Advisory Committee Meeting #4

June 23, 2025

TRANSPORTATION
SAFETY ACTION PLAN

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Welcome and Introductions

Safety Action Plan - Advisory Committee	Representative
Dutchess County Dept of Public Works (DPW)	Steve Gill, Traffic Engineer
Dutchess County Traffic Safety Board (TSB)	Bill Johnson, Traffic Safety Administrator
Dutchess County Dept of Emergency Response (ER)	Bill Beale, Acting Commissioner
Dutchess County Dept of Health (DOH)	Hisieni Sacasa, Biostatistician
Dutchess County Sheriff's Office (DCSO)	Mike Dampf, Lieutenant
NYS Police	Sgt. Howard Dorner, Troop K Traffic Supervisor Sgt. Todd Kara, Troop K
NYSDOT Region 8	Mo Islam, Pedestrian/Bicycle Coordinator
Town of Pleasant Valley Highway Dept	John Baxter, Highway Superintendent
Town of Fishkill Highway Dept	Carmine Istvan, Highway Superintendent
City of Poughkeepsie	Rich DuPilka, City Engineer
Village of Red Hook	Karen Smythe, Mayor Melkorka Kjarval, Deputy Mayor
Bard College	Jeffery Smith, Manager of Transportation Services
Wappingers Central School District	Dr. Dwight Bonk, Superintendent

DUTCHESS COUNTY TRANSPORTATION COUNCIL
Better ways from here to there

CAMBRIDGE SYSTEMATICS

Sam Schwartz
A TYLin Company

BYER PLANNING

Weston & Sampson℠

dctc

Agenda

Status Update
- Review of Project Schedule and Milestones Achieved

Task 1 – Outreach Activities
- Public Engagement Findings

Task 4 – Data Collection and Analysis
- Network Screening Hotspot Locations
- Systemic Screening Locations
- Priority Location Investigations
- Behavioral Recommendations

Task 5 – Countermeasure Selection and Stakeholder Workshop
- Countermeasure Toolkit Review

Task 6 – Project Identification, Goal Setting, and Performance Measures

Task 7 – Stakeholder Meeting #2

Task 8 – Safety Action Plan

Open Discussion, Closing and Next Steps

Status Update

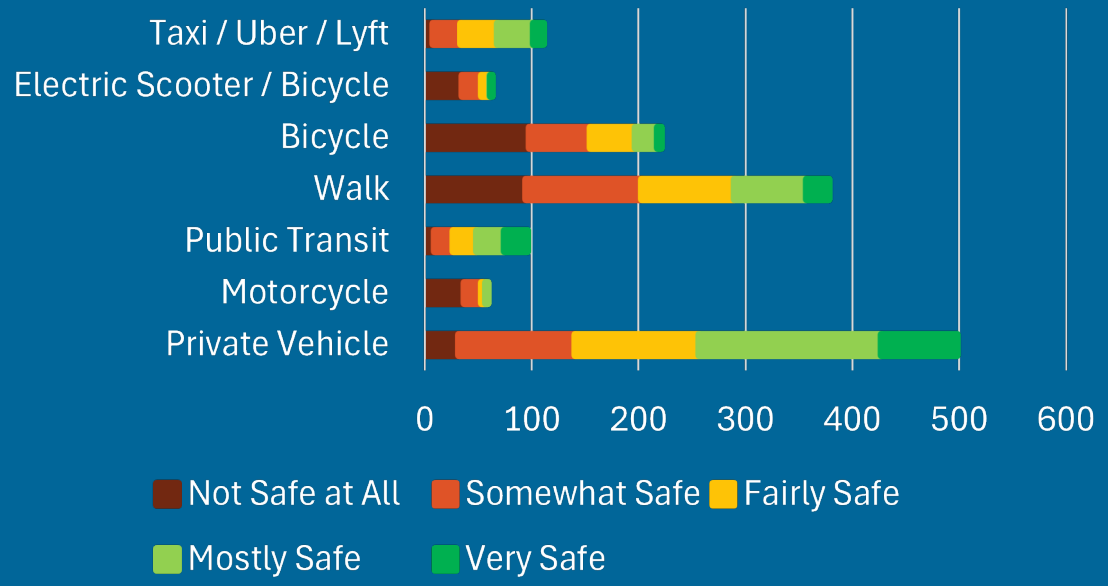
Task 1 Project Management, Communication, Scope and Schedule, and Public Outreach	• Draft and Final Outreach Plan • Draft and Final Project Management Plan • Public Outreach Activities and Summary Reports	Complete
	• Advisory Committee Meetings (6) • Committee Presentations and Summary Reports • Monthly update meetings, reports, and invoices	Ongoing
Task 2 Dutchess County Context and Document Review	• Draft and Final Document Review Report	Complete
Task 3 Data Collection	• Draft and Final Data Collection Report	Complete
Task 4 Crash and Roadway Data Analysis	• Draft and Final Safety Data Analysis Report	In Progress
Task 5 Countermeasure Selection and Stakeholder Workshop	• Draft and Final Safety Countermeasure Toolkit • Stakeholder Workshop #1	In Progress Complete
Task 6 Project Identification, Goal Setting, and Performance Measures	• Draft (1st, 2nd) and Final Priority Location Report • Draft and Final Systemic Countermeasures Report • Draft and Final Performance Plan	
Task 7 Study Finalization and Stakeholder Outreach	• Stakeholder Workshop #2	
Task 8 Final Transportation Safety Action Plan (SAP) and Executive Summary	• Draft and Final SAP Outline • Draft and Final SAP • SAP Presentation to Advisory Committee	

Public Outreach

Transportation Safety Survey

Total Surveys Collected: 507

How safe do you feel while using:



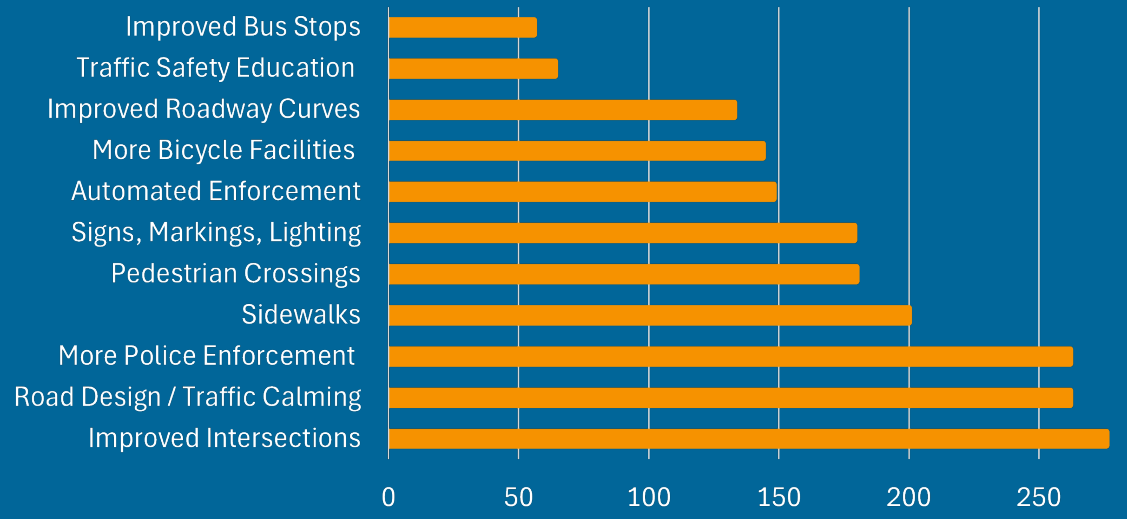
Feel most safe while using:

