

November
2025



Transportation Safety Action Plan

Outreach Summary

Transportation Safety Action Plan

Outreach Summary

prepared for

DUTCHESS COUNTY
TRANSPORTATION
COUNCIL



Better ways from here to there

prepared by



CAMBRIDGE
SYSTEMATICS

date

November 2025

Disclaimer

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1.0 Outreach Plan

The Dutchess County Transportation Council (DCTC) created an Outreach Plan to guide meaningful community engagement during the development of its Transportation Safety Action Plan (SAP). The Outreach Plan supported the SAP's alignment with federal and state safety initiatives and helped ensure that local needs and perspectives informed recommendations to improve transportation safety in the county.

Community input was essential for understanding local travel challenges, identifying priorities, and meeting requirements for potential federal funding. The Outreach Plan outlined engagement goals, target audiences, key topics, and specific activities to build broad support and collaboration throughout the planning process.

A variety of outreach activities were conducted to gather input from the public and key stakeholders:

- **Digital Outreach:** An online public survey and an interactive crowdsourcing map were used to reach a broad audience. Both tools were open from September 2024 to February 2025.
- **Public Meetings:** Virtual public meetings were held on January 24, 2025 and August 19, 2025 to present project information and collect community feedback.
- **Stakeholder Interviews:** One-on-one interviews with key stakeholders provided detailed insights on local safety needs and priorities.
- **Stakeholder Workshops:** Stakeholder workshops were held on March 6, 2025 and August 19, 2025 to review findings and discuss potential strategies.
- **Advisory Committee Meetings:** The DCTC enlisted an Advisory Committee to guide all aspects of the SAP effort. The Committee met in August 2024, November 2024, January 2025, June 2025, October 2025, and November 2025 and provided key insights as community representatives.
- **DCTC Bicycle-Pedestrian Advisory Committee:** A virtual meeting was held on October 31, 2024 to introduce the Safety Action Plan, discuss safety concerns, highlight infrastructure projects, and consider outreach strategies and local initiatives.
- **DCTC Planning Committee Meetings:** Monthly virtual Planning Committee meetings included updates on the development of the Safety Action Plan.

Together, these outreach activities provided valuable local perspectives and helped shape the SAP's recommendations to improve transportation safety in Dutchess County.

2.0 Digital Outreach Summary

The DCTC’s Safety Action Plan (SAP) included a Transportation Safety Survey and Interactive Safety Mapping Tool to engage the public and collect information about transportation safety across Dutchess County. Each resource gathered data on safety concerns, ways to improve transportation safety, and information on specific locations where individuals experience traffic safety issues. These resources were available in both English and Spanish, and were advertised on the SAP webpage, through the DCTC, and at SAP meetings and events.

2.1 Transportation Safety Survey

2.1.1 Methodology

The online Transportation Safety Survey, hosted on Survey Monkey from September 30, 2024, to February 28, 2025, asked 14 questions (multiple choice, rating scales, and written responses). The 506 respondents shared how they travel in Dutchess County, their sense of safety, traffic safety risks they face, and the improvements that would help them feel safer.

2.1.2 Demographics of Survey Respondents

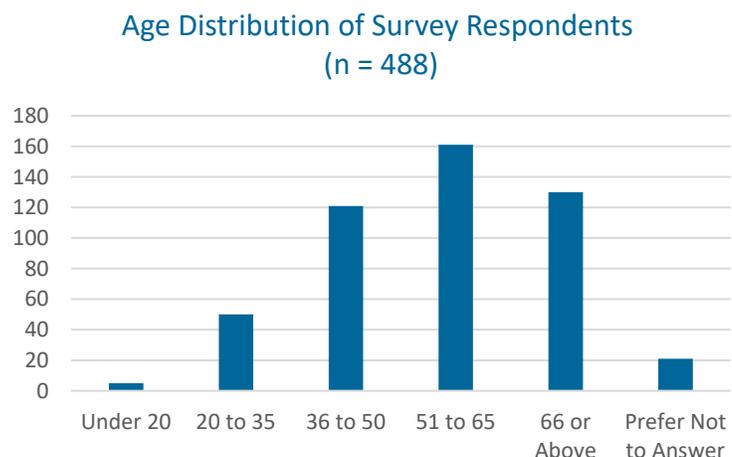
A range of demographic information was collected. All demographic questions were optional, and not all survey respondents responded to all demographic questions.

AGE

Survey respondents were asked what age bracket they fall into. Most respondents were 36 and older, with only 10% aged 35 or younger.

GENDER

For gender, 58% of survey participants reported as female, 35% reported as male, and 7% preferred not to answer.



RACE

Most respondents identified as white (81%). The next largest selection was “prefer not to answer” at 14%. American Indian or Alaskan Native, Asian, and Black or African American each made up 1% of participants; 2% of respondents identified as Latino or Hispanic.

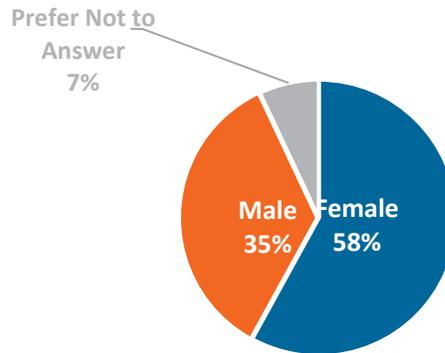
HOUSEHOLD INCOME

On household income, 52% of survey respondents had an approximate income between \$50,000 and \$200,000. 10% reported a household income of less than \$50,000.

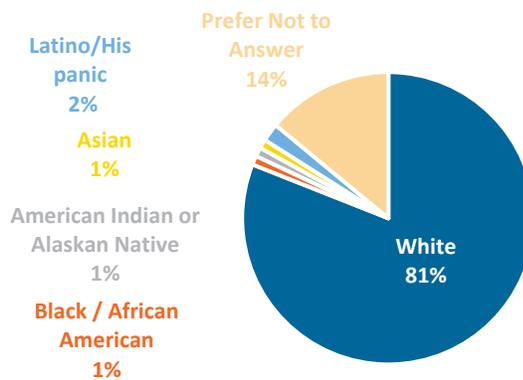
RESPONDENTS BY ZIP CODE

Participants were asked to submit their 5-digit zip code. This question was used to create the map shown in Figure 1. Most surveys were completed by people living in the southwest corner of Dutchess County. Responses were relatively high along the western half of the county, with the lowest response rate from the eastern portion of the county (i.e., Harlem Valley).

Gender Ratio of Survey Respondents (n = 486)



Race/Ethnicity of Survey Respondents (n= 481)



Household Income of Survey Respondents (n= 477)

