Advisory Committee Meeting #5

October 9, 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

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Agenda

- Status Update
- Task 5 – Countermeasure Toolkit Review
- Task 6 – Safety Action Plan Goals
- Task 6 – Priority Project Investigations
- Task 8 – Plan Strategies and Actions
- Task 8 – Safety Action Plan Outline
- Open Discussion, Closing and Next Steps

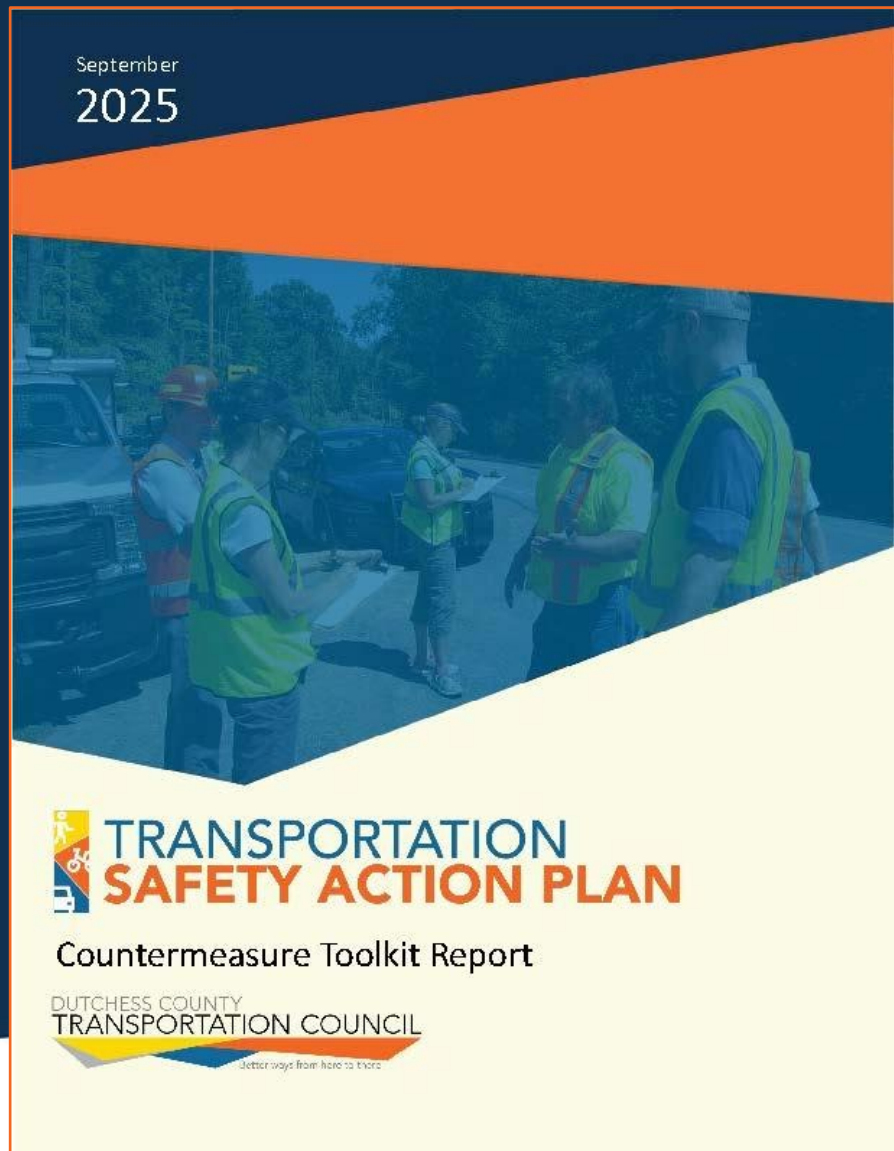
Status Update

Task 1 Project Management, Communication, Scope and Schedule, and Public Outreach	• Public Outreach Activities and Summary Reports	Complete
	• Advisory Committee Meetings (6)	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	Complete
Task 5 Countermeasure Selection and Stakeholder Workshop	• Draft and Final Safety Countermeasure Toolkit	Complete
	• Stakeholder Workshop #1	
Task 6 Project Identification, Goal Setting, and Performance Measures	• Draft (1^{st}, 2^{nd}) and Final Priority Location Report	In Progress
	• Draft and Final Systemic Countermeasures Report	In Progress
	• Draft and Final Plan Goals	In Progress
Task 7 Study Finalization and Stakeholder Outreach	• Stakeholder Workshop #2	Complete
Task 8 Final Transportation Safety Action Plan (SAP) and Executive Summary	• Draft and Final SAP Outline	In Progress
	• Draft and Final SAP	Pending
	• SAP Presentation to Advisory Committee	Pending

