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TRANSPORTATION SAFETY ACTION PLAN

Document Review Report

DUTCHESS COUNTY
TRANSPORTATION COUNCIL

Better ways from here to there

Transportation Safety Action Plan

Document Review Report

prepared for

DUTCHESS COUNTY
TRANSPORTATION
COUNCIL



prepared by



date

December 5, 2024

Disclaimer

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Executive Summary

This report provides a detailed review of key transportation and safety-related materials to support the development of the Dutchess County Transportation Safety Action Plan (SAP).

This Document Review Report identifies and assesses material from federal, state, and county resources to inform the SAP's framework, emphasis areas, countermeasures, and implementation strategies. The resources cover safety related guidelines, studies, plans, and campaigns, as well as equity related documents, all of which are crucial to shaping the SAP's focus on improving transportation safety across Dutchess County.

The team for this plan, in collaboration with the Dutchess County Transportation Council (DCTC) staff, compiled a comprehensive list of resources. This list was presented to the SAP Advisory Committee for its review and approval at an August 2024 Kickoff Meeting. The document review evaluates the policy stance of the DCTC and its partners, ensuring alignment with the SAP's goals and broader safety objectives. The findings from this review will help guide the development of an effective, data-driven SAP for the DCTC that can also be used by state, county, and local entities to improve transportation safety on their facilities.

Key insights and applications of this report include:

- SAP Content, Structure, and Emphasis Areas
 - National resources from USDOT provide guidance on major safety themes and standards that should guide an SAP, such as the adoption of the [Safe System Approach](#) (SSA), the integration of equity, and the prioritization and implementation of specific proven safety countermeasures.
 - At the state level, the Strategic Highway Safety Plan (SHSP), the Governor's Traffic Safety Committee's (GTSC) Highway Safety Plan, and Highway Safety Improvement Program (HSIP) identify statewide emphasis areas that could inform the structure of the SAP:

What is a Safe System Approach?

Adopted by USDOT, the Safe System Approach focuses on preventing crashes and reducing harm by designing road systems that account for human mistakes and vulnerabilities. It uses multiple layers of protection, addressing infrastructure, behavior, vehicle safety, and emergency response, to create safer communities. This comprehensive strategy aims for a future with zero roadway fatalities and serious injuries. For more information, see [Appendix B](#).



FIGURE 1. OBJECTIVES OF A SAFE SYSTEM APPROACH.

Strategic Highway Safety Plan (SHSP)	Triennial Highway Safety Plan (THSP)	Highway Safety Improvement Program (HSIP)
• Intersections • Vulnerable Road Users • Roadway Departures • Age-Related • Road User Behaviors • Aggressive Driving • Alternate Road Vehicles and Commercial Vehicles • Additional Safety Opportunities: – Safer Vehicles – Post-Crash Care – Data	• Impaired Driving • Police Traffic Services • Motorcycle Safety • Non-Motorized (Pedestrians & Bicyclists) • Occupant Protection • Traffic Records • Community Traffic Safety Programs	• Bicycle Safety • Horizontal Curve • Intersection • Local Safety • Low-Cost Spot Improvements • Pedestrian Safety • Right-Angle Crash • Roadway Departure • Rural State Highways • Safe Corridor • Sign Replacement and Improvement • Skid Hazard • Vulnerable Road Users • Wrong Way Driving

FIGURE 2. STATEWIDE SAFETY PLAN EMPHASIS AREAS

- Data and Equity Analysis
 - Several resources identify existing high-crash areas and locations that can be cross-referenced with a systemwide screening of the network and the selection of priority locations.
 - The equity resources identified should be considered to carry out the equity analysis.
- Countermeasure Toolkit
 - Numerous national and state resources catalog proven infrastructure, behavioral, and other countermeasures to address transportation safety challenges. These resources should be consulted when developing the SAP's Countermeasure Toolkit.
- Project Development and Implementation
 - State resources provide guidance on how to develop projects to be eligible for funding support, such as from the NYSDOT HSIP and the GTSC's behavioral grant programs.
 - Local and countywide studies (such as those completed by the DCTC) identify possible solutions to local safety problems that can be used to develop specific project concepts.

- Policy Updates: Based on this review, the DCTC may want to consider the following policy changes:
 - Refresh the Dutchess County Complete Streets Policy
 - Update the DCTC’s Project Selection Framework
 - Consider potential adjustments to the “Watch Out For Me” Campaign
 - Adopt a formal Vision Zero resolution or policy

1.0 Introduction

This Document Review Report highlights important transportation and safety resources that will help guide the SAP. It identifies best practices for improving transportation safety in Dutchess County and will help shape the key focus areas, safety measures, and strategies for the SAP.

2.0 Document Review

Multiple resources developed at the federal, state, and county level were identified and reviewed by the study team for their relevance to the SAP. The resources cover safety related guidelines, studies, plans, and campaigns, as well as equity related documents. These resources included guidelines, equity analyses, documents, plans, studies, and safety campaigns. Together with DCTC staff, the team created a list of key resources highlighted throughout this document.

A full list of documents and links can be found in [Appendix B](#).

2.1.1 National & Federal Resources

The following national and federal resources were reviewed:

TABLE 1. NATIONAL AND FEDERAL RESOURCES

Title	Description	Key Takeaways
NHTSA's Countermeasures that Work (CMTW)	Guidance for State Highway Safety Offices (SHSOs) for the selection of appropriate evidence-based countermeasures for traffic safety issues. CMTW provides major strategies and countermeasures that are relevant to SHSOs with effectiveness, costs, and implementation time.	To effectively tackle behavioral safety challenges in Dutchess County – such as distracted driving, pedestrian safety, speed management, impaired driving, and older driver safety – the DCTC should consider integrating proven countermeasures into its toolkit. Strategies like high-visibility enforcement campaigns, lower speed limits, safety camera enforcement, speed feedback signs, drug recognition training for law enforcement, and pedestrian safety zones have shown success. By adopting countermeasures that are highly rated in CMTW, DCTC can improve the chances of securing funding from the GTSC.
FHWA Proven Safety Countermeasures	A collection of 28 evidence-based roadway strategies and treatments identified by the Federal Highway Administration (FHWA) to reduce crashes and improve road safety. These countermeasures address critical safety areas such as speed management, intersections, roadway departures, and pedestrian/bicyclist safety. Each countermeasure is applicable to all road types and backed by extensive research and crash data.	To address critical roadway safety issues in Dutchess County – such as pedestrian safety, rear-end crashes, overtaking crashes, and right-angle crashes – the DCTC should consider incorporating proven safety countermeasures (PSCs) into priority and systemic projects. Effective strategies include speed limit adjustments, safety cameras, road diets, pedestrian crossing enhancements, roundabouts, reducing turn lane conflicts, and improved lighting. Additionally, FHWA provides a PSC guide tailored for rural areas, which could offer specific insights and strategies suitable for Dutchess County's diverse roadway environments.
NACTO Guides	Guidelines and best practices for urban street design and transit systems are provided to improve transportation planning. The guides prioritize safety,	Road owners in Dutchess County can leverage context-sensitive design solutions to enhance safety across bicycle, pedestrian, transit, and intersection projects, ensuring accessibility for all ages and abilities. These resources provide targeted solutions that can be adapted to

