TRANSPORTATION SAFETY ACTION PLAN

March 2026

DUTCHESS COUNTY
TRANSPORTATION COUNCIL
Better ways from here to there

Disclaimer

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The inclusion of a location in this report as a priority for safety improvement is intended for planning purposes only. It does not constitute a determination of fault, hazard, or legal responsibility, nor does it obligate the owning jurisdiction to take specific action at any location.

Title VI Statement

The Dutchess County Transportation Council (DCTC) is committed to compliance with Title VI of the Civil Rights Act of 1964, Restoration Act of 1987, and all related rules and statutes. DCTC assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under all programs, services, or activities administered by the DCTC, whether those programs and activities are federally funded or not. It is also the policy of the DCTC to ensure that all of its programs, policies, and other activities do not have disproportionate adverse effects on minority and low-income populations. Additionally, the DCTC will provide meaningful access to services for persons with Limited English Proficiency.

Table of Contents

List of Tables

List of Figures

Message from Sue Serino, Chair, DCTC

Sue Serino
Chair, DCTC

The Dutchess County Transportation Council is proud to present this Transportation Safety Action Plan. In the past decade, more than 200 people in Dutchess County have died in fatal traffic crashes, and more than 2,000 people have been seriously injured. That is why we are launching this strategic plan with the goal of eliminating deaths from traffic crashes and cutting in half serious injuries in the county by 2050. Achieving this goal is not only possible but imperative, as every crash is preventable and every life lost represents a family member, friend, colleague, or neighbor.

This Safety Action Plan is the result of collaboration among an Advisory Committee of County departments, municipal representatives, partner agencies, and other stakeholders, and input from organizations and residents across the county. There is no single way to eliminate traffic deaths. Instead, we must work together to leverage all the tools available to us.

This plan is organized under a set of Emphasis Areas that reflect the greatest traffic safety threats in Dutchess County, along with a list of potential road improvement projects that can reduce risks in each of our municipalities. The plan embraces the Safe System Approach to roadway safety, which aims to address traffic safety holistically and layer countermeasures together across various elements of the transportation system. The plan aligns with the U.S. Department of Transportation's Safe Streets and Roads for All grant program as well as New York State's Strategic Highway Safety Plan and other statewide safety plans.

Our Safety Action Plan lays out specific actions and recommendations that cover the breadth of traffic safety, from intersections to distracted driving to expanding the availability of post-crash EMS care. Taken together, we are confident that we can achieve our goal to eliminate deaths and reduce injuries in our community. The plan also serves as a call to action for our residents, businesses, municipalities, and partner agencies. Everyone has a role to play in keeping our streets safe and we need your support and commitment to help make Dutchess County a safe place for everyone to drive, walk, ride a bike, and otherwise travel on our streets and sidewalks. Please join us on the road to zero fatalities.

Sincerely,

Sue Serino

Sue Serino
Chair

Executive Summary

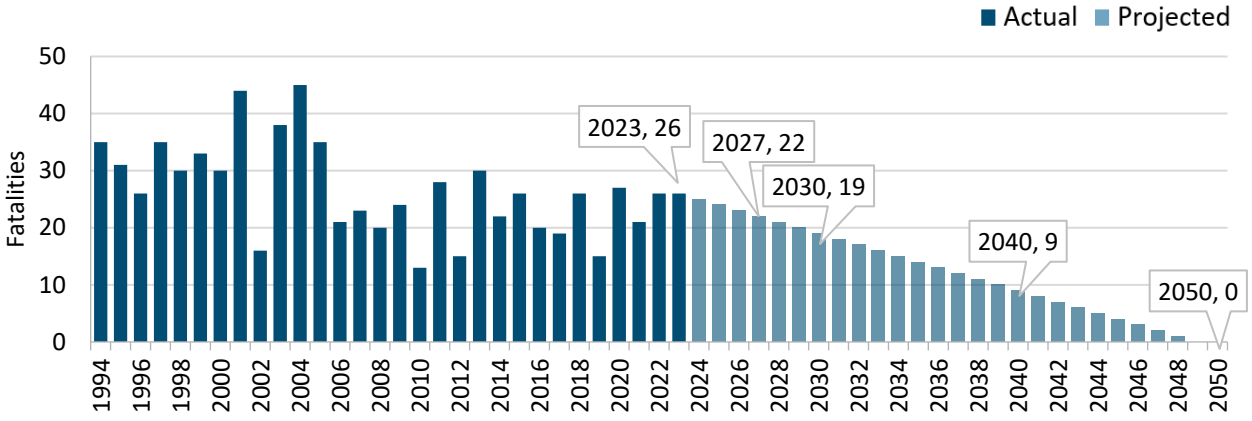
The Dutchess County Transportation Safety Action Plan, prepared by the Dutchess County Transportation Council (DCTC), aims to eliminate traffic deaths and reduce serious injuries by providing recommendations and strategies to improve safety, both at specific locations and throughout the county. It aims to make Dutchess County safer for all road users, including people who drive, walk, bike, and ride transit.

Safety Action Plan Goals

- Eliminate traffic fatalities by 2050
- Reduce serious injuries by 50% by 2050
- Reduce fatalities and serious injuries among non-motorized road users by 50% by 2050

Dutchess County experienced 114 fatal crashes and 1,041 serious injury crashes during the most recent five-year period (2019–2023). In response, and in alignment with the Safe System Approach, we have set an ambitious **goal of zero traffic fatalities and reduction of serious injuries by 50% by 2050**. This goal will act as a benchmark for our efforts, ensuring that we maintain a high standard of safety on all roads in Dutchess County.

FIGURE A. ZERO TRAFFIC FATALITIES IN DUTCHESS COUNTY BY 2050



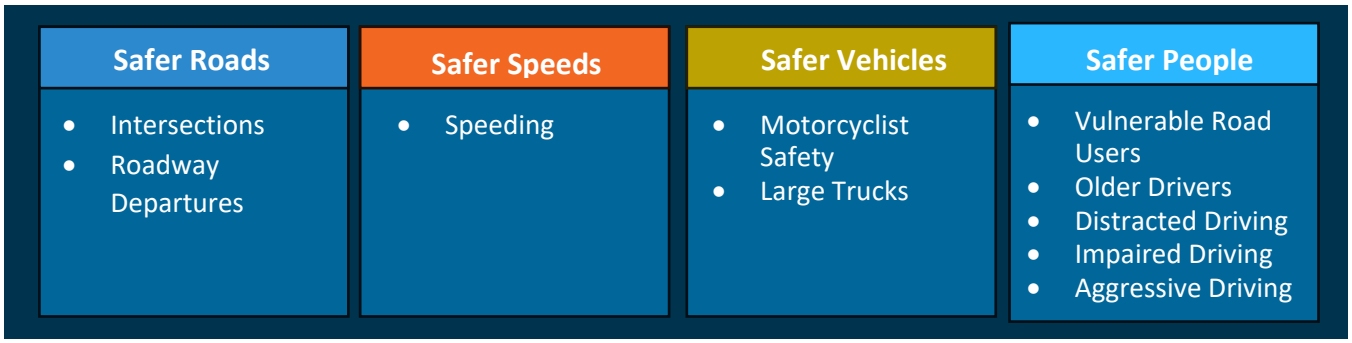
Source: NHTSA Fatality Analysis Reporting System (FARS)

We conducted a comprehensive safety analysis to identify historical crash trends and existing crash patterns across the county and assessed current safety performance using historical crash data. The key findings from the safety analysis include:

- Between 2019 and 2023, crashes in the county incurred an estimated total cost of $4.3 billion, averaging about $861 million per year.
- In Dutchess County, traffic risk is greatest on major roads with higher speed limits and significant traffic. More than half of fatalities and serious injuries occurred on these major roads, even though they make up less than 20% of the county's roadway mileage.

Based on the analysis of the county's fatal and serious injury crashes, the increasing rates of crashes observed from 2014 to 2023, and stakeholder and public engagement, we identified ten emphasis areas for this plan, organized around the key elements of the Safe System Approach.

FIGURE B. EMPHASIS AREAS CATEGORIZED BY SAFE SYSTEM APPROACH ELEMENTS



To determine where to prioritize safety interventions, we carried out a two-part network screening. We completed a Hotspot Screening to develop a Priority Safety Network of locations with a recorded crash history and the greatest potential for safety improvements. A complementary Systemic Screening was performed to identify locations with the highest future risk of severe crashes, where proactive, low-cost countermeasures can be applied. Together, these network screening analyses support a data-driven approach for agencies across the county to prioritize and implement safety improvements.

In addition to analyzing data, we conducted a number of public and stakeholder outreach activities between August 2024 and November 2025 to gather local perspectives and shape the plan's recommendations. Members of the public highlighted key safety issues, such as speeding, aggressive driving, and inadequate walking and bicycling infrastructure. Other agencies and organizations helped us understand current investments and challenges. This community input helped frame the plan's safety vision, balancing ambition with feasibility.

Outreach Activities included:

- Digital Outreach
- Public Meetings
- Stakeholder Workshops
- Stakeholder Interviews
- Advisory Committee Meetings
- DCTC Bicycle-Pedestrian Advisory Committee Meeting
- DCTC Planning Committee Meetings

This plan provides a comprehensive set of projects and strategies across the ten emphasis areas to address the safety challenges identified during the data analysis and engagement processes. All recommendations in the plan align with both the Safe System Approach and New York State's Strategic Highway Safety Plan. The projects and strategies are provided within four elements in the plan:

- **County and Local Priority Projects:** We identified 31 locations, comprising road segments and intersections, that were investigated to develop site-specific recommendations and safety project ideas.
- **Countermeasure Toolkit:** We created a toolkit with a menu of traffic safety countermeasures that can be applied at specific sites to address a range of transportation safety needs.

- **Systemic Countermeasure Toolkit:** Building upon the systemic screening, we developed a set of systemic treatment packages to reduce risks across the entire road network.
- **Strategies and Action Items:** To complement the infrastructure-related recommendations, a set of additional strategies and actions were recommended to address driver behavior, specific vehicle types, specific populations, and other elements of the Safe System Approach.

To support the implementation of the plan, DCTC, County agencies and other partners can consider a range of policy and process improvements.

The strategies, projects, and policy recommendations identified in the plan include a range of short-, mid-, and long-term actions with varying levels of resource needs.

This plan is designed as a long-term framework for improving roadway safety across the county. It builds on the safety goals identified in Moving Dutchess Forward and will be incorporated into our next long-range transportation plan.

Ongoing implementation of the plan will be coordinated through ongoing meetings of DCTC's Planning Committee, the County's Traffic Safety Board, and collaboration with the New York State Department of Transportation (NYSDOT), County agencies, municipalities, and other partners.

Policy and Process Recommendations

- Update the County's Complete Streets Policy
- Support local speed management policies
- Enhance DCTC's Project Selection Framework
- Seek additional financial support from Governor's Traffic Safety Committee (GTSC)
- Incorporate the Safety Action Plan into Moving Dutchess Forward
- Support and expand the Watch Out For Me campaign

1.0 Introduction

1.1 What is the Transportation Safety Action Plan?

The Dutchess County Transportation Safety Action Plan was developed by the Dutchess County Transportation Council (DCTC), which serves as the Metropolitan Planning Organization for Dutchess County.

MOVING DUTCHESS FORWARD VISION

Provide safe and convenient access for all people to housing, jobs, goods and service, and recreational amenities, regardless of age, ability, race, income, or mode of transportation.

- Moving Dutchess Forward

In 2023, 26 people were killed in traffic crashes in Dutchess County, and traffic fatalities have averaged more than 20 per year for the past decade. Serious injuries from traffic crashes have increased sharply in the past few years, from 190 in 2020 to 287 in 2023.

This Safety Action Plan aims to eliminate traffic deaths and reduce serious injuries by providing recommendations and strategies to improve safety both at specific locations and throughout the county. It aims to make Dutchess County safer for all road users including people who drive, walk, bike, and ride transit.

The plan includes a goal of zero traffic fatalities by 2050. It presents a comprehensive safety analysis, describes our efforts to engage the public, and presents a list of strategies and actions for the DCTC's member agencies and partners. It also builds on transportation planning and safety initiatives already undertaken in the county, such as the safety goals identified in our Metropolitan Transportation Plan, Moving Dutchess Forward. This Safety Action Plan will help our municipalities address roadway safety and also help them communicate to other agencies about ways to increase road safety for all.

This plan meets all the Safety Action Plan requirements for the USDOT Safe Streets and Roads for All (SS4A) grant program. Appendix C includes a checklist that shows how this plan aligns with those federal requirements.

The Safety Action Plan included field visits to local roads selected by municipalities as having safety issues, including Rossway Rd at Drake Rd in Pleasant Valley.

About Dutchess County

Located in the heart of the Mid-Hudson Valley in southeastern New York State, Dutchess County is bounded by the Hudson River to its west and the New York-Connecticut border to its east. It is home to about 300,000 people who live in a mix of urban, suburban, and rural settings across 30 municipalities. The county is anchored by the cities of Poughkeepsie and Beacon and features many historic sites and major educational institutions. The county is also a destination for visitors with its rural farmland, rolling hills, and scenic hiking trails and rail trails. The county is traversed north-south by major roads like US Route 9, the Taconic State Parkway, and NY Route 22, and east-west by major roads like I-84, US Route 44, NY Route 55, and NY Route 199. The county is also served by Dutchess County Public Transit, Metro-North Railroad, and Amtrak. Improving safety for all road users is a DCTC priority.

1.2 Safe System Approach

This plan is organized with the aim of implementing the Safe System Approach in Dutchess County. The Safe System Approach is a traffic safety strategy being adopted nationwide to address the risks inherent in our transportation system by building and reinforcing multiple layers of protection to prevent traffic crashes from happening in the first place and minimize the harm caused when crashes do occur.

This holistic strategy focuses on human mistakes and vulnerability and promotes a system designed with many redundancies to protect road users. The Safe System Approach also embraces roadway safety countermeasures that are already being deployed in the county, such as safer road designs, traffic enforcement initiatives, and community programs. The Safe System Approach stresses that a multi-disciplinary approach is required to address the full range of traffic safety risks.

Figure 1.1 shows how the five Safe System elements – safer road users, safer vehicles, safer speeds, safer roads, and post-crash care – work together to create shared responsibility for the safety of all road users.

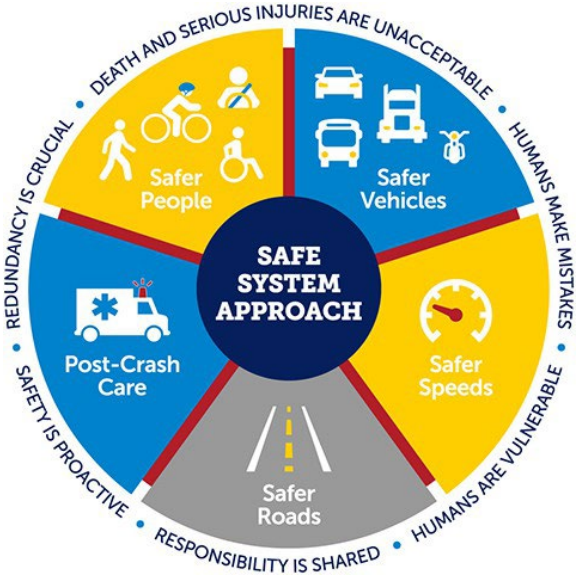


FIGURE 1.1 SAFE SYSTEM APPROACH PRINCIPLES AND ELEMENTS

2.0 Leadership Commitment and Goal Setting

2.1 Highway Safety Commitment

Every fatal or serious injury crash is tragic, unacceptable, and preventable. To support our commitment to a safe roadway system for all users, this plan sets three ambitious goals. These goals will act as a benchmark for our efforts, ensuring that we maintain a high standard of safety across all roads in the county.

Leadership commitment is equally important in fostering a culture of safety. Once this plan is adopted, the DCTC and its partners will be responsible for ongoing implementation and monitoring. We hope that this plan can be the foundation for regular coordination between the State, County, local municipalities, and other stakeholders.