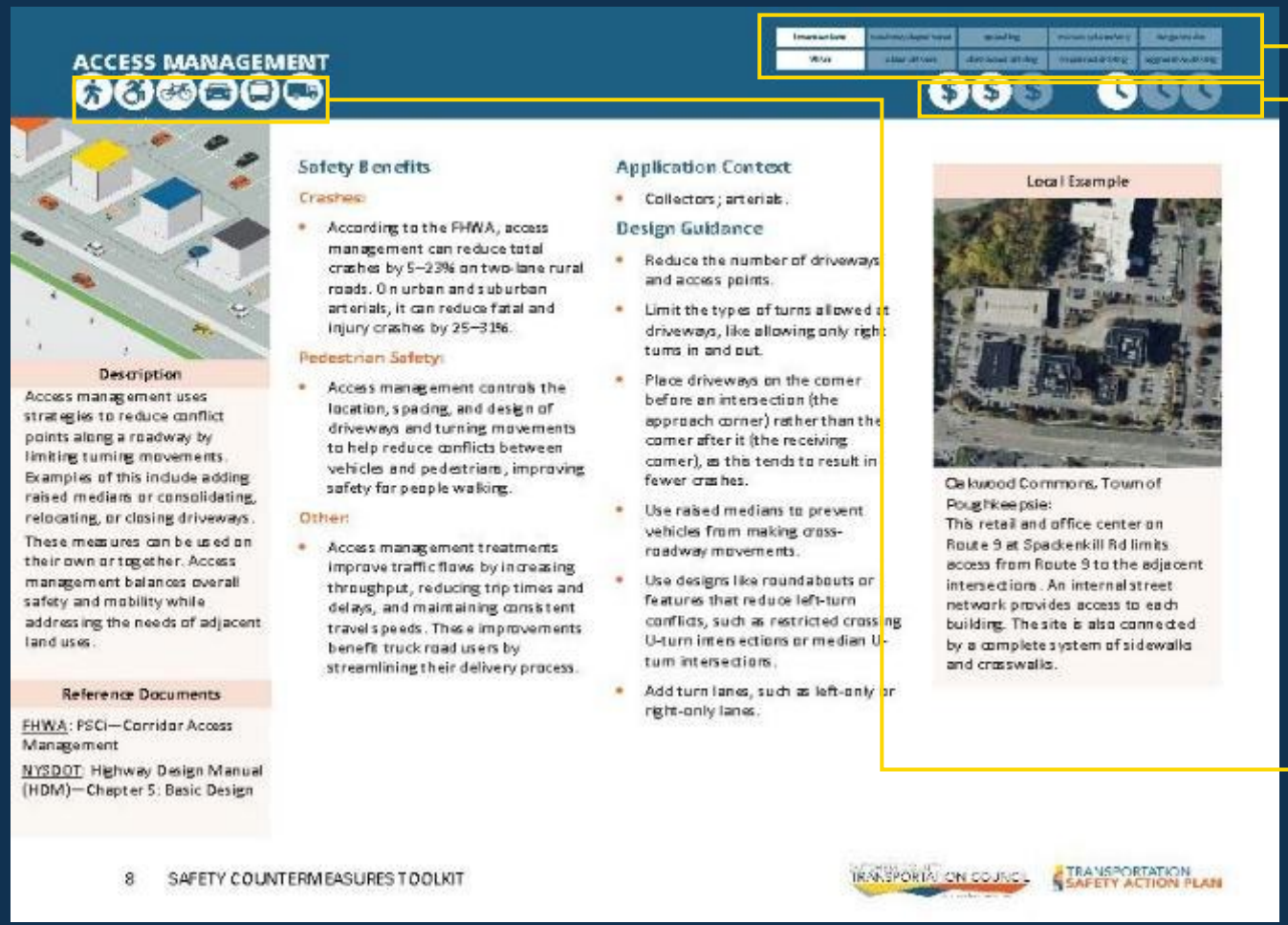
What is a Countermeasure Toolkit?

- Guidebook of commonly used Infrastructure Safety Measures

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



How to Use the Toolkit



ACCESS MANAGEMENT

Description

Access management uses strategies to reduce conflict points along a roadway by limiting turning movements. Examples of this include adding raised medians or consolidating, relocating, or closing driveways.

These measures can be used on their own or together. Access management balances overall safety and mobility while addressing the needs of adjacent land uses.

Reference Documents

FHWA: PSCI—Corridor Access Management

NYSDOT: Highway Design Manual (HDM)—Chapter 5: Basic Design

Safety Benefits

Crashes:

- According to the FHWA, access management can reduce total crashes by 5–23% on two-lane rural roads. On urban and suburban arterials, it can reduce fatal and injury crashes by 25–31%.

Pedestrian Safety:

- Access management controls the location, spacing, and design of driveways and turning movements to help reduce conflicts between vehicles and pedestrians, improving safety for people walking.

Other:

- Access management treatments improve traffic flows by increasing throughput, reducing trip times and delays, and maintaining consistent travel speeds. These improvements benefit truck road users by streamlining their delivery process.

Application Context

- Collectors; arterials.

