



TRANSPORTATION SAFETY ACTION PLAN

Advisory Committee Meeting #2 Summary

November 20, 2024

Attendees

- Sgt. Howard Dorner, Troop K Traffic Supervisor, NYS Police
- Stephen Gill, Traffic Engineer, Dutchess County Dept. of Public Works
- Rich DuPilka, City Engineer, City of Poughkeepsie
- Hisieni Sacasa, Biostatistician, Dutchess County Behavioral & Community Health (DBCH)
- Mohammed Islam, Pedestrian/Bicycle Coordinator, NYSDOT Region 8
- Karen Smythe, Mayor, Village of Red Hook
- Melkorka Kjarval, Deputy Mayor, Village of Red Hook
- Carmine Istvan, Highway Superintendent, Town of Fishkill
- Bill Johnson, Dutchess County Traffic Safety Administrator
- Emily Dozier, Senior Planner (Project Manager), DCTC
- Mark DeBald, Transportation Program Administrator, DCTC
- Tara Grogan, Senior Planner, DCTC
- Cory Hopwood, Cambridge Systematics (CS)
- Ryan Klitzsch (CS)
- Russ Martin (CS)
- Dave Rettig (TYLin)
- Kaylee Moon (TYLin)
- Mikala Sherman-Kortright, Weston & Sampson (WS)

Welcome, Introductions, and Status Update

Cory Hopwood launched the meeting and facilitated brief introductions of attendees.

Cory described the status of the plan: Task 1-Project Management and Public Outreach activities are ongoing; Task 2-Document Review is nearly complete; and Task 4-Data Analysis is underway. For the rest of the year, the team will be focused on finalizing the safety data analysis, which will set the stage for other decision-making. Task 5, focused on countermeasures, will pick up in 2025.

Cory reviewed the shared Google Drive, by which the team is sharing project resources with the Advisory Committee. He also briefly recapped our October 30 presentation to the DCTC Planning Committee.

Task 2 Document Review

Russ Martin recapped the documents investigated for the Document Review. The Document Review outcomes will be used throughout the rest of the project to consider emphasis areas, previously-identified locations and solutions, potential countermeasures, guidance for project

development, and alignment with the federal Safe Streets and Roads For All grant program. Russ also previewed options for Dutchess County to update or refresh specific policies.

Task 4 Data Analysis – Overall Trends

Russ reviewed overall Dutchess County traffic safety trends, including:

- A long-term decline in overall crash fatalities over the decades, but some plateauing in recent years. More specifically, in the last 6 years there's been a slight uptick in fatalities and serious injuries.
- Crashes are occurring on a mix of State and locally owned roads, illustrating the need to pursue projects on both.
- More crashes per mile occur in urban areas than rural areas, and in both areas, Principal Arterials are the leading roadways with crashes. Crashes are also overrepresented on certain roadway types in both urban and rural areas compared to total mileage. Emily Dozier provided examples of various roads by functional class and clarified how urban and rural areas are defined.
- Russ described a range of trends on vehicle-to-vehicle collision types. The group discussed how this specific data includes or excludes certain types of crashes, like animal collisions, fixed object roadway departures, and pedestrian/bicyclist crashes.

Action Item: The consultant team will investigate some additional important trends, including:

- Animal collisions (e.g., deer strikes), which are usually less severe, but common nonetheless in Dutchess County.
- Crash rates by traffic volume by functional class.

Task 4 Data Analysis – Emphasis Areas

Russ described a list of draft emphasis areas for the Safety Action Plan and reviewed how they are supported by findings from the last five years (2019-2023) of data:

Dutchess County SAP Draft Emphasis Areas			
Safer Roads	Intersections		
Safer Speeds	Speeding		
Safer People	Vulnerable Road Users Older Drivers	Distracted Driving Impaired Driving	Aggressive Driving
Safer Vehicles	Large Trucks		
Post Crash Care			

Key data findings include:

- Intersection fatalities and serious injuries seem to be increasing.
- Speeding is a leading aggressive driving behavior, but speeding fatalities have been consistent in the past ten years.
- Vulnerable road users have seen an increase in fatalities and injuries over the past few years and are at greater risk when crashes do occur.
- Older driver crashes are increasing, while teen driver crashes have remained constant.
- Distracted driving fatalities and serious injuries seem to be increasing. Sgt. Dorner described how State Troopers keep track of distracted driving citations, and offered to provide data if it would be helpful. They have found success using unmarked vehicles for enforcement, though identifying distraction and cell phone use as a crash factor involves challenges.
- Alcohol impaired driving has declined, though we may want to take a closer look at drug-impaired driving.
- Roadway departure related crashes have declined. The group discussed different roadway departure types, such as single vehicle crashes, and discussed how roadway departure crashes can tend to be more severe.
- Truck-related fatalities and serious injuries account for a small proportion of all crashes but are still a concern. The last few years have seen an increase in motorcyclist crashes.

Action Item: The consultant team will investigate the previous ten years of data to place the COVID years in context and determine if emphasis area-related trends are still present. Bill Johnson specifically suggested examining data on motorcycle crashes.

Task 4 Data Analysis Network Screening

Cory described the next step of carrying out a full network analysis to identify locations for potential projects.

Public Outreach Update

Cory briefly described the outreach timeline. Mikala Sherman-Kortright introduced the DCTC Safety Action Plan webpage. She and Russ also walked the group through the draft public survey and interactive map and demonstrated Spanish language translations. Mikala previewed the December 19th Virtual Public Meeting and described future opportunities for Advisory Committee members to support local pop-up events. Mark Debald stated that the DCTC plans to launch the public survey early in December when announcing the December 19th Public Meeting.

David Rettig briefly recapped the stakeholder interviews carried out thus far and noted some key takeaways, such as concern about speeding, distraction, and disregard for traffic laws.

Next Steps

Cory summarized next steps, including finalizing the Document Review and Data Analysis documents, hosting the December 19 Public Event, and working on a countermeasure toolkit.

The DCTC aims to host the 3rd Advisory Committee in person either the last week of January or first week of February 2025. Emily Dozier asked committee members for any conflicts during that timeframe before the DCTC circulates a scheduling poll.

Cory urged the committee members to reflect on the proposed emphasis areas and share any additional feedback.