Safety Action Plan Goals

- Eliminate traffic fatalities by 2050
- Reduce serious injuries by 50% by 2050
- Reduce fatalities and serious injuries among non-motorized road users by 50% by 2050

2.2 Transportation Safety Action Plan Goals

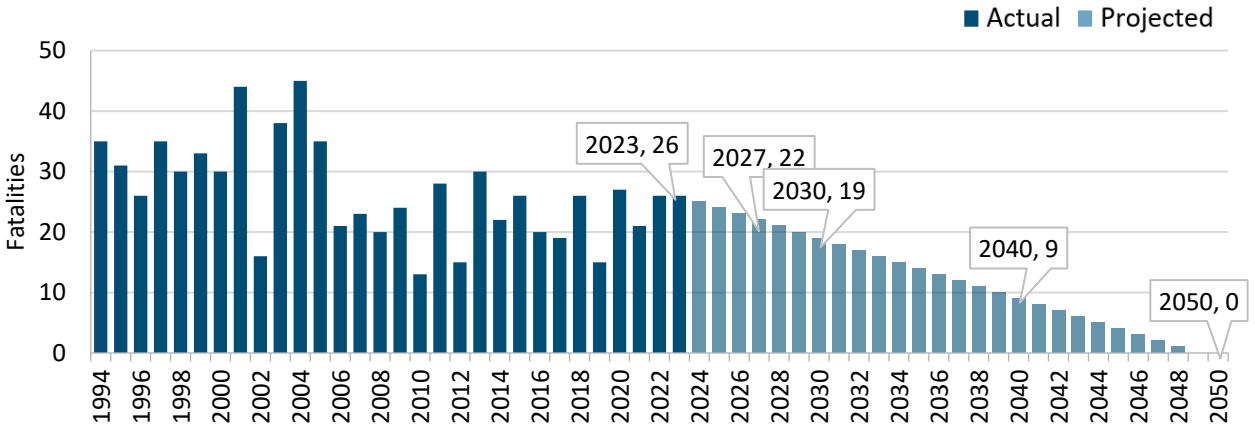
The three performance measures that will be used to track the progress of the plan - fatalities, serious injuries, and non-motorized fatalities and serious injuries - are expressed in the context of progress expected from 2023 (the most recent year of available full safety data) to 2050, aligning with our next long-range transportation plan's horizon year.

Main Street in the City of Poughkeepsie was identified by the City as a priority for local safety improvements.

2.2.1 Fatalities

In alignment with the Safe System Approach, we selected a Vision Zero goal for fatal traffic crashes. By implementing the action steps in the plan, we intend to eliminate traffic fatalities in Dutchess County by 2050. This will require persistent traffic safety progress starting immediately and continuing over the coming decades, as shown in Figure 2.1.

FIGURE 2.1 ZERO TRAFFIC FATALITIES IN DUTCHESS COUNTY BY 2050

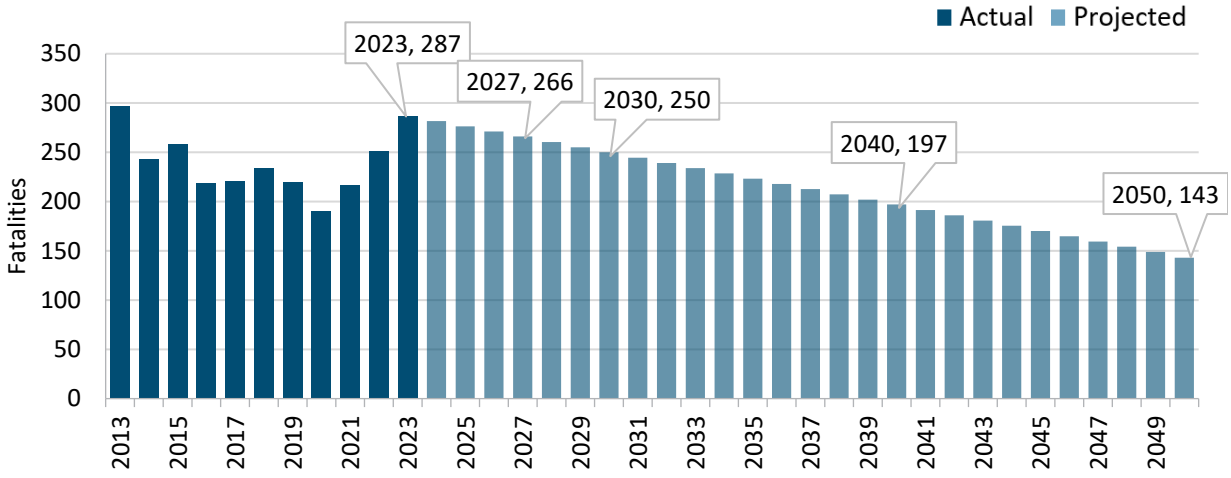


Source: NHTSA Fatality Analysis Reporting System (FARS)

2.2.2 Serious Injuries

We also set a goal to reduce serious injuries from traffic crashes in Dutchess County by 50% by 2050, as shown in Figure 2.2. This target was selected to account for the fact that there are significantly more serious injuries than fatalities from traffic crashes. Further, a reduction in fatalities may mean an increase in serious injuries, as we expect some crashes to be mitigated but not completely prevented.

FIGURE 2.2 50% REDUCTION IN SERIOUS INJURIES FROM TRAFFIC CRASHES IN DUTCHESS COUNTY BY 2050

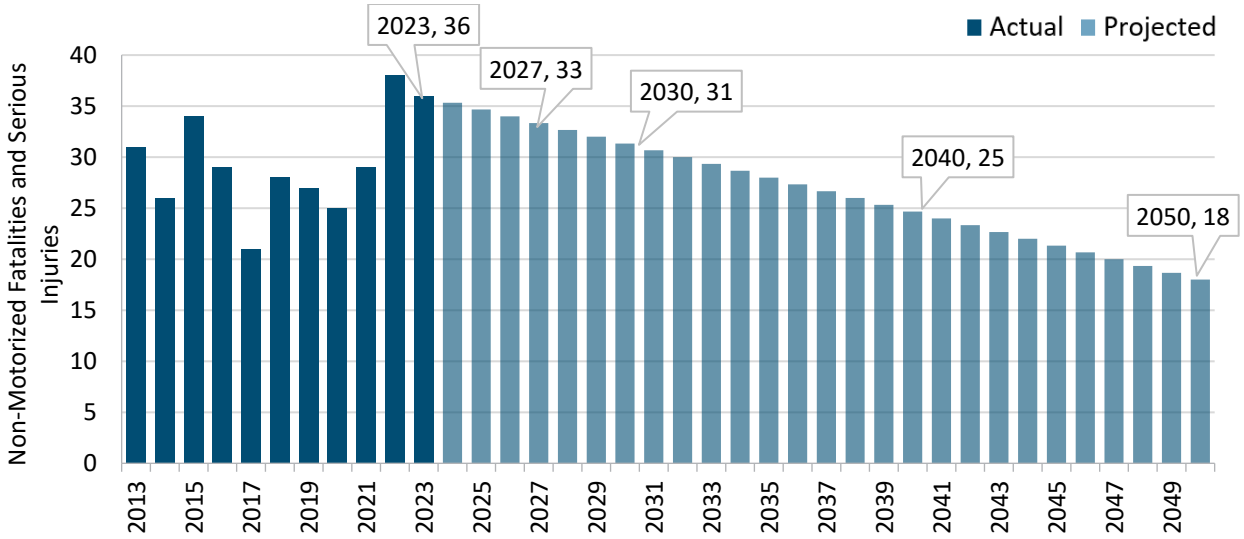


Source: Institute for Traffic Safety Management & Research, Traffic Safety Statistical Repository (TSSR)

2.2.3 Non-Motorized Fatalities and Serious Injuries

Finally, we set a goal to reduce fatalities and serious injuries among non-motorized road users in Dutchess County by 50% by 2050, as shown in Figure 2.3. The same factors pertaining to serious injuries for all roads users apply to non-motorized road users. Moreover, there are relatively fewer crashes involving pedestrians and bicyclists, and the smaller number of crashes has resulted in more year-to-year variation in crash outcomes.

FIGURE 2.3 50% REDUCTION IN NON-MOTORIZED TRAFFIC FATALITIES AND SERIOUS INJURIES IN DUTCHESS COUNTY BY 2050



Source: TSSR

3.0 Safety Analysis

A comprehensive safety analysis forms the foundation of this plan. This analysis identified historical crash trends and existing crash patterns across Dutchess County and assessed current safety performance using historical crash data from sources such as the USDOT Fatality Analysis Reporting System (FARS) and the most recent five years of available safety data from NYSDOT's Crash Location and Engineering Analysis Repository (CLEAR).

Over the long term, crash fatalities in Dutchess County have declined since 1979. However, in the most recent five-year period, several safety performance measures have shown concerning increases, including fatalities, serious injuries, and combined non-motorized fatalities and serious injuries.

To determine where to prioritize safety interventions, a Priority Safety Network was developed through a "hotspot screening" to identify locations with a recorded crash history and the greatest potential for safety improvements. A complementary systemic screening was also performed to identify locations with the highest future risk of severe crashes, supporting the systemwide implementation of proactive, low-cost countermeasures. Together, these two network screening analyses support a data-driven approach for agencies to prioritize and implement safety improvements.

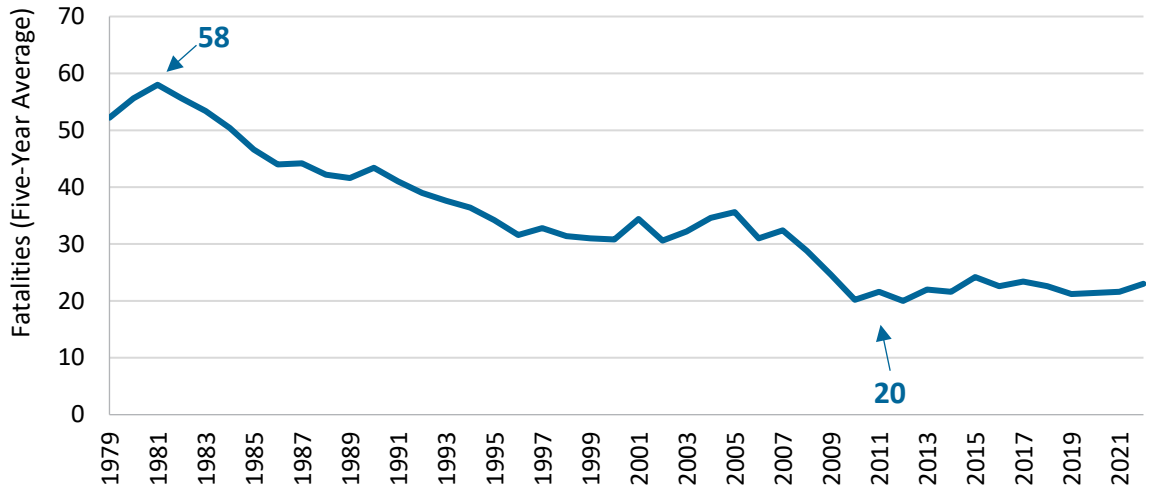
- Between 1979 and 2022, traffic fatalities in Dutchess County decreased by **56%** (from 52 in 1979 to 23 in 2022).
- Over the past five years, the five-year moving averages of fatality and serious injury rates per 100 million VMT have steadily increased.
- From 2019 to 2023, Dutchess County experienced 114 fatal crashes and 1,041 serious injury crashes, resulting in an estimated cost of **$2.7 billion**.
- Most crashes occurred on higher volume, higher speed roads. This plan identifies projects and programs that can be implemented on roads throughout the county. The plan recommends that the State, County, and local municipalities work together as projects are considered for funding and implementation.

3.1 Key Trends in Crashes, Fatalities, and Serious Injuries

As seen in Figure 3.1, between 1979 and 2022, traffic fatalities (based upon a moving five-year average) in Dutchess County decreased by 56%. A notable decline in 2008 coincided with the nationwide reduction in traffic deaths during the 2007-2009 recession. Since 2010, the five-year average of fatalities has remained relatively stable, fluctuating between 20 and 25 fatalities per year.

Despite long-term declines, rates of traffic fatalities and serious injuries are increasing in the county.

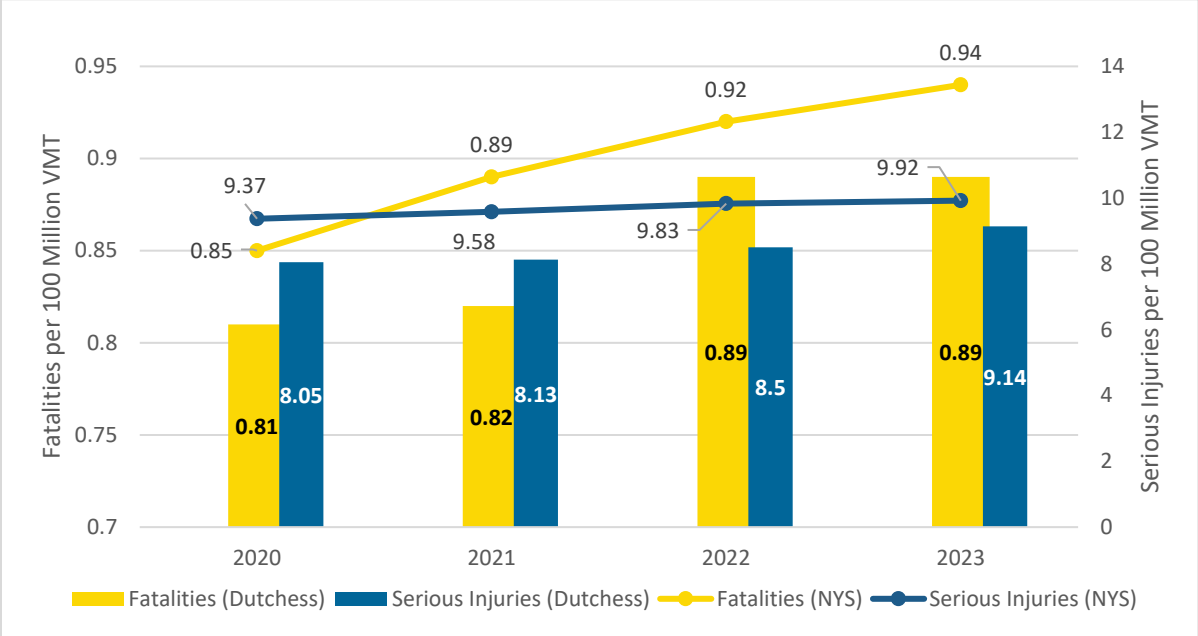
FIGURE 3.1 DUTCHESS COUNTY TRAFFIC FATALITY TREND (1979-2021)



Source: NHTSA Fatality Analysis Reporting System (FARS)

In recent years, however, both fatality and serious injury crash rates have started to increase. As indicated in Figure 3.2, the five-year moving average of fatality rate (fatalities per 100 million vehicle-miles-traveled-VMT) in Dutchess County has increased since 2020, consistent with statewide patterns but at a slower growth rate. Serious injury rates have also risen since 2020, with the county's five-year moving average increasing by 13%, more than double the 6% increase observed statewide.

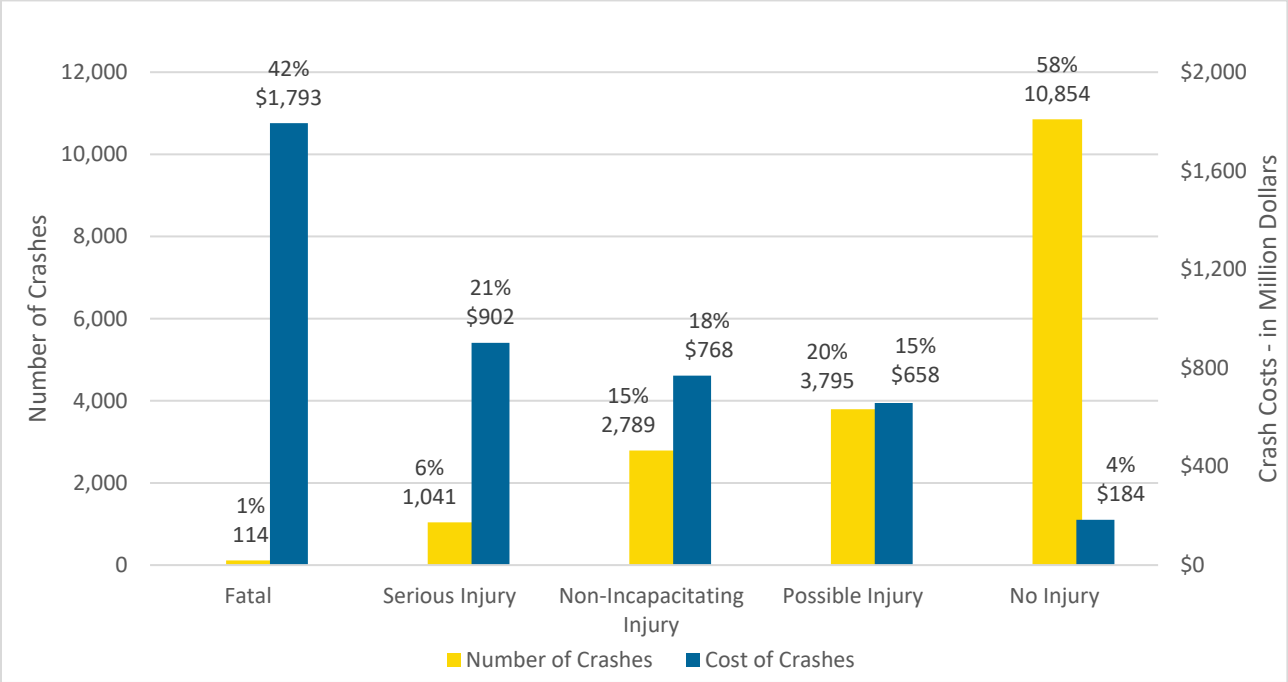
FIGURE 3.2 FIVE-YEAR MOVING AVERAGE FATALITIES AND SERIOUS INJURIES PER 100 MILLION VMT (2020 - 2023)



Source: Traffic Safety Statistical Repository (TSSR), Highway Performance Monitoring System (HPMS)

These recent increases not only present safety challenges, but also substantial economic and social impacts. As shown in Figure 3.3, between 2019 and 2023, crashes in the county incurred an estimated total cost of $4.3 billion, averaging about $861 million per year. Of that total, fatal and serious injury crashes cost about $2.7 billion (or 63%), despite representing only 16% of all crashes. Understanding where and how these fatal and serious injury crashes occur is essential for identifying their underlying causes and developing strategies to reduce their frequency and severity.