Design Guidance

- Reduce the number of driveways and access points.
- Limit the types of turns allowed at driveways, like allowing only right turns in and out.
- Place driveways on the corner before an intersection (the approach corner) rather than the corner after it (the receiving corner), as this tends to result in fewer crashes.
- Use raised medians to prevent vehicles from making cross-roadway movements.
- Use designs like roundabouts or features that reduce left-turn conflicts, such as restricted crossing U-turn intersections or median U-turn intersections.
- Add turn lanes, such as left-only or right-only lanes.

Local Example

Oakwood Commons, Town of Poughkeepsie:
This retail and office center on Route 9 at Spackenkill Rd limits access from Route 9 to the adjacent intersections. An internal street network provides access to each building. The site is also connected by a complete system of sidewalks and crosswalks.

8 SAFETY COUNTERMEASURES TOOLKIT

TRANSPORTATION SAFETY ACTION PLAN

Emphasis Areas

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

Examples: Intersections, Older Drivers, Large Trucks, 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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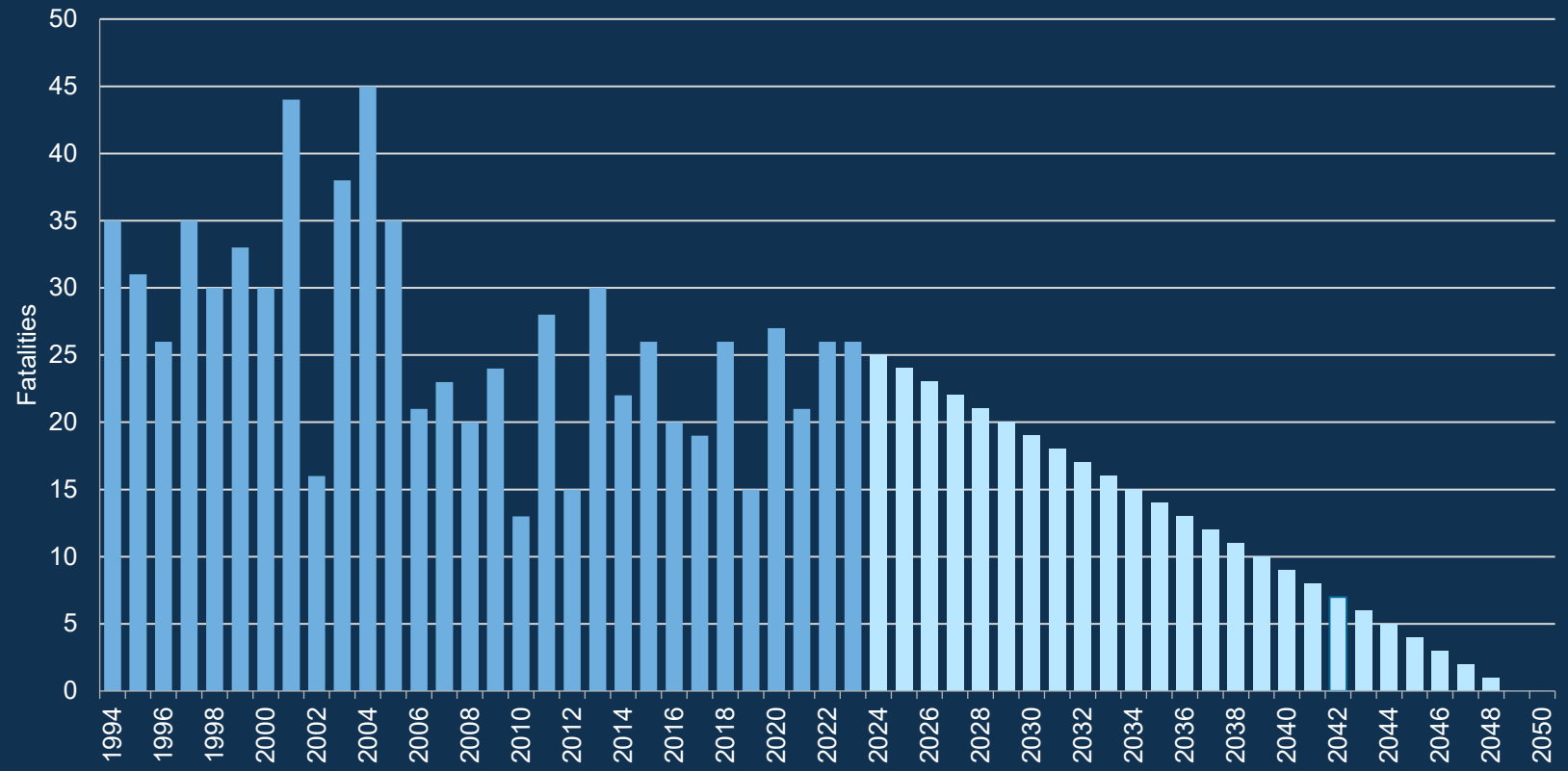
Safety Action Plan Goal-Setting

