January
2026

TRANSPORTATION SAFETY ACTION PLAN

Location Report

DUTCHESS COUNTY
TRANSPORTATION COUNCIL
Better ways from here to there

Transportation Safety Action Plan

Location Report

prepared for

DUTCHESS COUNTY TRANSPORTATION COUNCIL

Better ways from here to there

prepared by

CAMBRIDGE SYSTEMATICS

date

January, 2026

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.

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1.0 Introduction

In support of the Dutchess County Transportation Council's (DCTC) Safety Action Plan (SAP), this Location Report identifies high-priority locations in Dutchess County for potential future safety projects. The report includes a desktop safety assessment of 31 locations. Of these, seven sites were selected for in-person field visits, along with the development of project concepts and site renderings.

Dutchess County municipalities can use this report to develop projects that have the potential to improve safety. While this report highlights potential safety solutions that are specific to each location, the approach and proposed solutions are applicable to similar locations. To fund these projects, municipalities and agencies could consider federal formula funding through NYSDOT (e.g., HSIP and TAP) and federal discretionary funding (e.g., SS4A and BUILD).

2.0 Location Selection and Prioritization Methodology Process

As part of the development of the SAP, we carried out an in-depth network screening that identified roadway segments and intersections with significant safety risk. In collaboration with NYSDOT, Dutchess County DPW, and local municipalities, we categorized locations into three sets of priorities – locations owned by NYSDOT, locations owned by the County, and locations owned by local municipalities. The Crash Data Analysis Report Part 2 describes the network screening and methodology in detail.

To support safety planning, we worked with each municipality and County DPW to develop a list of 31 priority locations. This list includes one locally owned location in each municipality and one County-owned location. For each location, the project team carried out a desktop investigation, which involved the collection of roadway and travel data, a review of crash data, and an aerial review of the location. From this, each desktop profile diagnoses potential safety issues and solutions. A full description of the desktop investigation process is included in Section 4.0 below.

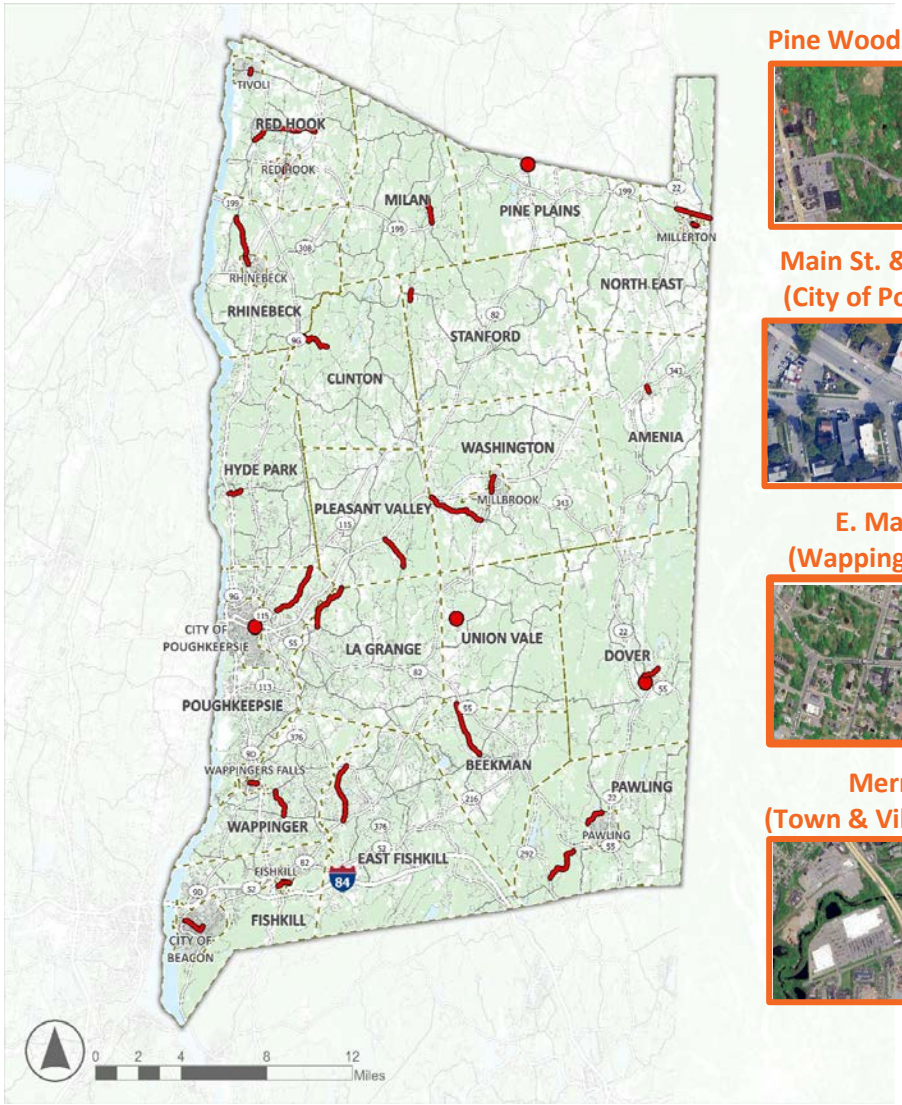
From the list of 31 locations, the project team selected seven locations for field investigations. The field investigations were carried out on August 28-29, 2025 by the study team, joined by local representatives as available. A full description of the desktop investigation process is included in Section 5.0 below.