Title	Description	Key Takeaways
	accessibility, and sustainability in urban environments.	specific priority locations. The “City Limits” guide could be valuable for setting appropriate speed limits on urban streets, which supports safer, speed-managed environments.
USDOT’s National Roadway Safety Strategy (NRSS) (2024)	A comprehensive, national plan to drastically reduce serious injuries and fatalities on the nation’s roads, with the goal of achieving zero traffic deaths. The plan adopts the SSA, which emphasizes safety across all aspects of the transportation system.	The SAP will need to be consistent with the SSA as endorsed by the NRSS and should include a focus on Post-Crash Care. This involves enhancing traffic incident management and collaborating with EMS stakeholders to identify challenges and needs in emergency response. Strengthening Post-Crash Care capabilities can improve crash outcomes and support a more resilient safety framework in the county.
Safe Streets and Roads for All (SS4A) Grant Program	A program designed to support local, regional, and tribal efforts to improve roadway safety and reduce traffic-related fatalities and serious injuries. Established through the Bipartisan Infrastructure Law, SS4A provides grants to develop and implement comprehensive safety action plans, with a focus on advancing the Vision Zero goal of eliminating traffic deaths.	The SAP will need to be consistent with SS4A requirements, discussed in more detail in Section 2.2 of this report, SS4A Grant Guidelines. The final SAP will enable Dutchess County and its municipalities to apply for SS4A Implementation Grants to support specific safety projects.
The FHWA Systemic Safety User Guide (2024)	A step-by-step approach for agencies in identifying high-risk crash locations and facility types, screening and prioritizing locations based on risk, selecting countermeasures for widespread application, and evaluating safety projects. The guide also provides agencies with case studies and real-world examples to adopt systemic safety practices effectively, contributing to the reduction of traffic	By using this guide, the DCTC can systemically identify risks and prioritize safety interventions to improve outcomes for all road users. It serves as a valuable resource for developing Local Road Safety Plans (LRSPs) by addressing various facility types, including rural curves and urban streets with 35 mph speed limits. The guide emphasizes the importance of stakeholder input in refining the list of potential countermeasures and offers a variety of tools, from corridor-scale projects to system-wide policies like speed limit changes and the deployment of leading pedestrian intervals (LPI). This resource should be used to develop a future Systemic Countermeasures report.

Title	Description	Key Takeaways
	fatalities and serious injuries. It offers adaptable solutions for both urban and rural environments, assisting in project prioritization based on local needs and integrating safety into existing planning processes.	
FHWA Safe System Roadway Design Hierarchy (2024)	A comprehensive guide for transportation agencies to develop safer roadways for all users through by applying the principles of the SSA in a structured framework for prioritizing countermeasures.	The Roadway Design Hierarchy can provide a structured framework for prioritizing countermeasures in future safety initiatives. By adopting a tiered approach to address specific safety problems, the DCTC can leverage the Roadway Design Hierarchy to select countermeasures that are most effective in achieving SSA outcomes. The hierarchy suggests starting with Tier 1, which involves removing severe conflicts (e.g., physically separate road users and traffic types; adopt Complete Streets); followed by Tier 2 to reduce vehicle speeds; Tier 3 to manage timing conflicts (e.g., better manage traffic); and Tier 4 to increase attentiveness and awareness (e.g., lighting, rumble strips). This framework will also be helpful in the development of the Systemic Countermeasures Report, ensuring that safety interventions are both effective and strategically prioritized.
NCHRP 500 Guides	A series of publications aimed at providing practical guidance for the implementation of effective strategies for improving roadway safety.	Contains 22 key emphasis areas designed to reduce highway fatalities and injuries, providing a valuable resource for developing a countermeasure toolkit. These emphasis areas cover critical topics such as reducing speed-related crashes, improving rural EMS, addressing distracted driving, enhancing pedestrian safety, accommodating older drivers, and ensuring safety at both signalized and unsignalized intersections. By referencing these emphasis areas, DCTC can prioritize its safety strategies and interventions to effectively address the most pressing roadway safety issues.

2.1.2 State Resources

The following State resources were reviewed:

TABLE 2. STATE RESOURCES

Title	Description	Key Takeaways
NYSDOT Strategic Highway Safety Plan (SHSP) (2023)	A 5-year comprehensive plan aimed at reducing traffic fatalities and serious injuries across the state's roadway system. The plan outlines a collaborative approach involving multiple stakeholders, including state and local agencies, law enforcement, and community organizations to enhance roadway safety.	The SHSP has seven emphasis areas: Vulnerable Road Users (VRUs), Intersections, Driver Responsibility, Alternative Road Vehicles, Aggressive Driving, Age Related, and Roadway Departures. These are important focal points that can guide DCTC's approach to road safety. By aligning with these areas, this SAP's Data Analysis can better assess local trends. The SHSP's general recommendations can inform the development of a Countermeasure Toolkit. Additionally, DCTC may find value in adopting this emphasis area structure for the final SAP, helping to create a cohesive strategy that aligns with state safety priorities.
NYSDOT Highway Safety Improvement Plan (HSIP) (2020) and HSIP-funded projects in Dutchess County	A strategic framework aimed at systematically reducing traffic fatalities and serious injuries on New York's roadways through data-driven analysis and targeted interventions. HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.	Safety objectives defined in the plan include improving safety for pedestrians, improving data analysis tools and capabilities, improving the design and operation of highway intersections, decreasing fatalities resulting from travel lane departures, and improving work zone safety. Safety projects on all public roads in New York State, including local roads, are eligible to receive HSIP funds. The HSIP program is also organized into program areas that could inform the structure of the SAP: Bicycle Safety, Horizontal Curve, Intersection, Local Safety, Low-Cost Spot Improvements, Pedestrian Safety, Right-Angle Crash, Roadway Departure, Rural State Highways, Safe Corridor, Sign Replacement and Improvement, Skid Hazard, Vulnerable Road Users, and Wrong Way Driving. The HSIP identifies funding sources and strategies to support the implementation of safety improvements. In FFY 2023, NYSDOT programmed \$247 million in HSIP funding statewide, with \$170 million