FIGURE 3.3 CRASHES BY INJURY SEVERITY IN DUTCHESS COUNTY (2019 - 2023)



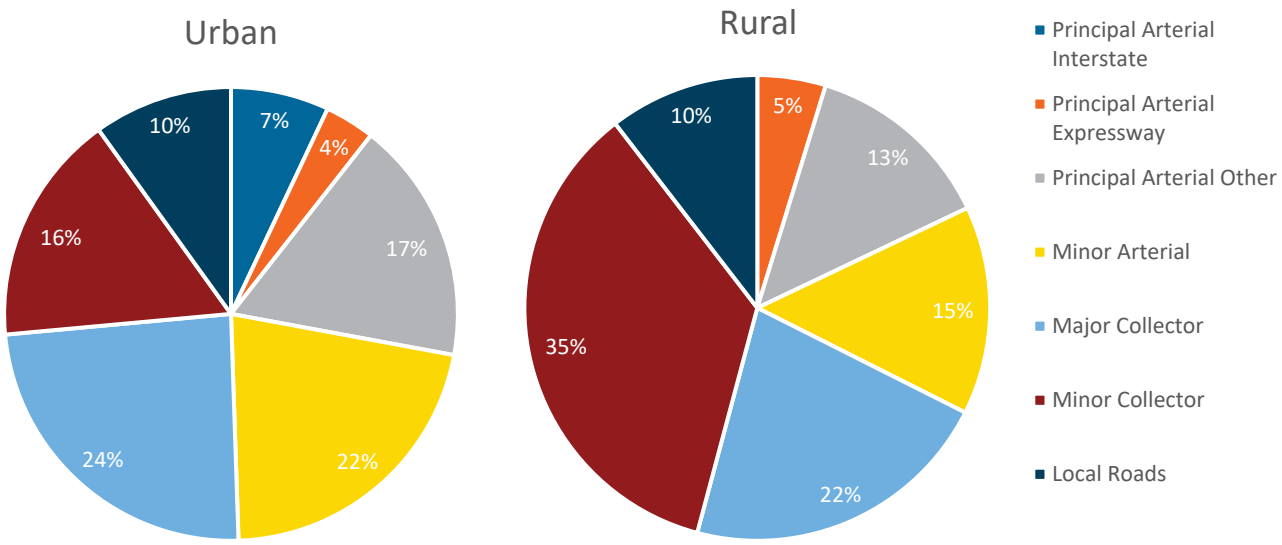
Source: NYSDOT CLEAR (2019 - 2023), NYSDOT Red Book

Where Are Crashes Occurring?

From 2019 to 2023, Dutchess County experienced 114 fatal crashes and 1,041 serious injury crashes. In Dutchess County, traffic risk is greatest on roads with higher speed limits and significant traffic. More than half of fatalities and serious injuries occurred on these roads, even though they roads make up less than 20% of the county's roadway mileage. From our analysis, most (77%) fatalities and serious injuries occurred in urban areas, where "Principal Arterials – Other" and "Major Collectors" were the most common types of roadways involved. A similar pattern was observed in rural areas. However, when looking at fatality and serious injury *rates* per million VMT, urban "Major Collectors" and "Minor Arterials" showed the highest percentages while "Minor Collectors" showed higher rates in rural settings.

Figure 3.4 illustrates the type of roads found in both rural and urban areas of the county.

FIGURE 3.4 FATALITIES AND SERIOUS INJURIES PER MILLION VMT BY AREA TYPE AND ROADWAY FUNCTIONAL CLASS IN DUTCHESS COUNTY (2019 - 2023)



Source: NYSDOT CLEAR (2019 - 2023), NYSDOT Highway Data Services

For more on roadway types, see our fact sheet on roadway functional classifications.

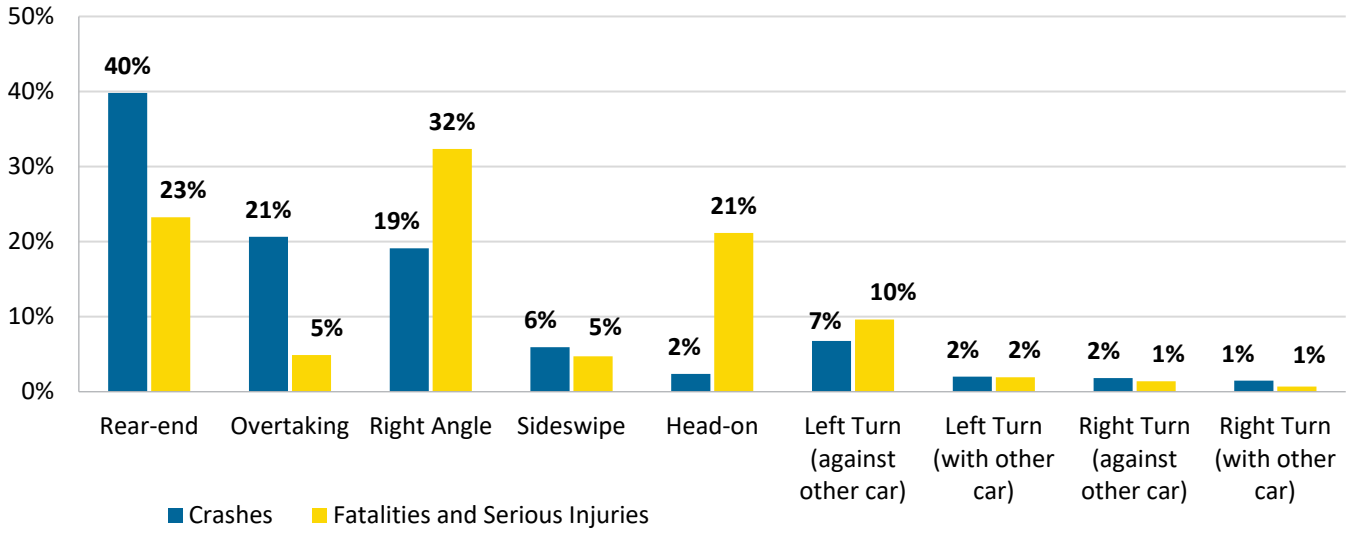
Why Are Crashes Occurring?

Our analysis also examined why crashes occur. Figure 3.5 shows that among all non-single-vehicle crashes in the county, rear-end collisions were the most common crash type, accounting for 40% of total crashes between 2019 and 2023. However, when focusing on crashes that resulted in a fatality or serious injury, right-angle collisions had the highest share (32%), followed by rear-end (23%) and head-on (21%) collisions. Focusing on preventing these crash types should result in better safety outcomes across the county.

See Appendix D for more information on crash history.

While typically not fatal, collisions with deer occur frequently in Dutchess County, consistently exceeding 500 per year and peaking at nearly 1,100 in 2019.

FIGURE 3.5 DISTRIBUTION OF CRASHES AND FATALITIES/SERIOUS INJURIES BY COLLISION TYPE IN DUTCHESS COUNTY (2019 - 2023)



Source: NYSDOT CLEAR (2019 - 2023)

3.2 Hotspot Analysis

The Hotspot Analysis is one of the components of the Roadway Safety Management Process (Figure 3.6), which is a data-driven approach for applying proven analysis tools to identify, implement, and evaluate potential safety improvements at a network level. We carried out the Hotspot Analysis to identify the highest-risk locations and plan a strategy of action, which identified intersections and roadway segments across the county with the greatest potential for safety improvement. We used NYSDOT safety data to pinpoint locations that were over-represented in terms of their crash history during 2019 – 2023.

Hotspot Analysis

An analysis to find specific crash "hotspots" with the highest potential for safety improvement, identified primarily based on crash history, with additional consideration of traffic volumes, site characteristics, land use, and other contextual factors.

To further refine and differentiate locations on the list, we considered other safety-related factors, including:

- **Demographic Analysis:** Census tract data was used to identify areas with higher concentrations of various population groups that could benefit most from roadway safety improvements.
- **Vulnerable Road User (VRU) High-Risk Areas:** Based on NYSDOT's Vulnerable Road User Safety Assessment, locations at the census tract level were categorized into high, medium, low, and no risk areas for VRUs.

- **Roadway Departure Priority Areas and Head-On/Sideswipe Collision Priority Areas:** Using NYSDOT's Roadway Departure Safety Action Plan, areas with concentrations of roadway departure crashes and head-on/sideswipe collisions that were significantly higher than statewide averages were identified.

The combined scores allow us to rank priority locations throughout the county. The detailed methodology for developing combined safety scores is provided in Appendix E.

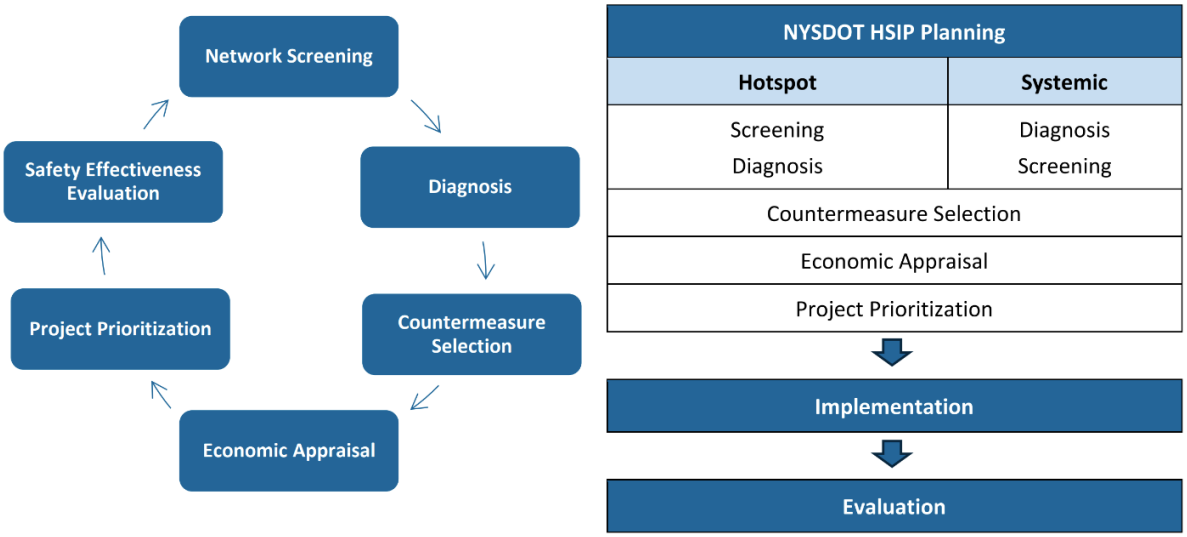
Demographic Analysis

An important part of this project was to identify communities that are historically underserved and that would benefit from increased safety resources.

Nine populations were considered: Black, Asian, Hispanic, youth, older adults, disabled, low income, foreign-born, and limited English proficiency. By comparing the concentration of each population against the county average, scores were assigned to each indicator and summed to form a composite score for each census tract. These scores helped us prioritize priority locations.

Three priority safety networks (i.e., lists of high-risk roads) were developed – for State-owned roads, County-owned roads, and municipally-owned roads. Each network was developed in consultation with the respective jurisdictions to fine-tune the selection of locations, as summarized in the following sections. The three safety networks have been mapped to show the distribution of priority locations. The maps can be accessed here: Online Priority Network Maps. This network screening set the foundation to further identify safety countermeasures and projects.

FIGURE 3.6 ROADWAY SAFETY MANAGEMENT PROCESS AND NYSDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROCESS

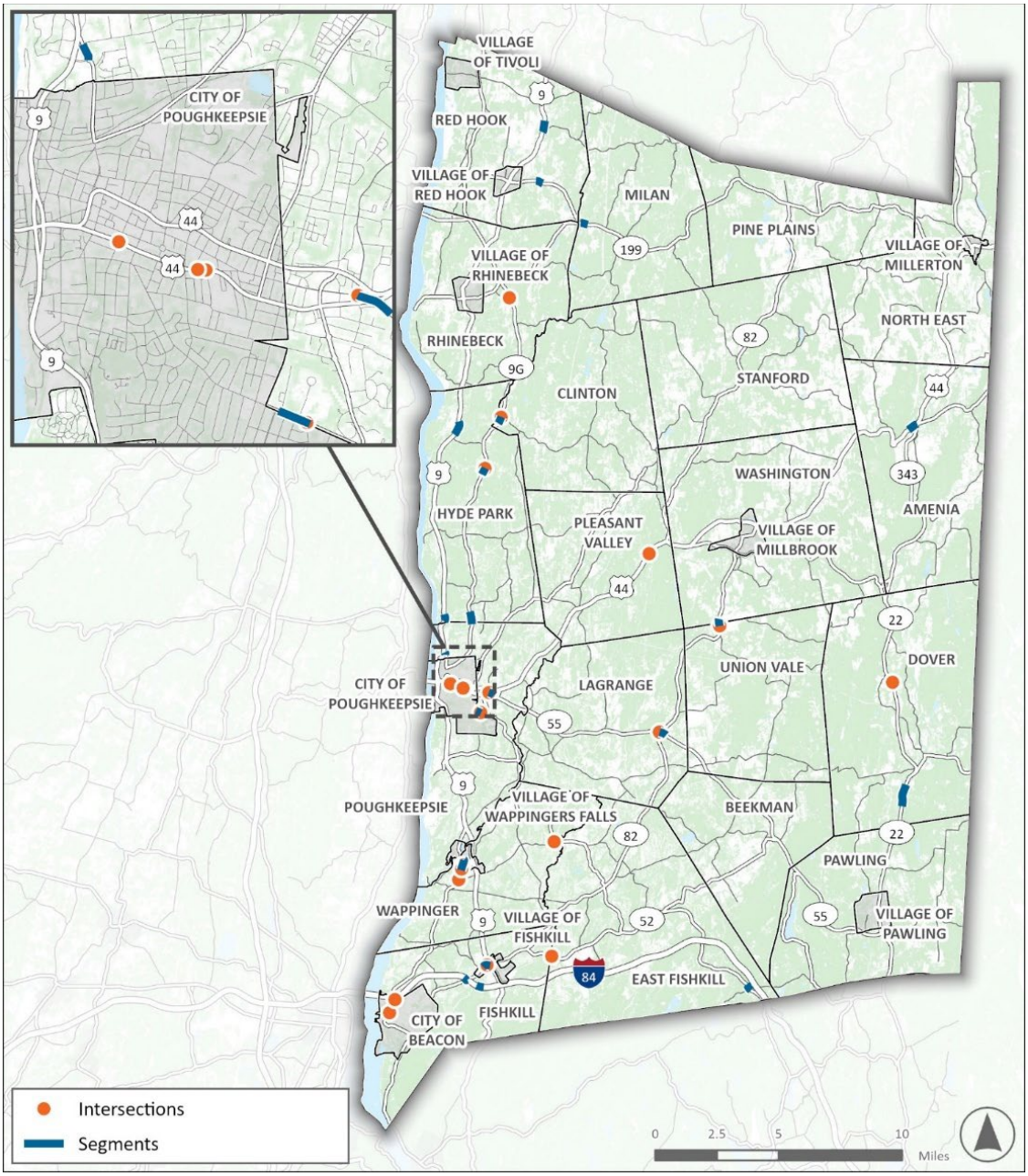


Source: Highway Safety Manual (American Association of State Highway and Transportation Officials), NYSDOT

3.2.1 State Priority Safety Network

For the State Priority Safety Network, we included high scoring segments or intersections identified by NYSDOT based on their safety potential and that had multiple fatal or injury crashes. The State Priority Network is shown in Figure 3.7, and detailed location information is provided in Appendix E.