- Private Vehicle
- Public Transit
- Taxi / Uber / Lyft

Feel least safe while using:

- Motorcycle
- Bicycle
- Walking
- Electric Scooter / Bicycle

What would make you feel safer:



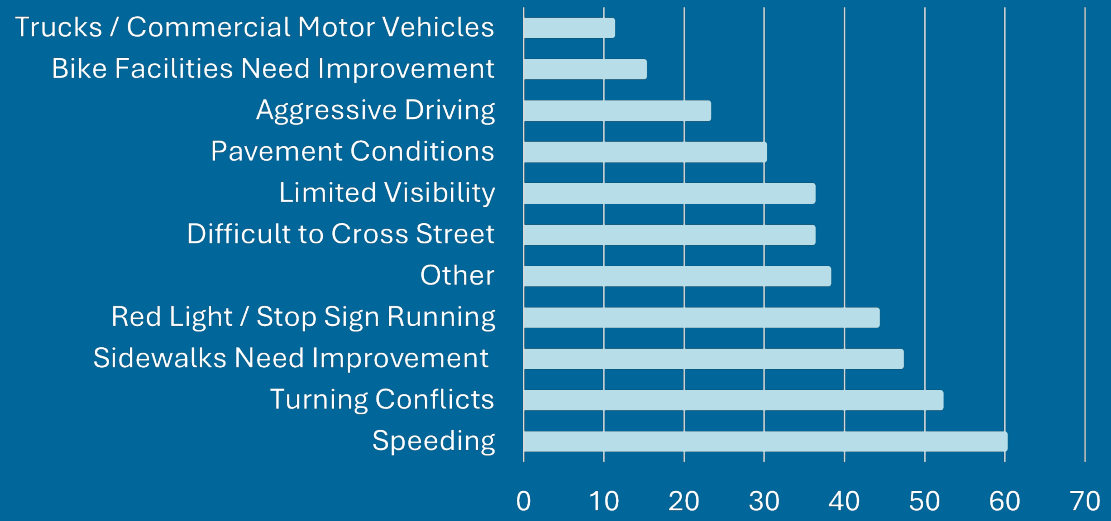
Countermeasures suggested by survey participants:

- Improved Pedestrian / Bike Infrastructure
- Enforcement / Consequences
- Improved Roadway Design
- Improved Access to Public Transit
- Roadway Lighting
- Additional Signage
- Roundabouts

Public Outreach

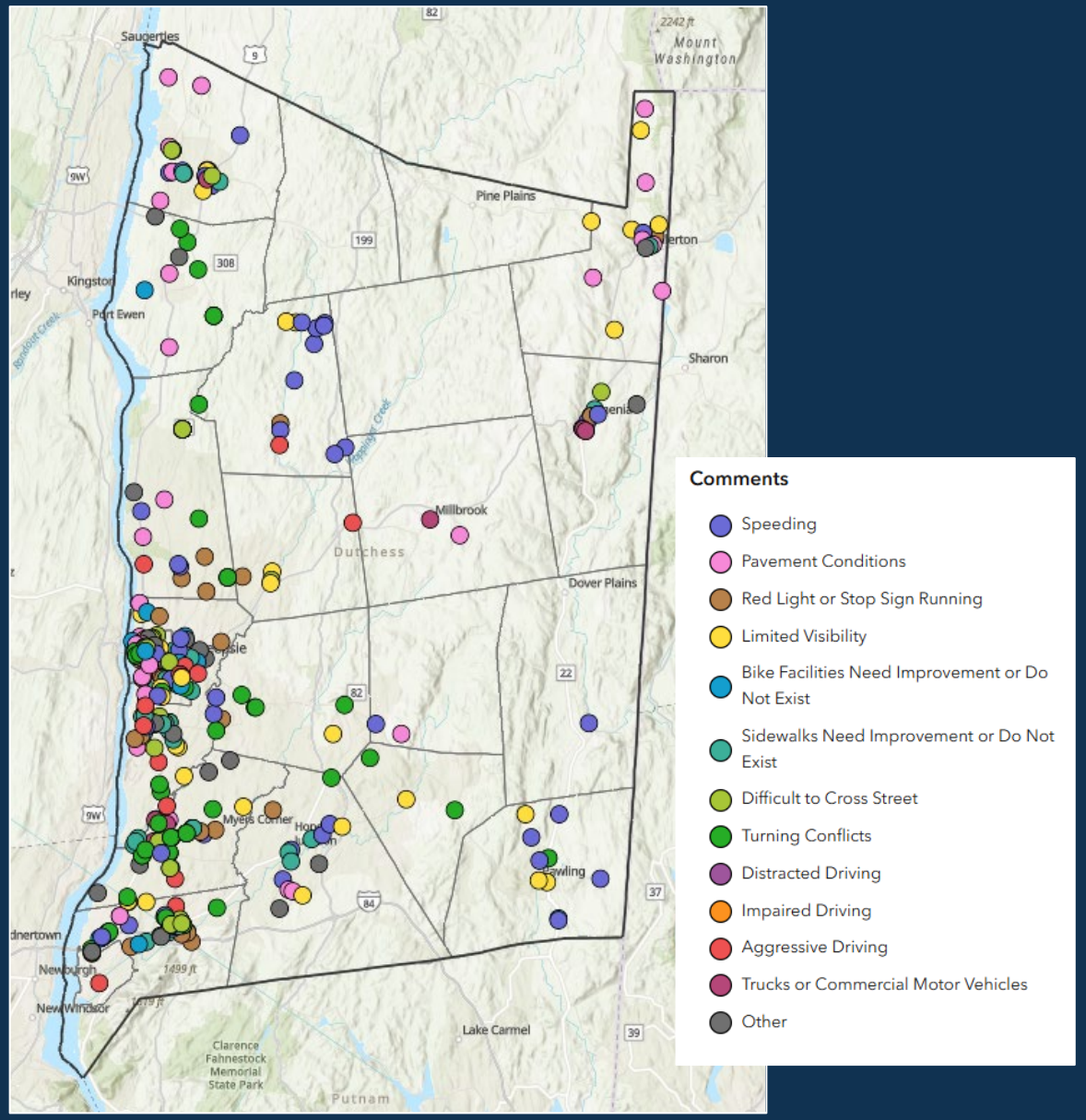
Interactive Safety Mapping Tool

Traffic Safety Issues Reported (n=393)