Title	Description	Key Takeaways
		allocated to obligated projects. On the state level, about half of HSIP funds are provided to NYSDOT regions according to formula, and the remainder are used for statewide safety projects. A list of projects in Dutchess County funded in part with state HSIP funding are listed in Table 3 below. All the projects in the table are administered by NYSDOT, and HSIP makes up only a portion of the funding. While HSIP funding in Dutchess County is limited, there is potential for increased HSIP funding in the future.
GTSC Triennial Highway Safety Plan (THSP) 2024-2026 (2023) and 2024 Annual Grant Application (AGA)	A comprehensive document that outlines strategies and initiatives aimed at reducing traffic-related fatalities and injuries across New York State.	The THSP covers several key behavioral program areas including impaired driving, police traffic services, motorcycle safety, non-motorized safety, occupant protection, traffic records, and community traffic safety programs. DCTC may find the THSP structure useful for organizing its final SAP. Dutchess County ranks #6 out of 57 non-NYC counties for speed-related crashes and #8 for motorcycle crashes, though it accounts for only 0.6% of statewide pedestrian crashes (as noted, NYC is excluded). FFY 2024 GTSC-funded projects are listed in Table 4 below. Dutchess County agencies should evaluate if additional investment is needed in these focus areas.
NYSDOT Highway Safety Improvement Program Procedures and Techniques (2023)	Also known as the “Red Book,” provides comprehensive guidelines for improving highway safety in New York State. This manual outlines the procedures and techniques used in the HSIP to reduce traffic fatalities and serious injuries on public roads.	The Red Book should be referenced to design HSIP project proposals.
NYSDOT Pedestrian Safety Action Plan (2016) and	A 5-year plan (2009 - 2013) that focuses on infrastructure upgrades, public education, and enforcement to improve pedestrian safety across New York State.	The PSAP identifies Dutchess County as a focus county, as it is ranked #10 statewide in pedestrian crashes; Poughkeepsie is a focus community, as it is ranked #16 statewide. The plan recommends general statewide

Title	Description	Key Takeaways
PSAP-funded projects in Dutchess County	PSAP-eligible projects include enhancements to roadways and intersections that improve pedestrian safety and minimize the potential for crashes.	countermeasures that should be considered for the Countermeasure Toolkit.
NYSDOT Roadway Departure Safety Action Plan (2024)	A comprehensive safety plan that reviews crash data to identify locations with potential for safety improvements related to vehicles leaving the roadway.	Dutchess County is identified as having specific safety concerns on Urban Principal Arterial Interstates, Rural Minor Arterials, and Major Collectors. The plan recommends general statewide countermeasures for these road types, which will be useful for the Countermeasure Toolkit.
NYSDOT Vulnerable Road Users Safety Assessment (2023)	An assessment that focuses on evaluating and improving safety for VRUs, including pedestrians, cyclists, and motorcyclists, by analyzing crash data, identifying high-risk areas, and recommending targeted interventions.	The assessment identifies the City of Poughkeepsie as a high-risk area for VRUs. The assessment's statewide countermeasure recommendations align with other resources noted above and should be included in the Countermeasure Toolkit to effectively address VRU safety in high-risk areas like Poughkeepsie.

Table 3 lists projects on the DCTC's Transportation Improvement Program (TIP) that receive federal HSIP funding. This includes one project solely in Dutchess County and several multi-county projects across NYSDOT Region 8's seven counties. Given the limited HSIP funding for Dutchess County, agencies will need to explore alternative funding sources and innovative strategies to support safety projects.

TABLE 3. PROGRAMMED HSIP FUNDING ON THE DCTC 2023-2027 TIP (DUTCHESS COUNTY AND MULTI-COUNTY PROJECTS)

PIN	Description	HSIP Funding Amount	Project Sponsor	Notes
802175	Route 52 at Route 82 intersection improvements. Town of Fishkill.	\$5.2 million	NYSDOT	Anticipated obligation for construction in FFY 2027

PIN	Description	HSIP Funding Amount	Project Sponsor	Notes
80PS08	Region 8 Pedestrian Safety Action Plan. Pedestrian safety improvements on federal aid-eligible routes in Dutchess, Orange, Putnam, Rockland, and Ulster Counties.	\$4 million	NYSDOT	
881349	Accident Investigation (HSIP): this project consists of investigating crash locations to identify those that will be specifically targeted for safety improvements in Region 8 counties: May 2022 - March 2025.	\$1.8 million	NYSDOT	
881352	Biennial Accident Investigation (HSIP): this project consists of investigating accident locations to identify those that will be specifically targeted for safety improvements in Region 8 Counties.	\$4.5 million	NYSDOT	Anticipated obligation in FFY 2026
881628	Special surface treatment: project will resurface federal aid-eligible state highways in Region 8 counties that need corrective pavement treatment. Candidate locations will be high accident locations that are typically related to wet weather or slippery pavement accidents.	\$1.6 million	NYSDOT	Anticipated obligation for construction in FFY 2027
881646	Signal improvements: Regionwide. Work will include replacing signals and embedded poles, improving signage, and adding pedestrian signals and crosswalks where needed. Exact locations are to be determined during the preliminary design.	\$7.7 million	NYSDOT	Anticipated obligation for construction in FFY 2026
8NYBLK	Block funding for federal aid-eligible highway improvements in Region 8's seven counties.	\$4.3 million	NYSDOT	Anticipated obligation through FFY 2027

Through the **GTSC FFY 2024 Annual Grant Application**, agencies and partners in Dutchess County received nearly \$189,000 in funding, per Table 4.

