

Advisory Committee Meeting #3

January 27, 2025



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



Agenda

Status Update

- Review of Project Schedule and Milestones Achieved

Task 1 – Outreach Activities

- Public Engagement Outcomes
- Stakeholder Interview Outcomes

Task 4 – Data Collection and Analysis

- Emphasis Areas
- Network Screening
- Priority Locations
- Systemic Screening Framework

Task 5 – Countermeasure Selection and Stakeholder Workshop

- Countermeasure Toolkit
- Plans for Stakeholder Workshop #1

Other Issues

- Post Crash Care
- Drug Impaired Driving

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
- Advisory Committee Meetings (6)
- Public Outreach Activities and Summary Reports

- 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

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

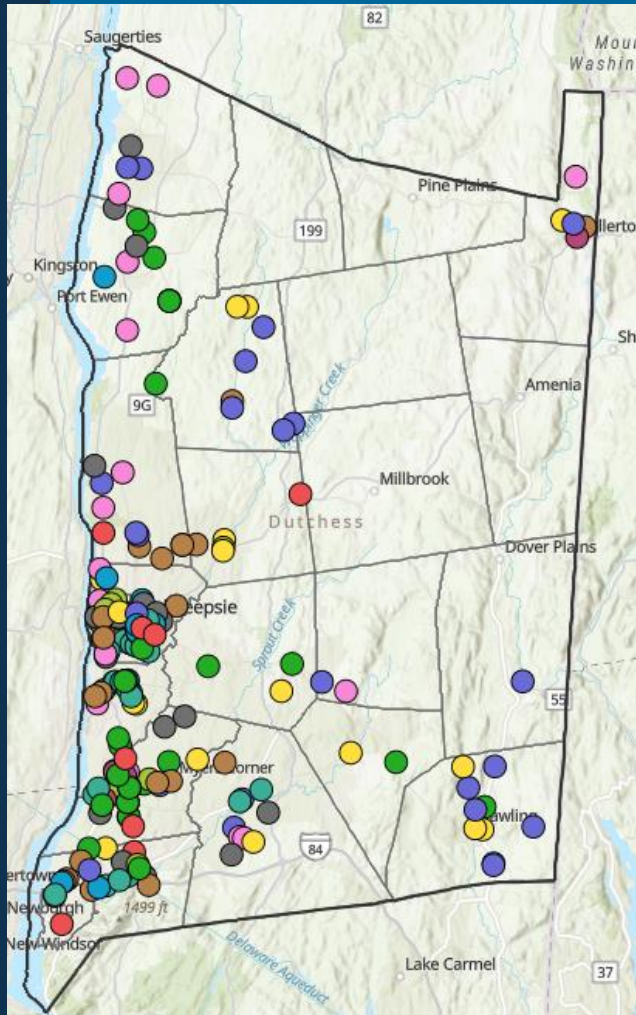
- Stakeholder Workshop #2

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 – Online Resources

Interactive Safety Mapping Tool



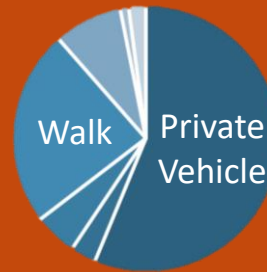
Safety Concerns (as of 1/23):

- 20% - Stop Light/ Sign Running
- 14% - Pavement Conditions
- 11% - Speeding
- 10% - Limited Visibility
- 10% - Sidewalk Improv. Needed
- 10% - Turning Conflicts
- 9% - Other
- 6% - Difficult Street Crossing
- 6% - Aggressive Driving
- 3% - Bike Facilities Needed

Transportation Safety Survey

283 Responses (as of 1/27)

Types of Travel



Feel Most Unsafe While Riding / Driving...

- Walking
- Bicycle
- Motorcycle

Feel Safest While Riding / Driving...

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

Improvements that would make respondents feel safer...