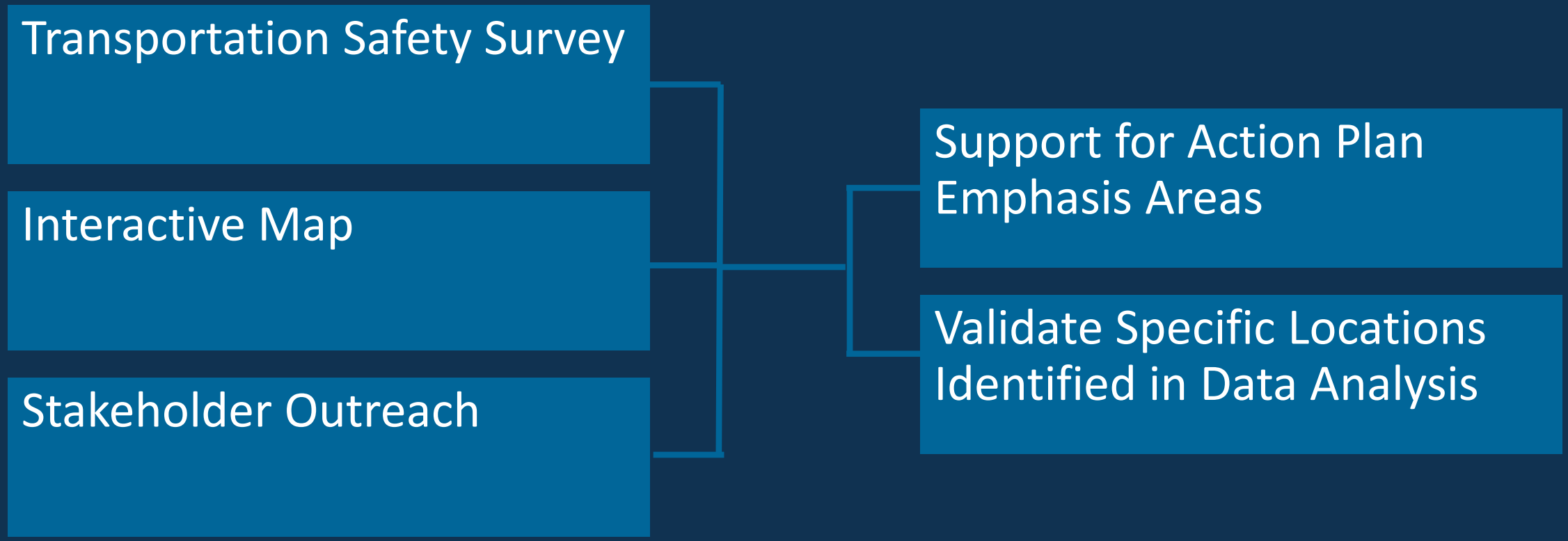


"Other" Comments Included:

- Increasing Traffic
- Traffic Signal Issues
- Missing Pavement Markings
- Uneven Road Surface
- Narrow Shoulders



Public Outreach



Network Screening Process - Hotspots

Initial Hotspot Screening

- Top 25 Priority Locations (all roads) Based on SAP Scoring
- Local Priority Locations Based on SAP Scoring

Municipal Vetting

NYSDOT Vetting

Final Hotspot Lists

- State Locations Based on NYSDOT Scoring
- Local Priority Locations
- County Priority Locations

Network Screening Scoring

CLEAR LOSS
Equity
NYSDOT VRU High Risk Areas
NYSDOT RwD Hotspots

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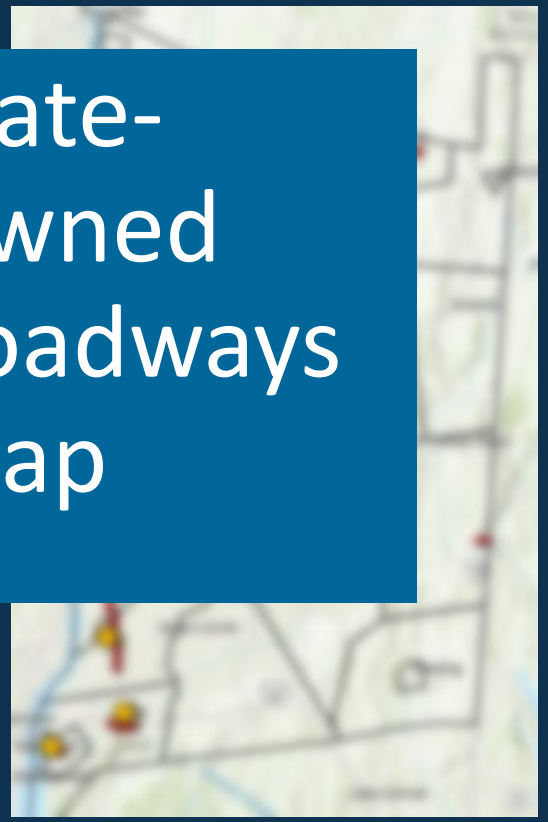
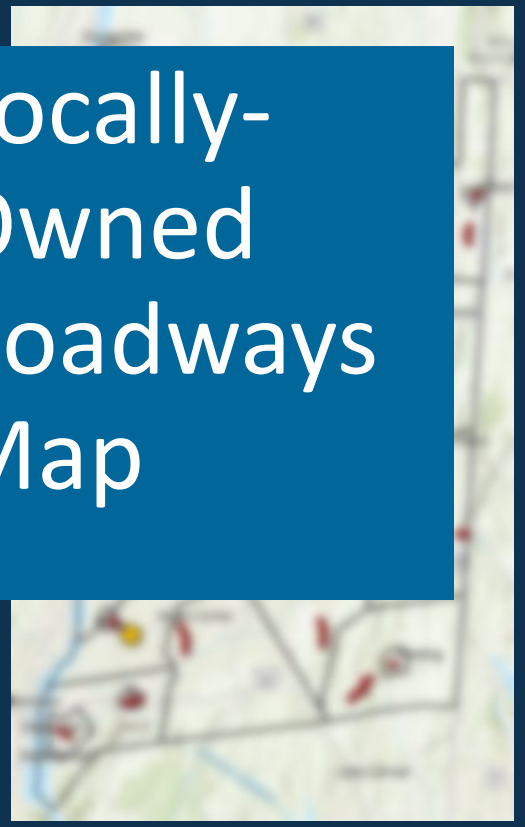
Network Screening Hotspot Results

