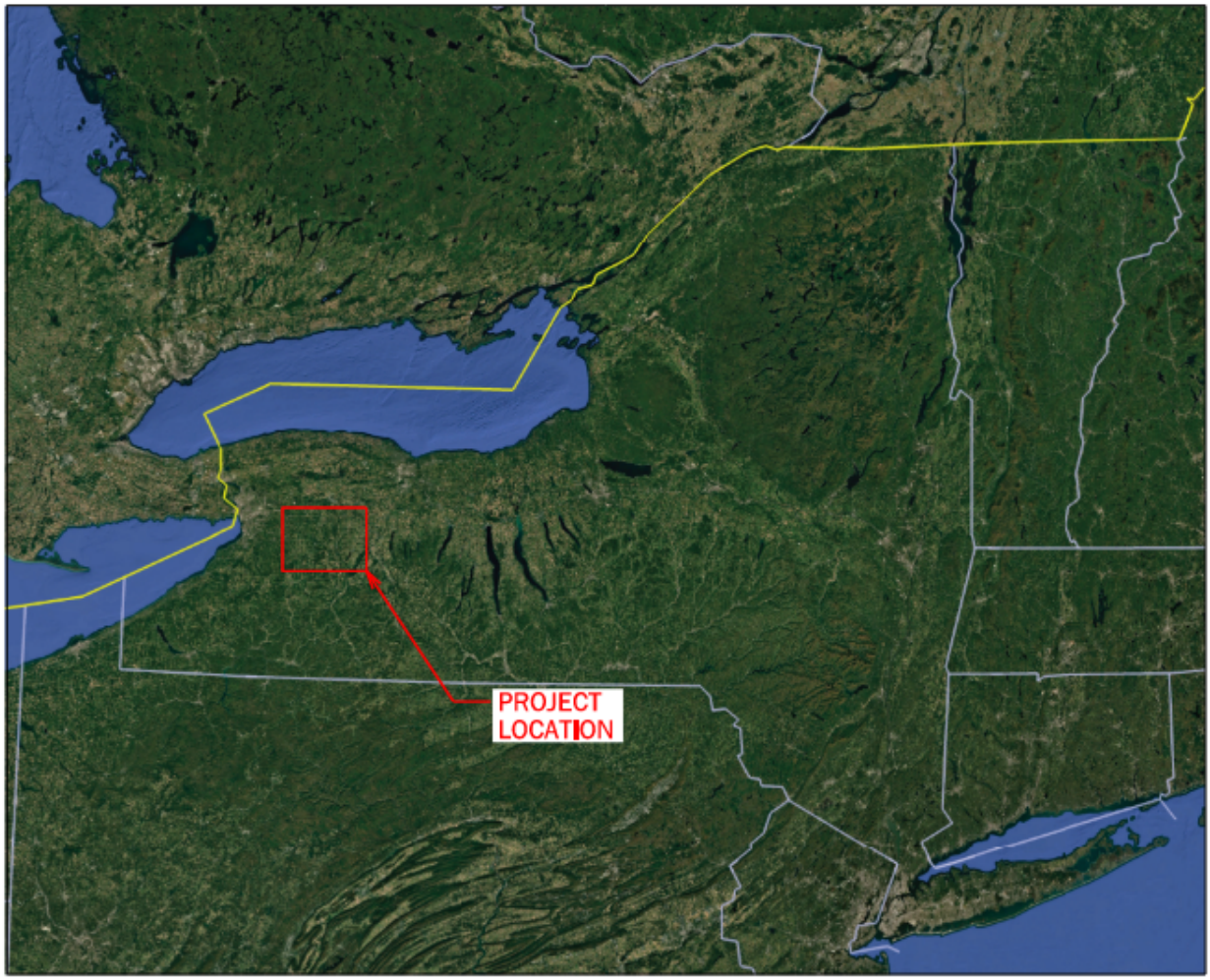

Figure 1 - Project Location Map

METHODOLOGY

The study focuses on a mixture of quantitative and qualitative analysis techniques:

- **Crash Data Analysis:** High injury crashes on Wyoming County roadways that occurred within the five-year study period were reviewed to determine patterns in crash type, time, location, conditions, and contributing factors. Key attributes examined included crash severity (fatal and serious injury), crash type (collision manner such as head-on, angle, run-off-road, etc.), road user type (drivers, passengers, motorcyclists, pedestrians, etc.), environmental conditions (weather and lighting), and contributing factors (speed, alcohol, distraction, etc.).