This report presents the results of these desktop and field investigations, which are mapped in Figure 2.1.

FIGURE 2.1 DESKTOP AND FIELD INVESTIGATION SITES

Desktop Investigation Locations

Field Investigation Locations



Pine Woods Rd. (Hyde Park)

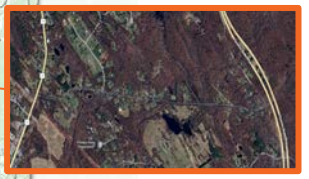
Main St. & Corlies Ave. (City of Poughkeepsie)

E. Main St. (Wappingers Falls)

Merritt Blvd. (Town & Village of Fishkill)

Mechanic St. (Amenia)

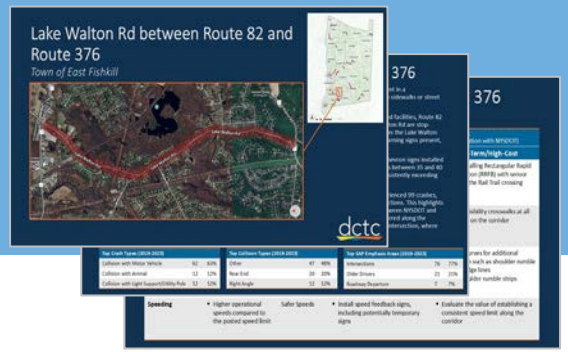
Rossway Rd. (Pleasant Valley)



Lake Walton Rd. (East Fishkill)

3.0 How to Use This Resource

1. Review each Desktop Location Profile, which covers a specific safety hotspot and identifies potential safety issues and countermeasure options.

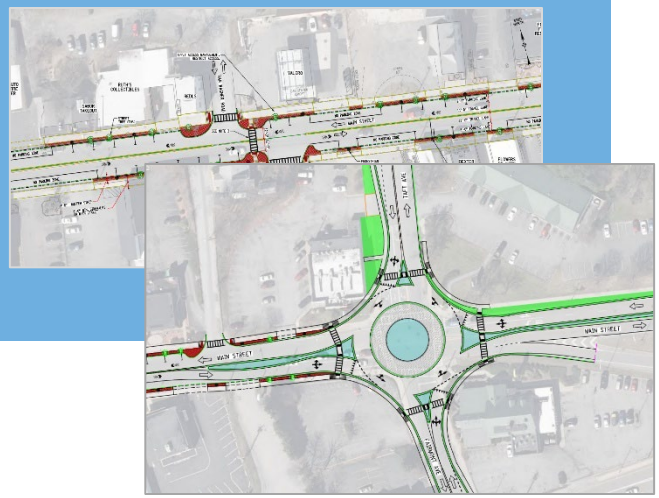


2. If a field investigation was already done (see Section 5.0), consult the concept drawing and rendering, which show how various countermeasures could be deployed at the site.

3. Visit the site to assess conditions on the ground. A description of the field investigation process is included in Section 5.0.

4. Consult the Countermeasure Toolkit for details on proposed countermeasures, including design guidance and Dutchess County examples.

5. Develop a project concept.



6. Consider funding sources and eligibility. The countermeasures and projects in this toolkit would typically by eligible for HSIP funding without requiring site-specific benefit-cost analyses. However, individual countermeasures may still require more field evaluation. Road owners are encouraged to consult with the DCTC to discuss available funding sources.

