



TRANSPORTATION SAFETY ACTION PLAN

Advisory Committee Meeting #4 Summary

June 23, 2025

Attendees

- Stephen Gill, Traffic Engineer, Dutchess County Dept. of Public Works
- Hisieni Sacasa, Biostatistician, Dutchess County Dept of Health
- Jenn Conflitti, Epidemiologist, Dutchess County Dept of Health
- Mohammed Islam, Pedestrian/Bicycle Coordinator, NYSDOT Region 8
- Dr. Dwight Bonk, Superintendent, Wappingers Central School District
- Bill Johnson, Dutchess County Traffic Safety Administrator
- Karen Smythe, Mayor, Red Hook Village
- Kevin McCarthy, Town of Fishkill Highway Dept
- Emily Dozier, Senior Planner (Project Manager), DCTC
- Mark Debal, Transportation Program Administrator, DCTC
- Nina Leonard, Planner, DCTC
- Cory Hopwood, Cambridge Systematics (CS)
- Dave Rettig, TYLin
- Russ Martin, Cambridge Systematics (CS) - via phone

Welcome, Introductions, and Status Update

Emily Dozier launched the meeting and facilitated brief introductions of attendees.

Cory Hopwood reviewed the agenda and described the status of the Action Plan development process: Task 1-Project Management and Public Outreach activities are ongoing; Task 2-Dutchess County Context and Document Review is complete; Task 3-Data Collection is complete; Task 4-Data Analysis is ongoing; and Task 5-Countermeasures Selection is underway. Cory also briefly reviewed upcoming activities in Task 6 through 8.

Task 1 Outreach Activities

Emily Dozier reviewed the findings from the digital outreach carried out for the project. From the public survey that closed at the end of February, we collected 507 responses. Dutchess County travelers feel less safe when they are more exposed - as pedestrians, bicyclists, and motorcyclists - and safer when protected by a vehicle. Respondents reported a variety of traffic safety issues they observe and recommended potential countermeasures.

An online interactive map received almost 400 pins of safety risk areas, including several locations in the eastern part of the county. Most pins were concentrated in urban areas. Respondents were

able to note the issue at each location and speeding was the most common problem identified, followed by turning conflicts and sidewalk improvements.

DCTC also carried out stakeholder workshops, meetings, and presentations, including with County EMS staff, Poughkeepsie youth groups, and the Northside Collaborative. All of this input together supported the selection of Emphasis Areas and Priority Locations. DCTC will share a final report on public outreach when it is ready.

Action Item: Consultant team to finalize a comprehensive public and stakeholder outreach report.

Task 4 Data Collection and Analysis

Cory recapped the project's approach to data analysis and presented the evolution of the Hotspot Network Screening. DCTC has moved to forming three lists – State Locations based on NYSDOT's scoring, Local Priority Locations vetted by municipalities, and County Priority Locations, to be vetted by Dutchess County DPW. Emily explained that NYSDOT asked DCTC to use the State methodology for State locations, and that the Local Priority list was adjusted based on municipal feedback.

Action Item: CS to update maps to make points clickable with information fields. CS will also integrate NYSDOT's VRU analysis into the State location list.

Cory presented maps of the three lists displaying tagged segments and intersections. Locations with higher volume and more conflicts, such as those in Poughkeepsie, tend to score higher.

Mohammed Islam discussed the State's requirement to spend 15 percent of Highway Safety Improvement Program (HSIP) funds on Vulnerable Road Users (VRUs), and that the State's VRU screening did not include any LOSS 4 locations. Opening the map/list up to LOSS 3 would reflect the State's spending goal and help identify these problem locations to access funding.

The group discussed how some locations may already have investigations or projects underway. Stephen Gill recognized several locations on the County Priority map as sites of interest to the County DPW and mentioned he would review the mapped locations and provide related insight.