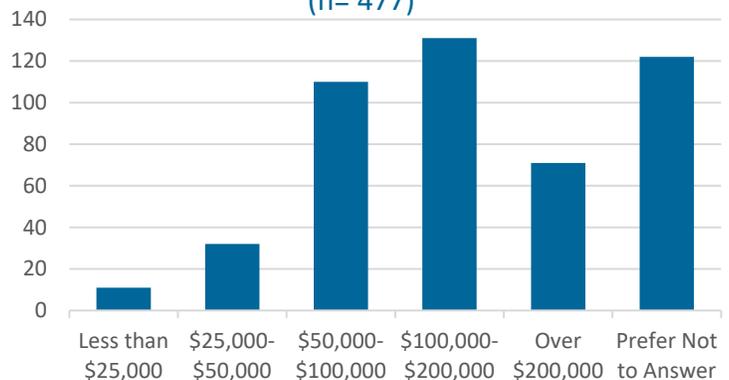
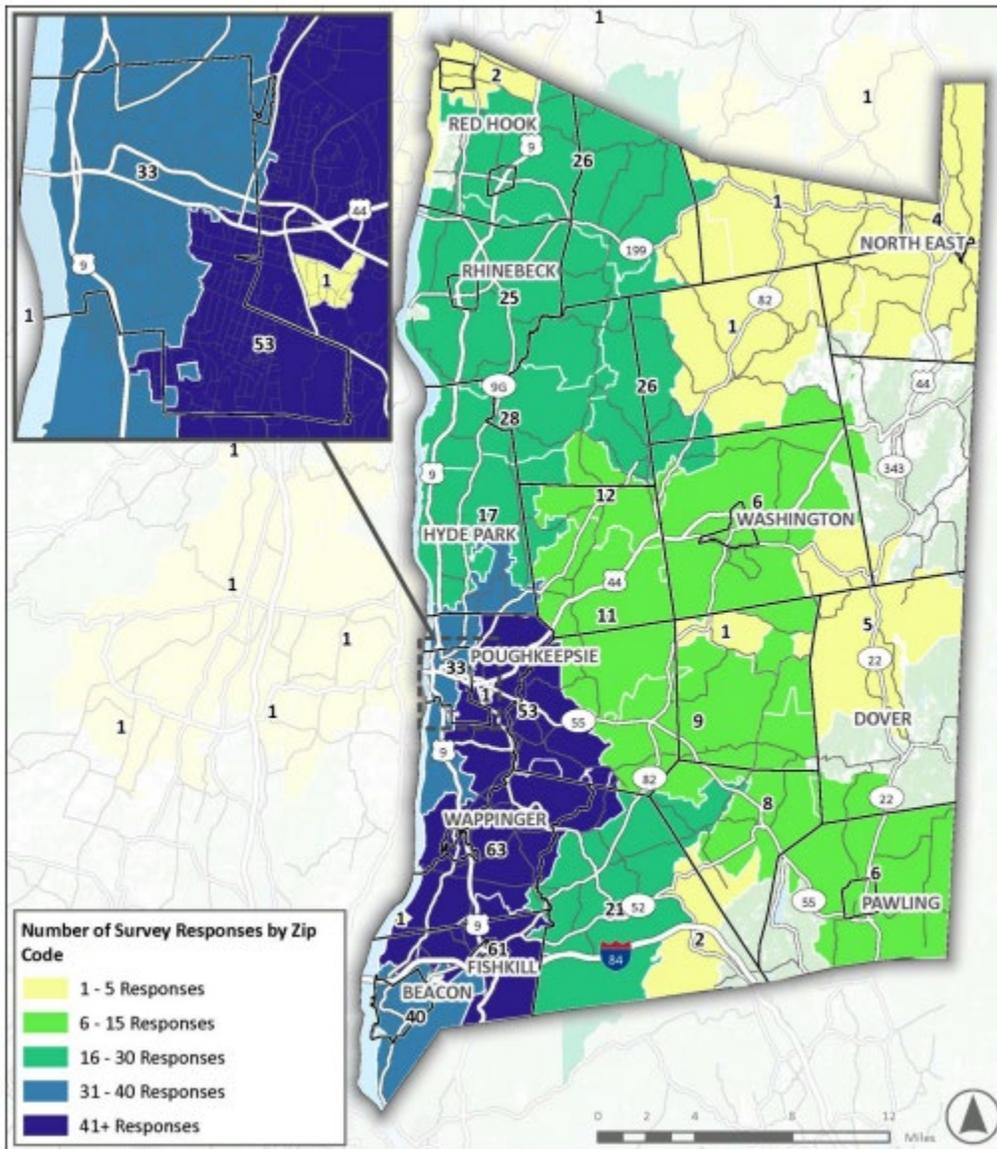


Figure 1 Distribution of Survey Respondents by Zip Code



2.2 Transportation Safety Survey Outcomes

The online Transportation Safety Survey revealed several key takeaways, and the identification of safety risks helped inform the selection of the Plan’s Emphasis Areas:

- Respondents typically travel to/from destinations in Dutchess County via private vehicle or by walking or biking.
- Respondents feel unsafe when they are vulnerable and unprotected (i.e., when they walk, bike, or ride a motorcycle) on roads in Dutchess County. They also feel unsafe when drivers speed, run red

lights and stop signs, drive while distracted, and engage in unsafe driving behaviors (e.g., weaving, tailgating, driving aggressively, etc.).

- Respondents identified the need to improve intersection infrastructure, implement roadway design changes that encourage slower speeds and less aggressive driving, and increase enforcement of traffic laws to improve their feeling of safety.

A full description of survey responses is provided in Appendix A.

2.3 Mapping Tool Outcomes

METHODOLOGY

The Interactive Safety Mapping Tool was hosted through an online GIS platform. The interactive map allowed participants to identify specific locations within the county where they experience traffic safety risks. Placed ‘pins’ were color coded to reflect common traffic safety issues. The interactive map ran concurrently with the Transportation Safety Survey from September 30, 2024, to February 28, 2025.

MAPPING TOOL OUTCOMES

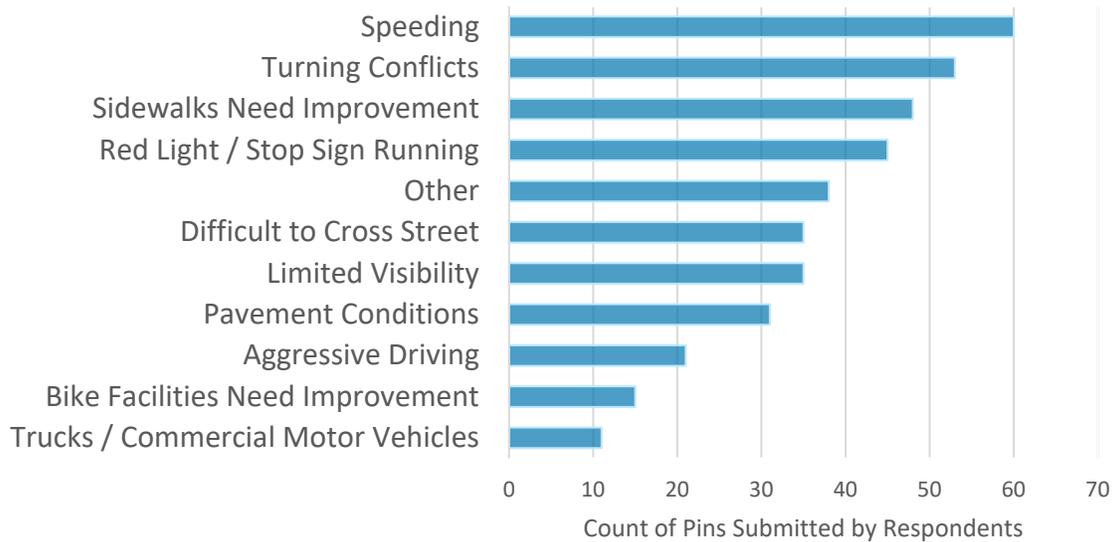
The Interactive Mapping Tool collected 393 pins. Participants were also able to provide information on the traffic issues they experience at specific locations. Available categories included: speeding, pavement conditions, red light or stop sign running, limited visibility, bike facilities need improvement or do not exist, sidewalks need improvement or do not exist, difficult to cross street, turning conflicts, distracted driving, impaired driving, aggressive driving, truck or commercial motor vehicles, and other. When a pin was placed under the “other” category, a comment box was available to submit additional information.