4.0 Desktop Location Results

This section outlines the 24 locations that received a desktop investigation only.

Each desktop investigation describes the location, summarizes crash data, lists possible safety concerns, and proposes countermeasure solutions. Each potential countermeasure is designated as either short-term/low-cost or long-term/high-cost.

These desktop investigations are a first step in developing potential safety projects. Road owners will likely benefit from completing an in-person field investigation to confirm our findings and verify recommendations.

Location 1: Main St between Route 9D and Herbert St

City of Beacon

Main St between Route 9D and Herbert St

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	City of Beacon
Functional Classification	Major Collector
Area Type	Urban
Road Owner	City of Beacon
Annual Average Daily Traffic (2022)	5,191
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	22 MPH
Average Heavy Vehicle Percentage (2022)	1.9%

210* Crashes (2019-2023) – 5% on State Facilities	
Fatal Crashes	1
Serious Injury Crashes	9
Moderate Injury Crashes	12
Minor Injury Crashes	9
Property Damage Only Crashes	179

This is a two-way, two-lane segment in a busy commercial area. On-street parking is provided on both sides, and sidewalks are present on both sides between Route 9D and E Main St.

The segment intersects with Route 9D, which is a State-owned facility. The intersections at Route 9D, N/S Chestnut St, and Fishkill/Teller Ave are signalized and include pedestrian signals. The other intersections are side-street stop-controlled. All intersections include high-visibility crosswalks, and pedestrian warning signs are present at the unsignalized intersections, except at Elm St and Brett St.

At the E Main St intersection, the absence of a stop bar on Main St may create driver confusion. There is also a historic, non-standard, ground-level 'dummy light' at the intersection. This light is not used for traffic control and has been surrounded by yellow striping to prevent vehicle collisions.

This segment is marked with shared-lane bicycle markings. Multiple commercial driveways intersect the corridor, contributing to uncontrolled turning movements and additional conflict points.

Between 2019 and 2023, this segment experienced 210 crashes, with 5% occurring at the Route 9D intersection. Of the remaining 199 crashes, 89% occurred at or near an intersection, where overtaking crashes were the most frequent.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	181	86%
Collision with Other Fixed Object	8	4%
Collision with Pedestrian	7	3%

Top Collision Types (2019-2023)		
Overtaking	106	51%
Other	44	21%
Rear End	24	11%

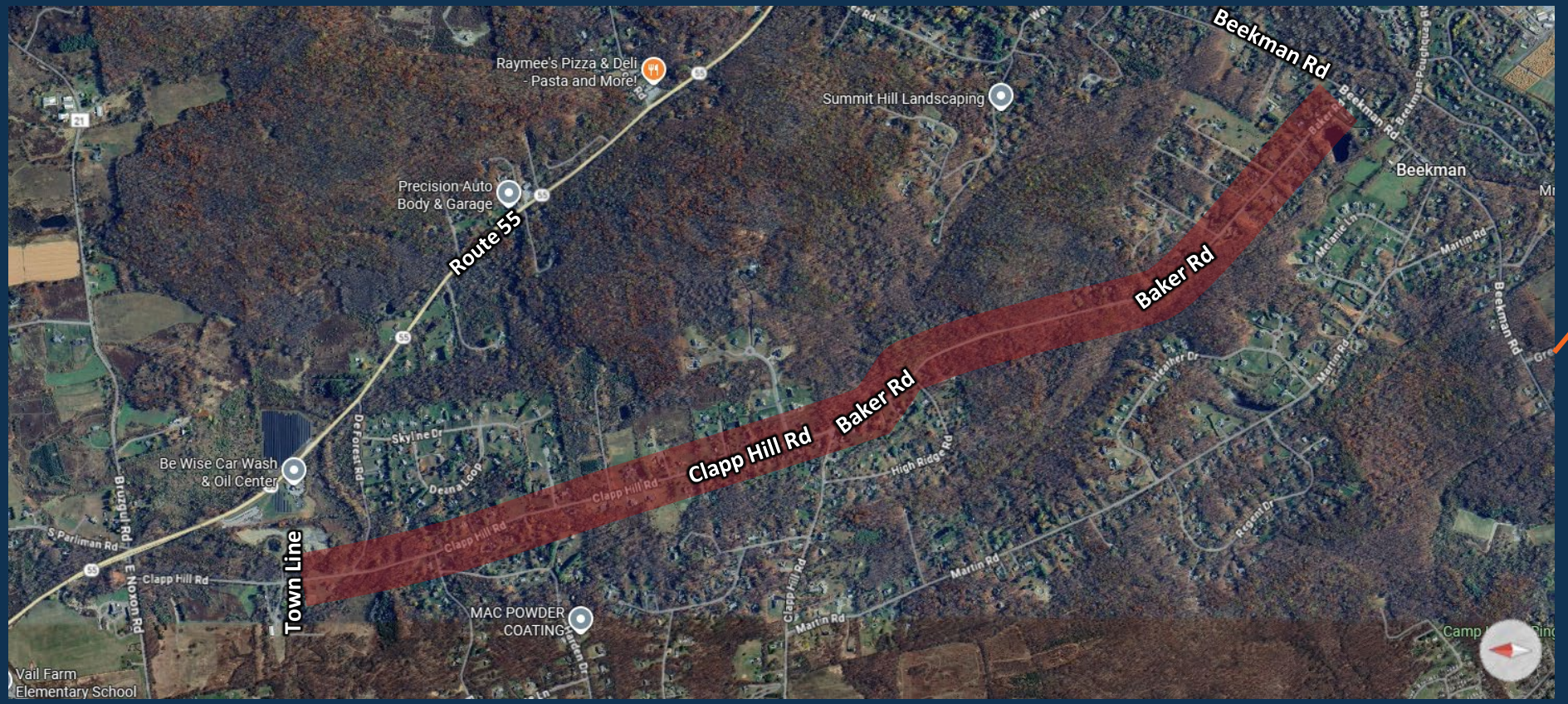
Top SAP Emphasis Areas (2019-2023)		
Intersections	189	90%
Older Drivers	40	19%
Distracted Driving	28	13%