The analysis utilized NYSDOT's Crash Analysis and Reporting tools to generate summary statistics, collision diagrams, and GIS crash maps pinpointing high-crash locations.

- **Identification of High-Crash Locations:** Crashes were identified through two complementary approaches: serious injury occurrence and the Potential for Safety Improvement (PSI) ranking. Intersections and roadway segments with serious crashes were investigated. The PSI is the primary performance metric currently used by NYSDOT to screen fatal and serious crashes and replaces crash rate calculations previously used to compare intersections and segments to average state rates. Similar to the crash rate calculation, the PSI implements annual average daily traffic, however other considerations include the impact of young/older drivers, roadway condition, speed, lane departure, pedestrians, bicyclists and large trucks on the crash event. This metric provides an average frequency score that can then be used to rank priority locations for consideration of countermeasures. For this study, a location was considered potentially problematic if it showed specific severe crash patterns (e.g. several fatal/serious crashes in the five-year window) or if it fell within the top tiers of the PSI average Crash Frequency rankings. These locations were reviewed in detail to determine crash patterns and contributing factors.
- **Field Reviews and Stakeholder Input:** The Wyoming County Highway Department, in coordination with NYSDOT, GTC, local leaders and law enforcement, and emergency services provided insights through a series of in-person meetings to discuss locations of interest. Field safety audits were performed at select high-crash sites to observe roadway geometry, signage, sight lines, and other conditions that might not be fully evident in the data. This collaborative approach with stakeholders helped in identifying practical countermeasure recommendations.
- **Emphasis on Severe Crashes:** While all crashes were examined, particular attention was given to crashes with a severity rating of K (fatal) and A (serious injury), as reducing the volume of crashes within these two categories is of the upmost priority of the project. Within the time-period studied, statewide data identified that approximately 22 percent of all crashes that resulted in fatalities or serious injuries within Wyoming County occurred on county roadways. Many of which included lane departure (10 percent) or unsafe speed (4 percent). By focusing on these severe crash incidents, the study aims to identify countermeasure improvements that could potentially reduce future crashes and improve safety.

The methodology used for this study aligns with FHWA's recommended systemic safety approach. It identifies locations of high crash concentration and assesses the risk factors to suggest proactive systemic improvements. Fundamental to a comprehensive local road safety plan, this strategy is two-pronged as it provides both reactive (location-specific) and proactive (system-wide) approaches.

II. Crash Data Analysis

Overall Crash Trends

Over the five-year analysis period from April 30, 2019 to April 30 2024, Wyoming County's county-road system saw annual fluctuations in crash occurrence, with a slight decline between 2020 and 2021 followed by a rebound in 2022. The dip in 2020 corresponds to the COVID-19 pandemic, during which traffic volumes fell; however, like many areas, the county experienced an increase in crash severity when traffic rebounded. By 2022, total severe crashes within Wyoming County normalized closer to pre-pandemic levels.

Crash Severity

Within the five-year study period, two (2) fatal crashes (resulting in 2 fatalities, as each crash involved a single fatality) and 29 serious injury crashes occurred on county-owned roadways. There were 155 total injury crashes ranging from serious to minor on Wyoming County's roads. The prevalence of fatal (K) and serious injury (A) crashes on county roads (the focus of this study) is low in absolute terms, but each represents a significant tragedy and an opportunity for prevention. For context, during the study period (between April 30, 2019 and April 30, 2024) Wyoming County recorded 10 fatal crashes and 697 injury crashes (comprised of 173 serious injury crashes, 278 injury crashes and 246 possible injury crashes) across all roadways within the county. Many of those occurred on higher-volume state routes, however a substantial share (20 percent of all fatal crashes and 22 percent of all injury crashes) occurred on Wyoming County's roads.