Hotspot Screening Results

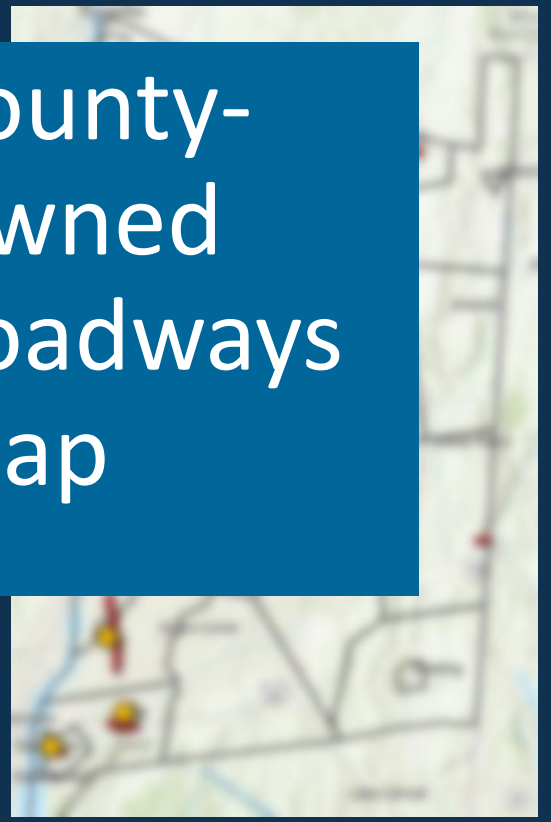
State-Owned Roadways Map



Locally-Owned Roadways Map

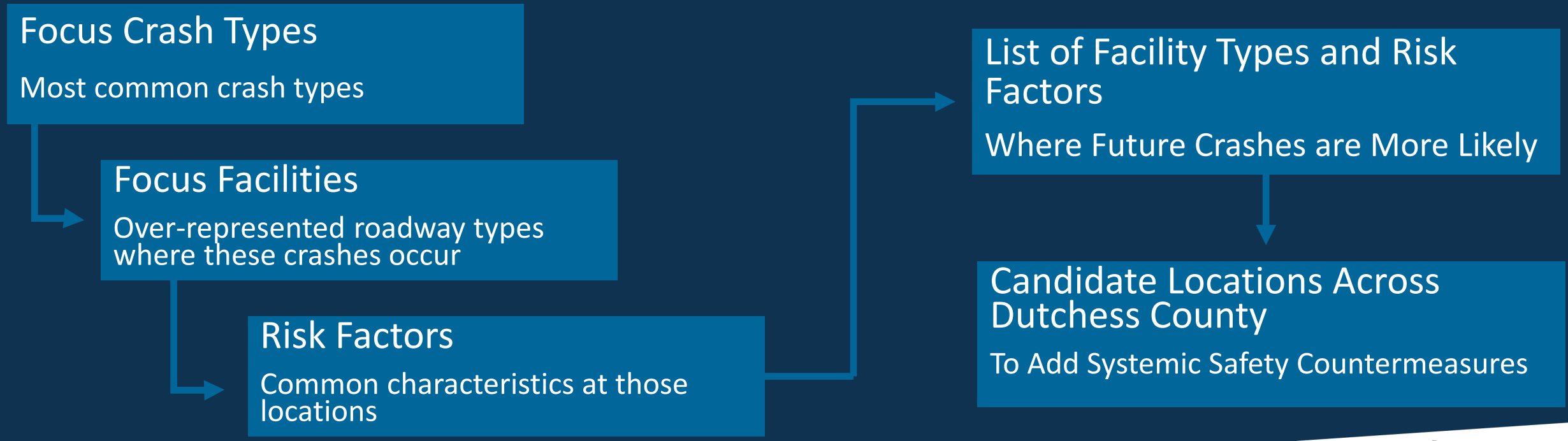


County-Owned Roadways Map



Systemic Screening Analysis

- Goal: Predict Future Crash Areas
- Process: Screen Entire System (based on NYSDOT guidance)



Systemic Screening: Focus Crashes, Facilities, and Factors

Intersection Crashes

47% of all fatalities and serious injuries*

- Urban Signalized Cross-Intersections (including Intersections with 5 or More Legs)
- Urban Signalized Y-Intersections and T-Intersections
- Rural Stop-Controlled Cross-Intersections

Intersection Factors

- Traffic control types
- Left-turn lane types
- Right-turn channelization types
- Crosswalk types
- Intersection skew angles (degree)
- Pedestrian signal types
- Total entering vehicles (TEV)

Pedestrian Crashes

8% of all fatalities and serious injuries*

- Urban Arterials (Excluding Freeways)
- Rural Arterials (Excluding Freeways)
- Urban Major Collectors
- Rural Major Collectors

Pedestrian Factors

- Presence of Lighting
- Left-Turn Lane Type
- Crosswalk Type
- Pedestrian Signal Type
- Total Entering Vehicles
- Intersection Skew Angle (degree)
- Average Daily Pedestrian Trips within the Census Tract
- VRU High-Risk Area

Roadway Departure Crashes

23% of all fatalities and serious injuries*

- Urban Signalized Cross-Intersections
- Urban Signalized T-Intersections and Y-Intersections
- Urban Stop-Controlled Intersections

RwD Factors

- Number of through lanes
- Annual average daily traffic (AADT)
- Shoulder width (feet)
- Posted speed limit (MPH)
- Divided
- Median width (feet)
- Median types
- Access control types
- Truck route types

Speeding Crashes

22% of all fatalities and serious injuries*

- Rural Arterials (Excluding Freeways)
- Urban Major Collectors
- •Urban Arterials (Excluding Freeways)
- Rural Major Collectors

Speed Factors

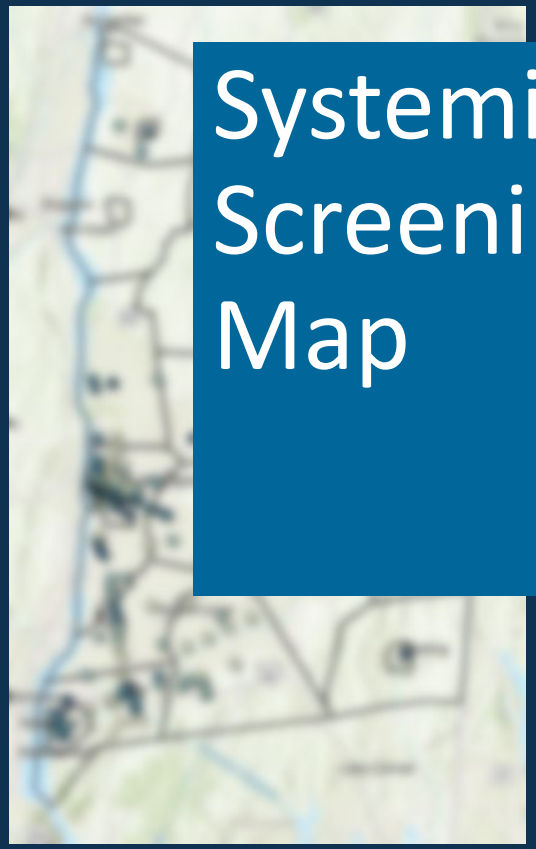
- Number of Through Lanes
- AADT
- Shoulder Width (ft)
- Posted Speed Limit (MPH