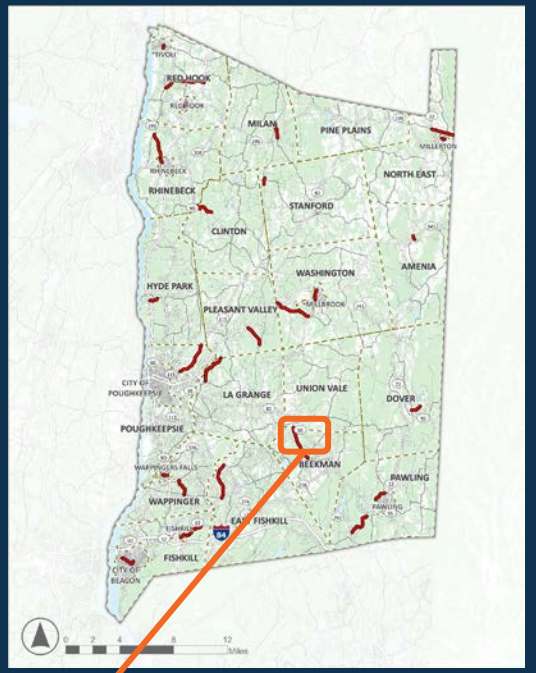
Main St between Route 9D and Herbert St
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Residential/commercial land uses ▪ Overtaking crashes and rear-end crashes at intersections	Safer Roads	▪ Consider advance warning signs at intersections along Main St	▪ Install retroreflective backplates on traffic signals
Older Drivers/ Distracted Driving	▪ High proportion of crashes involving older drivers and distracted driving	Safer People	▪ Stripe no parking zones near crosswalks (where not already present) to increase visibility of people crossing	▪ Construct curb extensions at intersections (where not already present) to reduce pedestrian crossing distance & improve visibility
Vulnerable Road Users	▪ Crashes involving pedestrians and bicyclists	Safer People	▪ Install pedestrian warning signs with downward arrow plaques at the Elm St and Brett St intersections	▪ Consider installing Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled crossings on Main St ▪ Consider installing a concrete median and pedestrian refuge island at the E Main St intersection

Location 2: Baker Rd between Beekman Rd (CR 9) and the Town Line

Town of Beekman





Baker Rd between Beekman Rd (CR 9) and the Town Line

Location Information (Traffic count data not available at this site)	
Municipality	Town of Beekman
Functional Classification	Local
Area Type	Urban
Road Owner	Town of Beekman
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	40 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

22* Crashes (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	2
Moderate Injury Crashes	2
Minor Injury Crashes	1
Property Damage Only Crashes	17

This is a two-way, two-lane undivided segment in a suburban/semi-rural area. There are no sidewalks or street lighting along the road. Some portions of the pavement show signs of cracking. However, other portions show signs of recent repaving.