FIGURE 3.7 STATE PRIORITY SAFETY NETWORK LOCATIONS

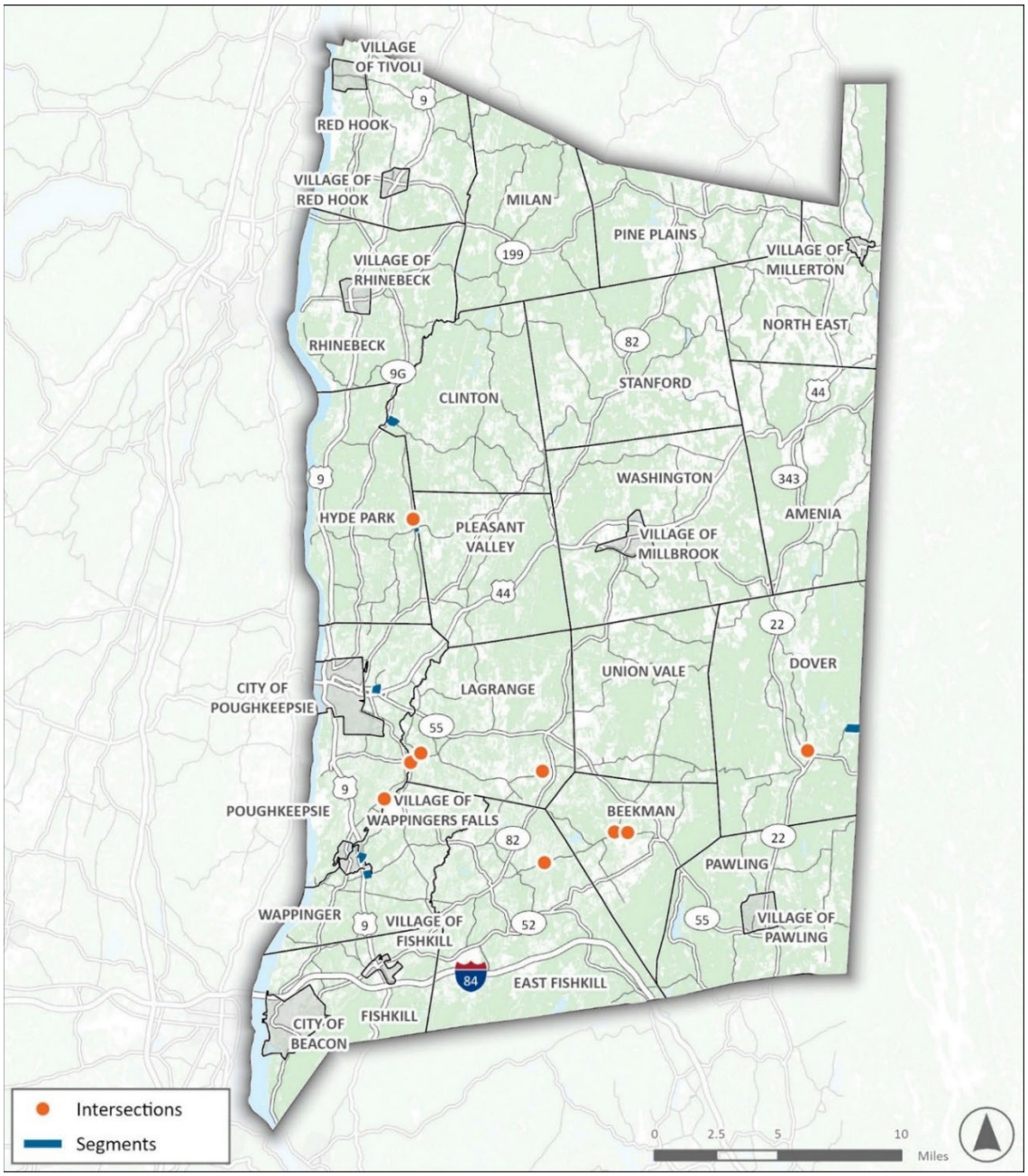


Source: Analysis by Cambridge Systematics & NYSDOT

3.2.2 *County Priority Safety Network*

For the County Priority Safety Network, we selected intersections or segments that scored highly in our network screening and that had multiple fatal or serious injury crashes. The County Priority Network map is shown in Figure 3.8, and detailed location information is provided in Appendix E.

FIGURE 3.8 COUNTY PRIORITY SAFETY NETWORK LOCATIONS

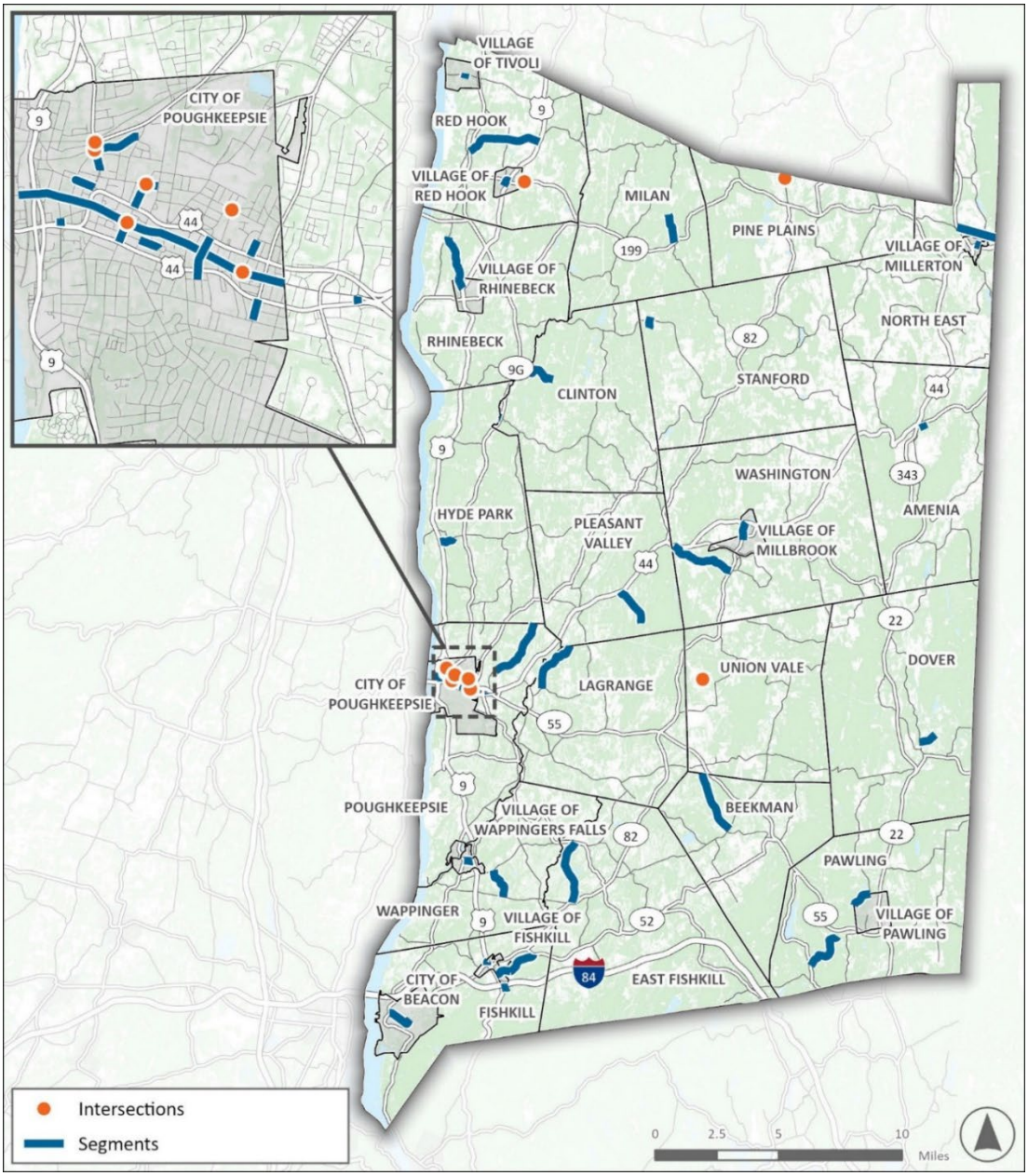


Source: Analysis by Cambridge Systematics and County DPW feedback

3.2.3 *Municipal Priority Safety Network*

The Municipal Priority Safety Network was developed and vetted primarily through outreach and feedback from local municipalities. Each municipality in Dutchess County has at least one intersection or segment included in this network, based on either high concentrations of historical crashes or locally identified safety issues. In addition, we included any location with a high score from our network screening and multiple fatal or serious injury crashes. The Municipal Priority Network map is shown in Figure 3.9, and detailed location information is provided in Appendix E.

FIGURE 3.9 MUNICIPAL PRIORITY SAFETY NETWORK LOCATIONS



Source: Analysis by Cambridge Systematics and stakeholder feedback

3.3 Systemic Screening

In addition to identifying priority locations based on crash history, we also performed a systemic analysis to help identify safety improvements that can be applied across the roadway system, not just in isolated high-crash locations. An in-depth explanation of the systemic screening and its methodology is available in Appendix E.

Based on the emphasis areas identified in the NYSDOT 2023 Strategic Highway Safety Plan (SHSP) and recent five-year crash trends in Dutchess County, we selected four focus crash types for this systemic analysis: speed-related crashes, intersection-related crashes, pedestrian-related crashes, and roadway departure crashes.

Systemic Analysis

A proactive approach that identifies sites with the highest potential for safety improvements from a systemwide perspective, focusing on the risk of severe crashes rather than crash history. First, common crash types and associated risk factors are identified across the network, then locations where those risk factors are present are targeted for safety improvements.

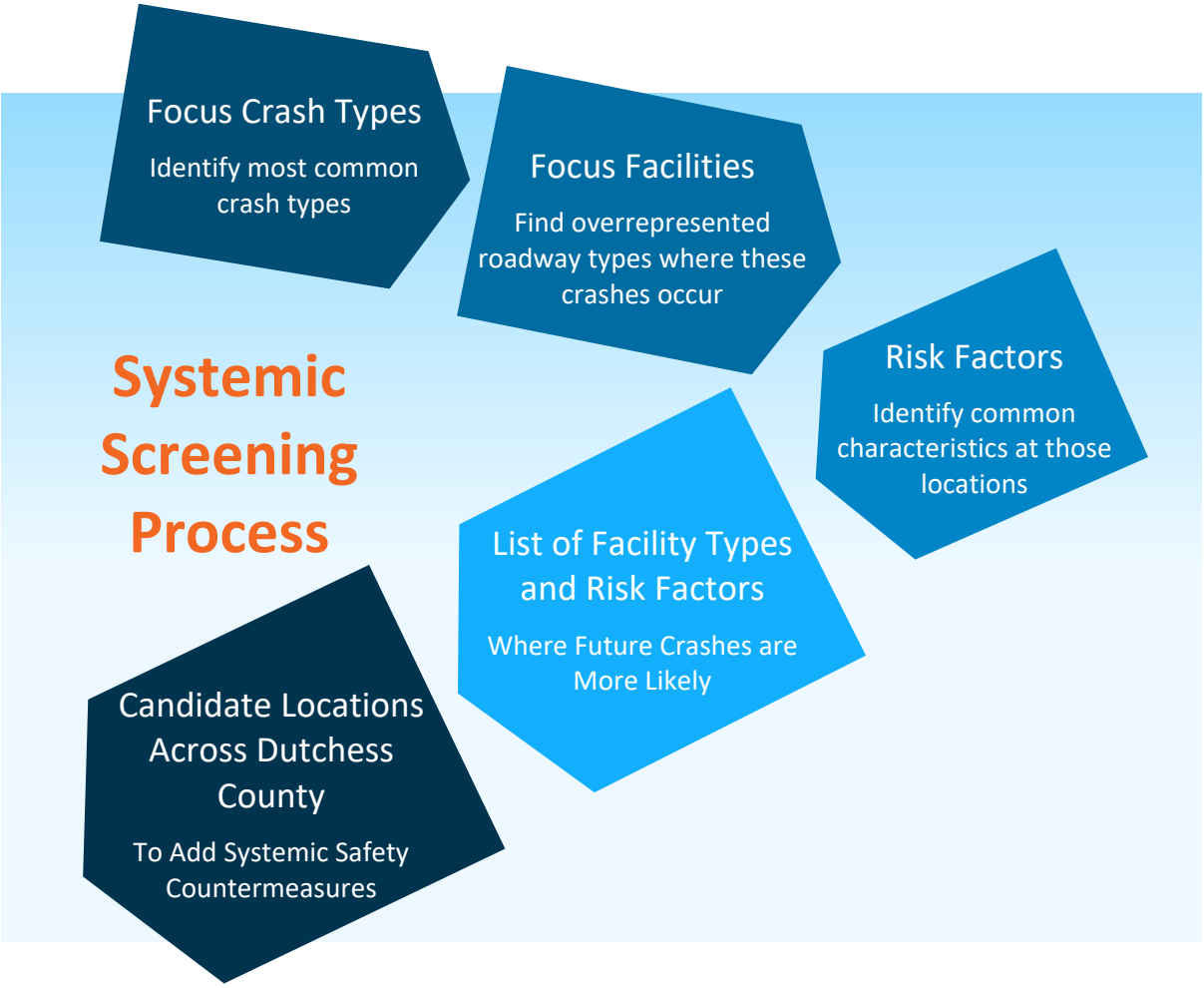
We then identified the roadway types (or "focus facilities") on which these crashes frequently occur, along with risk factors at those locations. We were then able to consider the full list of roadways in the county to flag similar locations and risk factors. Improving safety in these locations should help prevent future crashes.

Systemic improvements can include adding and connecting sidewalks and installing crosswalks to reduce risks for pedestrians. This Plan evaluated a segment of Mechanic St. in Amenia for safety improvements.

Interstates and other freeways and expressways were not included as potential focus facility types, due to their unique role in the roadway network and our goal to provide recommendations for roadways managed by the County and local municipalities. This is not meant to discount the importance of safety on Interstates, freeways, and expressways. NYSDOT manages safety on these facilities as part of its state-level plans, such as the Roadway Departure Safety Action Plan.

Figure 3.10 presents the systemic screening process and how the findings can be utilized for safety planning.

FIGURE 3.10 SYSTEMIC SCREENING PROCESS



3.3.1 Systemic Screening Key Findings

Through the Systemic Screening process, focus facility types and their associated risk factors were identified for each of the four focus crash types. Each risk factor was weighted equally, and a risk score was calculated for every location based on the total number of factors present. Table 3.1 shows the focus facilities with above average risk factors across the four focus crash types. For example, 83 out of 181 (46%) urban signalized cross-intersections and intersections with five or more legs were found to have an above-average number of risk factors, making them priority candidates for systemic countermeasures.

(Note: NYSDOT's crash data is joined to the NYSDOT Roadway Inventory, which at the time of analysis referenced the 2010 urban area classifications. Facilities identified in this systemic analysis as urban or rural may have a different classification based on the 2020 urban area classifications.)