» Goal #1: Zero Traffic Fatalities in Dutchess County by 2050

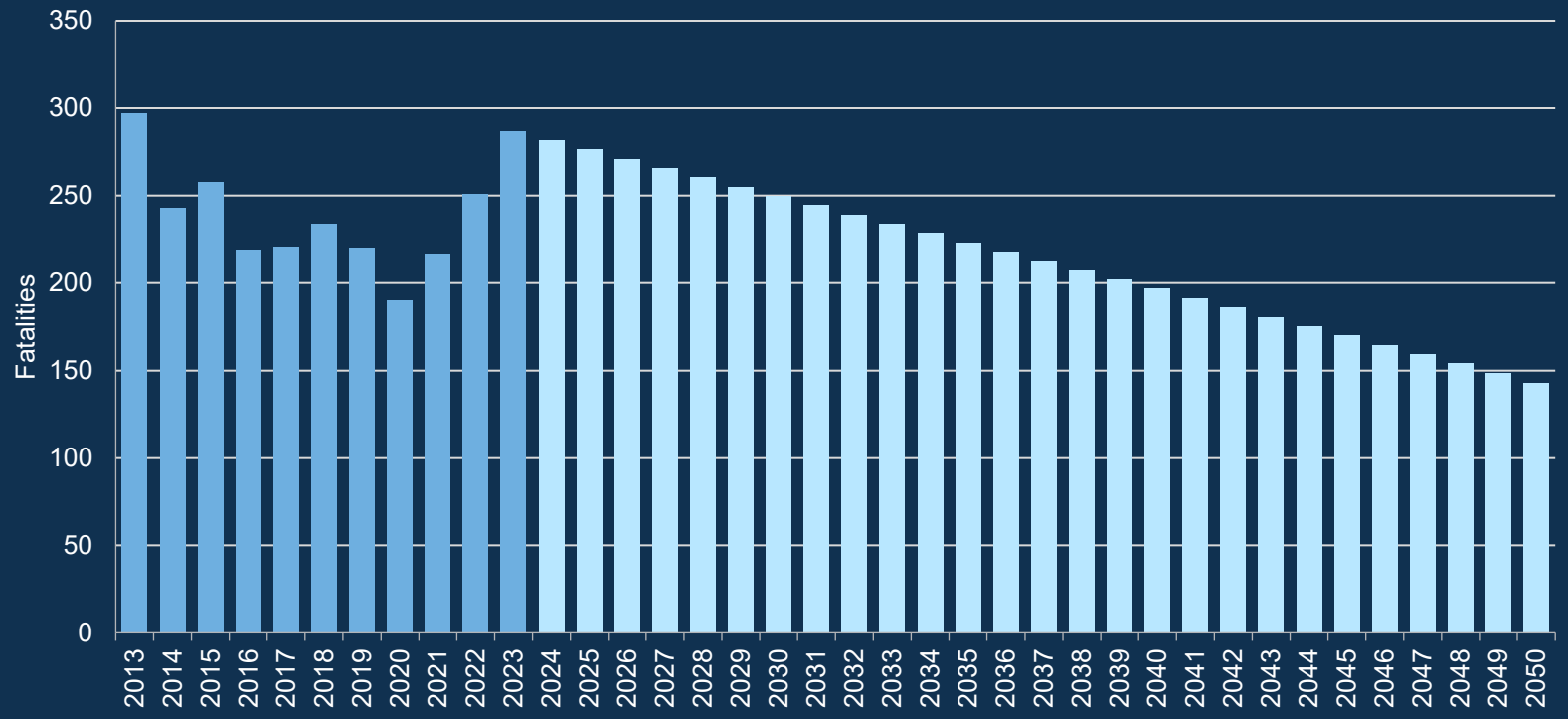


Year	Target
2023 (Actual)	26
2024	25
2025	24
2026	23
2027	22

Future Benchmarks	Target
2030	19
2040	9
2050	0

Safety Action Plan Goal-Setting

» Goal #2: Cut Serious Injuries in Dutchess County in half by 2050