All intersections along Baker Rd are side-street stop-controlled. However, the stop bars and pavement markings are faded and may require restriping to improve visibility and driver compliance. The intersection with Clapp Hill Rd is very wide, which facilitates high-speed turns.

While a yellow centerline is visible in some areas, there are no edge lines, which increases the risk of lane departure crashes, particularly at nighttime. There are a series of driveways along the corridor, which can present conflict points with through traffic.

Between 2019 and 2023, the segment experienced a total of 22 crashes. 15 occurred at or near intersections, and 10 involved collisions with an animal.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Animal	10	45%
Collision with Motor Vehicle	5	23%
Collision with Sign Post	3	14%

Top Collision Types (2019-2023)		
Other	18	82%
Head On	2	9%
Rear End	1	5%

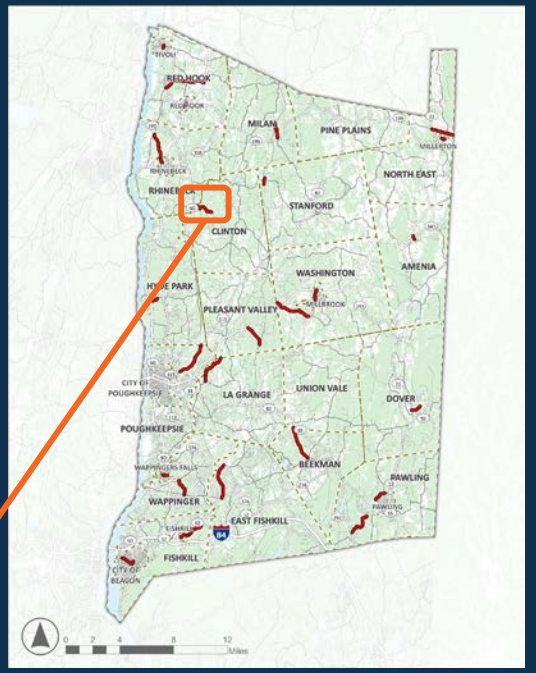
Top SAP Emphasis Areas (2019-2023)		
Intersections	15	68%
Speeding	4	18%
Roadway Departure	3	14%

Baker Rd between Beekman Rd (CR 9) and the Town Line
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ High proportion of crashes at intersections	Safer Roads	▪ Install advance warning signs approaching stop-controlled intersections ▪ Restripe stop bar markings on stop-controlled intersection approaches ▪ Remove vegetation or other obstructions that limit sight distance at stop-controlled intersections ▪ Use striping to visually narrow the intersection with Clapp Hill Rd	▪ Reconstruct the Baker Rd/Clapp Hill Rd intersection to narrow it
Roadway Departure	▪ Roadway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective sign posts ▪ Stripe/restripe double-yellow centerline ▪ Stripe edge line markings along Baker Rd to improve lane delineation	▪ Install guiderail at horizontal curves ▪ Install centerline and/or shoulder rumble strips at horizontal curves
Speeding	▪ Crashes involving speeding ▪ High proportion of crashes with deer	Safer Speeds	▪ Place portable speed feedback signs along Baker Rd ▪ Install deer warning signs along Baker Rd	▪ Implement automated speed enforcement (requires State legislation)

Location 3: Schultz Hill Rd between the Town Line and 160 Schultz Hill Rd

Town of Clinton



Schultz Hill Rd between the Town Line and 160 Schultz Hill Rd

Location Information (Traffic count data not available at this site)	
Municipality	Town of Clinton
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Clinton
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

8 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	1
Moderate Injury Crashes	0
Minor Injury Crashes	1
Property Damage Only Crashes	6

This is a two-way, two-lane undivided segment in a rural area. There are no sidewalks or street lighting. The road has significant curves and elevation changes. While curves are supplemented with warning signs and reduced speed advisories, the absence of barriers or enhanced delineation may increase the risk of run-off-road crashes, particularly at nighttime or under adverse weather conditions.

All intersections along the segment are stop-controlled. However, the stop bars are faded and may require restriping to improve visibility and driver compliance. The absence of centerline and edge line markings reduces lane delineation, which increases the potential for lane departure and head-on crashes. In addition, several driveways are located along the corridor, which may lead to conflicts with through traffic.