For the Municipal Priority List, Cory explained that in addition to locations vetted by municipal partners, we added the top 10% of priority locations based on the crash screening. Dwight Bonk pointed out some priority areas in Wappinger that are close to several schools and lack sidewalks (Middlebush Rd/Myers Corners Rd). Cory noted that areas close to schools would be strong candidates for further investigation. Emily noted that DCTC completed a corridor management plan for Myers Corners Rd in 2011 that included sidewalk recommendations. The group also discussed locations on Merritt Blvd in Fishkill where there are curves, guardrails and sidewalks, and speeding cars are going over the guardrails.

Cory summarized the project's Systemic Screening process, which consists of identifying focus crash types, associated focus facilities, and associated risk factors. From this, we can identify locations where future crashes are more likely and map locations across the county where systemic countermeasures can be applied. Cory presented the Systemic Screening map, discussed how locations reflect risk scores, and showed how to filter map results by crash type

and focus facility. State roads are included, but Interstates (I-84) and the Taconic State Parkway are excluded. NYSDOT has Roadway Departure and VRU analyses available for State-owned roads.

Karen Smythe commented that her jurisdiction has been discussing traffic calming and pedestrian safety, but a holistic consideration of these issues should not be limited to village roads. Thus, each individual map may not show all opportunities comprehensively. Emily commented that the county's urban area has changed, but the analysis uses the previous (2010) urban area.

Action Item: DCTC will distribute today's PPT to the Advisory Committee.

Emily encouraged the Advisory Committee to examine the screening more carefully to make sure there are enough opportunities for improvement throughout the county. Mark Debald commented on the need to prioritize and balance the use of data with geographic diversity and lived experience.

Cory explained the next step of taking the final lists and investigating about 31 specific locations – at least one location in each of the 30 municipalities and at least one County-owned location. That list will be narrowed down to seven locations for more detailed field reviews, with local municipality and law enforcement representatives participating. Those seven locations will not only receive recommendations but project concept plans and site renderings. These seven locations will need to be diverse – a County location, a city location, a rural location, a village location, etc. – so that others can utilize these plans to develop projects to address similar issues at other sites. The selection of locations for investigation will also take into account whether other site investigations are or have taken place, to avoid duplication of effort.

Based on the data analysis, we are considering the Emphasis Areas below for the Plan consistent with stakeholder and public feedback:

Dutchess County SAP Draft Emphasis Areas			
Safer Roads	Intersections Roadway Departure		
Safer Speeds	Speeding		
Safer People	Vulnerable Road Users Older Drivers	Distracted Driving Impaired Driving	Aggressive Driving
Safer Vehicles	Motorcyclist Safety		

Cory asked whether Large Trucks should also be an Emphasis Area, despite the lower number of crashes. Karen Smythe asked if trucks are generally getting bigger. Cory noted that that passenger vehicles are getting bigger with the popularity of trucks and SUVs, but commercial trucks are not as much. Adding Large Trucks as an Emphasis Area in the Action Plan would entail including more specific countermeasures to address truck safety. Emily commented about Route 9D in Wappinger Falls, which experiences significant truck traffic. While the State and County can make recommendations, it's the village police that have to actually conduct enforcement. Further, villages cannot restrict trucks on State roads. Mohammed commented that restricting trucks on certain routes often just moves the safety problem to adjacent roads.

Some communities have noise complaints about trucks, and large trucks have turning issues, even if they are moving slowly. Some truck safety issues might be addressed by controlling speeds for all traffic. If we can identify truck turning problem sites, there may be infrastructure interventions available related to turning. David Rettig commented that roundabouts can help control speed but must be designed for large trucks.

There are also specific roads where trucks have to cross several lanes of traffic to turn. Cory suggested one of the planned field investigation locations could focus on the Large Truck issue.

Mark discussed the challenge of engaging trucking fleet companies. Companies transporting goods sometimes contract out freight service.

The Advisory Committee generally agreed that there would be benefit to including Large Trucks as an Emphasis Area.

Action Item: Add Large Trucks as a new Action Plan Emphasis Area.

Task 5 Countermeasure Toolkit

David presented the Countermeasure Toolkit, which is under development and intended to help municipalities make decisions about problem areas. From the thousands of countermeasures available, the Toolkit used data and public and stakeholder input to narrow the countermeasures down to those that are most applicable for Dutchess County's safety issues.