Table 1 provides a summary of the number of crashes that resulted in a fatality or injury within Wyoming County between April 30, 2019 and April 30, 2024.

Table 1 - Wyoming County, NY Crash Severity Summary Table

Crash Severity	Wyoming County's Roadways	All Roadways in Wyoming County
K - Fatality	**2**	**10**
A - Serious Injury	29	173
B - Injury	72	278
C - Possible Injury	54	246
A, B, and C Combined	**155**	**697**

Note: Data per NYSDOT CLEAR (April 30, 2019 - April 30, 2024)

Crash summary data sheets are provided in **Appendix A**.

CRASH TYPES AND CONTRIBUTING FACTORS

Collision types were analyzed for the project to identify notable patterns on Wyoming County's roadways:

- **Run-Off-Road and Fixed-Object Crashes:** A significant portion of the fatal and serious injury crashes involved a single vehicle leaving the roadway and striking a fixed object (such as a tree, utility pole, ditch, or fence). These roadway departure crashes often occurred on curved segments or at night, with trees and poles being common harmful objects in severe crashes. Contributing factors in many of these crashes included driving too fast for the curve or conditions, driver inattention, or in some cases avoidance of animals. Speeding stands out as a critical factor as run-off-road crashes with higher speed leads to loss of control. As such elevated speeds likely contributed to crash severity.
- **Intersection Crashes:** Crashes at intersections (typically two-way stop-controlled intersections) accounted for approximately 13 percent of the injury crashes and half of the fatal crashes that occurred on County owned roads. The most common serious collision type at these intersections was the right-angle (T-bone) collision, often due to a driver on the minor road failing to stop or see cross traffic. In some cases, sight distance issues (curves, or obstructing vegetation/objects) and lack of traffic control contributed to the problem. Although the number of fatal and serious intersection crashes on county roads is small, they do occur. Contributing factors in these crashes included stop sign violations, misjudging gaps, and occasionally impairment. Only a handful of county-road intersections have supplemental safety features (like additional signs and reflectorized posts).
- **Pedestrians and Bicyclists:** Crashes involving vulnerable road users on county roads were relatively rare in the dataset (most pedestrian crashes in the county occur in village centers on municipal or state roads). However, there was an incident, including two pedestrians struck while walking along a rural roadway shoulder at night and a crash that involved a horse and buggy. These are highlighted in **Appendix B**. Given that pedestrians and vulnerable users such as horse and buggy operators are completely unprotected, any such crash has a high likelihood of severe injury. Even one serious pedestrian injury is noteworthy for a rural area. This report notes these cases so that countermeasures (like improved lighting, shoulder space, or warning signs) can be considered where appropriate, even if they are not a dominant crash type.
- **Weather and Lighting Conditions:** Wyoming County's climate can lead to significant winter weather impacts. Approximately 13 percent of serious crashes on County owned roadways occurred on snow/ice-covered roads or during rain events and resulted in vehicles sliding off roads at low speeds. Serious crashes are relatively more frequent when conditions are good

as it is likely that drivers feel more comfortable traveling at higher rates of speed. The county's data supports this as a majority of the serious crashes occur on dry roads under clear conditions, frequently during afternoon hours.

- **Driver Factors:** While detailed citation data was not available for every crash, contributing factor codes and qualitative reports indicate recurring issues of unsafe speed, driver impairment (alcohol/drugs and driver inexperience in some severe crashes). These human factors point to the importance of multi-faceted solutions including enforcement and education, not just engineering.

A total of thirty-one (31) severe crashes (2 fatal and 29 serious injury) occurred within the five-year study period on county-owned roadways within Wyoming County. The following is a breakdown of the types of crashes reported within the time period studied:

- 1 Head-On
- 1 Left Turn (with other car)
- 1 Rear-End
- 1 Overturned
- 1 Pedestrian
- 1 Horse and Buggy
- 3 Right Angle
- 9 Overtaking
- 12 Fixed Object
- 1 Other

Overall, the crash data analysis is consistent with many rural counties: relatively low traffic volumes and significant risk factors such as high speeds, unforgiving roadside conditions, and occasional dangerous driver behaviors that lead to severe outcomes. The next section uses these findings to pinpoint locations of concern and to investigate the conditions contributing to those high-crash locations.