TABLE 3.1 SYSTEMIC SCREENING PROCESS AND FINDINGS

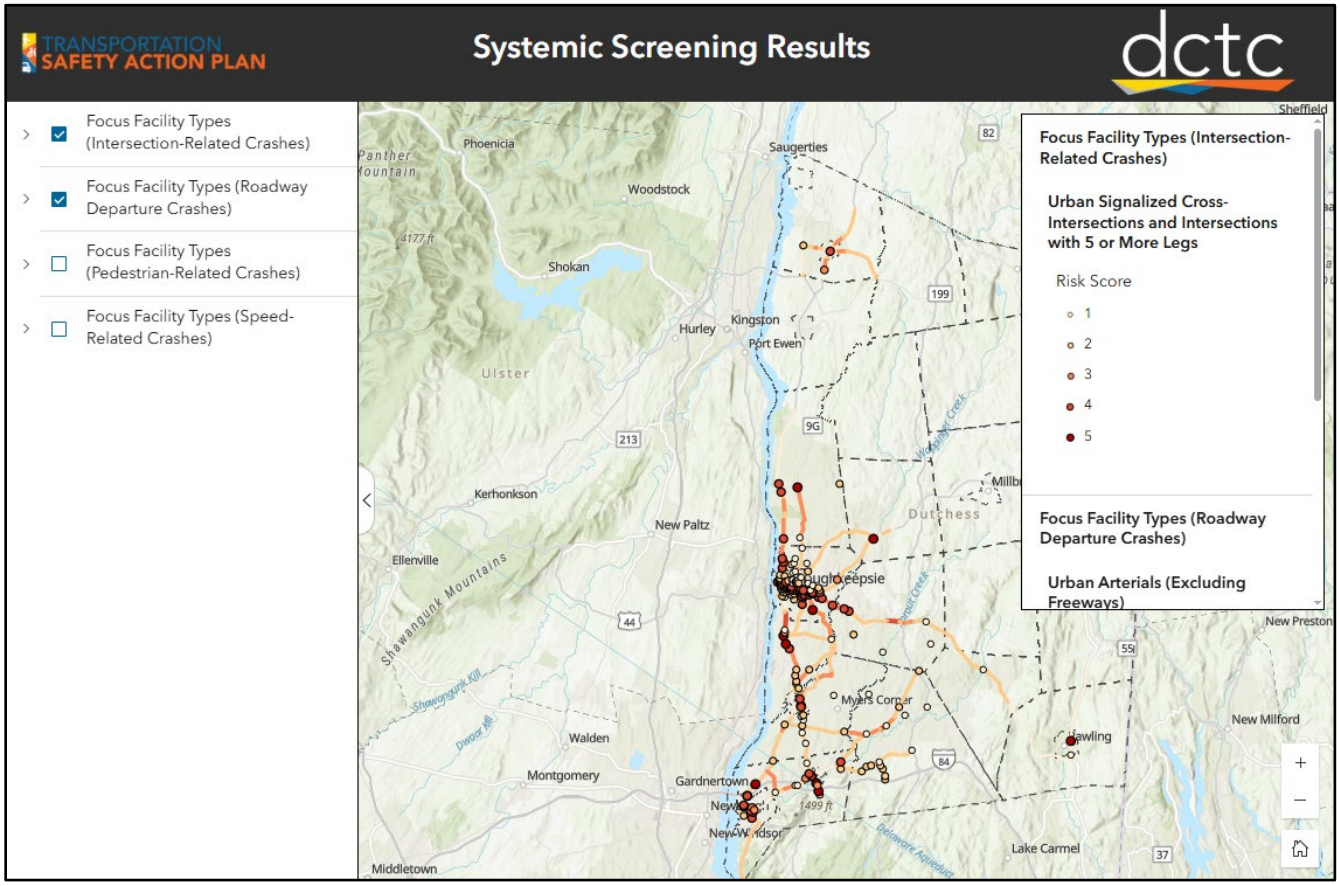
Systemic Focus Crash Type	Systemic Risk Factors	Systemic Focus Facilities	Total # of Intersections/ Miles	Intersections/Miles with Above Average Risk Factors	
				#	%
Intersection-Related Crashes	• Presence of lighting • Traffic control type • Left-turn lane type • Right-turn channelization type • Crosswalk type • Intersection skew angle (degree) • Pedestrian signal type • Total entering vehicle (TEV)	Urban Signalized Cross-Intersections and Intersections with Five or More Legs	181	83	46%
		Urban Signalized Y-Intersections and T-Intersections	101	42	42%
		Rural Stop-Controlled Cross-Intersections	158	81	51%
Pedestrian-Related Crashes	• All risk factors identified for Intersection-related crashes • Pedestrian Daily Trip Count • VRU High-risk area	Urban Signalized Cross-Intersections	179	99	55%
		Urban Signalized Y-Intersections and T-Intersections	101	65	64%
		Urban Stop-Controlled Cross-Intersections	329	144	44%
Roadway Departure Crashes	• Number of through lane • Annual average daily traffic (AADT) • Shoulder width (feet) • Posted speed limit (MPH) • Divided • Median width (feet) • Median type • Access control type • Truck route type	Urban Arterials (excluding freeways)	157	120	76%
		Rural Arterials (excluding freeways)	92	27	29%
		Urban Major Collectors	204	123	60%
		Rural Major Collectors	101	70	69%
Speed-Related Crashes	• Number of through lane • Annual average daily traffic (AADT) • Shoulder width (feet) • Posted speed limit (MPH) • Divided • Median width (feet) • Median type • Access control type • Truck route type	Rural Arterials (excluding freeways)	92	62	67%
		Urban Major Collectors	204	136	67%
		Urban Arterials (excluding freeways)	157	58	37%
		Rural Major Collectors	101	37	37%

Source: NYSDOT CLEAR, 2019-2023

An interactive online map was developed to visualize the locations identified for each focus crash and focus facility type, along with their associated risk factors (see Figure 3.11). The map can be accessed here: Online Systemic Screening Map.

Municipalities within the county and their partners can use this online map to identify candidate sites for systemic countermeasures. The countermeasures can be applied in a single, location-specific project or bundled into a project across many locations. Project bundling allows facility owners to address a greater number of locations at a lower unit cost compared to smaller, isolated projects.

FIGURE 3.11 ONLINE INTERACTIVE SYSTEMIC SCREENING RESULTS MAP



Source: Analysis by Cambridge Systematics

The DCTC and our partners at the State, County, and local level can use both the Hotspot and Systemic Analyses to identify potential projects throughout the county. We can also use the Hotspot Analysis to select locations for more in-depth investigations and project planning.

4.0 Engagement and Collaboration

This plan emphasized broad and ongoing engagement to ensure that it reflects community needs, meets federal requirements for SS4A funding, fosters partnerships among agencies, and reflects consensus around safety recommendations. We developed and implemented an Outreach Plan that outlined target audiences, key topics, and specific activities to build public and stakeholder support and foster collaboration. A variety of outreach activities were conducted, as outlined below.

FIGURE 4.1 PLAN OUTREACH ACTIVITIES

See Appendix F for more information on each of these outreach activities.

4.1 Key Engagement Takeaways

Public and stakeholder engagement played a central role in shaping the plan by identifying community concerns, validating data findings, and guiding priorities. Key takeaways included:

- Participants highlighted concerns about key safety issues such as speeding, aggressive driving, and inadequate walking and bicycling infrastructure.
- The interactive mapping tool pinpointed specific problem areas, aligning lived experiences with crash data. Public meetings and stakeholder engagement reinforced these concerns and emphasized the need to install important countermeasures throughout the county, such as roundabouts, lighting, and crosswalks.
- Intersections, speeding, vulnerable road users, distracted driving, impaired driving, and aggressive driving were identified as the most important of the plan's emphasis areas.
- Walking and bicycling improvements ranked highly as sought-after safety upgrades, especially in higher-density areas where conflicts between pedestrians, bicyclists, and vehicles are more likely.
- Participants expressed support for traffic enforcement, but agency stakeholders highlighted some key challenges, including staffing shortages, limited traffic enforcement, and emergency response constraints. Additionally, stakeholders explained grant administration challenges and gaps in driver education.
- Participants noted that roadway maintenance (e.g., paving and pothole repair) is a key part of safety. Other maintenance concerns included systemic improvements such as updated signage and road re-striping.
- The Advisory Committee discussed law enforcement staffing challenges and the opportunity to supplement law enforcement with automated enforcement. Enforcement representatives highlighted innovative approaches to distracted driving enforcement. The committee also discussed challenges related to drug impaired driving, including needs for more drug identification training and barriers to prosecuting drugged driving cases.

At a stakeholder outreach meeting in Poughkeepsie in March 2025, partners and community members reviewed plan details and provided feedback.

- Stakeholders supported the adoption of a Vision Zero framework (focused on zero-based safety goals) but also emphasized the need for realistic and attainable plan goals. Their feedback helped frame the plan's safety vision, balancing ambition with feasibility.

5.0 Emphasis Areas

To determine the major crash types that this plan should focus on, we first considered the emphasis areas identified in New York State's 2023 SHSP, which offers a helpful framework for identifying common crash issues and analyzing contributing factors. The SHSP focuses on seven emphasis areas that together account for 93% of fatal and serious injury crashes statewide.

Table 5.1 summarizes trends for fatalities and serious injuries in Dutchess County from 2019 to 2023 for 21 crash categories within the seven SHSP emphasis areas.

TABLE 5.1 FATALITIES AND SERIOUS INJURIES BY SHSP EMPHASIS AREAS IN DUTCHESS COUNTY (2019-2023)

NYS SHSP Emphasis Area	Crash Category	2019	2020	2021	2022	2023	Dutchess County Trend	NYS Trend
Intersections	(All)	100	88	120	127	160	▲	▼
Vulnerable Road Users	Pedestrians	16	18	20	24	23	▲	▼
	Bicyclists	8	6	8	7	11	-	▲
	Roadway Workers	0	0	0	0	0	-	▼
Roadway Departures	Roadway Departures	58	52	54	40	52	-	-
	Head-on Collisions	26	21	25	21	28	-	▲
	Sideswipes	5	2	5	7	7	▲	-
Age-Related	Aged 65 or Older	27	28	31	42	54	▲	▲
	Aged 16-20	38	19	34	19	32	-	▲
Road User Behavior	Cell Phone Use	2	0	3	1	1	-	▲
	Distracted Driving	20	29	27	26	51	▲	▼
	Falling Asleep	9	7	12	7	16	-	-
	Alcohol Use	22	26	18	14	16	▼	▲
	Other Drug Use	4	7	6	4	4	-	-
Aggressive Driving	Unsafe Speeds	53	50	51	52	63	▲	▲
	Aggressive Driving	1	1	2	8	6	▲	▲
	Following Too Closely	21	14	14	25	48	▲	-
	Disregarding Traffic Control	13	18	21	23	22	▲	▲
Alternate Road Vehicle	Buses	3	3	3	3	3	-	▲
	Motorcycles	24	27	30	36	28	▲	▲
	Trucks	11	9	13	18	15	▲	▲

Source: NYSDOT CLEAR Crash Data Viewer (November 2024)

Based on the analysis of county's fatal and serious injury crashes, the increasing rates of crashes observed from 2014 to 2023, and stakeholder and public engagement, we identified ten emphasis areas for this plan. These guided the focus of strategies and actions discussed in Chapter 6.

FIGURE 5.1 EMPHASIS AREAS CATEGORIZED BY SAFE SYSTEM APPROACH ELEMENTS

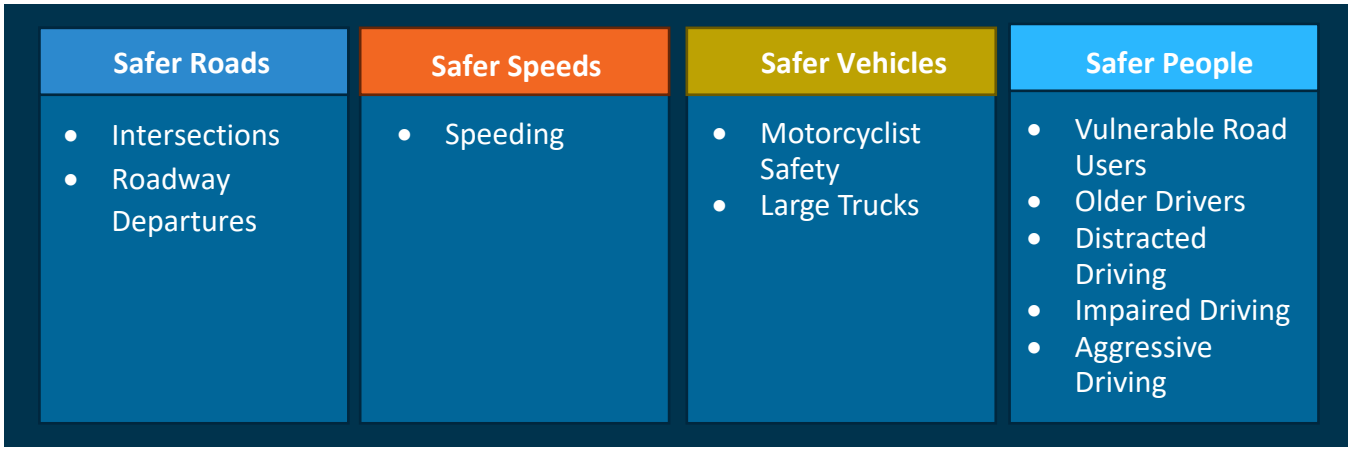


Table 5.2 summarizes the key trends across the ten identified emphasis areas in Dutchess County from 2014 to 2023.

TABLE 5.2 KEY TRENDS IN DUTCHESS COUNTY ACROSS EMPHASIS AREAS

Intersections 	Over the past ten years, intersection-related crashes accounted for 47% of traffic fatalities and serious injuries in the county. Intersection-related fatalities and serious injuries rose 45% from 2014 to 2023, in contrast with the statewide pattern.
Roadway Departures 	This emphasis area includes crashes from roadway departures, head-on collisions, and sideswipes. Roadway departures account for 23% of all traffic fatalities and serious injuries, compared to 9% for head-on collisions, and 1.5% for sideswipes. Over the last ten years, fatalities and serious injuries due to sideswipes have seen a slight increase but remained low, while head-on collisions have experienced a moderate increase. Roadway departures have shown a fairly stable number of fatalities and serious injuries over the ten years.

Speeding

Speeding is responsible for 22% of traffic fatalities and serious injuries in the county, more than any other aggressive driving behavior. Speeding was also identified as the most common traffic concern during public outreach. Between 2014 and 2023, speeding-related fatalities and serious injuries showed major ups and downs - rising from 2014 to 2016, dropping sharply in 2017, and then climbing again through 2023.

Motorcyclist Safety

Motorcycle-related crashes account for 10% of traffic fatalities and serious injuries in the county. The upward trend in motorcycle-related fatalities and serious injuries is consistent with statewide observations from 2019 through 2023.

Large Trucks

Heavy truck traffic in village settings, particularly on narrow streets with pedestrian activity, is a concern in several parts of the county. Crashes involving trucks have seen a slight upward trend from 2014 to 2023, generally consistent with statewide patterns.

Vulnerable Road Users

Vulnerable road users - pedestrians (including those using wheelchairs), bicyclists, and roadway workers on foot - encounter unique challenges and face a greater risk of injury compared to other road users. Despite being involved in only 1.5% of crashes from 2014 through 2023, they made up almost 11% of traffic fatalities and serious injuries. The number of fatal and serious injury crashes involving bicyclists remained relatively steady over the ten-year period but increased in 2023. Pedestrian fatal and serious injury crashes have shown an upward trend since 2019. While there were no fatalities or serious injuries involving roadway workers in Dutchess County during this ten-year period, road workers are not free from risk.

Older Drivers

From 2014 to 2023, crashes involving drivers aged 65 or older represented 14% of all traffic fatalities and serious injuries in the county. Fatalities and serious injuries for drivers aged 65 and older have doubled in the county since 2019.

Distracted Driving

Between 2014 and 2023, distracted driving was more common than many other driver behaviors, including alcohol or other drug use, accounting for almost 20% of traffic fatalities and serious injuries in the county. It can be difficult to detect distracted driving, and crash reporting in this area can be inconsistent, so these crashes are likely undercounted.

Impaired Driving

From 2014 to 2023, crashes involving drivers under the influence of alcohol or drugs represented 14% of traffic fatalities and serious injuries in Dutchess County. Alcohol-related fatalities and serious injuries have generally decreased since 2014. However, there is growing concern about crashes associated with the use of cannabis, particularly considering its legalization at the state level.

Aggressive Driving

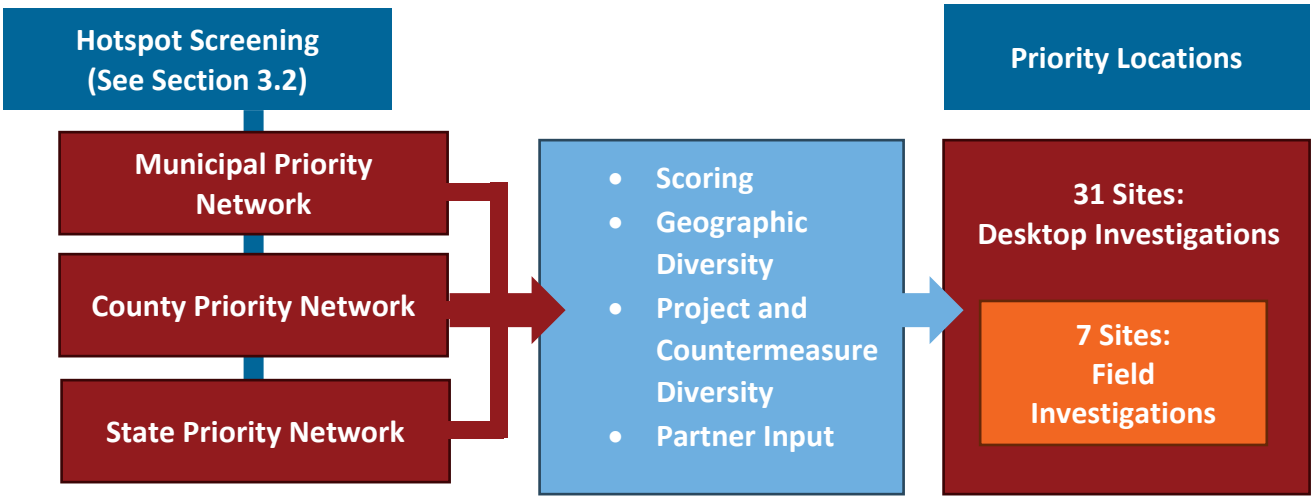
Aggressive driving behaviors include following too closely, disregarding traffic control devices, and other aggressive behaviors. From 2014 to 2023, following too closely contributed to 9% of traffic fatalities and serious injuries; disregarding traffic control devices contributed to 7%; and other aggressive driving behaviors contributed to 1.5%.