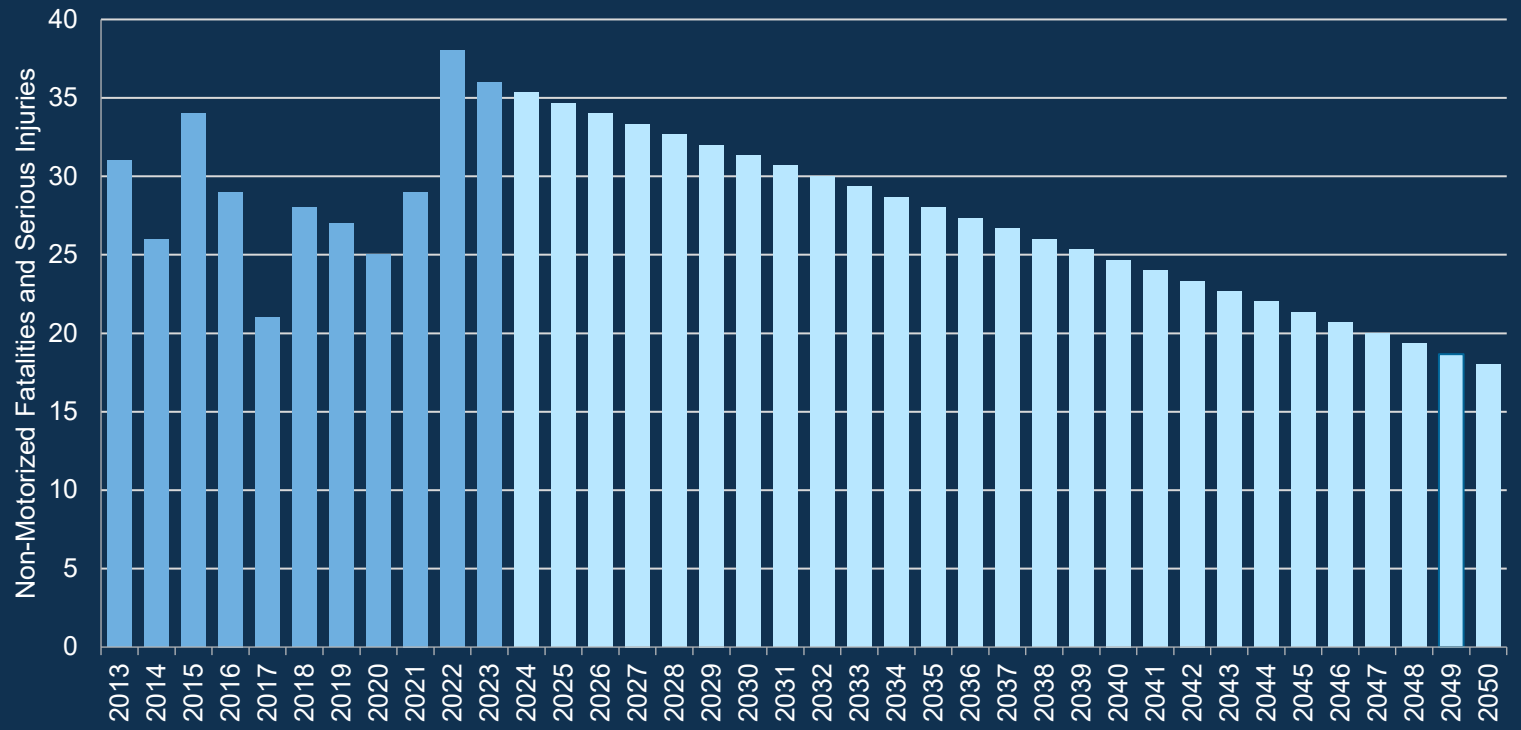


Year	Target
2023 (Actual)	287
2024	281
2025	276
2026	271
2027	266

Future Benchmarks	Target
2030	250
2040	197
2050	143

Safety Action Plan Goal-Setting

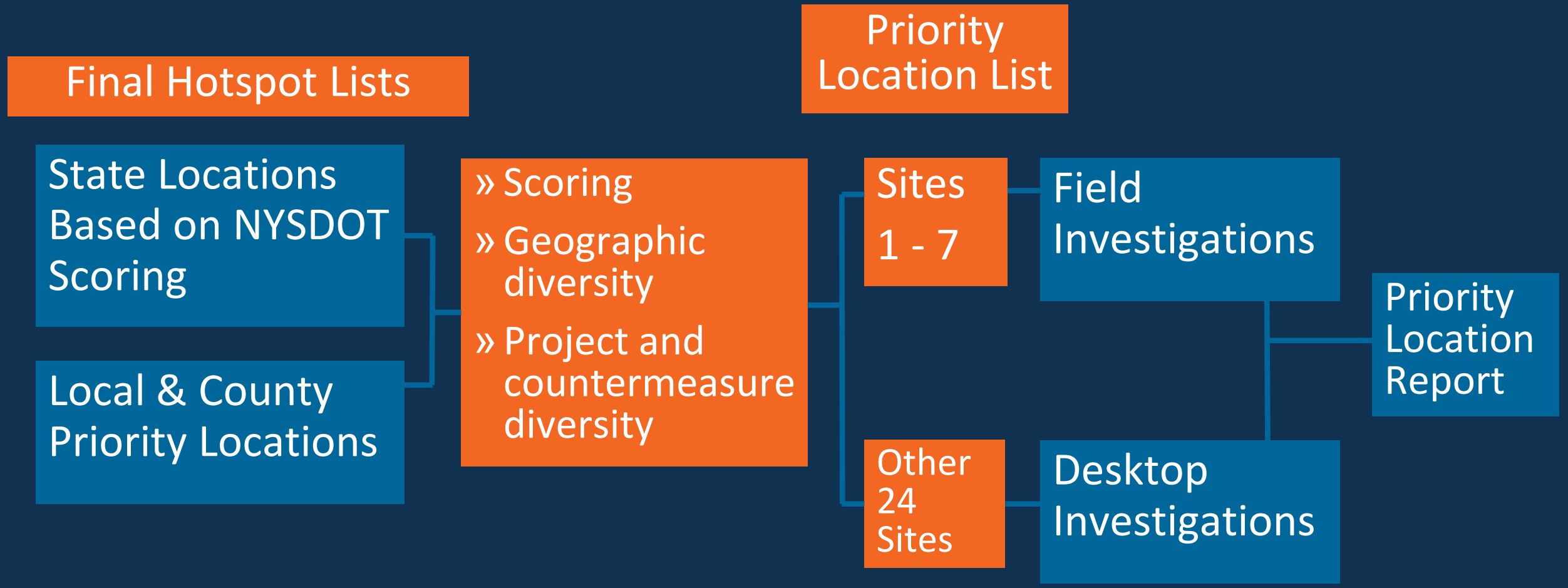
» Goal #3: Cut Non-Motorized Fatalities and Serious Injuries in Dutchess County in half by 2050