III. High Injury Crash Locations and Contributing Factors

The analysis identified several high injury crash locations on Wyoming County roads, defined as specific road segments or intersections that showed a concentration of severe crashes. Detailed collision diagrams and location maps for these sites are provided in **Appendix C**.

The following provides an overview of the notable locations and the factors contributing to crashes at each:

- **Curved Segments with Run-Off-Road Crashes:** A number of county highway segments with sharp horizontal curves emerged as crash hotspots. See Appendix for exact locations. These locations each saw multiple run-off-road crashes, including at one fatal crash. Common contributing factors were excessive speed entering the curve, limited warning/signage for the sharp curvature, and lack of roadway forgiveness (narrow shoulders and hazards like trees immediately adjacent to the pavement). In one case, a fatal crash involved a vehicle leaving the road on a curve, striking a snowbank and a mailbox before slipping behind a guiderail and rolling over an embankment into a creek. The curve had a standard single chevron sign and the speed limit was posted at 35 miles per hour. Contributing factors include speeding, driver error (misjudging curve), sharp curvature, insufficient curve warning signs or markings, narrow/no shoulders, roadside obstacles (trees, drop-offs).
- **Unsignalized Rural Intersections:** Several two-way stop intersections on county roads were identified as high-crash intersections. Notably, Hermitage Road and Wethersfield Road and East Road and West Middlebury. experienced a pattern of right-angle crashes over the study period. Additionally these intersections also have PSI ratings and should be considered locations of interest for improvement. Analysis suggests these crashes often involved drivers on the stop-controlled minor approach pulling out into or across mainline traffic. Factors included limited sight distance due to horizontal/vertical curvature, "rush" behavior (inserting into insufficient gaps), and possibly drivers not expecting cross-traffic at a seemingly quiet rural junction. None of these intersections had enhanced signage beyond basic stop signs (e.g., no flashing beacons or rumble strips on approaches, no advance warning signs on the main road). Contributing factors include stop-control violations or decision errors, sight obstructions (vegetation, terrain), high through-speeds on the main road, and occasionally driver impairment or distraction.
- **Segments with Adverse Surface Conditions:** The study also noted locations with wet or icy-weather crashes. One example is Bullis Road on a steep hill which had a fatal winter crash (vehicles sliding off the road) and suggests a need for attention (e.g., improved winter maintenance, signage like "Slippery When Wet", or pavement surface treatment).

Contributing factors include road geometry combined with weather (steep grade, shaded area icing up), and lack of warning for drivers.

For each high-crash location, a detailed profile is provided in **Appendix C**, including maps, crash diagrams, and any site photographs. In general, the recurring contributing factors across these locations can be summarized as follows:

- **Horizontal curves:** Tight or inadequately signed curves leading to run-off-road incidents.
- **Roadside hazards:** Presence of trees, utility poles, or ditches close to the roadway, giving drivers little room for error or recovery once they leave the pavement.
- **Lack of shoulders:** Many county roads have minimal shoulder width. A paved shoulder can provide recovery area. A 6-foot shoulder can reduce run-off-road crash frequency.
- **Limited visibility:** Both at intersections (sight distance) and at night (lack of lighting or retroreflective guidance). Nighttime crash occurrences can be minimized with better delineation (reflective signs, pavement markings, delineator posts) especially on curves and at intersections.
- **Speed and driver behavior:** Higher operating speeds were a factor in most severe crashes, either explicitly (speeding) or implicitly (loss of control). Impaired driving, though not widespread, was a factor in a subset of severe crashes, particularly at night. Non-use of seatbelts exacerbated injuries in a few cases.

Understanding these contributing factors guided the development of targeted countermeasures. The next section outlines recommendations to mitigate these issues, tailored to specific locations and also applied broadly to prevent similar crashes county-wide.