TABLE 4. GTSC FFY 2024 GRANT AWARDS IN DUTCHESS COUNTY

Agency	Project Title	Amount
Beacon City Police	Police Traffic Services (traffic enforcement and participation in Click It Or Ticket mobilization)	\$4,080
Dutchess County Department of Health	Watch Out For Me! Pedestrian Safety Education Program	\$55,408
Dutchess County Traffic Safety Board	Community Based Injury & Crash Prevention For All Road Users (community-based outreach)	\$64,159
Dutchess County Traffic Safety Board	Child Passenger Safety Program	\$18,750
East Fishkill Town Police	Police Traffic Services (traffic enforcement and participation in Click It Or Ticket mobilization)	\$8,540
Hyde Park Town Police	Police Traffic Services (traffic enforcement and participation in Click It Or Ticket mobilization)	\$5,520
Poughkeepsie City Police	Child Passenger Safety Program	\$1,000
Poughkeepsie City Police	Police Traffic Services (traffic enforcement and participation in Click It Or Ticket mobilization)	\$10,500
Poughkeepsie Town Police	Police Traffic Services (traffic enforcement and participation in Click It Or Ticket mobilization)	\$20,996
Vassar Brothers Medical Center	Youth bicycle and pedestrian safety programs	\$7,800

2.1.3 DCTC & Dutchess County Resources

The following resources from the DCTC and Dutchess County were reviewed, including regional plans from the Mid-Hudson Valley Transportation Management Area (TMA), safety plans, and other relevant documents:

TABLE 5. DCTC & DUTCHESS COUNTY RESOURCES

Title	Description	Key Takeaways
DCTC Long-Range Transportation Plan, Moving Dutchess Forward (2021)	A strategic framework that outlines the vision, goals, and strategies for improving Dutchess County’s transportation systems over the next 25 years. This comprehensive plan integrates various modes of transportation, including roads, public transit, biking, and walking, while considering factors such as safety, accessibility, environmental sustainability, and economic development. Through public engagement and data analysis, the plan aims to guide investments and policies to enhance mobility and quality of life for all residents in the county.	Moving Dutchess Forward recommends several investments to improve safety at high-crash locations. These recommendations stem from the analysis done in the plan and recommendations from previous DCTC studies. High-crash locations, including corridors, road segments, and intersections on state, county, and local roads, are identified as “Barriers to Safe Access” for vehicles, cyclists, and pedestrians. Recommended safety improvements at high-crash locations include signage upgrades, pavement treatments and markings, speed feedback devices, and traffic-calming treatments. The plan also highlights specific locations in the county for future safety investments. These include the Route 9/44/55 interchange, the Route 44/55 arterials in the City and Town of Poughkeepsie, Main Street in Arlington, Market Street in the City of Poughkeepsie, Route 82 in Hopewell Junction, and the Interstate 84/Route 9D interchange in Fishkill. The SAP’s data analysis will generally supersede the one done for Moving Dutchess Forward, but the plan’s strategic recommendations about improving safety should be consulted as a reference.
DCTC Safety Assessments (2013+)	A variety of safety assessments consisting of in-depth evaluations that identify safety concerns, assess existing infrastructure, pinpoint areas for improvement, and help guide future investments.	Safety assessments for County Route (CR) 14, CR 19 (in Clinton and Rhinebeck), CR 9 (in Beekman and East Fishkill), CR 16 (in Hyde Park), and the Main St/Innis Ave/Worrall Ave intersection in the City of Poughkeepsie offer targeted recommendations for improving transportation safety. These studies should be referenced when

Title	Description	Key Takeaways
		considering SAP priority locations and potential safety solutions that may have already been identified.
DCTC High-End Speeding Analysis (2023)	An evaluation focused on identifying and understanding patterns of excessive speeding in the county, defined as driving more than 10 mph above the posted speed limit. This analysis examines traffic data to pinpoint areas where high-end speeding occurs, assesses its effect on roadway safety, and informs strategies for enforcement and engineering solutions.	The analysis aims to enhance public safety by tackling speeding through targeted enforcement, public awareness campaigns, and improved traffic management. The 2022 report analyzed speed data for 789 unique road segments in Dutchess County over a five-year period (2018-2022), using data from automatic traffic recorders. Out of the 789 road segments, 114 segments (14%) showed high levels of speeding, with 56 on local roads and 58 on County roads. The report also identifies road segments with high numbers and rates of speed related crashes. This analysis can inform the SAP's project selection and countermeasure strategies.
DCTC Public Participation Plan (2022)	The Public Participation Plan (PPP) was developed to ensure that the public is actively involved in the transportation planning process. The plan outlines strategies and methods for engaging the community, stakeholders, and local organizations in decisions related to transportation projects and policies.	This framework will guide public engagement activities related to the SAP, fostering community participation and enhancing the effectiveness of transportation initiatives.
DCTC's Bicycle & Pedestrian Plan, Walk Bike Dutchess (2014)	A countywide plan aimed at improving walking and bicycling as transportation options by providing policy and design guidance to enhance access to schools, transit, parks, and other destinations.	The plan offers comprehensive design guidelines for walking and bicycling facilities in Dutchess County, along with recommendations for education, encouragement, enforcement, and evaluation to boost safety and promote walking and biking. The plan provides municipal-level and county-wide recommendations. DCTC should consider these recommendations when considering priority locations and potential safety solutions for the SAP. Additionally, the plan provides countermeasure recommendations that can be incorporated in the Countermeasure Toolkit.

Title	Description	Key Takeaways
DCTC's Poughkeepsie 9.44.55 Study (2022)	A comprehensive study focused on improving the Route 9/44/55 interchange and Route 44/55 arterials in Poughkeepsie. The study aims to enhance safety and accessibility for all road users, including pedestrians, cyclists, and motorists, while promoting better connections between neighborhoods and the city center.	The interchange and its surrounding arterial roadways in Dutchess County are significant safety concerns, exhibiting crash rates substantially higher than statewide averages. The interchange recorded 407 crashes over three years, approximately 10 times higher than the statewide average, with 75% classified as rear-end collisions. The Route 44/55 arterials experienced 665 intersection crashes and more than 300 segment crashes over three years. More than half of the intersections and all but one of the segments had crash rates that exceed statewide averages. The Route 9/44/55 interchange and Route 44/55 arterials have been consistently identified as high-risk areas, and we anticipate that they will be identified in the SAP's data analysis. This study suggests redesign solutions should be considered to address these safety challenges and improve overall traffic conditions.
Meeting materials from DCTC, Dutchess County's Complete Streets Committee, and DCTC's Bicycle-Pedestrian Advisory Committee (BPAC)	The DCTC Policy Board and Planning Committee, BPAC, and the Complete Streets Committee represent coordination between the county and local communities to improve transportation in Dutchess County. The groups typically work on issues such as infrastructure improvements, safety, and community engagement. Meetings of DCTC's BPAC, Policy, and Planning Committees are open to the public and provide opportunities for resident input.	The DCTC has several current safety studies, including the City of Poughkeepsie Speed Limit Reduction Study, the Columbus Drive Redesign study, Route 9D planning, and this Safety Action Plan. The Complete Streets Committee and BPAC meetings focus on improving conditions for cyclists and pedestrians within the county. Insights from these committee discussions can provide context for safety risks identified in the data and help inform the Countermeasure Toolkit, Systemic Safety Study, and other SAP elements.
Dutchess County's Complete	A policy adopted by the County Legislature to ensure that transportation planning and design considers the needs	The policy promotes infrastructure improvements that support walking, biking, and public transit to enhance mobility, safety, public health, and environmental sustainability across Dutchess County. Its recommendations are valuable for the Countermeasure Toolkit, ensuring