* 2014-2023

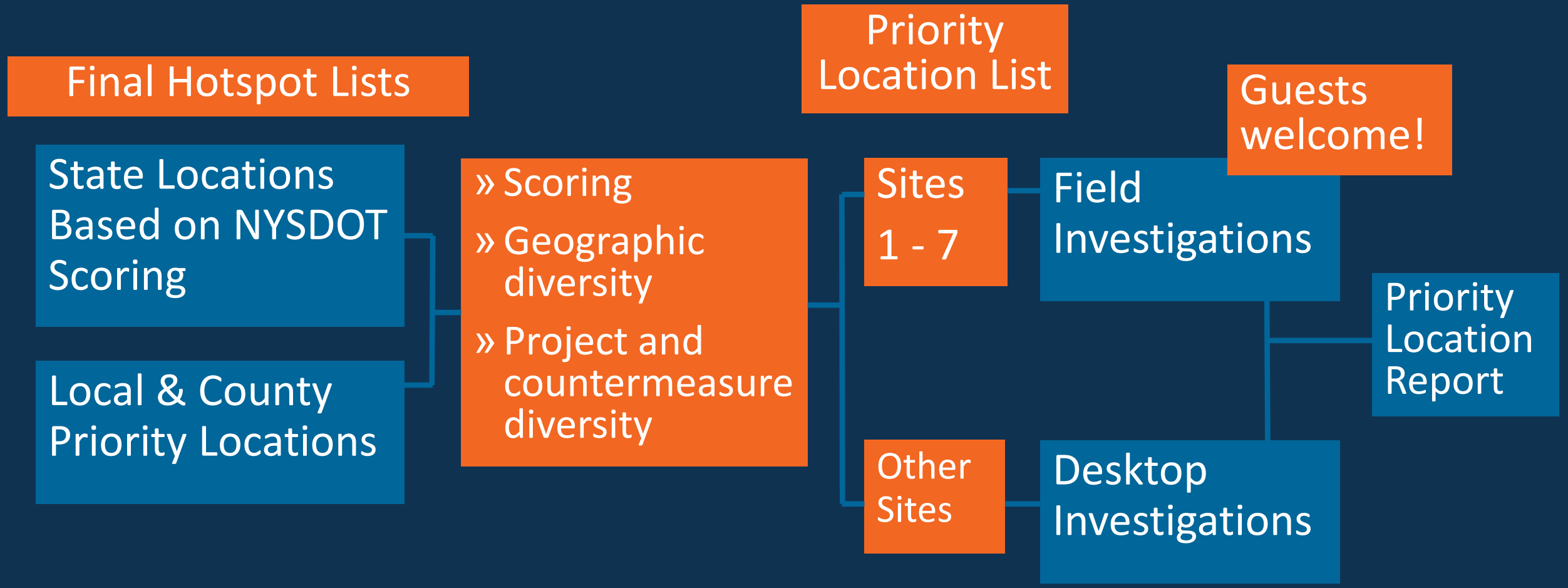
Systemic Screening Results

- Extensive opportunities throughout the county for Systemic Improvements
- Forthcoming Systemic Countermeasure Toolkit

Systemic Screening Results



Priority Location Investigations



Safety Action Plan Emphasis Areas

Safer Roads	Safer Speeds	Safer Vehicles	Safer People
• Intersections • Roadway Departure	• Speeding	• Motorcyclist Safety	• Vulnerable Road Users • Older Drivers • Distracted Driving • Impaired Driving • Aggressive Driving

Post-Crash Care

Large Trucks?

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What is a Countermeasure Toolkit?

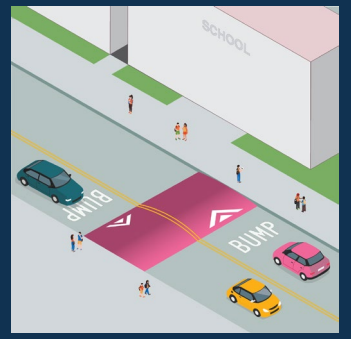
- Guidebook of commonly used Safety Measures

- Curated for Dutchess County
  - National Guides and Standards
  - Data Analysis
  - Public Outreach
  - Stakeholder Involvement

List of Included Countermeasures (31)

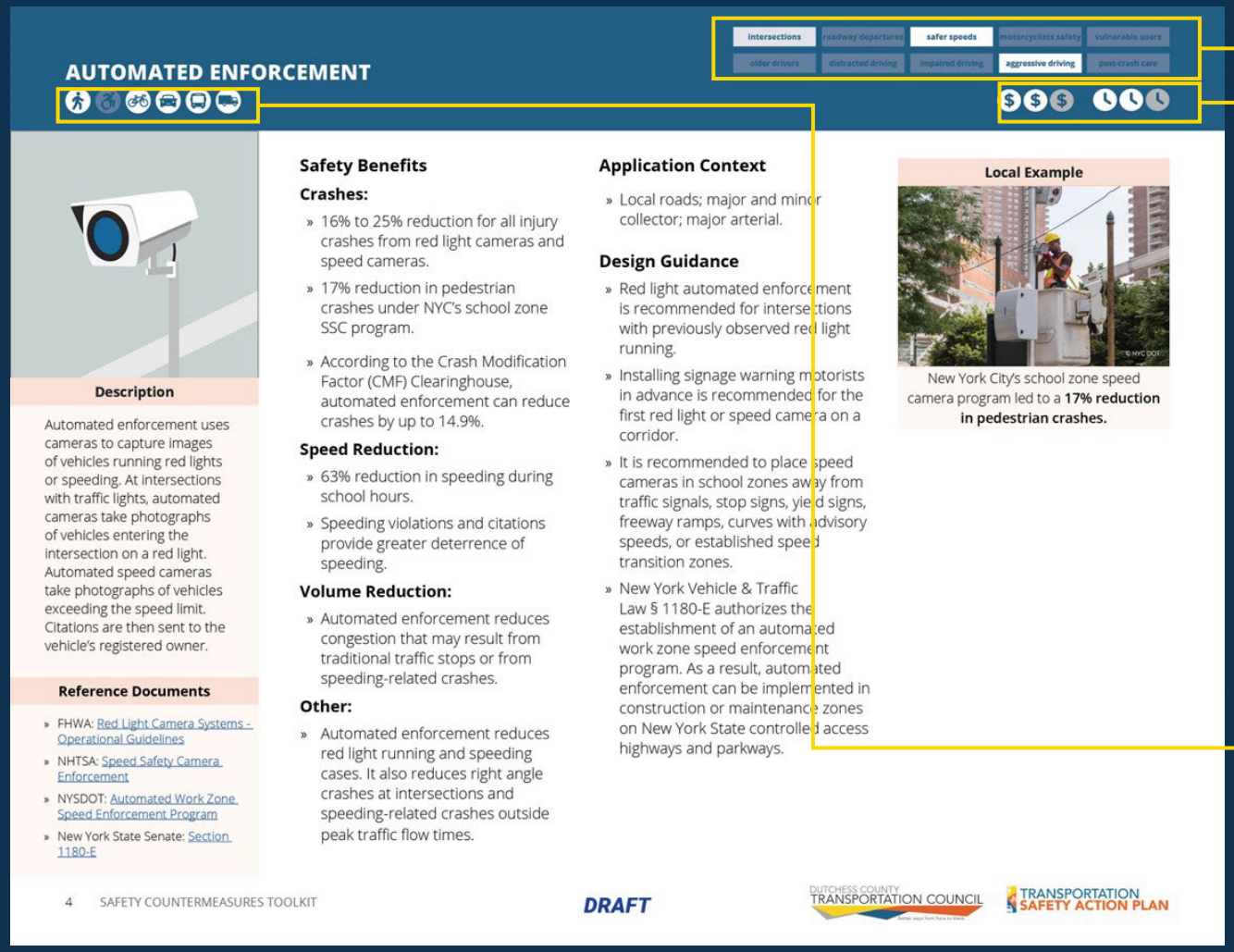
- Access Management
- ADA-Compliant Sidewalk & Curb Ramps
- All-Way Stops
- Automated Enforcements
- Bike Lanes
- Bike Boulevard/ Neighborhood Greenway
- Centerline/Edge Line/ Parking Lane Striping
- Curb Extension
- Dedicated Left- and Right-Turn Lane
- Flashing Stop Signs
- High-Friction Pavement
- High-Visibility Crosswalks
- Intersection Daylighting
- Lane Narrowing
- Leading Pedestrian Intervals
- Medians and Pedestrian Refuge Islands
- Pedestrian Warning Signage
- Raised Crossing/Crosswalk/ Intersections
- Rectangular Rapid Flashing Beacon (RRFB)
- Road Diets (Roadway Reconfiguration)
- Roundabout
- Rumble Strips
- Signal Progression
- Speed Cushions/Humps/ Tables
- Speed Radar/Feeback Sign
- Speed Limit Reduction
- Street Lighting
- Street Tress/Landscaping
- Traffic Signage and Markings
- Turn Hardening
- Turning Movement Restrictions

Curb Extension



Speed Hump

How to Use the Toolkit?