TRAFFIC SAFETY ISSUES REPORTED

The most common traffic issue reported was speeding, with 60 pins, closely followed by turning conflicts with 52 pins. The least common traffic issues reported were bike facilities need improvement or do not exist (15 pins) and trucks or commercial motor vehicles (11 pins). Of the 38 “other” pins, 27 respondents provided additional information, which included the following themes:

- Increasing Traffic
- Traffic Signal issues (too little green time, etc.)
- Missing Pavement Markings
- Uneven Road Surface
- Narrow Shoulders
- Red Light / Stop Sign / Yield Sign Running
- Speeding

Traffic Safety Issues (n = 393)



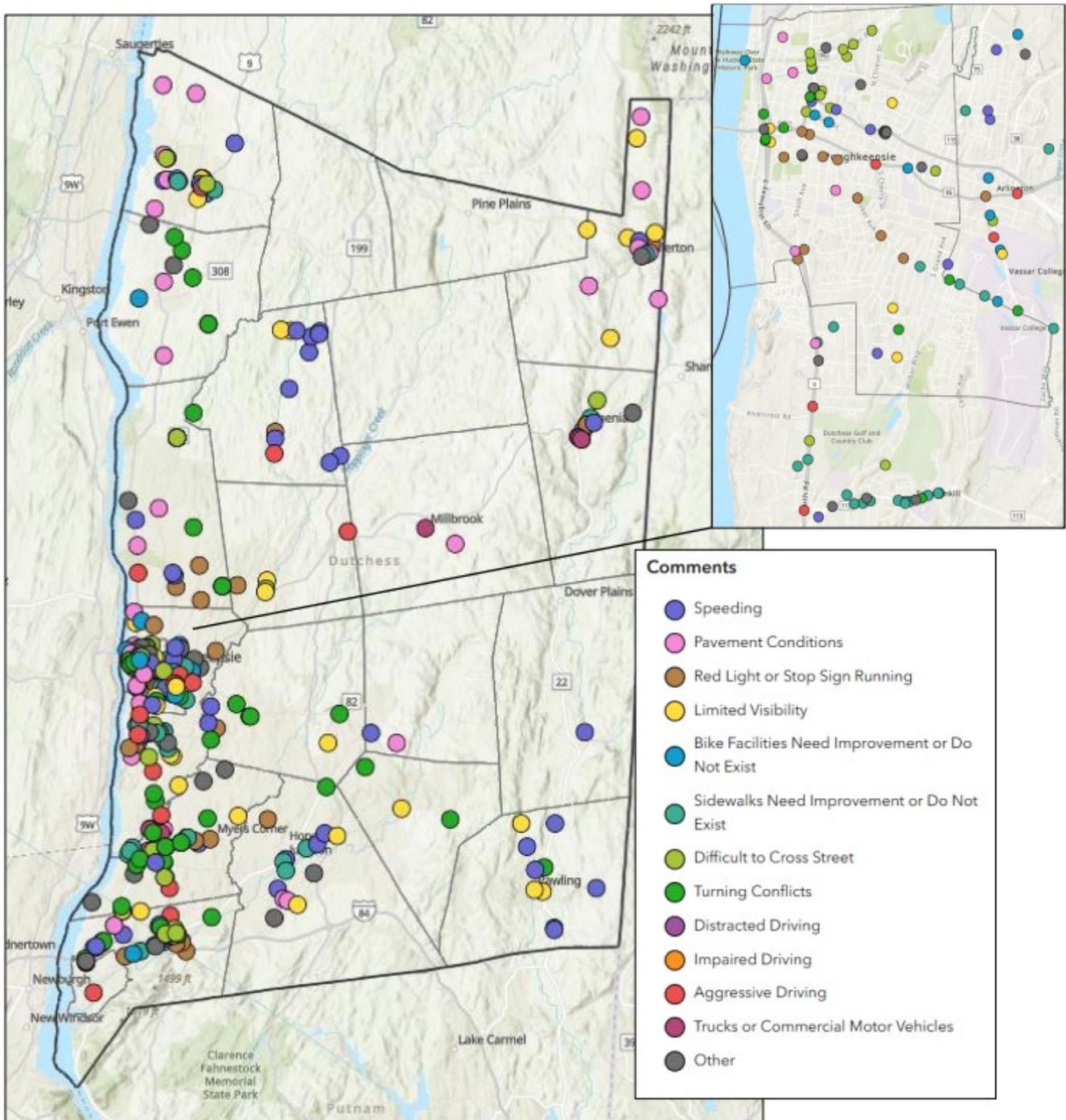
Identification of safety risks throughout the county helped further inform the selection of Action Plan Emphasis Areas.

PIN LOCATIONS

As shown in Figure 2, pin locations were distributed throughout the county. Areas with clusters of pins included Red Hook, Millerton, Poughkeepsie, Wappingers Falls, and Fishkill. A series of pins show traffic safety issues along Route 9 between Poughkeepsie and Fishkill. Generally, pins were placed in more developed areas, compared to more rural areas of the county. The southwest section of the county received more pins, while portions of northern Dutchess and the Harlem Valley received very few or no pins.

The study team also carried out a separate data-driven analysis of the roadway network to identify crash hotspots and systemic risks. By comparing pinned locations with network analysis results, we were able to match data to lived experience and narrow down specific locations that are most at-need for safety improvements.

Figure 2 Pin Locations Recorded by the Interactive Mapping Tool



3.0 Public Meetings

3.1 Public Meeting #1

The DCTC hosted Public Meeting #1 on December 19, 2024 from 12:00 – 1:00 pm. The purpose of this virtual meeting was to introduce the SAP to county residents, review preliminary crash data and trends from the crash analysis, and obtain input on existing safety issues and potential opportunities for the SAP.

3.1.1 Summary of Key Discussions

SAFETY ACTION PLAN BASICS

The team introduced an overall vision for the SAP, explaining how the SAP identifies traffic safety problems, proposes solutions, and supports future grant funding. The team also shared preliminary crash data on total and bicyclist/pedestrian fatalities, highlighting the goal of reducing severe crashes in Dutchess County.

TRANSPORTATION SAFETY CONCERNS

- Participants were asked to respond to a poll about their main transportation safety concerns; responses including speeding, roadways primarily designed for vehicular traffic, vulnerable road users, and distracted and impaired driving.
- The consultant team reviewed the SAP’s draft emphasis areas based on the data analysis. Participants answered polls about which emphasis areas they felt were most important and whether the team should investigate any other areas.

Draft Emphasis Area	Feedback from Participants
Intersections	Most Important
Speeding	Most Important
Vulnerable Road Users	Most Important
Aging Road Users	
Distracted Driving	Most Important
Impaired Driving	Most Important
Aggressive Driving	Most Important
Large Trucks/Truck Traffic	

- Public input supported the data-driven emphasis areas. Participants also suggested young drivers and public transportation facilities as potential emphasis areas.

- The team explained how they are working to identify specific locations that may need traffic safety interventions and asked participants to use the online Interactive Safety Mapping Tool to mark locations where they experience traffic safety issues.
- Participants were also prompted to share locations through a live poll. Locations mentioned included Rt 9 through villages and towns, Rt 9G, Rt 44/55 Arterials in Poughkeepsie, and pedestrian crossings in Poughkeepsie. This is consistent with risky locations identified by data and/or known to DCTC and its partners.
- Pedestrian and bicycle transportation improvements were of high importance to participants, especially in higher-density areas where conflicts between pedestrians/bicyclists and vehicles are more likely; Main St in Beacon was given as an example.

SAFETY COUNTERMEASURES

- Safety countermeasures were reviewed and described as falling into three categories: engineering, education, and enforcement, with examples for each category given and discussed. The team discussed how safety countermeasures would be used within the plan to reduce traffic safety risks.
- Participants favored engineering countermeasures and generally believed that education was not a strong enough countermeasure to change behavior. Other comments included:

Countermeasures Participants Have Seen Improve Safety	Countermeasures Participants Were Not Sure About
Improved lighting and visibility	Sharrows for bicyclists
Roundabouts	Enforcement (concern about consistency)
Increased / Improved signage	Yield signs on heavy traffic roads
Roadway reconfiguration (narrowed lanes, curb extensions, protected bike lanes, etc.)	
Crosswalk improvements	

Appendix B includes supporting documents and detailed responses from Public Meeting 1.