✓ Improved
Intersections

✓ Increased
Enforcement

✓ Roadway Design

» www.Dutchessny.gov/SafetyActionPlan

Public Outreach – Public Meeting 1



Meeting Summary

- » December 19th, 12:00pm – 1:00pm
- » 34 Registered - 19 Participants
- » Items Covered:
 - **Introduced**
 - The Team and The Plan
 - **Reviewed**
 - Preliminary Crash Data & Trends
 - **Discussed**
 - Transportation Safety Issues
 - Countermeasures
 - **Shared**
 - Outreach Resources

Interactive Polling & Discussion Outcomes

Primary Safety Concerns:

- Speeding
- Roadways Primarily Designed for Vehicles
- Vulnerable Road Users
- Distracted / Impaired Driving

Locations of Concerns:

- Rt 9 (in Villages & Towns)
- Rt 9G
- 44/55 Arterials (Poughkeepsie)
- Pedestrian crossings on Main Streets

Countermeasures:

- Engineering countermeasures were favored by a majority of the group.
 - Improved Lighting & Visibility
 - Roundabouts
 - Increased / Improved Signage
 - Roadway Reconfiguration
 - Crosswalk Improvements



Stakeholder Interviews

Stakeholder Groups:

- » County DPW, Transit, Traffic Safety, Emergency Response, and Sheriff's Office
- » Highway Superintendents
- » Older Adults & People with Disabilities
- » City and Town of Poughkeepsie
- » Youth and Eastern Dutchess
- » School District Transportation

Stakeholders' Key Roadway Safety Issues:

- » Speeding, distracted driving, aggressive driving.
- » Interest in automated enforcement, especially in school zones and work zones.
- » Speed feedback signs can reduce speeding. Municipalities are also looking at reducing speed limits.
- » Need for ADA-compliant roadway designs to accommodate people walking, riding bikes, using transit, and those with wheelchairs or strollers.
- » Limited enforcement and emergency response staffing.
- » Need to strengthen outreach and education to engage children, adolescents, drivers, and older adults, including Spanish speakers and rural residents.

Potential Safety Action Plan Emphasis Areas

Safer Roads	Safer Speeds	Safer Vehicles	Safer People
• Intersections	• Speeding	• Motorcyclist Safety	• Vulnerable Road Users • Older Drivers • Distracted Driving • Impaired Driving • Aggressive Driving
Post-Crash Care			

Network Screening

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and

☐ YES

☐ NO

- A geospatial identification (geographic or locational data using maps) of higher risk locations.

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

4. Engagement and Collaboration

Did the Action Plan development include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☐ YES

☐ NO

Note: This should be a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)



“A geospatial identification (geographic or locational data using maps) of higher risk locations”

- *SS4A Self-Certification Eligibility Worksheet*

Network Screening Goals (to Narrow Down Location List)

» Network Screening

- Scan all roads
- Scan locally-owned roads only

» Ensure that we can identify:

- At least 1 locally-owned location in each of Dutchess' 30 municipalities
- At least 1 state-owned location
- At least 1 County-owned location
- And a longer list of candidate locations as back-up

» Consider locations identified by the committee, the public, and stakeholders

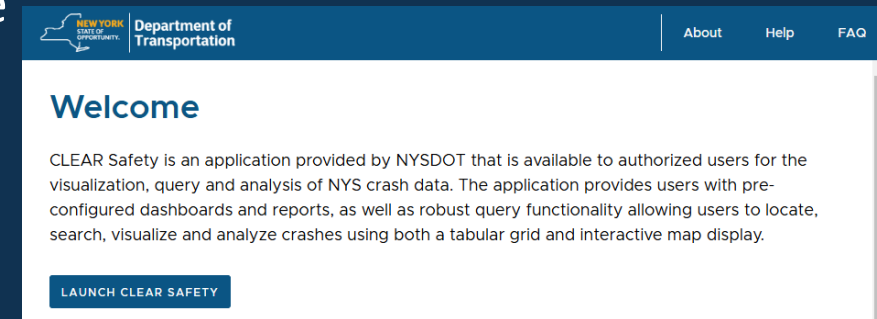
» Narrow down a Final List of Priority Locations

Network Screening Elements

» Primarily developed using the NYSDOT CLEAR application

- Tool that uses Highway Safety Manual analysis to provide safety information & metrics at an intersection- and segment-level
- Used “Level of Service of Safety” (LOSS) as the primary measure
- LOSS ranges from 1 to 4, with 4 being locations that see more crashes than predicted using Safety Performance Functions.