The Toolkit includes 31 countermeasures. David showed the key components of each countermeasure profile, including a description, associated Emphasis Area, implementation time and cost estimates, users that benefit, estimated safety benefits, application context, and sources for design guidance. Emily noted that DCTC has gathered local examples to show the Dutchess County context for these countermeasures.

David explained how many of the underlying risks are linked or have overlapping contributing factors. Examples include speeding issues, intersection problems, and VRU travel behavior. Bill Johnson spoke about the difficulty of enforcing laws for motorcyclists. Motorcycle fatalities and serious injuries have dramatically increased in recent years. Karen suggested that motorcycle clubs or organizations may present partnership opportunities for safety. Bill noted that formal motorcycle safety training courses are no longer offered in Dutchess County.

Action Item: For the Motorcycle Emphasis Area, consultant team to consider countermeasures such as more motorcycle training, training for younger riders, and motorcycle enforcement.

Task 6 Project Identification, Goal Setting, and Performance Measures

Cory presented plans for goal setting in the Action Plan, which is a required element of the Safe Streets and Roads for All Grant Program. Other jurisdictions have considered that in the long run, traffic fatalities have declined since the early 1980s overall but have plateaued in recent decades – thus suggesting a long-term decline even if recent years have seen increases. Based on such big-picture trends, we are recommending the following plan goals:

- For fatalities, decrease to zero by 2050, the end date of Dutchess County’s next Long Range Transportation Plan, which DCTC is starting this year. This is typical of many similar local Vision Zero plans.
- For serious injuries, a 50% reduction by 2050.
- For nonmotorized fatalities and serious injuries, a 50% reduction by 2050. NYSDOT already has a VRU target and the inclusion of a VRU target like this may be helpful to seek funding support.

Traffic safety trends in Dutchess County differ from the State level, but are fairly consistent with trends in many other New York counties. Nationwide, fatalities seem to be starting to decline, at least according to the latest national data available.

The group considered whether the serious injuries and VRU goals should be more aggressive, such as to “decrease by 75%”. Reductions would not be completely linear, but would vary over time. Emily noted that serious injuries and VRU fatalities and serious injuries seem have sharply increased in recent years, so an aggressive goal would necessitate a strong sea change. There is also the possibility that the increasing popularity and facilitation of bicycling could lead to more bicycle crashes.

Action Item: Committee members to share any further thoughts on goals and targets.

Task 7 Stakeholder Meeting #2

DCTC is planning to host a virtual Stakeholder Meeting #2 (during the day) and virtual Public Meeting #2 (in the evening) on the same day. The meeting has yet to be scheduled but will tentatively occur in mid to late August.

Behavioral Recommendations

Cory described how the team is gathering recommendations for the various behavioral Emphasis Areas, which involve public policy, traffic enforcement, education, and community programs. Emily asked for recommendations for programs and partners that we can highlight.

Action Item: Consultant team to finalize the Behavioral Recommendation Profiles; DCTC will share them with the Advisory Committee.

Task 8 Safety Action Plan

The final step will be drafting the actual Action Plan. The Plan will also include all of the Task reports as appendices for reference. The Plan itself is anticipated to be a concise 40-50 pages. Most topical sections of the plan will be directly aligned with Safe Streets and Roads For All requirements.

For the general “look and feel” of the report, DCTC is basing the Plan on the Dutchess County [Resilient Ways Forward](#) report. Cory asked the committee to share any specific formatting/graphical ideas for the Plan. Emily noted that the Plan will be consistent with DCTC’s

style guide and include the logo and other creative assets developed for the project. Maps can also be included as static images, though the report will also link to online interactive maps.

Closing and Next Steps

Cory briefly summarized next steps, including the completion of the Data Analysis and Countermeasure Toolkit, carrying out location investigations, developing an SAP outline, holding Stakeholder Workshop #2 and Public Meeting #2, setting goals for the Plan, and future Advisory Committee meetings in September and October. The objective is to finish the Plan before the end of the year. Mark noted that DCTC may seek additional committee input this summer via email. The Action Plan will also tie into the forthcoming development of DCTC's next long-term transportation plan.