IV. Countermeasure Recommendations

The recommendations from this study are divided into two categories: site-specific countermeasures for the particular high-crash locations, and systemic countermeasures that can be applied across the county road network to address common risk factors. All recommendations are derived from safety strategies recommended by NYSDOT and FHWA, with an emphasis on low-cost, high-benefit measures that the County and its partners can implement in the near term. Where more substantial projects (e.g. roadway realignment) are warranted, those are noted for consideration in long-term projects. Suggestions for enforcement, education, and further study in applicable cases are also identified. The following provides a summary of the key recommendations for implementation:

SITE-SPECIFIC COUNTERMEASURES FOR HIGH-CRASH LOCATIONS

A customized set of countermeasures is proposed for each high-crash site in **Appendix C**. Examples include:

- **Enhanced Curve Warning and Delineation (Bullis Road, East Koy Road, French Road, Saltvale Road):** Install advanced warning signs (larger turn arrows or additional chevron signs), advisory speed plaques, and post-mounted delineators around the periphery of curves to better define the curve at night. Consider flashing LED border signs or beacons for very sharp curves. In addition, improve pavement markings through curves such as 6-inch wide edge lines for better visibility and add raised reflective pavement markers if maintenance allows. These enhancements help keep drivers on the roadway reducing run off the road crashes.
- **Rumble Strips on Approaches (Hermitage Road & Wethersfield Road and East Road & West Middlebury):** On stop-controlled approaches with a history of violations or crashes, add rumble strip strips in the pavement ahead of the stop sign. These alert drivers to the coming stop, especially useful if an intersection is unexpected or sight lines are limited. Additionally, at intersections where they are not already installed, double-up stop signs (place on both left and right of the approach) and add "Stop Ahead" warning signs with flashing beacons if warranted. These enhancements draw driver's attention and have been used successfully on rural roads to reduce the occurrence of crashes.
- **All-Way Stop Conversion(Hermitage Road (CR 4) & Wethersfield Road (CR 32):** Evaluate the feasibility of converting two-way stops to all-way stop control if volume warrants are met or if crash patterns (e.g. multiple right-angle crashes) justify it. All-way stops can substantially reduce severe angle crashes by requiring all traffic to stop.
- **Intersection Sight Distance Improvements (East Road & West Middlebury):** Work with local municipalities and landowners to clear sight lines of obstructions (trees, brush, structures) at intersections with limited visibility. Trimming overgrowth at intersection corners, around curves, and near signs could greatly improve visibility. Minor realignment of the intersecting road or adding mirror devices on curves can also help to improve visibility. Adequate sight distance is critical for drivers to make safe crossing and turning decisions.
- **Roadside Hazard Mitigation (Bullis Road):** Remove or shield fixed objects in the vicinity of high-crash locations. For example, remove trees that are dangerously close to the pavement on Bullis Road east and west of the bridge (if permissible) and install **guide rail** on the south side of the curve, west of the residential driveway to shield vehicles from driving off the curve and into the driveway behind the existing guiderail and into the creek. Creating a more forgiving roadside offers drivers the opportunity to recover or at least reduces crash severity.

NYSDOT's guidance in the Highway Safety Manual indicates that increasing clear zone width significantly lowers crash frequency.

- **Speed Management (various locations):** For locations where speeding is clearly an issue, coordinate with law enforcement for targeted speed enforcement campaigns. Additionally, consider speed limit reductions or the use of feedback radar speed signs. The County can request NYSDOT to authorize lower speed limits on Wyoming County roads where justified (via Section 1622.1 of NY Vehicle & Traffic Law). One recommendation is to pursue a reduced speed limit and add a radar "Your Speed" display on the problematic curves to reinforce safe speeds.

The site-specific measures are expected to significantly improve safety at each treated location. For example, installing shoulder and centerline rumble strips on the Saltvale Road curve will provide audible/tactile alerts to drifting drivers. Likewise, improving signage and sight lines at intersections can prevent many of the failure-to-yield crashes that have occurred.