3.2 Public Meeting #2

Public Meeting #2 was hosted via Zoom on August 19, 2025, from 5:00 to 6:00 pm, during which the project team provided updates on the SAP development. Topics covered included goal setting, network screening, systemic screening, priority location investigations and project planning, countermeasure recommendations, and behavioral countermeasure planning.

3.2.1 Summary of Key Discussions

RISKY LOCATIONS

Participants noted a few specific locations of concern:

- Rossway Road/Drake Road/Taconic State Parkway intersection in Pleasant Valley
- Tyrrel Road in Pleasant Valley: houses only have access from the Taconic State Parkway.
- Mechanic Street in Amenia: there is a turn visibility issue at East Main Street.

ROADWAY MAINTENANCE AND SAFETY CHALLENGES

Participants emphasized that roadway maintenance (paving, potholes) is a key part of safety and noted challenges in addressing safety issues on State roads. Other maintenance concerns include systemic improvements such as signage and road striping. Specific problem areas mentioned were Middlebush Road and the Myers Corners Road/Marshall Road intersection in Wappinger.

Participants noted limited funding to develop projects, rising materials costs, and NYSDOT's new, more expensive concrete requirement under the State's climate policy. The group discussed ways to elevate these concerns with NYSDOT, emphasizing that while problem areas are well known, the critical need is support for project planning to enable local implementation.

Appendix B includes supporting documents and detailed responses from Public Meeting 2.

4.0 Stakeholder Interviews Summary

The DCTC conducted a series of stakeholder interviews to gather feedback from municipal representatives, agency staff, and local organizations. Transportation professionals and partners have local and technical knowledge about roadway safety issues, current and proposed projects, driving offenses, community expectations, policy discussions, and other factors relevant to the SAP. The goal of these conversations was to learn more about transportation safety concerns, common patterns across jurisdictions, and potential safety improvements. The stakeholder interviews were held between November 2024 and January 2025 and lasted about one hour each.

The following groups within Dutchess County were invited to participate:

- County Departments
- Highway Superintendents
- City and Town of Poughkeepsie
- Organizations serving Older Adults and People with Disabilities

- Organizations serving Youth and Northeast Dutchess County
- School District Transportation Supervisors
- The Northside Collaborative (a coalition of Poughkeepsie-based organizations)
- Dutchess County EMS
- Poughkeepsie Board of Artistic Youth

4.1 Key Themes

There were several recurring themes across the meetings. These included:

- **Unsafe driving practices:** Consistent experience of aggressive and distracted driving, including issues with speeding in various locations. A lack of accountability related to unsafe driving was raised as a significant issue. These practices may be more prevalent due to the lack of driver education courses in many schools and an overall decrease in traffic enforcement.
- **Infrastructure deficiencies:** Inadequate pedestrian and bicyclist infrastructure on roads in the county, such as ADA-compliant sidewalks and crosswalks.
- **Resource constraints:** Limited enforcement resources and staff shortages, which has led to challenges in traffic enforcement and emergency response. There was interest in automated enforcement, including speed and red-light cameras. The New York Governors Traffic Safety Committee (GTSC) has made changes to its statewide behavioral grant programs so that the County can no longer apply on behalf of individual municipalities, which has resulted in many municipalities not being able to secure state funding for targeted traffic enforcement campaigns.

These meetings provided helpful context for the SAP as the DCTC selects plan emphasis areas and priority locations, plans systemic infrastructure improvements, and develops recommended approaches to highway safety issues like distracted and aggressive driving.

4.2 Stakeholder Meetings

COUNTY DEPARTMENTS

A meeting with various Dutchess County Departments was held on Thursday, November 7, 2024. Attendees included representatives from the Sheriff's Office, Department of Emergency Response, Public Works-Engineering, Public Transit, and the Traffic Safety Board. Below is a summary of key takeaways from the stakeholders:

- **Safety concerns:** Aggressive and distracted drivers, drivers under the influence of marijuana, limited enforcement and EMS resources, and close calls between buses and bus riders and buses and other large vehicles.

- **Existing effective measures:** Speed feedback signs have proven effective.
- **Data and policy gaps:** There is a gap in speed data, policies regarding e-bikes, updated laws for cannabis use, and a need for additional dedicated traffic enforcement officers.
- **Potential measures:** The stakeholders expressed a desire to see automated enforcement in high-crash locations (such as Route 9 in Southern Dutchess and Route 55 near Titusville Rd), speed cameras in school zones, and improved signage and roadway design on local roads.

MUNICIPAL HIGHWAY SUPERINTENDENTS

A meeting with a group of municipal Highway Superintendents was held on Thursday, November 7, 2024. Attendees included Highway Superintendents from the Towns of Red Hook, Clinton, Pleasant Valley, Pawling, and North East. Below is a summary of key takeaways from the stakeholders:

- **Safety concerns:** Speeding, heavy traffic volumes, signal timing, visibility, lack of bike lanes, and inadequate enforcement.
- **Existing effective measures:** Speed feedback signs, high-friction pavement, roundabouts, lower speed limits, police enforcement, the placement of dummy patrol cars, and centerline and fog line striping.
- **Data and policy gaps:** The stakeholders indicated a need for road data inventory and pavement condition data. They also emphasized the need for driver education due to the lack of school-based driver education programs.
- **Potential measures:** The stakeholders expressed interest in automated enforcement in school zones, but raised concerns about accountability, as tickets would be issued to the vehicle owner rather than the driver. The Town of Pawling is considering a town-wide speed limit study to reduce speeds to 30 mph (including unposted 55 mph roads).

ORGANIZATIONS SERVING OLDER ADULTS AND PEOPLE WITH DISABILITIES

A meeting with Taconic Resources for Independence (TRI), the County Office for the Aging (OFA), and the County Department of Health was held on Thursday, November 7, 2024. Below is a summary of key takeaways from the stakeholders:

- **Safety concerns:** Lack of ADA-compliant infrastructure, including sidewalks, crosswalks, curb ramps, and parking spaces. Older adults fear going outside due to the risk of falling, which contributes to their isolation. Aggressive drivers contribute to conflicts with other road users.
- **Existing effective measures:** The stakeholders emphasized the effectiveness of engagement programs such as displaying crash messages on variable message signs, support groups for older adults giving up driving, the 'GoGoGrandparent' program through OFA that provides Uber/Lyft rides for seniors, and travel training for intellectually disabled individuals through TRI. Effective engineering/road design measures include roundabouts, lower speed limits, lighting, and flashing

beacons (like on Main Street in the Village of Fishkill). The City of Poughkeepsie’s Cannon Street parking lot was noted as a good example of a pedestrian-oriented parking lot.

- **Potential measures:** Stakeholders indicated a desire for dedicated bike lanes, improved roadway striping for visibility, and parking spaces that accommodate handicapped individuals. Additionally, education and enforcement regarding handicapped parking spaces would be beneficial.