Year	Target
2023 (Actual)	36
2024	35
2025	35
2026	34
2027	33

Future Benchmarks	Target
2030	31
2040	25
2050	18

Priority Location Investigations

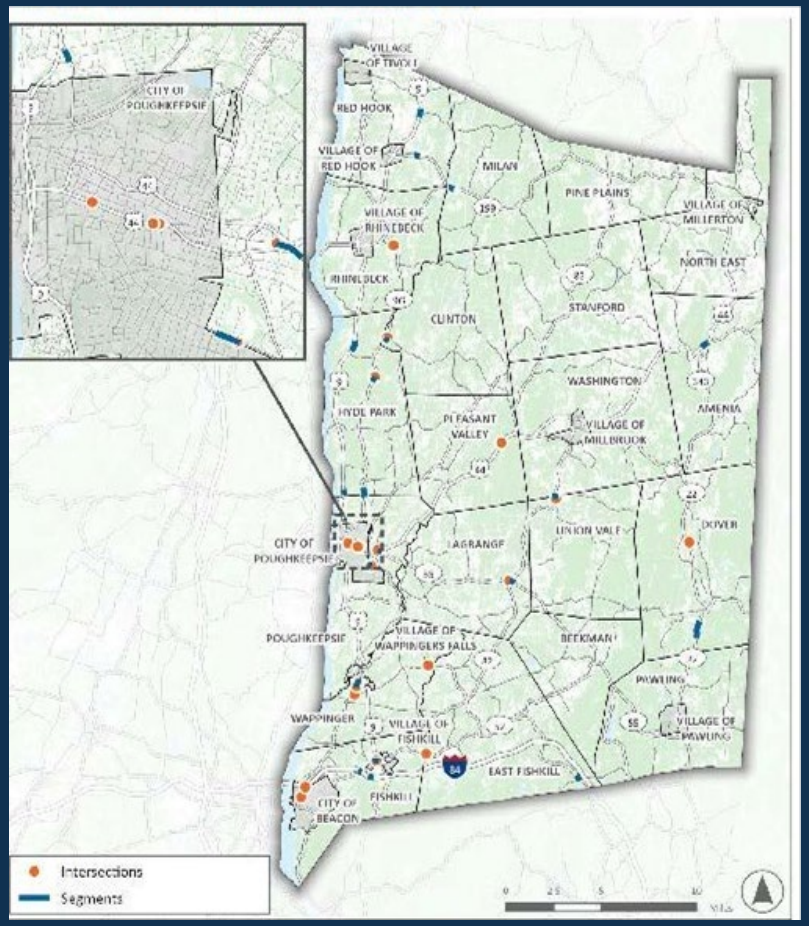


Data Report Part 2 – Locations Identified

Municipal Safety Network Locations

County Safety Network Locations

State Safety Network Locations



Desktop Investigation Locations

E Main St between South Ave & Route 9

Village of Wappingers Falls

E Main St between South Ave & Route 9

Location Information	
Municipality	Village of Wappingers Falls
Functional Classification	Minor Arterial
Area Type	Urban
Road Owner	Village of Wappingers Falls
Annual Average Daily Traffic (2022)	8,810
Posted Speed Limit	25 MPH
85th Percentile Speed (2022)	35 MPH
Average Heavy Vehicle Percentage (2022)	2.4%

78 Crashes (2019-2023) -- 42% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	3
Moderate Injury Crashes	8
Minor Injury Crashes	11
Property Damage Only Crashes	56

This is a two-way, two-lane undivided segment located in a mixed residential and commercial area. It includes sidewalks on both sides with street lighting.

The segment intersects with two other state-owned facilities, South Ave and Route 9D. The intersections at Mesier Ave and Remsen Ave are stop-controlled with marked pedestrian crosswalks. However, only the Mesier Ave intersection has pedestrian warning signs.

The segment is relatively wide for two lanes (32 ft), and the 75-ft driveway entrance at Moran Ave may facilitate speeding and increase the risk of right-angle crashes. Additionally, the increased truck traffic west of Route 9D also raises safety concerns, particularly for vulnerable road users.