AUTOMATED ENFORCEMENT

intersections | roadway departures | safer speeds | motorcyclists safety | vulnerable users
older drivers | distracted driving | impaired driving | aggressive driving | post-crash care

$ $ $

Description

Automated enforcement uses cameras to capture images of vehicles running red lights or speeding. At intersections with traffic lights, automated cameras take photographs of vehicles entering the intersection on a red light. Automated speed cameras take photographs of vehicles exceeding the speed limit. Citations are then sent to the vehicle's registered owner.

Reference Documents

- FHWA: Red Light Camera Systems - Operational Guidelines
- NHTSA: Speed Safety Camera Enforcement
- NYSDOT: Automated Work Zone Speed Enforcement Program
- New York State Senate: Section 1180-E

Safety Benefits

Crashes:

- 16% to 25% reduction for all injury crashes from red light cameras and speed cameras.
- 17% reduction in pedestrian crashes under NYC's school zone SSC program.
- According to the Crash Modification Factor (CMF) Clearinghouse, automated enforcement can reduce crashes by up to 14.9%.

Speed Reduction:

- 63% reduction in speeding during school hours.
- Speeding violations and citations provide greater deterrence of speeding.

Volume Reduction:

- Automated enforcement reduces congestion that may result from traditional traffic stops or from speeding-related crashes.

Other:

- Automated enforcement reduces red light running and speeding cases. It also reduces right angle crashes at intersections and speeding-related crashes outside peak traffic flow times.

Application Context

- Local roads; major and minor collector; major arterial.

Design Guidance

- Red light automated enforcement is recommended for intersections with previously observed red light running.
- Installing signage warning motorists in advance is recommended for the first red light or speed camera on a corridor.
- It is recommended to place speed cameras in school zones away from traffic signals, stop signs, yield signs, freeway ramps, curves with advisory speeds, or established speed transition zones.
- New York Vehicle & Traffic Law § 1180-E authorizes the establishment of an automated work zone speed enforcement program. As a result, automated enforcement can be implemented in construction or maintenance zones on New York State controlled access highways and parkways.

Local Example

New York City's school zone speed camera program led to a **17% reduction in pedestrian crashes.**

4 SAFETY COUNTERMEASURES TOOLKIT

DRAFT

DUTCHESS COUNTY TRANSPORTATION COUNCIL | TRANSPORTATION SAFETY ACTION PLAN

Emphasis Areas

Highlights the safety issue(s) that the countermeasure addresses.

Examples: Intersections, Older Drivers, Aggressive Driving, etc.

Implementation Time & Cost Estimates

Implementation time is either short-term (one clock), medium-term (two clocks), or long-term (three clocks).

Cost estimates are low-cost ($), medium-cost ($$), and high-cost ($$$).

User Profile

Road user groups that benefit from the countermeasure - pedestrians, people in wheelchairs, bicyclists, motor vehicles, buses, and trucks.

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Safety Action Plan Goal-Setting

» Safety Goals for the Overall Action Plan

» Emphasis Area Goals

Fatalities

Fatalities in Dutchess County will decrease 100% from 23 in 2023 to **0 by 2050**

Serious Injuries

Serious injuries in Dutchess County will decrease 50% from 287 to **143 by 2050**

Non-motorist Fatalities and Serious Injuries

Pedestrian + bicyclist (combined) fatalities and serious injuries in Dutchess County will decrease 50% from 36 in 2023 to **18 by 2050**

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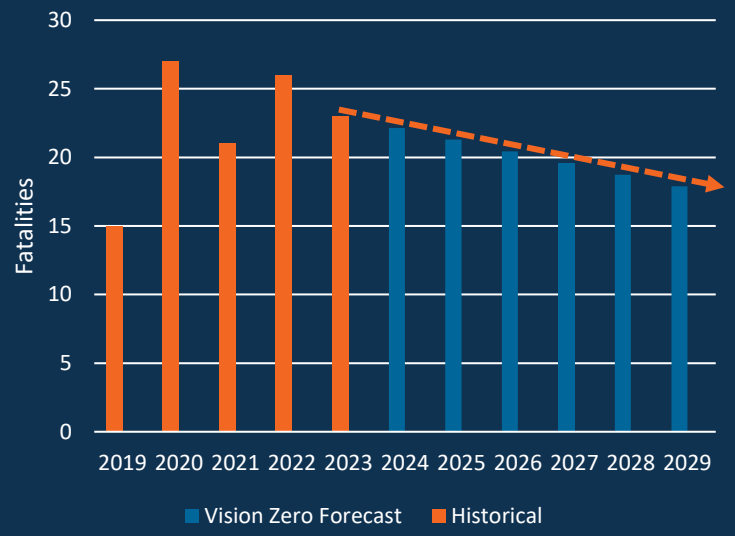
Safety Action Plan Goal-Setting