Title	Description	Key Takeaways
Streets Policy (2016)	of all users, including pedestrians, cyclists, public transit riders, and motorists.	that upcoming projects align with these objectives and contribute to a safer and more accessible transportation network for all residents.
Dutchess County’s “Watch Out For Me” Transportation Safety Education Campaign	A public awareness campaign to promote road safety by encouraging motorists, pedestrians, and cyclists to look out for one another. This program focuses on reducing traffic crashes and injuries by educating the public on safe behaviors and traffic laws.	The campaign offers a variety of outreach materials such as brochures, videos, posters, curricula, and fact sheets to foster safer streets for all users in Dutchess County. Integrating this into the Countermeasure Toolkit will enhance community engagement and education efforts, ultimately contributing to improved roadway safety and awareness among residents.
DCTC’s Project Selection Framework	A framework that evaluates and prioritizes transportation projects for federal funding based on their impact and strategic alignment with the goals of Moving Dutchess Forward, as well as strategic goals such as improving safety, reliability, and access to basic needs.	Projects are awarded credits for key elements, which are used to prioritize them for inclusion in the TIP. This ranking system helps determine which projects should receive funding based on their impact and alignment with the DCTC’s strategic goals. The DCTC should use this framework when evaluating future projects at priority locations.
Mid-Hudson Transportation Management Area (TMA) Large Truck Crash Analysis (2024)	This safety analysis seeks to identify patterns in large truck crashes and highlight areas with higher concentrations of severe crashes, setting the stage to identify potential improvements. The crash score was generated by identifying high crash segments and weighting fatal and serious injury crashes using the Safer Streets Priority Finder Tool.	This analysis provides critical insights for road owners in Dutchess County to develop targeted strategies to reduce the frequency and severity of large truck crashes. It identifies five high-crash segments for large trucks in Dutchess County. Hollow Rd (County Road 14) stood out as the County-owned road with the highest crash rate; it is also highlighted as a high-crash road segment in Moving Dutchess Forward. The DCTC conducted a safety assessment on Hollow Rd in 2021 to evaluate safety concerns and recommend potential solutions. Additionally, the Newburgh-Beacon Bridge, which connects I-84 across the Hudson River between Newburgh in Orange County and the Town of Fishkill in Dutchess County, was noted as a high-crash road segment. Several communities in Dutchess County have flagged truck traffic as a safety problem. This study can help inform priority locations.

2.1.4 Equity Resources

The following equity resources were reviewed:

TABLE 6. EQUITY RESOURCES

Title	Description	Key Takeaways	Criteria	Geographical Organization	Identified Communities
The Council on Environmental Quality's Climate and Economic Justice Screening Tool (CEJST)	A digital platform designed to identify disadvantaged communities that are disproportionately affected by climate changes and environmental hazards.	The tool helps federal agencies prioritize investments and resources for these communities by combining data on economic, environmental, and health indicators, supporting efforts to advance environmental justice and equitable outcomes. This resource was identified as a data source for the Data Collection and Data Analysis, where equity areas will be more specifically identified and analyzed.	Disadvantaged communities are identified as (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden	2010 Census Tracts	Census Tracts in Amenia, City of Poughkeepsie, Village of Fishkill and the City of Beacon.
The SS4A Underserved Communities Census Tracts Map	An interactive tool used to identify census tracts that qualify as underserved or disadvantaged under the U.S.	This map helps agencies and communities target federal funding and support for transportation safety projects in areas that face economic, social, or infrastructural	Exceeded the 50th percentile (75th for resilience) across at least four of the following six transportation	2010 Census Tracts	Census Tracts in Dover, City of Beacon, Wappingers Falls, and City

Title	Description	Key Takeaways	Criteria	Geographical Organization	Identified Communities
	Department of Transportation's Safe Streets and Roads for All (SS4A) program.	challenges, promoting equitable access to safer streets. This resource was identified as a data source for the Data Collection and Data Analysis, where equity areas will be more specifically identified and analyzed.	disadvantaged indicators: transportation access, health, environmental, economic, resilience, and equity		of Poughkeepsie.
USDOT's Equitable Transportation Community Explorer (2024)	An interactive tool designed to identify communities that face transportation inequities, such as limited access to safe, reliable, and affordable transportation options.	The tool helps policymakers and planners prioritize investments and develop strategies that promote transportation equity and address the needs of underserved populations. This resource was identified as a data source for the Data Collection and Data Analysis, where equity areas will be more specifically identified and analyzed.	Interactive dashboard that identifies communities that face transportation inequities based on five components (Transportation Insecurity; Environmental Burden; Social Vulnerability; Health Vulnerability; Climate and Disaster Risk Burden) and forty indicators.	2020 Census Tracts	Census Tracts in Hyde Park, City of Poughkeepsie, Wappinger, Wappingers Falls, East Fishkill, Village of Fishkill, and the City of Beacon.
NYSERDA Disadvantaged Communities (2023)	A digital platform that focuses on identifying and supporting communities in New York State that are disproportionately	This platform focuses on targeted investments in clean energy projects, energy efficiency programs, and job training. The initiative aims to promote environmental	Used 45 indicators to represent the environmental burdens or climate change risks within a community, or population	2019 Census Tracts	33 of 82 Census Tracts in Dutchess County

Title	Description	Key Takeaways	Criteria	Geographical Organization	Identified Communities
	affected by environmental, economic, and health challenges.	justice, reduce energy costs, and enhance the resilience of these communities, aligning with New York State's broader climate and equity goals. This resource was identified as a data source for the Data Collection and Data Analysis, where equity areas will be more specifically identified and analyzed.	characteristics and health vulnerabilities that can contribute to more severe adverse effects of climate change. Percentile ranks of the indicators for each census tract were combined to produce a value that measures a census tract's relative level of "Environmental Burdens and Climate Change Risks," as well as "Population Characteristics and Health Vulnerabilities" relative to other tracts. Tracts with higher scores relative to (a) other tracts statewide; or (b) their region (New York City or Rest of State) were identified as Disadvantaged Communities (DACs).		