Between 2019 and 2023, this site experienced 78 crashes, with 42% occurring at intersections with state-owned facilities. This significant portion highlights the need for coordinated improvements between NYSDOT and the local municipality. Of the 45 crashes along the corridor itself, 89% occurred at or near the Mesier Ave and Remsen Ave intersections, where right-angle crashes were the most frequent.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	71	91%
Collision with Curbing	2	3%
Overturned	1	1%

Top Collision Types (2019-2023)		
Right Angle	35	45%
Rear End	18	23%
Other	13	17%

Top SAP Emphasis Areas (2019-2023)		
Intersections	75	96%
Older Drivers	17	22%
Distracted Driving	16	21%

E Main St between South Ave & Route 9

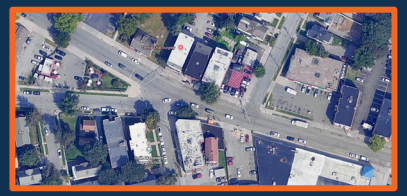
Desktop Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities (Underlined countermeasures require coordination with NYSDOT)	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes and rear-end crashes at both state-owned and local intersections ▪ Wide driveway entrance at Moran Ave with no pedestrian accommodations	Safer Roads	▪ Install pedestrian warning signs at the Remsen Ave intersection ▪ Install pedestrian crossing signs at the Mesier and Remsen intersections ▪ Add ADA-compliant pedestrian crosswalks and curb ramps at the Moran Ave intersection	▪ Reconfigure the intersection at Moran Ave to narrow the driveway entrance to reduce crossing distance and vehicle turning speeds ▪ Consider coordinating with NYSDOT to convert the South Ave signalized intersection into a roundabout
Speeding	▪ Wide travel lanes ▪ Wide driveway entrance at Moran Ave ▪ Higher proportion of crashes involving speeding	Safer Speeds	▪ Install speed feedback signs along the corridor ▪ Test temporary speed humps or speed cushions along the corridor	▪ Narrow travel lanes by adding bike lane striping along the eastbound corridor
Distracted Driving/ Older Drivers	▪ Higher proportion of crashes involving distracted driving and older drivers	Safer Roads	▪ Test in-street signing like “STOP Here for Pedestrians” signs in advance of crosswalks along the corridor ▪ Restrict on-street parking along the corridor	▪ Install shoulder rumble strips and centerline rumble strips ▪ Enhance crosswalk visibility like improved lighting at intersections

Field Investigation Locations

Pinewoods Rd. in Hyde Park

Main St. and Corlies Ave. in Poughkeepsie



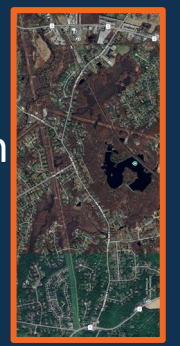
E. Main St. in Wappingers Falls

Merritt Blvd. in Village of Fishkill

Mechanic St. in Amenia

Rossway Rd. in Pleasant Valley

Lake Walton Rd in East Fishkill



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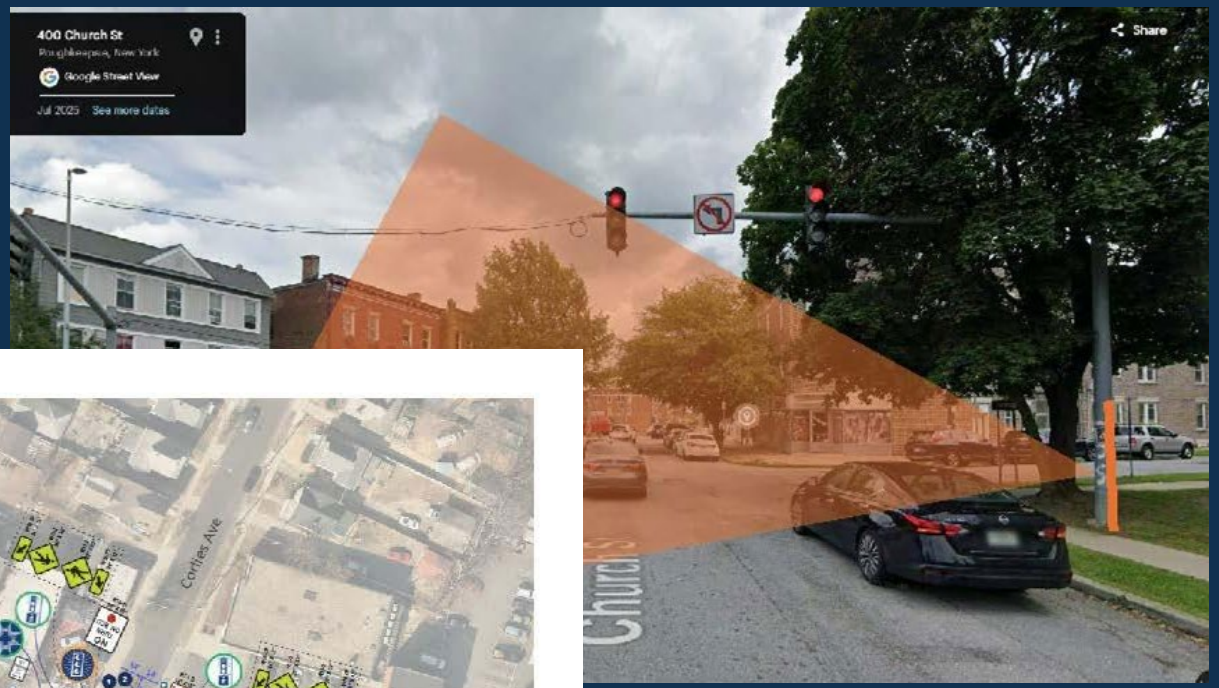
Field Investigation Outcomes