CITY AND TOWN OF POUGHKEEPSIE

A meeting with the City and Town of Poughkeepsie was held on Tuesday, November 12, 2024. Attendees included representatives from the City of Poughkeepsie Planning Department, Department of Public Works, and Police Department, and the Town of Poughkeepsie Highway Department, Police Department, Planning Department, and the Town Supervisor. Below is a summary of key takeaways from the stakeholders:

- **Safety concerns:** Speeding, aggressive driving, and distracted driving on roads, in construction zones, and during inclement weather. There were concerns about increasing traffic volumes and decreased enforcement staffing, as well as jurisdictional issues between NYSDOT and municipalities (e.g., local responsibility for signals, streetlights, and snow removal on State roads).
- **Existing effective measures:** Speed feedback signs and speed enforcement campaigns supported by the New York Governor’s Traffic Safety Committee (GTSC) have been effective. Outreach efforts such as ‘Cocoa with a Cop,’ bike rodeos, helmet giveaways, media coverage (for example, of crosswalk education on Market St), and educational programs for children and their parents have also been well received.
- **Potential measures:** The stakeholders expressed a desire for more traffic enforcement, as well as automated speed and red light enforcement, better signage, speed feedback trailers, speed tables and other traffic calming, more visible crosswalks, more sidewalks and shared-use paths (including on Boardman Rd), and outreach focused on populations that are overrepresented in crashes.

ORGANIZATIONS SERVING YOUTH AND NORTHEAST DUTCHES COUNTY

A meeting with organizations serving youth and northeast Dutchess County was held on Friday, November 15, 2024. Attendees included representatives from County Youth Services, the County Youth Board Transportation Committee, the Northeast Community Center, Camino Éxito (a Spanish-language outreach organization in eastern Dutchess), and a representative from the Poughkeepsie City School District. Below is a summary of key takeaways from the stakeholders:

- **Safety concerns:** Ensuring access and safety for students traveling to school (including BOCES and Dutchess Community College) and jobs is a priority. Limited transit options prevent youth and lower-income adults from accessing basic needs (example: the CAP food pantry in Dover). Pedestrian infrastructure, including sidewalks, crosswalks, and lighting, is lacking. Students need to exhibit appropriate behavior on school buses. Driver speeding, drivers going the wrong way on one-way streets, and the lack of driver’s education in schools are also concerns.

- **Existing effective measures:** Advanced signage (for example, ‘Signal Ahead’) and flashing beacons at crosswalks have proven effective. Millerton’s Main Street was highlighted as a good example of visible crosswalks with beacons. The Village of Pawling was also mentioned as a good example of crosswalks.
- **Potential measures:** Stakeholders expressed a desire for outreach programs to expand, including training for youth on how to use transit and sharing real stories of crashes, as well as materials and outreach in Spanish at community venues like churches and libraries. They also called for educational materials for municipalities on how to lower speed limits, a clear process for funding and implementing road improvements, and ensuring rural areas are reflected in the Safety Action Plan.

SCHOOL DISTRICT TRANSPORTATION SUPERVISORS

A meeting with School District Transportation Supervisors was held on Thursday, January 16, 2025. Attendees included representatives from the Ulster County BOCES, New Paltz School District, Hyde Park School District, Spackenkill School District, Factory Direct Bus Sales, and Leonardo Bus Sales. Below is a summary of key takeaways from the stakeholders:

- **Background:** School bus drivers are committed to their roles and complete a 30-hour training course within their first year of service as a school bus driver, along with a mandatory two-hour refresher course every fall and spring. Each year, they are tested in defensive driving under New York State’s rigorous standards.
- **Safety concerns:** Safety concerns arise from bad weather and distracted and aggressive driving by other (non-bus) drivers. There is also a lack of personnel, so most drivers have to deal with student behavior while driving the bus. Some districts contract with private companies for their buses and drivers, which makes it harder to implement changes.
- **Existing effective measures:** Hyde Park has launched a new in-person training program that includes student behavior management in addition to defensive driving, as well as monthly workshops on key topics. The group emphasized the importance of relationships between the School District administration and the school transportation department, training students and parents on bus transportation and driving to/from school, and pick-up/drop-off area redesigns and enforcement. The stop-arm camera program has shown positive results, contributing to a noticeable decline in the number of drivers passing stopped school buses. The school bus safety competition was effective but is no longer offered by the State.

NORTHSIDE COLLABORATIVE

A meeting with the Northside Collaborative, a coalition of Poughkeepsie-based organizations and resident activists, was held on Tuesday, January 28, 2025. Below is a summary of key takeaways from the stakeholders:

- **Safety concerns:** Problematic driver behaviors include distracted driving, especially texting while driving and speeding, along with double parking. On the pedestrian side, there are worries about

people not paying attention while crossing the street. Additionally, many crosswalks and road markings have faded, making it difficult for both drivers and pedestrians to navigate safely.

- **Existing effective measures:** Roundabouts, rectangular rapid flashing beacons, curb extensions, protected bike lanes, rumble strips, and street trees. Traffic signals with an all-pedestrian phase have also been beneficial.

Participants expressed frustration with the slow pace of change in addressing safety concerns and emphasized their desire to leverage community pressure to accelerate improvements. They also suggested that the DCTC consider outreach via kiosks at libraries and schools to gather feedback from the community.

DUTCHESS COUNTY EMS

A meeting with County Department of Emergency Response was held on April 3, 2025. Below is a summary of key takeaways from the stakeholders:

- **Safety concerns:** Road construction (especially for utility work) is often not coordinated with EMS. This affects EMS' ability to respond to calls. Traffic congestion also affects EMS' ability to respond to calls.
- **Key congestion & crash locations:** Route 9 in Wappinger (northbound during the PM peak, with EMS vehicles often posted at Route 9/Old Hopewell Rd.), Route 52/Route 9 in Fishkill, the Newburgh-Beacon Bridge (westbound span), the Route 9D/I-84 interchange in Fishkill/Beacon, and the Route 9/44/55 interchange in Poughkeepsie. Other transportation safety concerns include inadequate lighting at Route 9D/West St in Wappingers Falls; Route 9 near Planet Fitness, Stewarts, and the CIA (River Point Road area); and Route 9G/Elks Ln near the Hyde Park Assisted Living Facility, where pedestrian crossings and walking in the shoulder remain issues (a new sidewalk, crosswalk, and RRFB were installed at this location in 2024).
- **Potential measures:** Encourage drivers to move over (per the NYS Move Over law) and stop when an emergency vehicle is approaching (though stopping is not required by law, it is safer). Remind drivers to put their phones down when driving, in line with NYS law. Support NYS budget proposals to improve EMS by making it an essential service for municipalities, requiring certain standards to ensure consistency, and requiring counties to develop countywide EMS plans.

POUGHKEEPSIE BOARD OF ARTISTIC YOUTH

A meeting with Poughkeepsie Board of Artistic Youth was held on March 25, 2025. This included 12 City of Poughkeepsie youth, ages 14-17, representing four local afterschool programs (The Art Effect; Family Services; Community Matters 2; and the Boys & Girls Club). Below is a summary of key takeaways from the discussion:

- **Safety concerns:** Arterials (Route 44/55 EB and WB): fast, hard to cross, don't feel safe; Main Street (difficult to cross, not enough yield to pedestrian signs); Corlies Avenue/King Street park area (feels unsafe due to behavior more than traffic). Pedestrian safety (example: Church St/EB Arterial), motorists running red lights or not slowing at yellow lights (example: Church St/EB Arterial), road rage (Route 9, Main Street), speeding and impaired driving.

- **Effective measures:** Add flashing beacons (RRFBs), create safer crossings near Mansion Square Park through measures such as RRFBs or stop signs, and make bus system improvements.
- **Potential Measures:** Implement stricter laws for speeding and reckless driving, and introduce speed/red light cameras (effective in NYC).

4.3 Priority Locations

At the stakeholder meetings, participants were encouraged to identify specific locations with safety issues. Appendix C highlights roads segments and intersections that stakeholders wanted to bring to the attention of the SAP Team. Like other locations identified by the public, these were compared to the data-driven network analysis.

5.0 Stakeholder Meetings

5.1 Stakeholder Meeting #1



An in-person workshop for stakeholders was held in March 2025 to review draft countermeasures and provide stakeholders with an opportunity to share feedback.