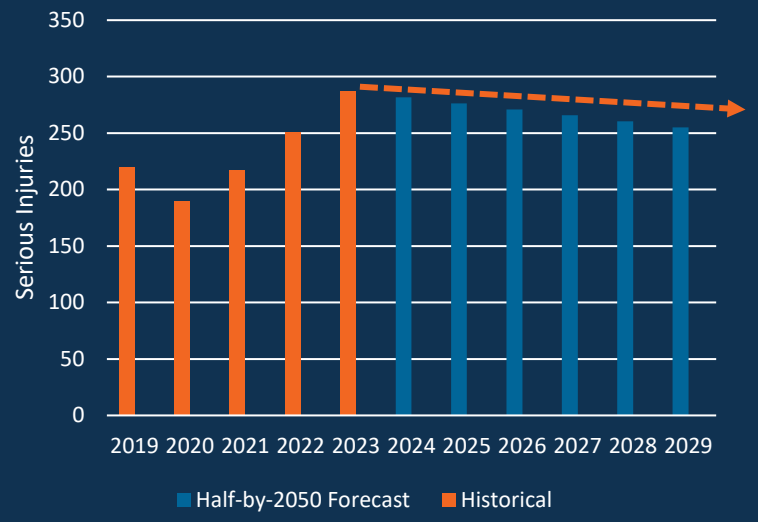
Fatalities

Decrease 100% from 23 in 2023 to **0 by 2050**



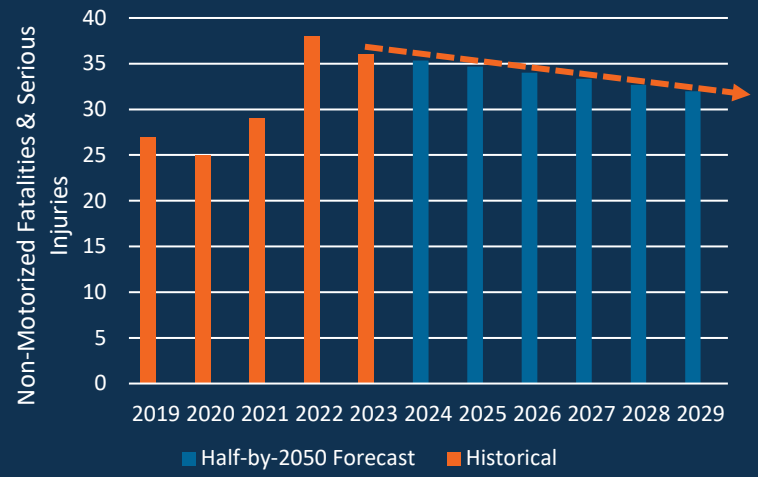
Serious Injuries

Decrease 50% from 287 to **143 by 2050**



Non-motorist Fatalities and Serious Injuries

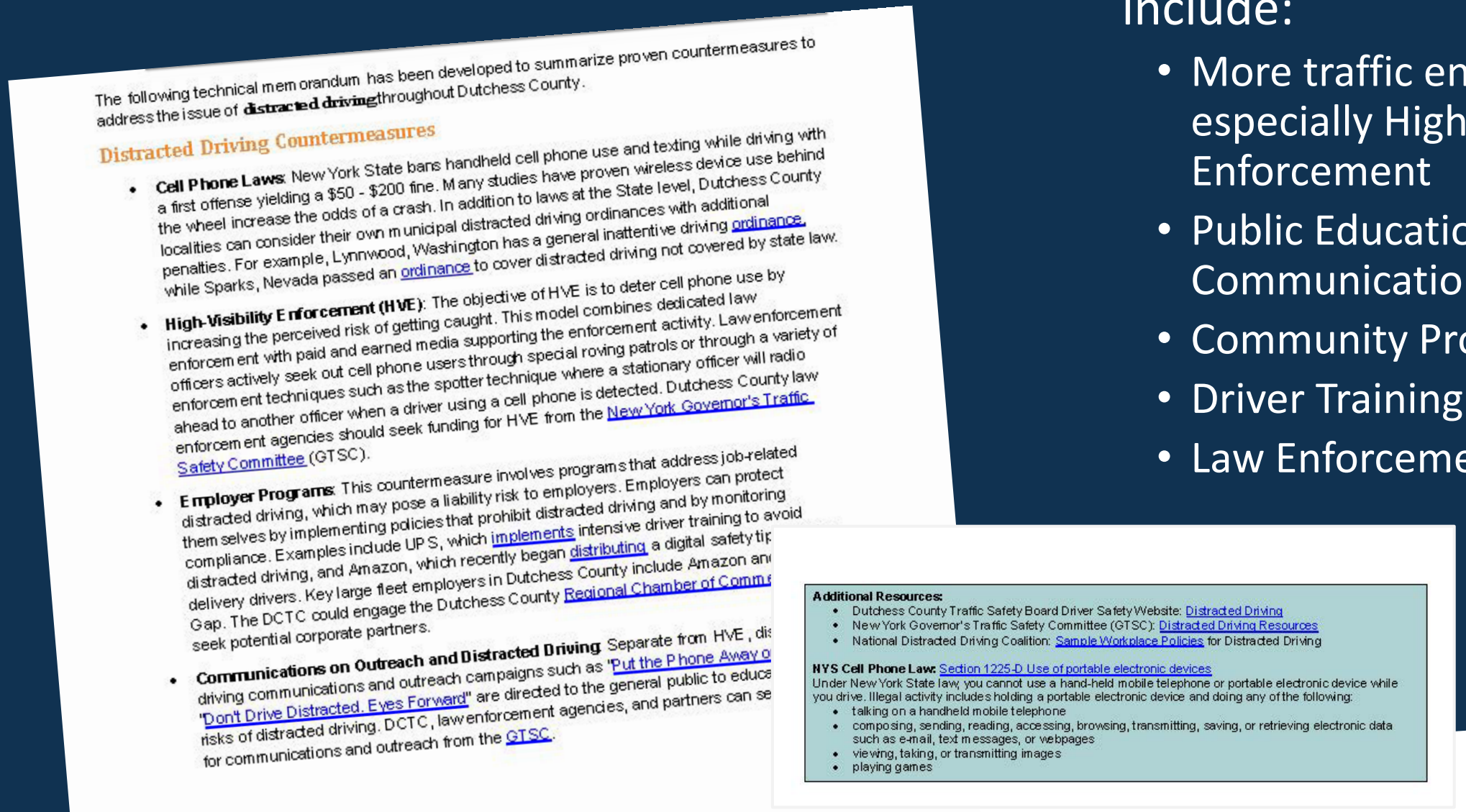
Decrease 50% from 36 in 2023 to **18 by 2050**



Next Stakeholder Meeting (#2)

- Virtual
- Combined or same day as a Public Meeting #2
- Will share scheduling considerations
- Agenda items:
  - Countermeasure recommendations
  - Project Prioritization
  - Plan Strategies
  - Plan Goals and Performance Measures

Behavioral Recommendations



The following technical memorandum has been developed to summarize proven countermeasures to address the issue of **distracted driving** throughout Dutchess County.

Distracted Driving Countermeasures

- **Cell Phone Laws**: New York State bans handheld cell phone use and texting while driving with a first offense yielding a $50 - $200 fine. Many studies have proven wireless device use behind the wheel increase the odds of a crash. In addition to laws at the State level, Dutchess County localities can consider their own municipal distracted driving ordinances with additional penalties. For example, Lynnwood, Washington has a general inattentive driving ordinance, while Sparks, Nevada passed an ordinance to cover distracted driving not covered by state law.
- **High-Visibility Enforcement (HVE)**: The objective of HVE is to deter cell phone use by increasing the perceived risk of getting caught. This model combines dedicated law enforcement with paid and earned media supporting the enforcement activity. Law enforcement officers actively seek out cell phone users through special roving patrols or through a variety of enforcement techniques such as the spotter technique where a stationary officer will radio ahead to another officer when a driver using a cell phone is detected. Dutchess County law enforcement agencies should seek funding for HVE from the New York Governor's Traffic Safety Committee (GTSC).
- **Employer Programs**: This countermeasure involves programs that address job-related distracted driving, which may pose a liability risk to employers. Employers can protect themselves by implementing policies that prohibit distracted driving and by monitoring compliance. Examples include UPS, which implements intensive driver training to avoid distracted driving, and Amazon, which recently began distributing a digital safety tip delivery drivers. Key large fleet employers in Dutchess County include Amazon an Gap. The DCTC could engage the Dutchess County Regional Chamber of Comm seek potential corporate partners.
- **Communications on Outreach and Distracted Driving**: Separate from HVE, dis driving communications and outreach campaigns such as "Put the Phone Away o "Don't Drive Distracted. Eyes Forward" are directed to the general public to educ risks of distracted driving. DCTC, law enforcement agencies, and partners can se for communications and outreach from the GTSC.

Additional Resources:

- Dutchess County Traffic Safety Board Driver Safety Website: Distracted Driving
- New York Governor's Traffic Safety Committee (GTSC): Distracted Driving Resources
- National Distracted Driving Coalition: Sample Workplace Policies for Distracted Driving

NYS Cell Phone Law: Section 1225-D Use of portable electronic devices

Under New York State law, you cannot use a hand-held mobile telephone or portable electronic device while you drive. Illegal activity includes holding a portable electronic device and doing any of the following:

- talking on a handheld mobile telephone
- composing, sending, reading, accessing, browsing, transmitting, saving, or retrieving electronic data such as e-mail, text messages, or webpages
- viewing, taking, or transmitting images
- playing games

- Typical recommendations include:
  - More traffic enforcement, especially High-Visibility Enforcement
  - Public Education Communications
  - Community Programs
  - Driver Training
  - Law Enforcement Training

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Safety Action Plan Development

» Relatively short, public-facing, 40-50 pages

» Technical Memos as appendices

- Cover Page
- MPO Resolution
- Introduction
- Leadership Commitment and Goal Setting
- Safety Analysis Summary

- Engagement and Collaboration Findings
- Equity/Demographic Analysis
- Key Policy and Process Changes
- Strategy and Project Selections
- Progress Tracking and Transparency
- Conclusion