Title	Description	Key Takeaways	Criteria	Geographical Organization	Identified Communities
DCTC's Moving Dutchess Forward Equity Analysis (2021)	A comprehensive assessment focused on identifying and addressing transportation inequities in Dutchess County. It examines transportation access, mobility options, and infrastructure investments impact underserved communities. It aims to prioritize improvements that promote equitable transportation access and reduce disparities in mobility, safety, and economic opportunities.	The analysis focuses on populations within Dutchess County where residents may face heightened transportation challenges or barriers. This includes Black, Asian, Hispanic, youth (under 18) and older adults (65 and over), persons with a disability, low-income, foreign-born, and limited English proficiency. This resource serves as a critical data source for the Data Collection and Data Analysis, where equity areas will be more specifically identified and evaluated.	Focused on 9 groups for the equity analysis, including Black, Asian, and Hispanic populations, youth and older adults, disabled, low income, foreign born, and limited English proficiency populations, guided by Civil Rights Law, Environmental Justice recommendations, and best practices. Each tract received a score based on how much its focus population percentages exceeded the county average, and these scores were summed to create an Equity Index that highlights areas with higher concentrations of historically underserved communities.	2020 Census Tracts	The analysis identifies ten tracts in Dutchess County have an Equity Index of 10 or higher, which is double the county average of 5. Eight of these tracts are in the City of Poughkeepsie, one in the Arlington area of the Town of Poughkeepsie, and another in the central-west portion of the Town of Poughkeepsie. The northeast section of the City of Poughkeepsie contains the highest Equity

Title	Description	Key Takeaways	Criteria	Geographical Organization	Identified Communities
					Index values in the county, with scores of 16 and 15. Other areas exceeding the county average include the Village of Wappingers Falls, the Town of Dover, portions of the Towns of Poughkeepsie and Fishkill and the City of Beacon.

The equity analysis for the SAP will involve the following:

- **Conduct a Network Analysis:** The team will evaluate whether equity focus areas and disadvantaged communities are disproportionately represented compared to non-equity areas based on transportation challenges such as unsafe infrastructure, limited access to transit, or higher crash rates. This analysis will include mapping these different data sets to more specifically identify areas of focus.
- **Select Countermeasures and Projects:** In Task 5 (Countermeasure Selection and Stakeholder Workshop) and Task 6 (Project Identification, Goal Setting, and Performance Measures), the team will evaluate any disproportionate impacts on equity areas or disadvantaged communities.
- **Create Recommendations:** The team will develop strategies to eliminate barriers and ensure equal access to the safety benefits proposed in the SAP. This will focus on increasing investment in equity areas to help mitigate disproportionately negative safety conditions in those areas.

2.2 SS4A Grant Guidelines

[Safe Streets and Roads for All \(SS4A\)](#) is a discretionary grant program administered by USDOT that focuses on improving roadway safety for all road users. It seeks to reduce and eliminate serious injury and fatal crashes through the development and implementation of comprehensive safety action plans.

The SS4A grant program encourages communities to develop a safety action plan that identifies their most significant roadway safety concerns and strategies to address them. The safety action plan supports the SSA by promoting a holistic view of safety: building a culture of traffic safety; increasing collaboration among safety stakeholders; and redesigning systems to anticipate human mistakes and reduce the severity of crashes, ultimately saving lives.

To ensure that safety action plans meet federal requirements, USDOT has created a [SS4A Self-Certification Eligibility Worksheet](#). For a safety action plan to qualify for SS4A Implementation Grants and Supplemental Planning/Demonstration Activity Grants, it must include the following eight components:

TABLE 7. SS4A REQUIREMENTS

SS4A Requirement	SAP Development Actions
<i>Leadership commitment and goal setting:</i> A high-ranking official or governing body must publicly commit to reaching zero roadway fatalities and serious injuries, either by a specific target date or with an interim target to achieve significant declines by a specific date.	This Document Review outlines the need for a leadership commitment. See Section 3.1.2.
<i>Planning structure:</i> A committee, task force, implementation group, or similar body to oversee and monitor safety action plan development.	The DCTC has established an Advisory Committee as part of the SAP process.
<i>Safety analysis:</i> A robust safety analysis using crash data to evaluate historical trends and existing conditions for fatalities and serious injuries, locations and contributing factors for crashes, systemic and site-specific safety needs, and geospatial identification of higher risk locations. The safety analysis should be performed on all roadway systems from state to county and local roadways.	As part of the SAP development, the study team will carry out the necessary safety analysis.
<i>Engagement and collaboration:</i> Stakeholder engagement with the public, private sector, community groups, government agencies, and other relevant stakeholders. This includes identifying underserved communities, collaborating with relevant equity partners and incorporating stakeholder feedback.	The DCTC is implementing a comprehensive stakeholder and public engagement plan to inform the SAP.
<i>Equity:</i> Considerations of community outreach programs using inclusive and representative processes, including the data-driven identification of underserved communities and collaboration with equity partners to perform equity analysis and identify proposed strategies and projects.	The study team is carrying out an equity analysis, implementing public engagement, and considering equity impacts when selecting proposed strategies and projects.
<i>Policy and process changes:</i> Evaluation of existing national and local policies, guidelines, plans, and standards by reviewing current safety-related practices and data analysis within Dutchess County to enhance transportation safety. Based on the findings, the document recommends the development of new and update policies, guidelines, and standards for implementation.	This Document Review evaluates policies and plans and recommends changes. See Section 3.1.1.

SS4A Requirement	SAP Development Actions
<i>Strategy and project selections:</i> Identifying a comprehensive set of specific and action-oriented projects and strategies based on data and information compiled, stakeholder input, and equity considerations. Inclusion of project prioritization criteria and timelines associated with identified projects and strategies. Defining a set of practical and measurable performance metrics for each project and strategy to measure safety after project deployment.	The study team is creating a countermeasure toolkit, a list of priority projects, and performance measures.
<i>Progress and transparency:</i> Tracking progress toward achieving the ultimate goal of zero fatalities and ensuring continuous transparency with residents and other stakeholders.	The SAP will outline ways to transparently track and report on progress.

3.0 Recommendations

The following recommendations outline opportunities to update policies, plans, and programs.