SYSTEMIC (COUNTY-WIDE) COUNTERMEASURES

In addition to site-specific improvements, the study recommends a series of systemic safety improvements to be applied across multiple locations county-wide. These measures address the common factors identified in the crash analysis and aim to prevent severe crashes proactively on the entire county road system. Key systemic recommendations include:

- **Curve Management System:** Develop a county-wide curve safety enhancement program. This would involve systematically reviewing all significant curves on county roads (perhaps those with advisory speeds, or history of crashes) and ensuring they have appropriate countermeasures. These include installing chevron signs, upgrading all curve warning signs to high-retroreflectivity, adding advisory speed signs, and ensuring that delineators or reflectors are present. The County could seek Highway Safety Improvement Program (HSIP) funding for a systemic curve signage project, as many NY counties have successfully done. Additionally, consider implementing curve warning systems (flashing slow-down signs triggered by radar) at one or two problematic curves.
- **Intersection Safety Enhancements:** Apply low-cost improvements at unsignalized intersections throughout the county. This includes adding a second stop sign on all stop-controlled approaches (one on each side of the road), adding "Stop Ahead" warning signs where sight distance to the stop sign is limited, and striping stop bars on the pavement. All county road stop signs should meet retroreflectivity standards and be kept clear of obstructions. Another systemic approach is to implement use of flashing red lights on stop signs at select rural intersections with higher minor-road traffic and flashing amber warning beacons on the major road in advance of those intersections. These devices have been

effective in drawing attention to intersections. FHWA identifies improved unsignalized intersection signage and markings as cost-effective safety strategies since unsignalized junctions are a large contributor to crashes nationally..

- **Paved Shoulders and Clear Zones:** Gradually widen paved shoulders on county roads, especially those with higher speeds or frequent run-off incidents. Wider shoulders also provide space for pedestrians, cyclists, farm equipment, and buggies, which is a secondary benefit. Additionally, improvements to clear zones that include removal of vegetation and grade steep ditches and embankments along the roadside where feasible. These improvements can be implemented over time through reconstruction and maintenance projects to improve safety.
- **Road Surface and Maintenance:** Continue diligent maintenance of road surfaces (to prevent potholes, edge drop-offs, and slick conditions). When resurfacing pavement treatments, include tapers on the pavement edge. This can help to reduce crashes resulting from vehicles dropping off the pavement on vertical edges. Maintain striping and markings for year-round visibility as faded centerlines or edge lines should be re-striped since visible markings have been correlated with lower crash rates.
- **Speed Management and Enforcement:** Systemically address speeding on county roads through both engineering and enforcement. Engineering measures include more frequent speed limit signage (so drivers are reminded of the limit), use of feedback signs in communities or high-crash corridors, and geometric designs that naturally calm traffic. Enforcement is also key as the Sheriff's Office and State Police should be encouraged to do periodic speed enforcement programs on roads where speeding and crashes are a known problem. Publicizing these efforts and the importance of obeying speed limits can enhance the effect.
- **Public Education & Outreach:** Although not an engineering treatment, an educated public is an important systemic countermeasure. Work with the Wyoming County Traffic Safety Board to provide information on safe driving practices, seasonal campaigns on winter driving, reminders to stop fully at stop signs, and promotions of seat-belt use and sober driving. The County can partner with NYSDOT and the Governor's Traffic Safety Committee on these campaigns. Low-cost efforts like posting on social media, using variable message signs ("Don't Drink and Drive – High Enforcement Tonight"), and hosting teen driver safety classes can all contribute to a culture of safety. This recommendation aligns with the multi-disciplinary approach of an LRSP, acknowledging that engineering alone cannot solve every problem.

The above systemic measures, implemented together, create multiple layers of to reduce the probability of crashes on Wyoming County's roads and reflect proven countermeasures.

Appendix D provides a matrix linking each recommended countermeasure to the crash patterns or risk factors it addresses, along with references to effectiveness from FHWA's Crash Modification Factors (CMF) Clearinghouse and other studies.

V. Conclusions and Next Steps

Conclusions

Thie Wyoming County Priority Investigation Locations Study is intended to provide Wyoming County with a clearer understanding of where and why serious crashes are occurring on its county road system. The analysis confirms that while Wyoming County has a relatively low volume of traffic, it is not immune to the nationwide challenges of rural road safety. Key takeaways include the prominence of roadway departure crashes on curves, the risks at unsignalized rural intersections, and the critical role of speed and driver behavior in crash outcomes. By examining data and trends, the study has pinpointed both site-specific problems and systemic issues that can be addressed. Implementing the recommended countermeasures is expected to significantly reduce the occurrence of fatal and serious injury crashes on Wyoming County's roadway. The strategies outlined in this study support the County's goal of improving public safety and aligns with broader initiatives like New York's Strategic Highway Safety Plan and the Federal Toward Zero Deaths vision.