The meeting began with a presentation on the results of data analysis and public outreach carried out so far, proposed SAP emphasis areas, a proposed list of priority locations, and a preview of a Safety Countermeasure Toolkit intended to help local agencies and decision-makers identify effective engineering/road design strategies to reduce crashes.

Interactive polling was used to document attendee views on a variety of questions. Speeding and vulnerable road user safety were leading priorities. The group identified several specific locations where they have experienced traffic safety issues. The group noted the most sought-after countermeasures, as well as countermeasures they were skeptical about. The full polling results are presented in Appendix B.

Participants then visited four “open house” stations: Introduction to the Safety Action Plan, Emphasis Areas, Priority Locations, and Countermeasures. Each station had posterboards where participants could view more details, discuss feedback with SAP project staff, and post their own comments with stickers.

The countermeasure selection results demonstrated clear preferences for interventions to calm traffic and improve markings and signals.

Countermeasure Type	Countermeasure	# of Stickers Placed by Participants
Visual and Sensory Cues	Street Trees	4
	Lane Narrowing	3
	High-Friction Pavement	2
	Street Lighting	2
	Rumble Strips	1
Signs and Pavement Markings	Flashing Stop Signs	3
	Speed Limit Reductions	3
	Bike Lanes	2
	Centerline / Edgeline / Parking Lane Striping	2
	High Visibility Crosswalks	2
	Road Diets / Roadway Reconfiguration	2
	Traffic Signs and Markings	1
	Bike Boulevards	0
	Dedicated Turn Lanes	0
	Pedestrian Warning Signs	0
Vertical and Horizontal Deflections	Curb Extensions	5
	Raised Crosswalks	5
	Speed Humps/Speed Cushions	1
	Turn Hardening	1
Pedestrian Safety Treatments	Access Management	1
	ADA-Compliant Sidewalks	1
	Medians and Pedestrian Refuge Islands	1
	Shared Use Paths	1
Unsignalized Intersection Treatments	Roundabouts	4
	All-Way Stops	0
Signal Control and Speed Enforcement	Speed Feedback Signs	4
	Automated Enforcement	2
	Pedestrian Hybrid Beacon (HAWK)	1
	Rectangular Rapid Flashing Beacon (RRFB)	1
	Leading Pedestrian Interval	0

Retroreflective Backplates	0
Signal Pre-Emption for Emergency Vehicles	0

The workshop focused on infrastructure-based countermeasures, along with behavioral, program, and policy-based strategies consistent with the Safe Systems Approach.

Priorities from this event helped DCTC finalize the Action Plan’s Emphasis Areas. Location data was used to validate priority locations for the plan. Countermeasure preferences will inform the Safety Countermeasure Toolkit.

5.2 Stakeholder Meeting #2

A virtual Stakeholder Meeting was hosted on August 19, 2025, from 3:00 to 4:30 pm, during which the project team provided updates on the SAP development. Topics covered included goal setting, network screening, systemic screening, priority location investigations and project planning, countermeasure recommendations, and behavioral countermeasures. Key discussions are summarized below.

GOAL SETTING

Participants discussed how highway safety performance goals can be either set “top down,” by focusing on a desired future destination, or “bottom up,” by considering feasible programs and outcomes. They emphasized that achieving safety goals requires more than infrastructure improvements, highlighting the need for increased police presence, ADA compliance, and accommodations for older adults at intersections.

The group agreed that goals should be realistic and attainable, not “moonshots,” noting that many factors such as law enforcement capacity and state-level reforms are beyond the control of the DCTC and its partners. While achieving zero fatalities is unlikely due to unexpected incidents and human error, participants suggested framing the goal as “approaching zero.”

At the same time, they recognized the value of strong public messaging. Clear and assertive goals help set behavioral standards and draw attention to safety needs. The Safe System Approach was highlighted as a comprehensive approach that calls for leadership commitment to eliminating traffic deaths. Ultimately, the group endorsed a vision zero goal for traffic fatalities.

BEHAVIORAL SAFETY ISSUES

Participants generally supported the list of behavioral emphasis areas and the recommended countermeasures. The group also shared comments on specific issues.

- **Lowering speed limits:** At least one Dutchess County village has already lowered its speed limit to 25 mph as allowed by State law.
- **Employer engagement:** A participant suggested employer outreach to Penske, which provides trucks for local freight. Another participant suggested developing educational materials for CDL

holders on safe truck operations and violation consequences. The group also discussed distracted driving policies. One participant noted that Dutchess County Public Transit does not have zero-tolerance standards due to union advocacy, but establishing a policy could help raise awareness.

- **STOP DUI program:** New York’s statewide DUI program is funded by offender fines, but funding has dwindled due to revenue diversion and may not be sustainable.
- **DUI Adjudication:** With a new District Attorney, there may be opportunities to strengthen the process, as in the past many impaired driving cases were pled down and offenders were not held accountable.
- **GTSC Grants:** Law enforcement participation in traffic mobilizations is limited more by administrative challenges than by manpower. The GTSC no longer allows entities like the County Traffic Safety Board to manage grant funding for local agencies, but requires each local agency to apply for and manage its own grant, which small departments often lack the capacity to do.
- **CarFit:** Dutchess County previously had a CarFit program but lost all certified instructors during COVID. NuVance Hospital in Connecticut has since enlisted new CarFit technicians, and partnerships are underway with the County’s Office for the Aging to hold CarFit events at Dutchess County senior centers.
- **Motorcycle Safety Training:** Courses are not offered in Dutchess but there may be opportunities to get more local training providers licensed by the NY DMV. NY DMV does not accept out-of-state training, even those that use the same training program.

6.0 Advisory Committee Meetings

To steer the SAP effort, the DCTC enlisted an Advisory Committee of key partners. The Advisory Committee met in August 2024, November 2024, January 2025, June 2025, October 2025, and November 2025. In addition to guiding all aspects of the Plan, the committee also provided key insights as community representatives:

- The committee helped the SAP team identify additional stakeholders to engage.
- The committee weighed various factors to help select SAP emphasis areas. Committee discussions reinforced the importance of vulnerable road users and speed management.
- Dutchess County has 30 municipalities, for whom accessing grant funding can be difficult. It is a priority to use hotspot and systemic screening to ensure that all municipalities in the county benefit from the SAP.
- Several key locations were highlighted by the committee: Routes 44/55 in Poughkeepsie, areas along Route 9, Route 9/Merritt Boulevard, and Route 52 in Fishkill. The committee also discussed the proximity of risk areas to local schools.

- The committee commented on law enforcement staffing challenges and discussed the feasibility of supplementing law enforcement with automated enforcement. Law enforcement representatives highlighted innovative approaches to distracted driving enforcement. The committee also reviewed the challenges of drug impaired driving, including needs for more drug identification training, police manpower, and consistent prosecution.
- The committee provided input on other stakeholder groups to present the completed plan to, which could include law enforcement organizations, local municipalities, the county’s Highway Superintendents, and others.

7.0 Bicycle-Pedestrian Advisory Committee (BPAC) Meeting

DCTC presented the Safety Action Plan to the BPAC at a virtual meeting on October 31, 2024. Below are the key points discussed:

- The committee raised concerns including speeding, distracted driving, lack of walking/biking infrastructure, and safety for non-drivers.
- Participants emphasized infrastructure improvements such as protected bike lanes, raised crosswalks, flashing beacons, and sidewalks, along with policy measures like lower speed limits, automated enforcement, and stronger driver education.
- Dutchess County DPW is working on sidewalk and intersection improvements and coordinating with Bard College on a complete street redesign for Annandale Rd. NYSDOT projects include multiple roundabouts.
- Suggested outreach strategies included partnering with bike clubs and attending community events. The committee recognized ongoing initiatives such as the “Watch Out For Me” safety campaign and the launch of a new County Transit app.
- DCTC is working on the Beacon-Hopewell Rail Trail feasibility study, a City of Poughkeepsie speed limit reduction study, and annual pedestrian-bicycle counts.