» One output for fatal/serious injury crashes and another for VRU crashes



Other Network Screening Elements

» Equity Analysis

» Vulnerable Road User High-Risk areas from the NYS VRU Assessment

» Roadway departure hotspots and head-on/sideswipe hotspots from the NYS Roadway Departure Safety Action Plan

» Also considered:

- Balance of locations across the county
- Traffic volumes
- Crash frequency (minimum crash threshold)

Network Screening Scoring (January 2025)

» LOSS (Fatal/Serious Injury)

- LOSS of 3: 30 points
- LOSS of 4: 50 points

» LOSS (VRU Screening)

- LOSS of 3: 10 points
- LOSS of 4: 20 points

» VRU Risk Areas

- Low Risk: 1 point
- Medium Risk: 2.5 points
- High Risk: 5 points

» Equity Scores

- 50th – 75th percentile: 5 points
- 75th – 90th percentile: 10 points
- 90th – 100th percentile: 15 points

» Roadway Departure Hotspot

- Overlaps With: 5 points

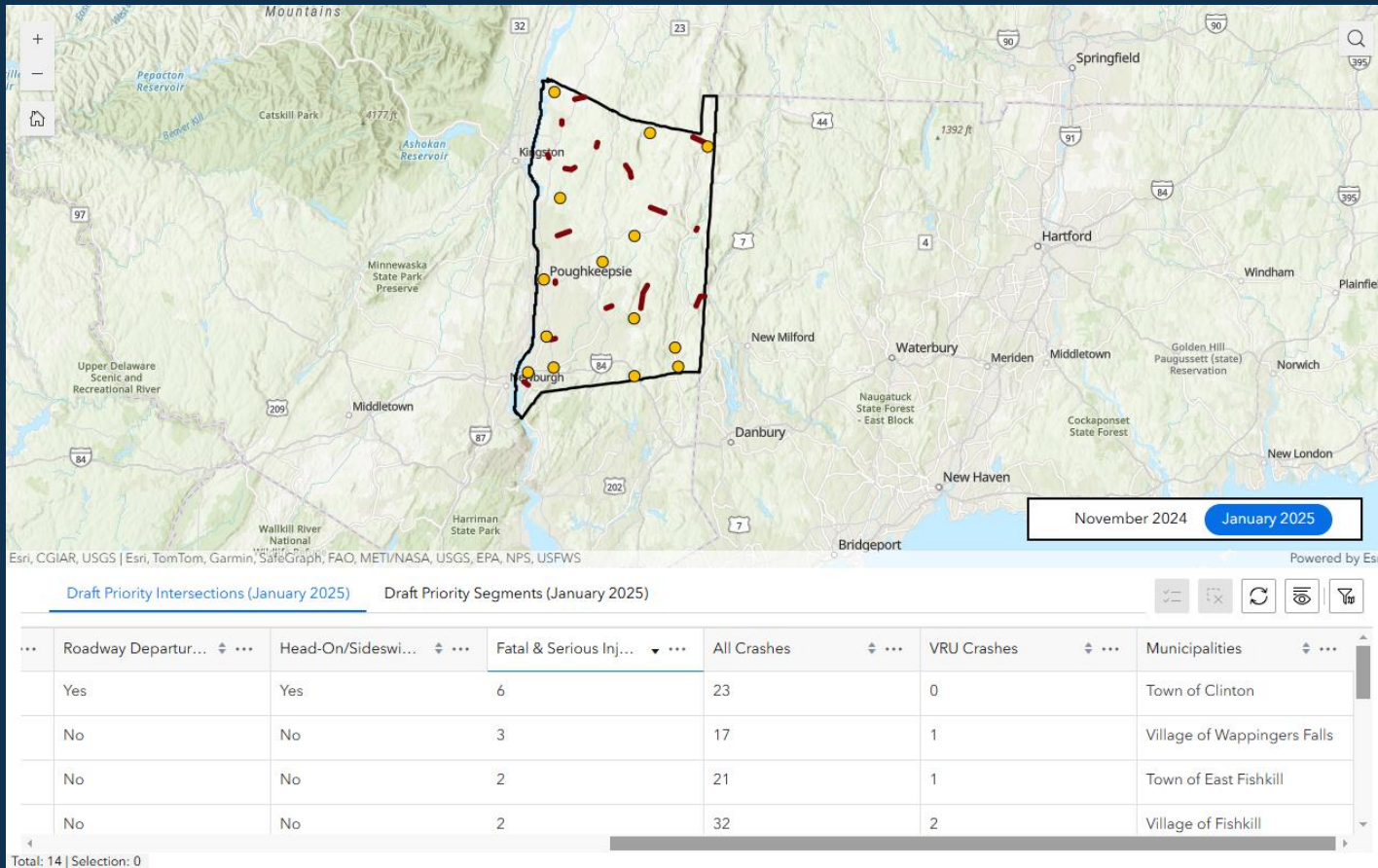
» Head-On/Sideswipe Hotspot

- Overlaps With: 5 points

Max Score: 100 points

Online Map of Preliminary Locations

» Click [here](#) to see an online map of these locations



Systemic Screening

» Using the Systemic Approach per the NYSDOT Red Book-Section 4.2

» Screen entire system to select:

- Focus Crash Types: most common crash types
- Focus Facilities: overrepresented roadway types where these crashes occur
- Risk Factors: common characteristics at those locations

» Identify candidate locations system-wide for systemic safety countermeasures

Systemic Screening

»Focus Crash Types (2014-2023)

- Intersection Crashes – 47% of all fatalities and serious injuries
- Pedestrian Crashes – 8% of all fatalities and serious injuries
- Roadway Departure Crashes – 23% of all fatalities and serious injuries
- Speeding Related Crashes – 22% of all fatalities and serious injuries

Systemic Screening

» Focus Facility Types (2019-2023) - Intersection Crashes

Urban or Rural	Geometry	Control	Intersections	Crashes	Fatal Or SI Crashes	Crashes Per Intersection	Fatal or SI Crashes Per Intersection
Urban	Five or more Legs	Signalized	2	78	2	39.00	1.00
Urban	Cross-Intersection	Signalized	179	5053	155	28.23	0.87
Rural	Y-Intersection	Signalized	2	8	1	4.00	0.50
Urban	T-Intersection	Other	4	9	2	2.25	0.50
Rural	Cross-Intersection	Signalized	14	293	6	20.93	0.43
Urban	T-Intersection	Signalized	85	1450	33	17.06	0.39
Urban	Y-Intersection	Signalized	16	216	6	13.50	0.38
Rural	Cross-Intersection	Stop-Controlled	206	438	21	2.13	0.10

Systemic Screening

» Focus Facility Types (2019-2023) - Pedestrian Crashes

Urban or Rural	Geometry	Control	Intersections	Crashes	Fatal Or SI Crashes	Crashes Per Intersection	Fatal or SI Crashes Per Intersection
Urban	Cross-Intersection	Signalized	179	94	15	0.525	0.084
Urban	Cross-Intersection	Uncontrolled	12	1	1	0.083	0.083
Urban	Y-Intersection	Signalized	16	3	1	0.188	0.063
Urban	T-Intersection	Signalized	85	16	4	0.188	0.047
Rural	T-Intersection	Yield Sign	37	1	1	0.027	0.027
Urban	Y-Intersection	Yield Sign	65	1	1	0.015	0.015
Urban	Cross-Intersection	Stop-Controlled	329	18	5	0.055	0.015
Urban	T-Intersection	Stop-Controlled	2260	62	22	0.027	0.010

Systemic Screening

» Focus Facility Types (2019-2023) - Roadway Departure Crashes

Functional Class	Urban or Rural	Total Miles	Crashes	Fatal Or SI Crashes	Crashes Per Mile	Fatal or SI Crashes Per Mile
Arterial - Not Freeway	Urban	157.2994953	458	34	2.912	0.216
Arterial - Not Freeway	Rural	91.4593382	294	18	3.215	0.197
Major Collector	Urban	203.6895395	612	36	3.005	0.177
Major Collector	Rural	100.4884341	335	14	3.334	0.139
Minor Collector	Urban	9.71501663	17	1	1.750	0.103
Minor Collector	Rural	154.2047787	174	13	1.128	0.084
Local	Rural	753.1058099	384	21	0.510	0.028
Local	Urban	941.0218545	470	23	0.499	0.024

Systemic Screening

» Focus Facility Types (2019-2023) - Speeding Related Crashes

Functional Class	Urban or Rural	Total Miles	Crashes	Fatal Or SI Crashes	Crashes Per Mile	Fatal or SI Crashes Per Mile
Arterial - Not Freeway	Rural	91.4593382	168	13	1.837	0.142
Major Collector	Urban	203.6895395	387	25	1.900	0.123
Arterial - Not Freeway	Urban	157.2994953	312	17	1.983	0.108
Major Collector	Rural	100.4884341	254	10	2.528	0.100
Minor Collector	Rural	154.2047787	110	9	0.713	0.058
Local	Rural	753.1058099	247	16	0.328	0.021
Local	Urban	941.0218545	310	14	0.329	0.015
Minor Collector	Urban	9.71501663	12	0	1.235	0.000

Systemic Screening

» Next Step:

- Review Risk Factors Across Each Focus Facility

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 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 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

Speed Factors

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

Countermeasure Toolkit

1

CURB EXTENSION

DRAFT

3

INTERSECTIONS

VULNERABLE ROAD USERS

SPEEDING

AGGRESSIVE DRIVING

4

\$ \$ \$

⌚ ⌚ ⌚

2



Description

Curb extensions extend the sidewalk or curb line out into the parking lane, reducing the crossing distance.