It is worth noting that Wyoming County's effort to undertake this PIL study puts it at the forefront of rural road safety efforts in New York. This forward-looking approach will not only help secure safer travel for county residents and visitors but also positions the County well to compete for safety funding (as many state and federal programs prioritize data-driven safety improvements).

Next Steps

The completion of this study is not the end but rather the beginning of a safety improvement implementation phase. The following next steps are recommended:

1. **Prioritize and Program Projects:** The County Highway Department, in consultation with the Genesee Transportation Council and NYSDOT Region, should prioritize the list of site-specific improvements and systemic initiatives. Some low-cost items (signage, markings, vegetation trimming and pavement striping) can be done with County forces or routine maintenance funds within the next year. Larger-scale projects (shoulder widenings and guiderail installation) should be programmed into the capital plan. The study's recommended actions should be integrated into future infrastructure projects as planned.
2. **Secure Funding:** Leverage the study findings to apply for external funding. Potential sources include the federal Highway Safety Improvement Program (HSIP), which specifically targets

crash reduction projects, as well as state programs via NYSDOT. The documented crash analyses and benefit estimates in this report can strengthen grant applications. Wyoming County's Priority Investigation Locations Study is already supported by a planning grant; the next step is moving into design and construction funding for improvements. Coordination with NYSDOT on systemic HSIP applications (e.g. systemic curve signing or rumble strip projects) is advised, as the state often bundles local safety improvements for funding.

3. **Implementation and Monitoring:** Begin implementing the recommended countermeasures according to the priority list. For each action, assign responsibility (County Highway for engineering measures, Sheriff's Office for enforcement, etc.) and a timeline. It will be important to monitor the effectiveness of implemented measures. The County should track crashes at treated locations in subsequent years to verify that crash frequencies drop as expected. This performance monitoring is part of a data-driven safety management process. If certain measures do not yield expected results, adjustments can be made.
4. **Public Communication:** Communicate the planned safety improvements to the public. This can build community support and understanding – for example, informing residents that rumble strips will be installed and explaining their life-saving purpose can preempt noise complaints. Similarly, announce targeted enforcement campaigns so drivers are aware. Publicizing the County's commitment to road safety demonstrates responsiveness and can encourage safer behavior (e.g., if people know a high-crash intersection is being upgraded, they may exercise more caution there in the interim).
5. **Maintain the Plan as a Living Document:** This PIL study should be updated periodically (every 3–5 years) to incorporate new data and reassess priorities. Crashes are somewhat random events, and patterns can change with development, traffic changes, or after improvements are made. Thus, the County should treat this as a living document, updating the crash analysis with fresh NYSDOT data and tweaking the strategy as needed. Future iterations might include new emphasis areas (for instance, if motorcycle crashes rise, or if automated vehicles change certain patterns).
6. **Expand Partnerships:** Continue working with agencies like the Wyoming County Highway Department, NYSDOT, State Police, and neighboring counties to share best practices and possibly collaborate on regional safety initiatives. There may be opportunities to implement education programs jointly or purchase safety treatments in bulk for cost savings. FHWA and NYSDOT can provide technical assistance for some of the advanced countermeasures (e.g., roundabout design or HFST application).

By following through with these steps, Wyoming County will move from analysis to implementation translating the study's findings into tangible safety improvements on the County's roadways. The ultimate measure of success will be a reduction in the number of individuals and families impacted by roadway tragedies. Targeted, incremental improvements can be particularly impactful: for example, something as simple as advanced signage, new pavement markings, or a brighter sign could be the difference that prevents a fatal crash. The recommendations in this report, grounded in data and proven strategies, provide a clear path forward. With diligent implementation, Wyoming County can expect fewer crashes, safer travel for all road users, and progress toward the goal of zero deaths on its roadways.