6.0 Strategy and Project Selection

6.1 County and Local Priority Projects

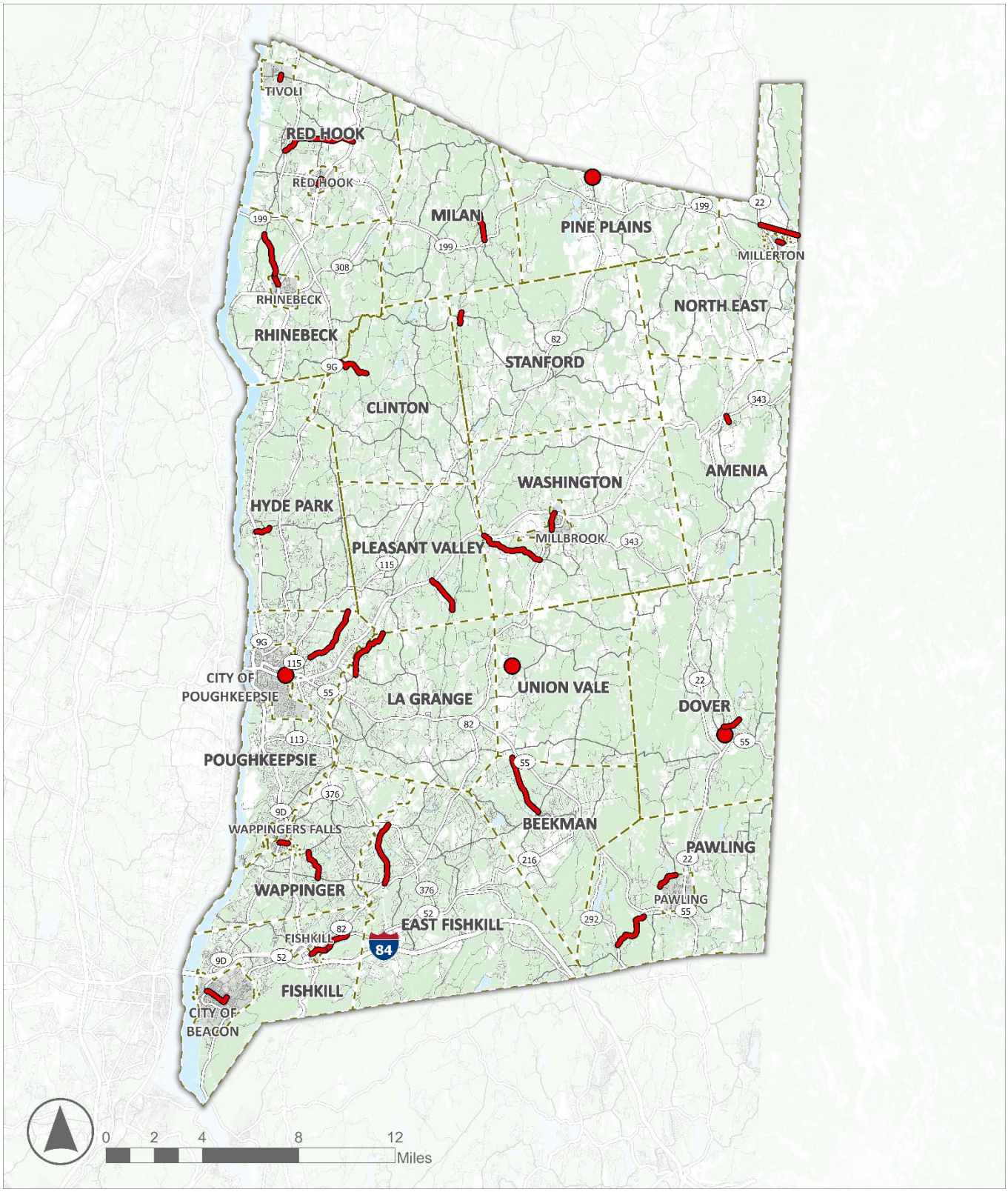
The first element of the plan strategy was to identify a set of locations that should be prioritized for safety interventions. These locations were reviewed by road owners, including municipalities and the County Department of Public Works, to verify whether observed crash patterns reflected local conditions and to gather additional input on safety concerns. Figure 6.1 presents the process by which we developed our list of County and local priority locations from the hotspot screening described in Section 3.2. A full discussion of the methodology for location selection and our findings is presented in Appendix G.

FIGURE 6.1 PRIORITY PROJECT IDENTIFICATION PROCESS



The locations selected for in-depth analysis include one road or intersection in each municipality where the municipality is the road owner, and one County-owned intersection. Figure 6.2 shows the priority project locations.

FIGURE 6.2 COUNTY & LOCAL PRIORITY PROJECT LOCATIONS

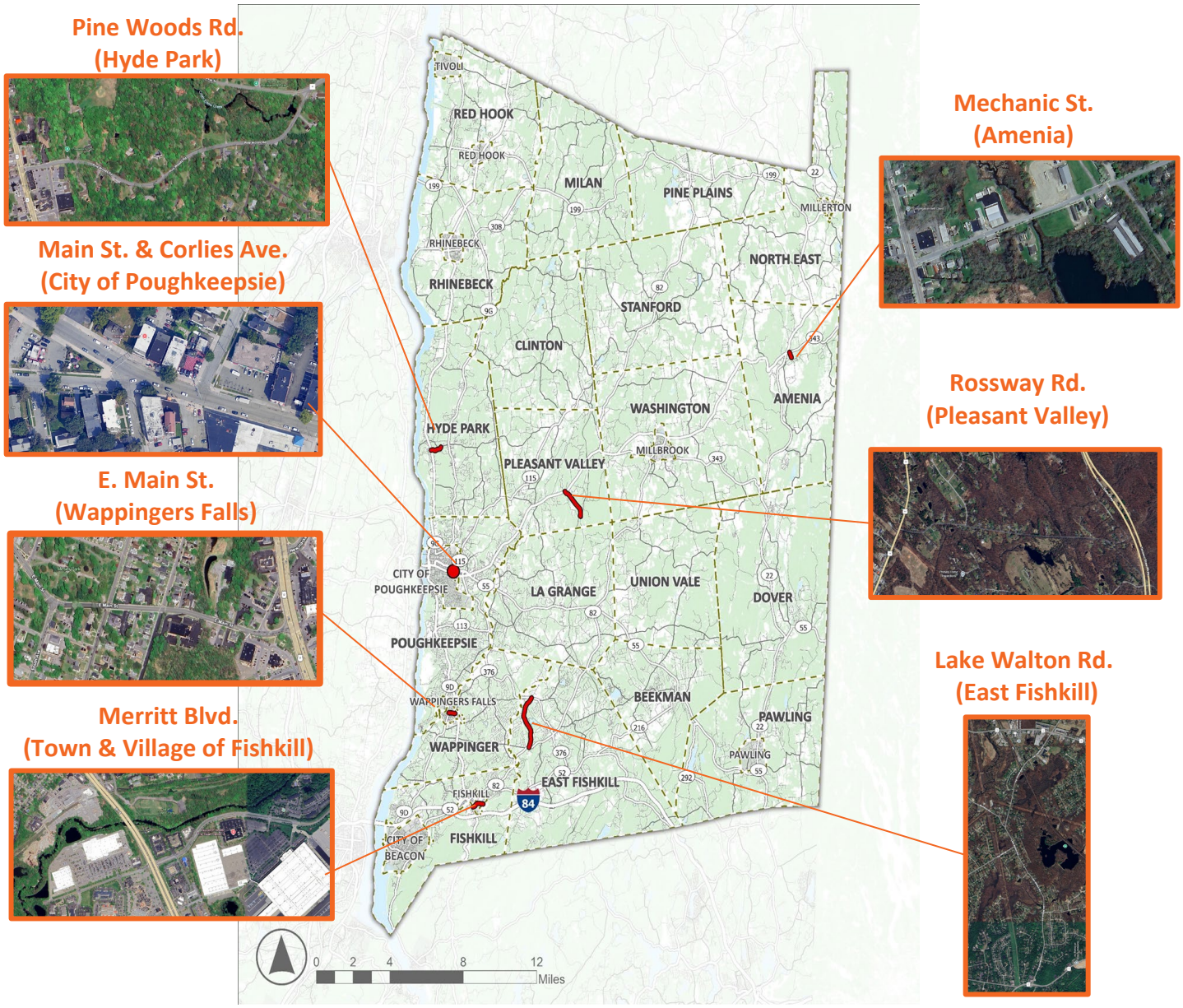


Source: Analysis by Cambridge Systematics and stakeholder feedback.

For each of the 31 priority sites identified, we carried out a "desktop" investigation to assess site issues related to crash patterns, roadway design, infrastructure conditions, traffic operations, nearby trip generators, and other potential contributing factors. A profile was developed for each location that includes short-term/lower-cost and long-term/higher-cost countermeasure recommendations.

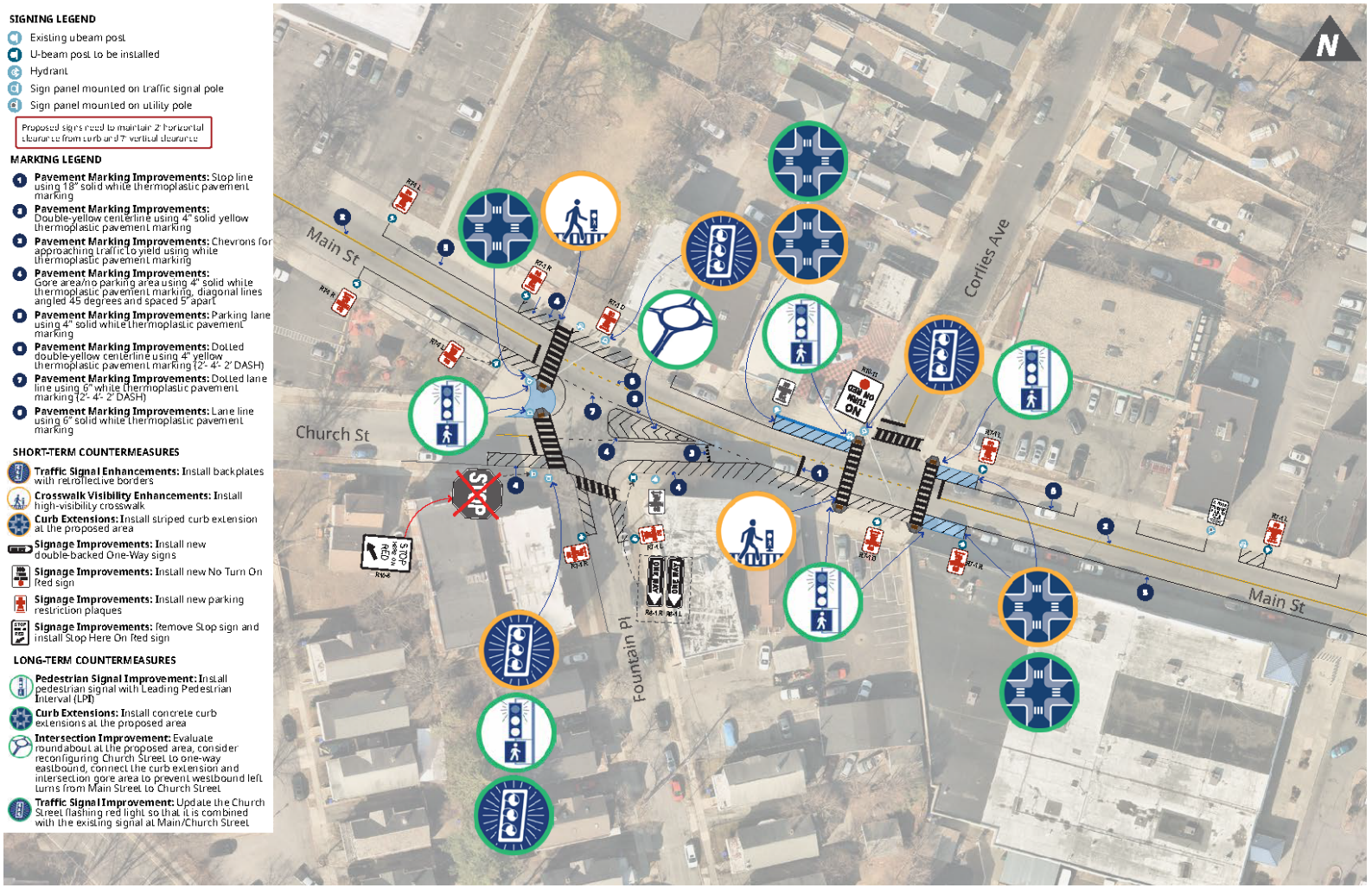
From the 31 sites, seven locations were selected for the development of project concepts. The team carried out in-person field investigations at these seven sites to provide a better understanding of road user behavior and site context. The locations investigated are shown in Figure 6.3.

FIGURE 6.3 FIELD INVESTIGATION SITES



Based on these investigations, we developed conceptual drawings and renderings for each site to explore what a safety improvement could look like. Figure 6.4 shows an example of a project concept for Main St. and Corlies Ave. in Poughkeepsie. Municipalities can use these concepts to help develop actual safety improvements at these sites.

FIGURE 6.4 EXAMPLE PROJECT CONCEPT FOR MAIN ST. AND CORLIES AVE. IN POUGHKEEPSIE



6.2 Countermeasure Toolkit

To help address location-specific and infrastructure safety issues, we created a Safety Countermeasure Toolkit (provided in Appendix H). The toolkit provides a menu of traffic safety countermeasures that address a range of transportation safety needs, including some of the most common needs identified in this planning process. The toolkit is intended to serve as a practical reference for agencies and decision makers to help develop projects. It includes the following 31 safety countermeasures:

- Access Management
- ADA-Compliant Sidewalks and Curb Ramps
- All-Way Stops
- Automated Enforcement
- Bicycle Boulevards/Neighborhood Greenways
- Bike Lanes
- Centerline/Edge Line/Parking Lane Striping
- Curb Extensions
- Dedicated Left- and Right-Turn Lanes
- Flashing Stop Signs
- High-Friction Pavement
- High-Visibility Crosswalks
- Intersection Daylighting Lane Narrowing
- Leading Pedestrian Intervals (LPIs)
- Medians and Pedestrian Refuge Islands
- Pedestrian Warning Signs
- Raised Crosswalks/ Intersections
- Rectangular Rapid Flashing Beacons (RRFB)
- Road Diets (Roadway Reconfiguration)
- Roundabouts
- Rumble Strips
- Signal Progression
- Speed Cushions/Humps/Tables
- Speed Limit Reduction
- Speed Radar/Feedback Signs
- Street Lighting
- Street Trees/Landscaping
- Traffic Signs and Markings
- Turn Hardening
- Turning Movement Restrictions

For each safety countermeasure, the toolkit includes an overview of the treatment, its intended function, ideal application locations, and potential benefits, along with a local case study of its use. Municipalities can use this toolkit to match safety problems to countermeasure solutions.

6.3 Systemic Countermeasure Toolkit

We also built upon the systemic screening described in Section 3.3 to assemble a toolkit of systemic countermeasure treatment packages that can be considered for the systemic risk sites identified. Road owners can use the systemic analysis to pinpoint risky sites or safety concerns that should be addressed and then use this toolkit for a menu of systemic solutions. Table 6.1 presents a sample systemic treatment package from the toolkit that can be applied to improve pedestrian crossings at identified systemic "focus facilities."

TABLE 6.1 PEDESTRIAN SYSTEMIC TREATMENT PACKAGES

Package	Project Type(s)	Countermeasure(s)	Applicable Locations	Focus Facility Type(s)	Risk Factor(s)	Planning Considerations	NYSDOT Reference
Pedestrian Crossings	Maintenance; Signs, Markings, and Delineators	• High-visibility crosswalks • Restrict parking at intersections to improve visibility ("Daylighting") • Signal Ahead sign • No Turn on Red sign • Stop Here for Pedestrians sign	Signalized intersections	Urban signalized 3-leg intersections, and cross-intersections	• Lack of lighting • No right-turn channelization • No left-turn lanes • Marked crosswalks • Signalized intersection with pedestrian signal	No Turn on Red signs should be prioritized near schools and other pedestrian generators	Pedestrian Safety Action Plan - Appendix B: Signalized Intersection Improvements

Systemic countermeasures typically involve simple fixes like new signs, crosswalks, pavement markings, and roadside barriers that can be implemented across the road network. These systemic countermeasures are grouped in packages because systemic safety at a given site is often best addressed through a variety of treatments used together. Each package includes information on how such projects are typically delivered, applicable locations, funding eligibility, and other planning considerations. The Systemic Countermeasure Toolkit is included in Appendix I.