3.1.1 Recommended Revisions to DCTC & Dutchess County Policies

The DCTC and Dutchess County have a robust set of plans and policies, including those that are detailed in Section 2.1.3. Key resources include DCTC’s long-range transportation plan – *Moving Dutchess Forward*, and bicycle-pedestrian plan – *Walk Bike Dutchess*. While the SAP does not recommend immediate updates to these plans, future iterations should incorporate SAP recommendations to align with evolving transportation and safety priorities. The DCTC’s *Public Participation Plan*, *Poughkeepsie 9.44.55 Study*, *High-End Speeding Analysis*, and *Safety Assessments (2013+)* remain valuable for planning and do not require immediate revisions. However, the SAP encourages DCTC to review certain policies for potential updates as outlined below.

TABLE 8. RECOMMENDED REVISIONS TO DCTC & DUTCHESS COUNTY POLICIES

Title	Recommended Revisions
Dutchess County's Complete Streets Policy (2016)	The DCTC may want to consider updating the County's Complete Streets Policy to reflect the latest resources and guidance. Since 2016, the FHWA has published a range of new resources such as a Complete Streets design model, context-sensitive design guidance, accessibility resources, and strategies for accelerating multimodal projects, measuring network connectivity, and speed management, and new policies on using federal funds for Complete Streets. There are also case studies and guidance on the Safe System Approach (SSA). Additionally, Smart Growth America has released a Complete Streets Policy Framework and other helpful materials. A full list of these resources is available in Appendix B. A change to this policy would need to be approved by the Dutchess County Legislature.
DCTC's Project Selection Framework	The DCTC may want to consider updating its Project Selection Framework to incorporate the SSA. Under Goal 2, when evaluating whether a project reduces barriers to safe access, the framework could consider if a project aligns with the SSA and/or the SAP. When considering whether a project will improve safety, reliability, and access in identified focus equity areas, the framework should take into account the equity priorities outlined in the SAP.
Dutchess County's "Watch Out For Me" Transportation Safety Education Campaign	The campaign should be reviewed and revised as needed to address needs identified during the development and implementation of the SAP. Specifically, it could target new focus communities or develop additional outreach materials to support the SAP's goals. These adjustments would help ensure that the program remains relevant and effectively engages the intended audiences as priorities and community needs evolve.

The final SAP will include detailed recommendations for updating specific DCTC, County, and other policies and plans to better align with federal and state best practices. Additionally, during Stakeholder Outreach and Study Finalization, engagement will ensure alignment with community needs and industry standards, supporting an inclusive and robust framework for Dutchess County's transportation future.

3.1.2 Recommended Safe System Approach Resolution

The Safe Streets and Roads for All grant program requires *“Leadership commitment and goal setting: A high-ranking official or governing body must publicly commit to reaching zero roadway fatalities and serious injuries, either by a specific target date or with an interim target to achieve significant declines by a specific date.”*

To be eligible for SS4A implementation funding, the DCTC should adopt a formal resolution establishing a commitment to eliminate or substantially reduce roadway fatalities and serious injuries by a target date, informed by the data analysis and recommendations developed for the SAP. Included in Appendix A is sample language for a Safe System Approach Resolution. Municipalities seeking to apply for SS4A implementation funding may wish to adopt their own resolutions to demonstrate their commitment to the SAP and SS4A goals. The Dutchess County Legislature could also approve a similar resolution.

Appendix A Sample Safe System Approach Resolution

This sample resolution is an example for consideration by the DCTC, Dutchess County Legislature, and municipalities. It is framed as a DCTC resolution but could be adapted by another legislative body. The sample resolution is based on other local and regional resolutions adopting safety goals and endorsing the Safe System Approach or “Vision Zero”. The proposed resolution includes a target date to achieve zero fatalities that can be adjusted.

ENDORSEMENT OF THE SAFE SYSTEM APPROACH TO IMPROVE TRAFFIC SAFETY IN DUTCHESS COUNTY AND THE ESTABLISHMENT OF A VISION ZERO GOAL

WHEREAS, the Dutchess County Transportation Council (DCTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Dutchess County portion of the Poughkeepsie-Newburgh NY Urban Area; and

WHEREAS, the federal surface transportation programs that are the responsibility of the DCTC are authorized by the Infrastructure Investment and Jobs Act (IIJA or ‘Infrastructure Act’) (PL 117-58, November 15, 2021); and

WHEREAS, Section 11201 of the Infrastructure Act establishes requirements for metropolitan transportation planning in 23 U.S.C. 134 and 49 U.S.C. 5303; and

WHEREAS, 23 U.S.C. 134 and 49 U.S.C. 5303 identify transportation safety as a planning factor for MPOs to consider in their planning process; and

WHEREAS, traffic crashes are a significant cause of deaths and injuries in the United States, New York State, and Dutchess County, and reducing the number and severity of crashes is a major goal of the DCTC; and

WHEREAS, DCTC’s Metropolitan Transportation Plan (MTP) - *Moving Dutchess Forward* – seeks to improve transportation safety for all people, regardless of mode or location, and recommends actions consistent with the State’s Strategic Highway Safety Plan; and

WHEREAS, the principles of the Safe System Approach declare that traffic related deaths and serious injuries are unacceptable, and that the elements of the Safe System Approach require safer people, safer roads, safer vehicles, safer speeds, and post-crash care; and

WHEREAS, the successful adoption of the Safe System Approach results from a unified public sector approach along with community support for achieving these safety objectives; and



WHEREAS, Dutchess County has adopted a Complete Streets Policy and the DCTC is developing a Transportation Safety Action Plan; now therefore be it

RESOLVED, the DCTC adopts the aspirational goal of eliminating all traffic deaths and serious injuries by 2040 and endorses the Safe System Approach as a comprehensive, holistic approach to achieve this goal; and

RESOLVED, the DCTC shall carryout a planning process that promotes the Safe System Approach.

Date

By _____
Secretary, Dutchess County Transportation Council

Appendix B List of Reviewed Documents

TABLE 9. LIST OF REVIEWED DOCUMENTS

Type	Title	Author	Last Updated	Link
Federal Resources	NHTSA's Countermeasures that Work	NHTSA	2023	https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag_0.pdf
	FHWA Proven Safety Countermeasures	FHWA	Jan 2024	https://highways.dot.gov/safety/proven-safety-countermeasures https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/FHWA_PSCs_in_Rural_Communities_508.pdf
	The National Roadway Safety Strategy (2024)	USDOT	May 2024	https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf
	Safe Streets and Roads for All (SS4A) Grant Program	USDOT	Sep 2024	https://www.transportation.gov/grants/SS4A
	The FHWA Systemic Safety User Guide	FHWA	Aug 2024	https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-07/SystemicSafetyUserGuide.pdf
	FHWA Safe System Roadway Design Hierarchy (2024)	FHWA	Jan 2024	https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf
	NCHRP 500 Guides	FHWA	Jan 2004	https://www.trb.org/Main/Blurbs/152868.aspx
New York State Plans & Resources	NYSDOT Strategic Highway Safety Plan (2023)	NYSDOT	2023	https://www.dot.ny.gov/divisions/operating/osss/highway/strategic-plan
	NYSDOT Highway Safety Improvement Plan (2023)	NYSDOT	2023	https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-04/HSIP%28New%20York%29%202023%20Report.pdf