8.0 Planning Committee Meetings

Throughout this process, the DCTC kept its Planning Committee up to date on the progress of the SAP. The DCTC reported on the plan during a November 26, 2024 meeting and provided initial analysis of an existing conditions and document review. Updates were also provided at monthly Planning Committee Meetings throughout 2025. At the April 2025 meeting, the DCTC explained how the plan’s data analysis was being weighted to identify areas of pedestrian and bicycle risk, rather than just focus on vehicle

crashes. Planning Committee members were informed of engagement opportunities and invited to participate.

Appendix A Digital Outreach - Transportation Safety Survey Questions & Responses

This section provides additional detail on the individual survey questions and responses.

Question 1: How do you typically get around Dutchess County?

Respondents were able to select up to three choices from a list of transportation modes. The most common mode of transportation was private vehicle, with 487 responses. The second and third most popular choices were walking and bicycling (141 and 86 respectively).

Question 2: How safe do you feel while traveling in each of the following ways: Private Vehicle, Motorcycle, Public Transit, Walk, Bicycle, Electric Scooter, Taxi / Uber.

Respondents felt safest while using private vehicles, taxi/Uber/Lyft, and public transit. Participants felt the most unsafe while walking, biking, and riding motorcycles.

Question 3: What makes you feel unsafe while traveling in Dutchess County?

Table 1 lists the most common issues that respondents said impact their feeling of safety while traveling. Notable comments include:

- “Not having proper sidewalks or lanes for bicycles makes me feel unsafe”
- “I worry about the speed and safety of other vehicles”
- “Driver distraction and inattentiveness is apparent everyday”
- “Drivers disobey laws”

Table 1 Safety Issues

Issue	Number of Times Reported
Aggressive Driving	245
Speeding	235
Illegal Behavior at Traffic Control Devices (signals and stop signs)	116
Distracted Driving / Inattentive Driving	103
Phone Use / Texting While Driving	47
Young Drivers	15
Pedestrian / Bicyclist Behavior (e.g., jaywalking)	13
Cannabis Use / Driving While High or Otherwise Impaired	13
Drivers Not Using Turn Signals	10
Wrong Way Driving	10
Alcohol Use / Drunk Driving	8

Motorcyclist Behavior (e.g., weaving, wheelies, etc.)	6
Older Drivers	4
Illegal Off-road Vehicles on Roadway (e.g., ATVs, UTVs, etc.)	4

Question 4: What would make you feel safer when driving, walking, riding, or biking in Dutchess County?

Respondents were asked to select their top five countermeasures to improve their feeling of safety on roads in Dutchess County. The most common choices were improved intersections (signal improvements, additional turning lanes, roundabouts, better visibility, etc.), road design changes to encourage slower speeds and less aggressive driving (traffic calming), and more police traffic enforcement (speeding, distracted / impaired driving, etc.). Options that gathered fewer than 100 responses were traffic safety education campaigns (about safe driving, walking, & bicycling) and improved bus stops (bus shelters, sidewalks to bus stops, lighting, etc.).

Question 5: What recent infrastructure improvements have made it safer or easier for you to walk, bike, drive, or get around in other ways?

The items below summarize the types of infrastructure improvements that respondents cited for making it safer or easier to get around Dutchess County:

- High visibility crosswalks with crossing signals
- Flashing lights on stop signs
- Reflective tape on signposts
- Expansion of biking and walking trails (e.g., Empire State Trail)
- Beacon Free Loop bus service
- Roundabouts/traffic circles
- Roadway repaving with wider shoulders
- Bike lanes
- Sidewalks
- Dynamic Speed Feedback Signage and police enforcement of speeding
- Rumble strips
- Speed humps

Question 6: Have you or someone you know been involved in a traffic crash in Dutchess County?

64 percent of respondents (319 people) indicated that they have been or know someone who was involved in a traffic crash in Dutchess County.

Question 7: If yes, could you share more about this experience? Where did the crash occur? Were you or the person you know in a car, on foot, on a bike, etc.? What were the causes or circumstances of the crash? Were there any injuries or fatalities? Any comments received will be hidden and not publicly displayed.

181 respondents shared details related to their experience of being involved in or knowing someone who was involved in a traffic crash in Dutchess County.

Question 8: What additional comments would you like to share related to transportation safety in Dutchess County?

The items below summarize additional comments that respondents shared related to transportation safety in Dutchess County:

- Streets should be safe for people of all ages and accommodating to all modes of travel.
- Traffic congestion is increasing and concerning.
- Traffic safety should be more widely promoted; education is needed.
- Investments should prioritize forms of travel other than motor vehicles (i.e., public transit expansion; walking and bicycling improvements such as protected bike lanes).
- Infrastructure is needed to slow down cars.
- More enforcement is necessary to stop speeding and other illegal driving behaviors (i.e., texting while driving and driving while impaired).
- The conditions of roadways and bridges should be improved. Infrastructure needs to be maintained, especially in the winter months when there is bad weather.
- Dangerous intersections should be fixed.
- There is a need for better lighting on side roads and in neighborhoods.
- There needs to be a more proactive approach to driver safety. Proactive approaches recommended by respondents include bikeways and sidewalks to separate vulnerable road users from vehicles, guiderails, pedestrian crossing signage, lower speed limits, rumble strips, enhanced lighting, vegetation removal, repainting crosswalks, enhanced roadway and sidewalk maintenance, and increased enforcement to reduce illegal driving behaviors paired with greater consequences for violating traffic laws.

Table 2 below lists the most common countermeasures that survey respondents suggested in the open-ended and comment sections of the survey.

Table 2 Countermeasures for Safety Issues

Behavioral Countermeasure	Number of Times Reported
Improved Pedestrian / Bicycle Infrastructure	128
Enforcement / Consequences	116
Improved Roadway Design (e.g., sight distances, curves, narrow roadways, streetscape improvements, traffic calming, etc.)	62
Improved Access to Public Transportation	31
Additional Traffic Control Devices (signals/stop signs) at Intersections	30
Lighting Along Roadways	27
Additional Signage	20
Improved Zoning, Planning, and Development to Support the Increased Population and Traffic Congestion	16
Roundabouts	11

Education (e.g., safety, laws, how to use roundabouts, etc.)	11
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Table 3 below lists the most common locations that survey respondents mentioned as areas of concern in the open-ended and comment sections of the survey. Any location mentioned more than once is listed in the table.

Table 3 Most Common Locations of Roadway Safety Concerns

Location	Number of Times Reported
Route 9 (general)	47
Route 9 / Van Ness Rd Intersection	17
Taconic (general)	15
Mid-Hudson Bridge / Route 9 Interchange	13
Route 9 / Merritt Blvd	10
Myers Corners Elementary School Entrance	7
East-West Arterial (general)	5
Route 9G / Connelly Dr / North Cross Rd Intersection	5
Route 9D (general)	5
Route 9 / 44-55 Intersection	4
Route 9 / Old Hopewell Rd Intersection	4
Route 9G / Slate Quarry Rd Intersection	4
Taconic / Rossway Rd Intersection	4
Route 55 (general)	4
Lime Kiln Rd	3
Route 52 in Fishkill (general)	3
Route 9 / Spackenkill Rd Intersection	3
Route 52 / I-84 Interchange	3
Route 9G (general)	3
Route 22 (general)	3
Clinton Hollow Rd at the Intersection with the Public Park	2
Salt Point Turnpike / Innis Ave Intersection	2
Route 199 (general)	2
Route 52 / Jackson St Intersection	2
Route 9 / Elm St Intersection (Fishkill)	2
Route 9 / Myers Corners Rd Intersection	2
Route 9D / Middlebush Rd Intersection	2
Route 9G / Hollow Rd Intersection	2
Taconic / Route 44 Intersection	2
Route 44 (general)	2
Hannaford on Myers Corners Rd	2

Appendix B Public Meeting 1 and 2 - Supporting Documents and Detailed Responses

B.1 Public Meeting #1

What are your existing safety concerns?