Safety Action Plan Emphasis Areas

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

Questions for each EA:

- What strategies and actions should be listed?
- What should DCTC and its partners commit to?
- Should any be removed?

Intersections, Roadway Departure, & Speeding

EA	Countermeasures
Intersections	Refer to proposed projects and hotspot and systemic countermeasures
Roadway Departure	Refer to proposed projects and hotspot and systemic countermeasures

EA	Countermeasures
Speeding	High-Visibility Enforcement (HVE) and educational campaigns
	Municipally-set lower speed limits
	Speed feedback signs
	Speed safety camera enforcement at State-owned work zones
	Driver education/training for speeding offenders
	Installation of variable speed limits (VSL)

Motorcyclists & Large Trucks

EA	Countermeasures
Motorcyclist Safety	Communications campaigns to encourage rider conspicuity, protective clothing, and use of effective helmets, to increase motorist awareness of motorcyclists, and campaigns aimed at alcohol-impaired motorcyclists
Large Trucks	Restrict heavy vehicle access/designate truck routes
	Identify truck turning hotspots
	Employer safety education
	Examine the County's Complete Streets Policy
	Assess County and municipal fleets for safety
	Consider municipal truck side-guard regulations

Vulnerable Road Users

EA		Countermeasures
Vulnerable Road Users	Bicycle Safety	Bicycle community engagement and education, including promoting bicycle helmet use with education, bicycle safety education for children, and cycling skills clinics, bike fairs, and bike rodeos
	Pedestrian Safety	Pedestrian safety educational campaigns
		Lower speed limits (See Speeding above)
		High-Visibility Enforcement (HVE) for vehicles at pedestrian crossings
		Pedestrian safety zones
		Elementary-age child pedestrian training
		Safe Routes to School (SRTS)
		“Walking School Bus” programs
		Communications to encourage pedestrian visibility

Impaired Driving

EA		Countermeasures
Impaired Driving	Alcohol	Maintain current investment in enforcement, including publicized sobriety checkpoints, high-visibility saturation patrols, and integration with other enforcement
		Alcohol vendor compliance checks
		Alternative transportation/Safe Ride Home programs
		Mass media campaigns
	Drug Impaired Driving	Enforcement of drug-impaired driving, including law enforcement drug recognition training
		Public education regarding medications
		Public education on cannabis and safe driving

Older Drivers; Distracted & Aggressive Driving

EA	Countermeasures
Older Drivers	General communications and education about driving and aging
	Carfit Program/Carfit events
Distracted Driving	High-Visibility Enforcement (HVE)
	Employer educational programs
	Public communications and outreach on distracted driving
Aggressive Driving	Public awareness campaigns
	Driver education and training for aggressive driving offenders
	Congestion management, including Traffic Incident Management (TIM) training, speed management and traffic calming, and the regional Congestion Management Process

Post Crash Care

	Countermeasures
Post Crash Care	Timely on-scene care
	Reducing travel time to trauma centers
	Traffic Incident Management (TIM) training (see aggressive driving)
	EMS performance measures
	Improved access to EMS supplies
	Education and enforcement to protect roadside EMS workers

Safety Action Plan Outline

- Cover Page
- Letter of Intent from DCTC Chair Sue Serino
- Introduction – What is the Safety Action Plan?
- Leadership Commitment and Action Plan Goals
- Safety Analysis Summary – Existing Conditions, Priority Locations, & Systemic Issues
- Engagement and Collaboration Findings – Advisory Committee, Stakeholder and Public Engagement
- Emphasis Areas
- Strategy and Project Selection
- Policy and Process Changes
- Progress Tracking and Next Steps
- Conclusion

Safety Action Plan Appendices

- Key Terms and Acronyms
- Crash Characteristics (Data Report)
- Hotspot and Network Screening Analysis
- Engagement Summary
- Safety Countermeasure Toolkit
- Systemic Countermeasure Report
- Behavioral Emphasis Area Profiles
- Priority Location Report
- Safe Streets and Roads for All Checklist

Open Discussion

Next Steps

	Project Milestones
October	• Complete Priority Location Investigations Report • Complete Systemic Countermeasures Report • Complete All Project Tasks • Develop Safety Action Plan
November	• Advisory Committee Meeting #6 • Finalize Safety Action Plan
	• Adopt Safety Action Plan (DCTC Policy Board)

Thank You!

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