Type	Title	Author	Last Updated	Link
	GTSC Triennial Highway Safety Plan (2023) and 2023 and 2024 Annual Grant Applications	New York State Governor's Traffic Safety Committee (GTSC)	Jul 2023	https://trafficsafety.ny.gov/system/files/documents/2023/10/ny_fy-24-26_3hsp-amended-8-21-23-with-cover.pdf NY FY24 AGA-tag.pdf (nhtsa.gov)
	GTSC 2023 and 2024 Annual Grant Applications	GTSC	2024	https://trafficsafety.ny.gov/system/files/documents/2023/12/2024-grant-awards.pdf
	NYSDOT Highway Safety Improvement Program Procedures And Techniques	NYSDOT	Aug 2023	https://www.dot.ny.gov/divisions/operating/osss/highway-repository/RedBook.pdf
	NYSDOT HSIP funded projects in Dutchess County	Dutchess County Transportation Council (DCTC)	Oct 2022	https://www.dutchessny.gov/Departments/Transportation-Council/Docs/DCTC_TIP_Project_Listing_102622.pdf
	NYS Pedestrian Safety Action Plan and PSAP funded projects in Dutchess County	NYSDOT	Jun 2016	https://www.ny.gov/pedsafety/pedestrian-safety-action-plan
	NYSDOT Roadway Departure Safety Action Plan	NYSDOT	Jul 2024	https://www.dot.ny.gov/divisions/operating/osss/highway/rwdsap
	NYSDOT Vulnerable Road Users Safety Assessment	NYSDOT	Jul 2023	https://www.dot.ny.gov/divisions/operating/osss/highway-repository/SHSP2023_Appendix_2_VRUSA.pdf
Dutchess County /DCTC Resources	DCTC Long-Range Transportation Plan, Moving Dutchess Forward	DCTC	2021	https://movingdutchessforward.com/
	DCTC Safety Assessments	DCTC	2013+	https://www.dutchessny.gov/Departments/Transportation-Council/Publications.htm

Type	Title	Author	Last Updated	Link
	DCTC High-End Speeding Analysis	DCTC	Dec 2023	https://www.dutchessny.gov/Departments/Transportation-Council/Docs/2022HighEndSpeedingReport_Dec2023_6.5MB.pdf
	DCTC Public Participation Plan	DCTC	Oct 2022	https://www.dutchessny.gov/Departments/Transportation-Council/Docs/DCTC_PPP_2022.pdf
	DCTC's Bicycle & Pedestrian Plan, Walk Bike Dutchess	DCTC	Mar 2014	https://www.dutchessny.gov/walkbikedutchess
	DCTC Poughkeepsie 9.44.55 Study	DCTC	Mar 2022	https://www.dutchessny.gov/Departments/Transportation-Council/Docs/Poughkeepsie_94455_Final_Report_sm.pdf
	Meeting materials from DCTC, Dutchess County's Complete Streets Committee, and DCTC's BPAC	DCTC	Jul 2024	https://www.dutchessny.gov/Departments/Transportation-Council/Meetings.htm https://www.dutchessny.gov/Departments/Transportation-Council/Walking-Bicycling-Resources.htm#con4 https://www.dutchessny.gov/completestreets
	Dutchess County's Complete Streets Policy	Dutchess County, Department of Public Works	Oct 2016	https://www.dutchessny.gov/ConCalAtt/67/DutchessCounty-PassedCompleteStreetsResolution&Policy_041920181246.pdf
	Dutchess County's "Watch Out For Me" Transportation Safety Education Campaign	DCTC		https://www.dutchessny.gov/Departments/Traffic-Safety/Watch-Out-For-Me-Campaign.htm
	DCTC's Project Selection Framework	DCTC	Feb 2022	https://www.dutchessny.gov/Departments/Transportation-Council/Docs/DCTC_Project_Selection_Framework_2022.pdf

Type	Title	Author	Last Updated	Link
	Mid-Hudson Transportation Management Area (TMA) Large Truck Crash Analysis	DCTC	Jul 2024	https://www.dutchessny.gov/Departments/Transportation-Council/Docs/MHVTMA_LargeTruckCrashAnalysis_07152024.pdf
Equity Resources	The Council on Environmental Quality (CEQ) Climate and Economic Justice Screening Tool	Council on Environmental Quality (CEQ)	Nov 2022	https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5
	The SS4A Underserved Communities Census Tracts Map	USDOT, Census Bureau	Dec 2022	https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a
	USDOT's Equitable Transportation Community Explorer	USDOT	Sep 2023	https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer--National-Results/
	NYSERDA Disadvantaged Communities	New York State Energy Research and Development Authority (NYSERDA)	Mar 2023	https://www.nyserda.ny.gov/ny/disadvantaged-communities
	DCTC's Moving Dutchess Forward Equity Analysis	Dutchess County Transportation Council (DCTC)	May 2023	https://gis.dutchessny.gov/moving-dutchess-forward/#equity https://movingdutchessforward.com/introduction-assess/transportation-equity/
Complete Streets Resources	Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges	FHWA	Mar 2022	https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-03/Complete%20Streets%20Report%20to%20Congress.pdf

Type	Title	Author	Last Updated	Link
	Context Sensitive Solutions and Design	FHWA	Apr 2020	https://www.fhwa.dot.gov/planning/css/
	Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities	FHWA	Oct 2017	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/accessible_shared_streets/fhwahep17096.pdf
	Strategies for Accelerating Multimodal Project Delivery	FHWA	Oct 2018	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_delivery/fhwahep19006.pdf
	Measuring Multimodal Network Connectivity	FHWA	Feb 2018	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_connectivity/fhwahep18032.pdf
	Increasing Safe and Accessible Options Implementation Guidance	FHWA	Apr 2023	https://www.fhwa.dot.gov/planning/iiia-bil_sect11206_imp_guidance.pdf
	Safe System Approach	USDOT, FHWA	Aug 2024	https://www.transportation.gov/NRSS/SafeSystem
	Complete Streets Policy Framework	Smart Growth America	Apr 2023	https://smartgrowthamerica.org/resources/elements-complete-streets-policy/