6.4 Strategies and Action Items (Action Plan)

A key element of the Safety Action Plan strategy is to consider each of the plan's emphasis areas and make specific safety recommendations. To complement the site-specific recommendations described above, these recommendations address driver behavior, specific vehicle types, specific populations, and other elements of the Safe System Approach. A full discussion of these strategies and actions, with implementation leads, partners, and anticipated timelines, is included in Appendix J.

6.4.1 Intersections

Intersection crashes account for a significant proportion of crashes. Between 2014 and 2023, intersection-related crashes accounted for 47% of all fatalities and serious injuries in the county. These crashes increased by 45% from 2014 to 2023. A full discussion of intersection countermeasures is included in Appendices H and I.

Intersection Strategies and Actions

- Safety Infrastructure Countermeasures

6.4.2 Roadway Departures

Roadway departure crashes are less common than some other types, but often more severe. The county's rural roads present higher risks for roadway departure. A full discussion of roadway departure countermeasures is included in Appendices H and I.

Roadway Departure Strategies and Actions

- Safety Infrastructure Countermeasures

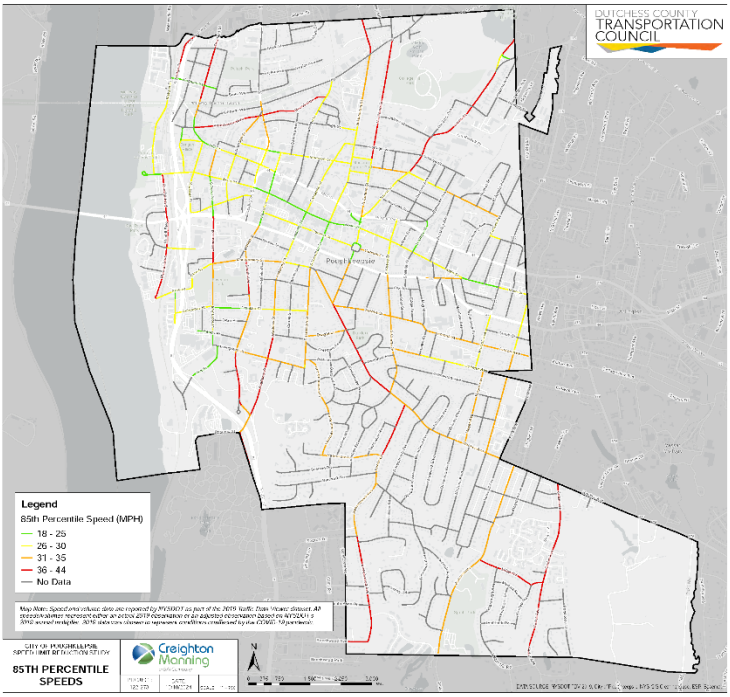
Safety infrastructure countermeasures include chevrons, guiderail, and roundabouts. (Source: FHWA)

6.4.3 Speeding

Safer Speeds is a distinct Element of the Safe System Approach. Higher speeds increase the likelihood and severity of crashes, and high speeds are particularly hazardous to non-motorized road users.

Speeding Strategies and Actions

- Safety Infrastructure Countermeasures
  - Speed feedback signs
  - Lowered speed limits
  - Automated speed enforcement cameras
- High-Visibility Enforcement (HVE) and Educational Campaigns
- Expanded Court Referral of Speeding and Aggressive Driving Offenders to Driver Training



DCTC's City of Poughkeepsie Speed Limit Reduction Assessment shows many areas (in orange and red) experience excessive speeding, even though most streets in the city have a 30mph speed limit.

6.4.4 Motorcyclist Safety

Motorcycle-related crashes accounted for 10% of fatalities and serious injuries in the county between 2014 and 2023 and have shown an overall upward trend. Motorcycle riders are a unique population that would benefit from partnerships and a tailored approach.

Motorcyclist Safety Strategies and Actions

- Motorcycle Rider Training Information
- Rider Conspicuity, Protective Clothing, and Effective Motorcycle Helmets
- Campaigns to Increase Motorist Awareness of Motorcyclists
- Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists
- Communication

6.4.5 *Large Truck Safety*

Fatalities and serious injuries involving large trucks account for a small proportion of all traffic crashes in Dutchess County, but they more than doubled from 2014 to 2023, and many communities have expressed safety concerns from large trucks passing through their main streets.

Large Truck Safety Strategies and Actions

- Focus on Truck Safety Hotspots
- Employer-Based Truck Driver Safety Education
- Heavy Truck Routing Options

6.4.6 *Vulnerable Road User Safety*

Vulnerable roadway users (VRUs) include people bicycling, walking (including those using wheelchairs), roadway workers on foot, children traveling to and from school, and other non-motorized travelers. VRUs encounter unique challenges and face a greater risk of injury compared to other road users.

Climate Smart Rhinebeck Bike/Walk to School Event

Vulnerable Road User Safety Strategies and Actions

- VRU Infrastructure Safety
  - Safety Infrastructure Countermeasures
- Bicycle Safety
  - Bicycle Helmet Use Promotion
  - Bicycle Safety Education
- Pedestrian Safety
  - Pedestrian Safety Campaigns
  - Communications to Pedestrians About Proactive Safety
  - High-Visibility Enforcement (HVE) at Pedestrian Crossings
  - Pedestrian Safety Zones
- School and Student Safety
  - Elementary-Age Child Pedestrian Training
  - Safe Routes to School (SRTS)
  - Walking School Bus & Bike Bus Programs

Posters from Dutchess County's Watch Out For Me! Campaign

6.4.7 Impaired Driving

Alcohol-related crashes made up 9% of all fatalities and serious injuries in the county between 2014 and 2023, and illegal drug use represented another 2%. Alcohol-related fatalities and serious injuries have generally decreased since 2014, but there is a growing concern about crashes associated with the use of cannabis.

Impaired Driving Strategies and Actions

- Alcohol-Impaired Driving
  - Enforcement and Criminal Justice Interventions
    - » Publicized Sobriety Checkpoints
    - » High-Visibility Saturation Patrols
    - » Integrated Enforcement
  - Alternative Transportation/Safe Ride Home Programs
  - Mass Media Campaigns
- Drug-Impaired Driving
  - Enforcement of Drug-Impaired Driving
  - Education Regarding Medications
  - Education on Cannabis and Safe Driving

Billboard sponsored by the New York State Office of Cannabis Management

6.4.8 Older Driver Safety

Fatalities and serious injuries for drivers aged 65 and older have doubled in the county since 2019, and the share of people aged 65 and older is growing. While aging drivers are often the safest drivers on the road, functional decline and frailty can increase their risk.

Older Driver Safety Strategies and Actions

- Communications and Education About Driving and Aging
- CarFit Program

6.4.9 Distracted Driving

Distracted driving, which endangers everyone on the road, is widespread, even though crash data related to distraction are inconsistently available.

Distracted Driving Strategies and Actions

- High-Visibility Enforcement (HVE)
- Employer Educational Programs
- Public Communications and Outreach on Distracted Driving

"U Drive. U Text. U Pay" national distracted driving enforcement campaign promoted by the GTSC

6.4.10 Aggressive Driving

Aggressive driving encompasses a range of deliberate, dangerous behaviors, including following too closely, disregarding traffic control devices, making unsafe lane changes, speeding, and "road rage." Speeding is addressed as its own Emphasis Area (see above).

Aggressive Driving Strategies and Actions

- Positive Traffic Safety Culture Public Awareness Campaigns

Post-Crash Care

Post-crash care is one of the five Safe System Elements and is a critical to decreasing fatalities and serious injuries in the county. After a crash, there is a "golden hour" to get a crash victim to appropriate emergency and trauma care and dramatically increase their chances of survival. Recognizing the condition of EMS service in Dutchess County, DCTC Chair and County Executive Sue Serino launched an EMS Matters initiative to provide information, training, and resources to support the EMS workforce in Dutchess County. A full discussion of post-crash care is included in Appendix J. To enhance EMS service, Dutchess County and its partners can consider the following additional strategies and actions:

- Timely On-Scene Care
- Reduced Travel Time to Trauma Centers
- Traffic Incident Management Training and Incident Awareness
- EMS Performance Measures
- Improved Access to Supplies
- Education and Enforcement Related to Ambulance Right of Way and Roadside Safety to Protect EMS Workers

7.0 Policy and Process Changes

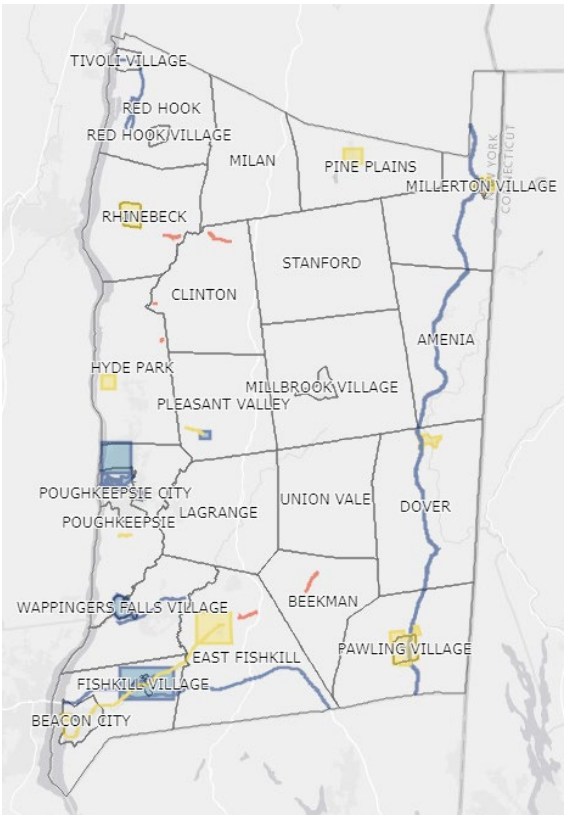
This chapter discusses current transportation safety policies and processes in Dutchess County and recommends strategies to fill identified gaps in those policies. Traffic safety laws, project development processes, safety standards, and other policies affect traffic safety and set norms and expectations for safe travel.

We reviewed best practice resources at the federal, State, and County level for their relevance to this plan. The resources covered safety-related guidelines, studies, plans, and campaigns to reduce fatalities and serious injuries. See Appendix K for our review of these resources.

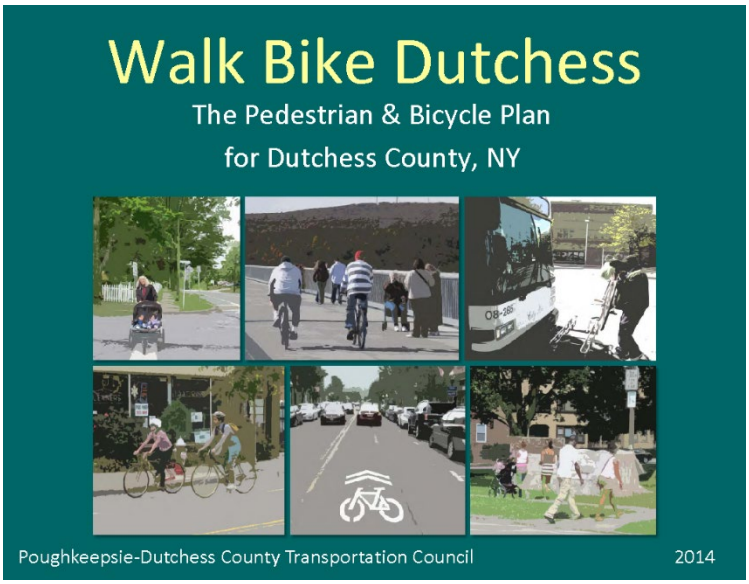
7.1 Current Planning and Policy Landscape

The DCTC dedicates resources toward improving transportation safety through our safety planning work. Data analyses play a crucial role in understanding crash trends and informing the development of safety improvement projects. Since 2013, we have published safety assessments for County and other roads that analyze crash data, highlight safety concerns, and recommend improvements. We also complete an annual High-End Speeding Report based on our traffic count data. Each High-End Speeding Report analyzes speed data for more than 700 road segments in Dutchess County over a five-year period, exploring the relationship between speeding and crashes.

Planning documents are the foundation for future safety improvements and policy changes. In 2014, we published our Bicycle & Pedestrian Plan, Walk Bike Dutchess, which provides policy and design recommendations to enhance active transportation facilities on the municipal and county-wide scales. Walk Bike Dutchess also recommends investment in education, encouragement, enforcement, and evaluation to increase safe walking and cycling. In 2021, we adopted our current long-range transportation plan, Moving Dutchess Forward, which establishes goals and strategies to improve the transportation system over the next 25 years.



The interactive DCTC Planning Studies Map shows the locations of our transportation studies, including safety studies.



Moving Dutchess Forward recommends safety improvements (such as signage upgrades, pavement markings, speed feedback devices, and traffic-calming treatments) at various high-crash locations, including portions of Route 9, the Route 44/55 arterials, and Main Street in the City and Town of Poughkeepsie.

In 2016, the Dutchess County Legislature adopted a Complete Streets Policy to promote infrastructure improvements that support walking, biking, and public transit to enhance accessibility, safety, and public health.

In 2022, the DCTC adopted a Project Selection Framework to evaluate and prioritize transportation projects proposed for inclusion in our Capital Program (Transportation Improvement Program-TIP). This framework prioritizes projects based on their alignment with the goals of Moving Dutchess Forward such as improving safety, reliability, and access to basic needs.

Dutchess County also takes advantage of federal and state funding to support safety planning and programs. New York State's Governor's Traffic Safety Committee (GTSC) has provided funding for behavioral safety programs to the Dutchess County Traffic Safety Board (TSB), Dutchess County Department of Health, and local enforcement agencies. Dutchess County agencies also leverage funding from NYSDOT's Highway Safety Improvement Program (HSIP), which supports roadway safety infrastructure projects.

7.2 Recommendations

The DCTC and our partners can take several steps to address policy gaps. Crucial to the success of these recommendations is a strong leadership commitment from the DCTC's Policy Board. The implementation of this Safety Action Plan serves as a foundational step, demonstrating our dedication to advancing safety, and fostering a culture of accountability and continuous improvement.

Update the County's Complete Streets Policy

The DCTC (and/or Dutchess County) should consider evaluating the impact of the County's 2016 Complete Streets Policy by creating a benchmark report that (1) assesses how complete streets designs have been integrated into County projects, (2) evaluates the County's progress on the performance measures outlined in the 2016 policy, and (3) with County partners, explores the opportunities and constraints with the current policy. An updated Complete Streets policy could be developed to reflect new resources, such as context-sensitive design guidance, accessibility resources, and strategies for accelerating multimodal projects, measuring network connectivity, and managing speeds.

Support local speed management policies

To address speeding concerns, some municipalities are considering lowering area-wide speed limits to 25 mph. After a new State law in 2022, cities, villages, and some towns (those with more than 50,000 people and designated "Suburban Towns") across the state have adopted policies that reduce the speed limit for local streets to 25 mph. Within Dutchess County, the Villages of Tivoli and Millbrook have lowered their speed limits to 25 mph, and the City of Poughkeepsie and Village of Red Hook are considering speed limit changes. The DCTC could encourage all eligible municipalities to adopt similar speed-reducing policies.

Consider a three-foot passing law for bicyclists

Numerous states have adopted a law requiring that motorists give bicyclists at least three feet of space when passing. New York's current law does not specify a safe passing distance, but several New York counties, including Monroe, Suffolk, and most recently Ulster County, have adopted countywide ordinances that do. Dutchess County could consider a similar law.

Enhance DCTC's Project Selection Framework

The DCTC's 2022 Project Selection Framework could benefit from an update to incorporate components of the Safe System Approach. The five Safe System Elements (Safer Roads, Safer Speeds, Safer Vehicles, Safer Road Users, and Post-Crash Care) could be incorporated into the Project Selection Framework's point system, encouraging projects to align with this Safety Action Plan.

Seek additional financial support from GTSC

Law enforcement agencies and safety partners in the county should consider taking advantage of safety funding available from the Governor's Traffic Safety Committee (GTSC).

Incorporate the Safety Action Plan into Moving Dutchess Forward

The DCTC is incorporating themes, data analysis, and recommended strategies from this plan into the countywide long-range transportation plan, Moving Dutchess Forward, to ensure that safety remains a top priority. This includes identifying transformative packages and projects to improve safety.

Support and expand the Watch Out For Me campaign

The DCTC and its partners should continue to support Dutchess County's "Watch Out for Me" transportation safety education campaign. The campaign could be expanded to target new focus communities and include additional outreach materials to support the Safety Action Plan's goals. This would help ensure that the campaign remains relevant and effectively engages the intended audiences as priorities and community needs evolve. More education-related recommendations are discussed in Chapter 6 and Appendix J.