Safety Benefits

Shorten crossing distance, increase visibility between drivers and pedestrians, narrow the roadway to slow through speeds, reduce vehicular turning speed, add space for ADA curb ramps aligned with crosswalk, create physical barrier from parking encroachment on crosswalk

Application Context

Arterials, collectors, and local streets, pedestrian crossing areas

Impacts

» Crashes:

Initial research indicates this treatment may be effective at increasing driver yielding and improving pedestrian safety.¹

» Speed Reduction:

» Predicted to reduce speeds by approximately 1 – 10 MPH.

» Speeds are reduced on the intersection approach and through the intersection area.²

» Volume Reduction:

Has limited effect on traffic volumes; access and turns are maintained and traffic speeds are not changed dramatically.³

Design Guidance

» Limit planting and street furniture height within curb extensions to preserve sight lines less than 3 feet in height

» Consider adding curb extensions at bus stops to create bus bulbs, which allow buses to load and unload without leaving the travel lane and can improve safety, accessibility, and transit efficiency.

Equity Considerations

Placeholder text

5

Intersection or Segment	Street Type	Roadway Width	Traffic Volume (Daily Vehicles)	Speed Limit	Roadway Grade	Heavy Vehicles	CMF Range
Segment	Local	xx' or less	< xx	< xx mph	< xx%	< xx%	xx - xx

2

SAFETY COUNTERMEASURES TOOLKIT

DUTCHESS COUNTY

TRANSPORTATION COUNCIL

TRANSPORTATION

SAFETY ACTION PLAN

An easy to digest one-pager for each traffic safety countermeasure (such as curb extensions, roundabouts, and rectangular rapid flashing beacons).

1. Transportation modes it affects
2. Graphical illustration of the countermeasure
3. Emphasis areas it addresses
4. Estimated implementation cost and timeframe (general)
5. Roadway criteria for applying the measure



Stakeholder Workshop #1

» Upcoming In-Person **Stakeholder Workshop** in March

- **Scheduling:** In progress – invitations with date, time, and location will be sent
- **Target attendees:** 20-25 participants including
 - Agency representatives
 - Highway superintendents
 - NYSDOT and municipal staff

» Agenda

- Summarize key findings from data analysis
- Recap on outreach efforts, including stakeholder interviews
- Present the development of the Toolkit and instruction on how to use it effectively
- Gather feedback on a draft of the Priority Locations and Countermeasures Toolkit
- Break into groups to facilitate active discussion

Post Crash Care

- » An Element of the Safe System Approach
- » Faster and more effective EMS response saves lives
- » EMS needs tend to be more acute in rural areas
- » EMS needs are not directly determined by crash data



Source: Mid-Hudson News

What is the committee's sense of EMS traffic safety needs?

Should EMS be an Emphasis Area?

Drug Impaired Driving

- » Data shows fatal and serious injury crashes from illegal drug use are fairly constant over the last decade
- » DUID data is underreported and lots of DUID is increasingly multi-substance

What are the needs regarding drugged driving for the SAP?

Poughkeepsie woman high on cannabis sentenced in crash that killed beloved veteran

Prosecutors say Camay Pryce was driving impaired by cannabis on Route 44, near Brown Road in Pleasant Valley when she passed several vehicles and crashed into a vehicle driven by 50-year-old Erin Clancy.

Blaise Gomez and Dave Wolf • Mar 22, 2024, 8:36 AM • Updated 308 days ago

Share: [f](#) [X](#) [e](#)

A Poughkeepsie woman is headed to prison for causing a head-on accident in 2022 that killed a beloved Hudson Valley veteran.

Source: News12
Westchester



Open Discussion

»Any questions or comments about the plan/process?

Next Steps

- » Task 4 - Hotspot Analysis and Systemic Screening (February)
- » Task 5 - Countermeasure Toolkit (February)
- » SAP Outline (February)
- » Stakeholder Workshop #1 (March)
- » Public Event #2 (March)
- » Drafts - Priority Location Report, Systemic Countermeasures Report (March)
- » Next Advisory Committee Meetings (March & May)
- » Task 6 - Project Identification, Goal Setting, Performance Measures (March-April)

Thank You!

DUTCHESS COUNTY
TRANSPORTATION COUNCIL



Better ways from here to there

CAMBRIDGE
SYSTEMATICS