- Appendices:
  - Key Terms and Acronyms
  - Task 1 Public Engagement Report
  - Task 2 Document Review Report
  - Task 3 Data Catalogue
  - Task 4 Data Report 1
  - Task 4 Data Report 2

- Task 4 Behavioral Profiles
- Task 5 Countermeasure Toolkit
- Task 7 Priority Location Report
- Task 7 Systemic Countermeasure Report
- Task 7 Performance Plan
- SS4A Checklist

Safety Action Plan Formatting

August 2024

Resilient Way

Transportation Re

DUTCHESS COUNTY TRANSPORTATION CO

Executive Summary

Our changing climate affects how we live, travel, and play in Dutchess County. Some of us already feel these impacts in how we heat and cool our homes, how much we pay for food, or even how we think about the future. Our transportation system is no different. Events like superstorms, hurricanes, heat waves, extreme winds, and snowstorms damage our infrastructure and disrupt transportation services. How and where we have built infrastructure and provided services may no longer be adequate. And while the impacts of a changing climate may not be all negative, they still require us to adjust the way we build, maintain, and think about our transportation system. These changes present us with challenges, as well as opportunities, to create a more resilient transportati our lives and better prepares us to meet the uncertainties o

Overview

The Dutchess County Transportation Council (DCTC) is comm transportation system to better handle future climate unce Ways Forward (RWF) to better understand and address clir 2 summarizes the key objectives and the climate hazards, a

Three key questions guided RWF and the development of

How is the climate changing?
Improve our understanding of climate risks to the trans
Extreme Heat | Flooding | Drought

Where are we vulnerable?
Identify and prioritize vulnerable transportation asse
Roads | Bridges

What can we do?
Provide recommendations to help facilitate and pro
Adaptation Toolbox | Priority Resilience Projects

Figure 2. Summary of the priority objectives of RWF (Source

Resilient Ways Forward: TRIP August 2

How is the climate changing? | Where are

Data Collection Resources
- Climate Change Summary Report
- Climate Change Fact Sheet

Analysis Reso
- Phase 1: Vulne Assessment (S
- Phase 2: Vulne Assessment (
- Vulnerability Sheet

Figure 3. Key questions that guided RWF and the re

This report, the Resilient Ways Forward Tran summarizes the study's findings and outlines recommendations for making our transport report also satisfies the requirements outlin Transformative, Efficient, and Cost-Saving T in the non-federal cost share for transporta grant in the future.[1,2]

Vulnerability Assessment

The RWF TRIP relies on a two-phased Clim scope of its recommendations. Phase 1 of of our transportation system to six climate conditions, and landslides; this helped ide analyze further in Phase 2. Phase 2 provic criticality for those highly sensitive hazar in calculating a vulnerability score for ea methodology used many of the best pra (FHWA) Vulnerability Assessment and A transportation agencies.

We integrated the results from Phase 2 allows infrastructure owners and mana resilience projects to address these vul

[1] FHWA. 2022, July 29. Promoting Resilient O (PROTECT) Formula Program Implementatio https://www.fhwa.dot.gov/environment/su
[2] FHWA. 2022. Promoting Resilient Operatio Discretionary Grant Program. https://www.f

Resilient Ways Forward: TRIP

dctc Resilient Ways Forward

Figure 4. Snapshot of the RWF Map Viewer (Source: DCTC)

Resilience Recommendations

To support our long-range vision of creating a safer, more reliab transportation system, we developed a suite of resilience recom climate vulnerabilities. These recommendations are designed for agencies to evaluate and implement, aiming to reduce the vulne to climate change impacts. Enhancing systemwide resilience acro asset-level infrastructure improvements and local- and county-le encourage the implementation of resilience activities. As such, w resilience recommendations that includes:

- **Adaptation measures** for infrastructure owners and service p vulnerable locations (Figure 5). The adaptation measures are Toolbox.
- **Policy-based measures** that jurisdictions and agencies can cor resilience (Figure 5)
- **Priority resilience project ideas** that partner agencies are cons

Resilient Ways Forward: TRIP August 2024

CHAPTER 3: PUBLIC ENGAGEMENT

The Action Plan's **public engagement plan** is organized around an incremental and layered approach, where members of the project team, established a Working Group made up of key stakeholders, and collaborated with community partners and elected officials. **In-person engagement** was supplemented by **virtual** and **digital campaigns** designed to bring awareness to the plan itself, as well as engagement related activities.

Brand Development

The Vision Zero brand helps to generate visibility and familiarity in an effort to achieve campaign participation community wide. The Winter Park brand is easily recognizable, incorporating the character of the city into the larger vision zero goal: to reduce the number of fatalities and severe injuries on the transportation system to zero by 2060.

VISION ZERO COUNTDOWN TO ZERO

650 Comments from citizens
350 Citizens shared feedback
84% Responses from Orange County
30% Comments about transportation facilities with unsolicited concerns/risks
10% Other comments
9% Seminole County
7% Osceola County
32 City of Winter Park

Source: Central Florida Regional Vision Zero Action Plan

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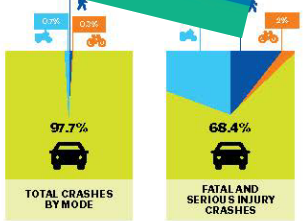
First Responders on scene at a rollover crash on Mines Road.

Our Goal to Zero

A single death on Webb County and Laredo roadways is one too many. This Comprehensive Safety Action Plan provides a path toward achieving the Goal of reaching **Zero fatalities and serious injuries by 2040**, identifying tools, investments, and actions we can take to ensure we have safe streets and roads for all our neighbors, family, and friends.

Note: Webb County totals include City of Laredo totals.

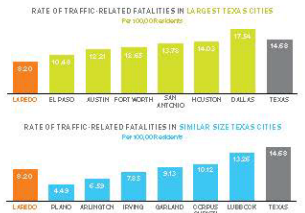
People killed or seriously injured in traffic crashes in Webb County and Laredo



In Webb County, **Vulnerable Road User crashes are 15 to 20 times more likely to result in a fatality or serious injury** compared to motor vehicle-only crashes. The situation is even worse when a commercial vehicle is involved—in Webb County, 50% of bicycle and motorcycle crashes and 32% of pedestrian crashes with a commercial vehicle resulted in a fatality or serious injury.

By comparison to the largest cities in Texas, the rate of traffic fatalities per 100,000 residents in Laredo is much lower, illustrating that achieving the goal of Zero fatalities and serious injuries by 2040 can be done by continuing to work together.

By comparison to similarly sized cities in Texas, the rate of traffic fatalities per 100,000 residents in Laredo is about average, illustrating there is still much work to be done in order to achieve the Goal to Zero.



Source: NHTSA 2022

All our neighbors in Laredo and Webb County are worth protecting. We must all work together to slow down, pay attention, and take responsibility for making our streets and roads safer for all.

Open Discussion

Next Steps

	Advisory Committee	Project Milestones
July/August	• Selecting Priority Locations for Further Investigation • Task 7 Virtual Stakeholder/Public Meeting #2 • Field Investigations with Local Invitees	• Task 4 Data Report Finalized • Task 5 Countermeasure Toolkit Finalized • Task 6 Priority Location Investigations and Report • Task 6 Systemic Countermeasures Report and Performance Plan
September	• Advisory Committee Meeting #5	• All Project Tasks Completed • Task 8 Development of Safety Action Plan
October	• Advisory Committee Meeting #6	• Task 8 Safety Action Plan Finalization

Thank You!

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