8.0 Progress, Transparency, and Next Steps

Ensuring progress and transparency are key to the successful implementation of the Safety Action Plan. We are committed to helping our partners implement this plan and can monitor the achievement of action steps.

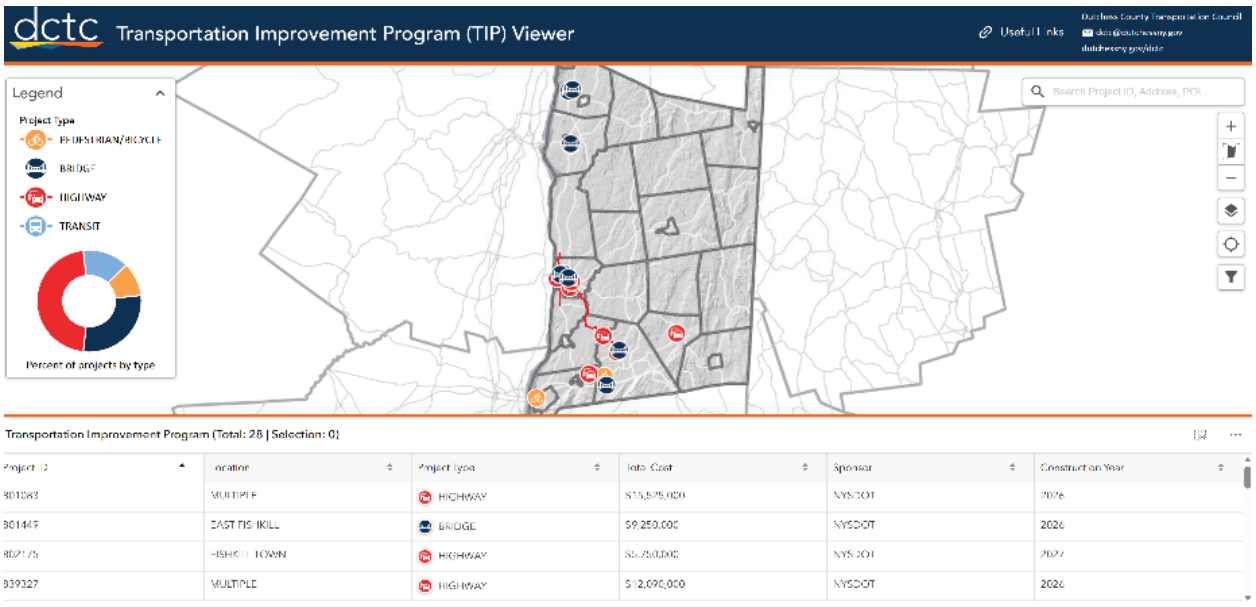
8.1 Progress and Transparency

This plan identifies goals related to fatalities, serious injuries, and combined non-motorized fatalities and serious injuries (see Chapter 2). To measure progress, we are adopting the following actions:

- **Digital Reporting**: The Safety Action Plan will be published on the DCTC's website to ensure it is accessible to residents and stakeholders for download and reference. The DCTC will promote the plan as a roadmap for safety in the years to come.

- **Ongoing Planning:** The DCTC's Planning Committee, which meets monthly and is open to the public, will be used to update partners on implementation of this plan and its integration into other DCTC initiatives. The Planning Committee will also serve as a forum to keep stakeholders engaged, promote accountability for making progress, and ensure a continued collaborative approach to roadway safety. The County's Traffic Safety Board will also continue to meet monthly to focus on traffic safety and injury prevention programming.

- **Surveys and Feedback:** The DCTC will continue to gather input on the state of safety in Dutchess County through surveys for planning studies, including our long-range plan, which is updated every five years. This can help us assess safety perceptions, progress, the effectiveness of implemented measures, and emerging safety risks.



DCTC's TIP Viewer

- **Interactive Map**: In addition to the interactive maps developed to identify risk areas across the county, DCTC's online TIP Viewer shows locations and details of federally-funded projects, including safety projects.

- **Online Dashboard:** We are considering creating an online dashboard or mapping platform to present crash data and track progress on the Safety Action Plan's goals.

8.2 Implementation Timeline

The Safety Action Plan is designed as a long-term framework for improving roadway safety across the county. Implementation of the plan will occur in phases based on funding cycles, agency capacity, and community priorities. The strategies and projects identified in the plan include a range of short-, mid-, and long-term actions with varying levels of resource needs.

8.2.1 Funding and Resources

Several potential resources are available to support plan implementation:

- HSIP: The DCTC has approximately $2.5 million in federal Highway Safety Improvement Program (HSIP) block funds in the five-year Capital Program (TIP). While limited, this funding serves as a catalyst for initiating priority safety projects.

- Additional Federal & State Funding: The TIP details federal and state funding sources that are made available to Dutchess County and its municipalities. Much of this funding is dedicated to maintenance, construction, and repair. However, these funds can also support projects that incorporate a range of safety improvements, including pedestrian and bicycle safety features, traffic calming, roundabouts, new signs and signals, lighting, and removal of roadside obstacles.

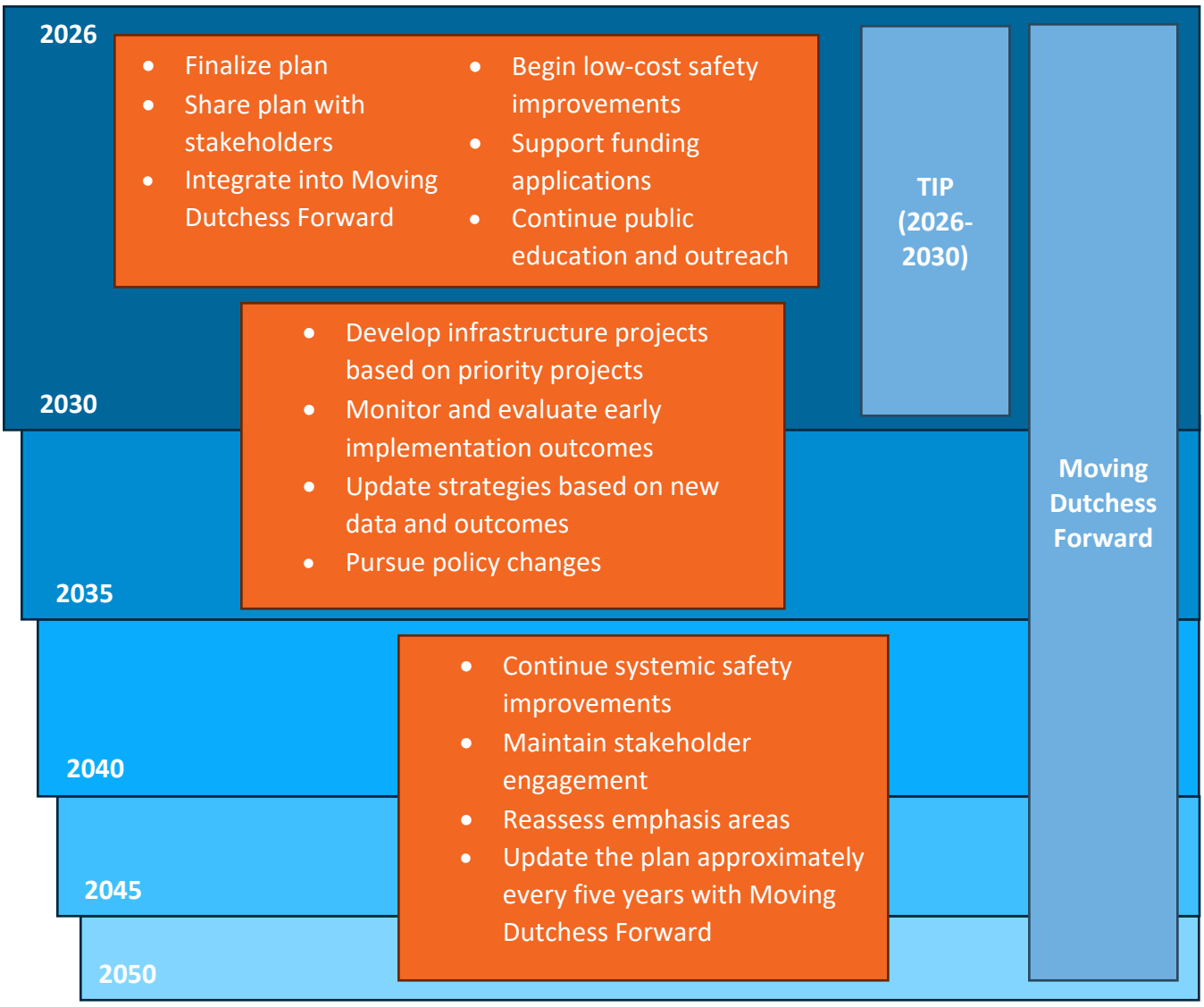
Competitive Federal Grants

- Safe Streets and Roads For All (SS4A): This Safety Action Plan was designed to be SS4A-compliant, which is a prerequisite to be eligible for SS4A implementation grants.
- SMART Grants: The Strengthening Mobility and Revolutionizing Transportation (SMART) grants may be used for new transportation technology projects. In 2024, Dutchess County was awarded a SMART grant for aviation video tracking. Other awardees, such as the City of Utica, have used SMART grants for smart traffic signals, signal timing, and other safety innovations.
- BUILD Grants: The Better Utilizing Investments to Leverage Development (BUILD) grant program provides funding for regionally significant projects. Kingston, New York recently won a grant for a series of active transportation projects.
- A full list of federal funding opportunities is available here.

- New York Department of Motor Vehicles (DMV) GTSC: As described above, agencies and others may also apply for funding from the Governor's Traffic Safety Committee.
- Competitive Funding Sources: Additional funding opportunities may be pursued through competitive federal or State programs that can be used to implement safety projects.
- Other Grants: The National Safety Council makes available annual, competitive Road to Zero Community Traffic Safety Grants for innovative traffic safety initiatives.

8.2.2 Phased Approach

The plan will be carried out in alignment with other DCTC planning efforts. The implementation of any individual project will depend on a range of factors, including local agency capacity and available resources.



8.2.3 Coordination and Oversight

Implementation will be coordinated through ongoing meetings of the DCTC's Policy Board and Planning Committee, the County's Traffic Safety Board, as well as collaboration among NYSDOT, County agencies, municipalities, and other partners. And the DCTC will continue to take the lead on federally funded transportation planning activities across the county.

9.0 Conclusion

This Safety Action Plan represents a critical step forward in the DCTC's commitment to traffic safety. The plan establishes a goal of eliminating traffic fatalities and reducing serious injuries by 50% by 2050. It also aims to reduce non-motorized user fatalities and serious injuries by 50% by 2050. Implementation of the plan will be based on the Safe System Approach. Each death and injury on our roadways is a tragic event. However, every crash is preventable. The Safe System Approach aims to create a multi-layered safety net that can avert or significantly reduce the impact of a crash.

A key characteristic of the Safe System Approach is its inclusive, multi-disciplinary nature. We must leverage all the tools at our disposal and involve our stakeholders and partners in the process. Roadway safety is a responsibility shared by everyone and we all play role in making our transportation system safer. We look forward to working with you as we strive to keep Dutchess County moving forward safely.

Join Us To Take Action on Roadway Safety!

Appendix A Definitions

A.1 Key Terms

Safety Action Plan: A plan with data analysis and action items aimed at preventing roadway fatalities and serious injuries in a state, region, or locality.

Complete Streets: Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

Emphasis Areas: Areas of focus identified based on the prevalence and overrepresentation of fatal and serious injury crashes, the increasing rates of crashes over the past ten years, and stakeholder and public engagement.

Fatal or Serious Injury Crash: A crash is deemed fatal if it results in the death of at least one person (occupant of a vehicle or a non-motorist) within 30 days of the crash. A serious injury crash is one that results in an injury that prevents the injured person from walking, driving or continuing their normal activities. These crashes are counted when they occur on public roads.

Functional Classifications: Classifications established by NYSDOT that group road types into classes according to their character and the role they play in the overall roadway network. Some roadway functional classes include Interstates, Arterials, and Local roads. For more information on roadway classifications, refer this fact sheet.

Governor's Traffic Safety Committee (GTSC): A unit of the New York DMV that oversees the State's highway safety program and distributes funding for behavioral safety programs.

Highway Safety Improvement Program (HSIP): A federal-aid program to invest in highway safety infrastructure, which is administered by NYSDOT.

High-Visibility Enforcement (HVE): A strategy that combines highly visible, proactive traffic enforcement with a publicity strategy.

Moving Dutchess Forward: The long-range Metropolitan Transportation Plan that serves as DCTC's strategic guiding document for improving transportation in Dutchess County over the next 25 years. Moving Dutchess Forward is updated every five years.

Non-Motorized Road User: A road user who is walking (a pedestrian) or riding a bicycle.

Road Users: People who use roads in any way—driving, walking, biking, taking transit, using mobility devices like wheelchairs and canes, or traveling some other way.

Strategic Highway Safety Plan (SHSP): A statewide transportation safety plan developed every five years in collaboration with local, State, and federal partners, and other key safety stakeholders.

NYSDOT's SHSP identifies critical safety needs, sets goals for reducing fatal and serious injury crashes, and allocates investments in safety projects and programs.

Vulnerable Road User (VRU): People that are unprotected when traveling and people with limited mobility. This includes people walking, biking, or using micromobility devices. It also includes road workers, people with disabilities, seniors, and children who may move slower, have difficulty navigating, or are less visible to people in cars. NYSDOT's SHSP includes a statewide Vulnerable Road User Safety Assessment.

A.2 Acronyms and Abbreviations

AADT: Annual Average Daily Traffic

ADA: Americans with Disabilities Act

CLEAR: Crash Location and Engineering Analysis and Repository, a NYSDOT application to analyze statewide crash data

DCTC: Dutchess County Transportation Council

DPW: Dutchess County Department of Public Works

EMS: Emergency Medical Services

FARS: Fatality Analysis Reporting System, a national database of fatal traffic crashes

FHWA: Federal Highway Administration

MUTCD: Manual on Uniform Traffic Control Devices, a national standard for roadway markings, signs, signals, and other elements

NHTSA: National Highway Traffic Safety Administration

NYSDOT: New York State Department of Transportation

SS4A: Safe Streets and Roads For All, a USDOT discretionary grant program

TIP: Transportation Improvement Program, DCTC's capital program of federal funding

TSB: Dutchess County Traffic Safety Board

TSSR: Traffic Safety Statistical Repository, a database of New York traffic crashes and citations maintained by the Institute for Traffic Safety Management and Research

USDOT: United States Department of Transportation

VMT: Vehicle Miles Traveled

Appendix B Advisory Committee Member List

To guide the development of the plan, we convened an Advisory Committee composed of key partners provided strategic direction, monitored progress and performance, reviewed draft deliverables, and achieved consensus on the plan's recommendations. The table below lists the Advisory Committee members.

Safety Action Plan - Advisory Committee	Representative
Dutchess County Transportation Council (DCTC)	Emily Dozier, Senior Planner
	Mark Debald, Transportation Program Administrator
	Nina Leonard, Planner
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)	William Beale, Commissioner
Dutchess County Dept of Health (DBCH)	Hisieni Sacasa, Biostatistician
Dutchess County Sheriff's Office (DCSO)	Mike Dampf, Lieutenant
NYS Police	Sgt. Howard Dorner, Troop K Traffic Supervisor
	Todd Kara, Troop K
NYS DOT 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
Bard College	Jeffery Smith, Manager of Transportation Services
Wappingers Central School District	Dr. Dwight Bonk, Superintendent

Appendix C Safe Streets and Roads for All Requirements

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____ **UEI:** _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Transportation Safety Action Plan	https://www.dutchessny.gov/SafetyActionPlan	March 2026

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☑ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

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

Document Title	Page Number(s)
Transportation Safety Action Plan	6-8

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☑ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

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

Document Title	Page Number(s)
Transportation Safety Action Plan	23-24, 52

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(s) of crashes, the severity, 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,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☑ **YES**

☐ **NO**

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)
Transportation Safety Action Plan	9-22

4. Engagement and Collaboration

Did development of the Action Plan 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 include 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)
Transportation Safety Action Plan	23-24

5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☑ **YES**
☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

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

Document Title	Page Number(s)
Transportation Safety Action Plan	41-44

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☑ **YES**
☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

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

Document Title	Page Number(s)
Transportation Safety Action Plan	29-40

7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ **YES**
☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

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

Document Title	Page Number(s)
Transportation Safety Action Plan	45-48

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

☐ **YES**
☑ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)

Supplemental Appendices

Appendix D: Crash Characteristics

Appendix E: Hotspot and Network Screening Analysis

Appendix F: Outreach Summary

Appendix G: Location Report

Appendix H: Countermeasure Toolkit Report

Appendix I: Systemic Countermeasures Report

Appendix J: Behavioral Emphasis Areas Report

Appendix K: Document Review Report