Below are the safety concerns discussed by respondents:

- Excessive speeding and aggressive/risky driving
- Roadways designed for highway speeds or only for cars, creating unsafe conditions for walking and biking
- Conflicts between cars and pedestrians; lack of viable transportation alternatives.
- Drivers using shoulders, disregard for bicyclists and pedestrians, not stopping for pedestrians in crosswalks, and road rage
- Distracted driving
- Use of high-beam headlights that blind oncoming drivers
- Pedestrian crashes.

Which emphasis areas are most important to you?

- Speeding
- Vulnerable Road Users
- Distracted Driving
- Intersections
- Aggressive Driving
- Impaired Driving

Are there other emphasis areas that we should investigate?

Below are other emphasis areas that respondents shared:

- Traffic calming
- Wider sidewalks
- Bike infrastructure
- Road width, shoulders, merging lanes
- Young drivers (They seem more apt to take chances while driving)
- Street lighting
- Public bus stops - often not near crosswalks on major, busy roadways leading to dangerous crossing

- Use of marijuana while driving
- e-bikes (on sidewalks, not following traffic rules, etc.)

Where do you experience traffic safety issues?

Below are the locations where respondents experience traffic safety issues:

- While walking in the City of Poughkeepsie. Any crossing with the E-W Arterials is an uncomfortable, if dangerous, experience.
- Route 9, particularly in the Villages of Fishkill & Wappingers Falls, and Towns of Wappinger & Poughkeepsie
- Route 9, Route 9G and the 44/55 Arterials in Poughkeepsie.
- Rt 9 and Merritt Blvd intersection
- Main St, Beacon NY (intersections and crosswalks)
- Rt. 376, Raymond Av, Spackenkill Rd., Vassar Rd, Intersection at Red Oaks Mill (376, Spackenkill Rd.)
- Intersections - red light running, not yielding right-of-way

What type of countermeasures would work best in your community?

All respondents selected “engineering countermeasures”.

What measures have you seen that increase roadway safety?

Below are the measures that respondents shared would increase roadway safety:

- High visibility crosswalks and signage at intersections and mid-block crossings. Separated bicycle facilities would help but do not really exist in DC other than the rail trails.
- Narrowing roadways, curb extensions, protected bike lanes, wider sidewalks
- Roundabouts
- Improved pedestrian visibility, lighting and signage.
- Better lighting and high-vis striping
- Increase in roundabout usage, all on NYS highways
- Better lighting and high-vis striping
- Increase in roundabout usage, all on NYS highways
- Stop sign on Merritt Blvd.
- Stop signs in high traffic measures; bump outs (decrease length of crosswalks)

Are there countermeasures that you are unsure about?

Respondents shared that they were unsure about:

- The effectiveness of sharrows for cyclists, with some noting they don’t seem to make a difference in certain areas.
- Inconsistent enforcement, unless supported by measures like speed cameras, which can be effective.
- Road markings, particularly when they are faded.

- Yield signs on main roads.
- Incorrect stop sign usage, i.e., for speeding

B.2 Public Meeting #2

Participants noted a few specific risky locations, including the Rossway Road/Drake Road/Taconic Parkway area (which is already on the project's Priority Location list), the Tyrell Road area, and Mechanic Street in Amenia (which is also already on the project's Priority Location list and will be investigated in the field).

One participant argued that roadway maintenance and good repair are important parts of safety, with many potholes and other degraded pavement not being repaired in a timely way. Other safety-related maintenance issues include systemic improvements like signage and road striping. Specific locations mentioned include Middlebush Road and the Myers Corners Road/Marshall Road area.

One participant noted that for many local safety improvement projects, there are long delays and little funding to help municipalities develop projects, and construction/materials costs have increased. NYSDOT (due to State climate commitments) now requires a new type of concrete that is much more expensive. Municipalities also experience safety issues on State roads that NYSDOT, not the municipality, is meant to maintain. The group discussed how these concerns can be elevated with NYSDOT.

One participant noted that everyone knows where the problems are and what is really critical is the development of project plans to help localities implement improvements.

Appendix C Stakeholder Feedback: Locations with Safety Issues

County Departments
<ul style="list-style-type: none"> • C/Beacon: narrow streets are challenging for buses • Route 9 in Southern Dutchess: speeding • Route 9 between 9D and Old Post Rd • Route 9D • Route 55 in Titusville: speeding • Hollow Rd by Route 9D • Slate Quarry Rd • West Dorsey Ln • Maloney/Smith/Noxon intersection: limited visibility • Noxon Rd: many curves
Highway Superintendents
<p>T/Clinton</p> <ul style="list-style-type: none"> • Hollow Rd/Center Rd • Hollow Rd/9G <p>T/Red Hook:</p> <ul style="list-style-type: none"> • Route 9, especially intersections to the north, like Pitcher Ln • Route 199/9G signal • Route 199/9 intersection in Village: the signal takes so long, people use local streets to bypass the signal, which leads to more traffic and crashes on side streets <p>T/Pleasant Valley:</p> <ul style="list-style-type: none"> • Taconic State Parkway/Route 44: limited sight distance <p>T/Pawling:</p> <ul style="list-style-type: none"> • Old Route 55: poor pavement. Working with NYSDOT on reconstructing
Older Adults and People with Disabilities
<ul style="list-style-type: none"> • Taconic State Parkway and Route 55 (westbound): vehicles run over the signs often • Avalon Assisted Living facility (Route 376 near County airport): no safe way for seniors to cross
City and Town of Poughkeepsie
<ul style="list-style-type: none"> • Route 9/44/55 interchange: high crash location

- Route 44/55 arterials: aggressive driving, lack of pedestrian crossing on west side at Civic Center Plaza
- Hornbeck Rd: cut-through traffic, speeding
- Route 9: speeding
- Market St at the Bardavon and the Civic Center: need for wide, visible crosswalks
- Market St: potential for conversion to two-way with a bike lane
- Mid-Hudson Bridge: capacity constraints lead to aggressive driving

Youth and Northeast Dutchess County

- BOCES, Dutchess Community College, and trade schools: lack of transit options
- Quaker Lane: high-crash location
- Route 22: pedestrian safety concerns
- Dover and Pawling
- Dover High School to the Dover Plains library
- Near the Freshtown grocery store in Amenia
- Near Trinity-Pawling School - intersection at Reservoir Rd (also serves Pawling Middle School & High School)
- Deer crashes – increasing deer population
- Route 199 curve near Prospect Hill Rd: trucks
- Red Hook Middle School - Linden Ave crosswalk: no beacons, drivers don't yield
- Market St in City of Poughkeepsie: one-way; many drivers go the wrong way
- Route 55 near Pawling: curves, high speeds, lack of lighting

School District Transportation Supervisors

- Route 9: congestion
- Mid-Hudson Bridge: congestion; aggressive driving on the approach; safety concerns coming off of the bridge
- Smaller school campuses (like elementary schools): limited space for parking, maneuvering, drop off/pick up areas, etc.
- Lack of sidewalks around schools (for example, Nassau Elementary School in Spackenkill)

Northside Collaborative

- Washington St and Mill St: drivers not stopping at stop signs
- Hooker Ave: drivers not yielding to people in the crosswalk at Rite Aid; drivers turning right across crosswalks