Between 2019 and 2023, the segment experienced a total of 8 crashes. 6 involved roadway departure, and 5 involved speeding, indicating a high risk of roadway departure and speeding-related crashes along this segment.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Guide Rail	4	50%
Collision with Motor Vehicle	1	13%
Collision with Tree	1	13%

Top Collision Types (2019-2023)		
Other	7	88%
Sideswipe	1	13%

Top SAP Emphasis Areas (2019-2023)		
Roadway Departure	6	75%
Speeding	5	63%
Impaired Driving	1	13%

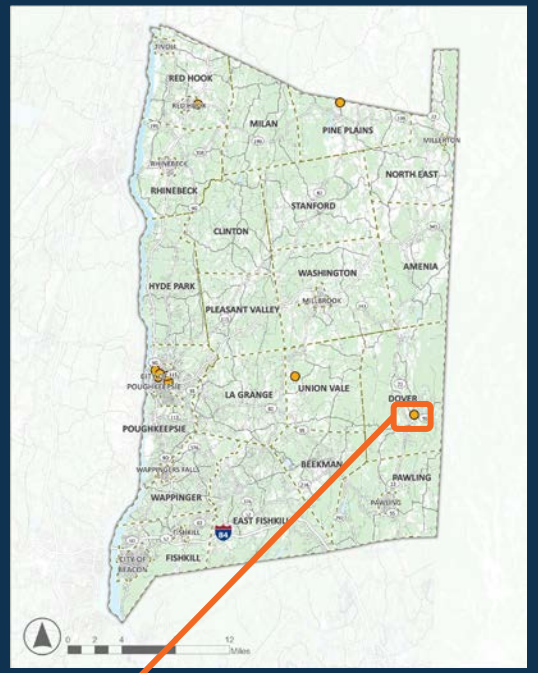
Schultz Hill Rd between the Town Line and 160 Schultz Hill Rd

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Roadway Departure	▪ High proportion of roadway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Review and upgrade advisory speed and curve warning signs in advance of horizontal curves ▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts ▪ Install a double-yellow centerline and edge line markings to improve lane delineation	▪ Install shoulder rumble strips
Speeding	▪ High proportion of crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs	▪ Implement automated speed enforcement (requires State legislation)
Impaired Driving	▪ Crashes involving impaired driving	Safer People	▪ Restripe stop bar pavement markings on stop-controlled intersection approaches ▪ Install advance warning signs at stop-controlled intersections	

Location 4: Cricket Hill Rd (CR 26) & Old Route 22 (CR 6) Intersection

Town of Dover



Cricket Hill Rd (CR 26) & Old Route 22 (CR 6) Intersection

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Dover
Functional Classification	Local
Area Type	Rural
Road Owner	Dutchess County
Annual Average Daily Traffic (2023)	CR 26: 1,417 CR 6: 1,752
Posted Speed Limit	40 MPH
85th Percentile Speed (2023)	54 MPH
Average Heavy Vehicle Percentage (2023)	CR 26: 7.3% CR 6: 8%

This is a stop-controlled Y-intersection with a stop sign on southbound Cricket Hill Rd. There is also a short east-west segment that bisects the Y-intersection, connecting Cricket Hill Rd and Old Route 22. Stop signs and painted stop bars are present on both ends of that segment.

The east-west segment is on a slope, which may create sight distance limitations, particularly for vehicles turning left from Cricket Hill Rd onto Old Route 22. Street lighting is provided only on Old Route 22, which may reduce the visibility of stop signs and turning vehicles on Cricket Hill Rd, especially under nighttime and low-visibility conditions.

Between 2019 and 2023, a total of 7 crashes occurred at the intersection. 5 were collisions with fixed objects, 3 of which involved speeding, indicating a high risk of speeding-related crashes at this location.

7 Crashes* (2019-2023)			
Fatal Crashes	0	**Minor Injury Crashes**	0
Serious Injury Crashes	0	**Property Damage Only Crashes**	6
Moderate Injury Crashes	1		

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	2	29%
Collision with Earth Ele./Rock Cut/Ditch	2	29%
Collision with Light Support/Utility Pole	2	29%

Top Collision Types (2019-2023)		
Other	5	71%
Left Turn (Against Other Car)	1	14%
Rear End	1	14%

Top SAP Emphasis Areas (2019-2023)		
Speeding	3	43%
Distracted Driving	2	29%
Impaired Driving	1	14%

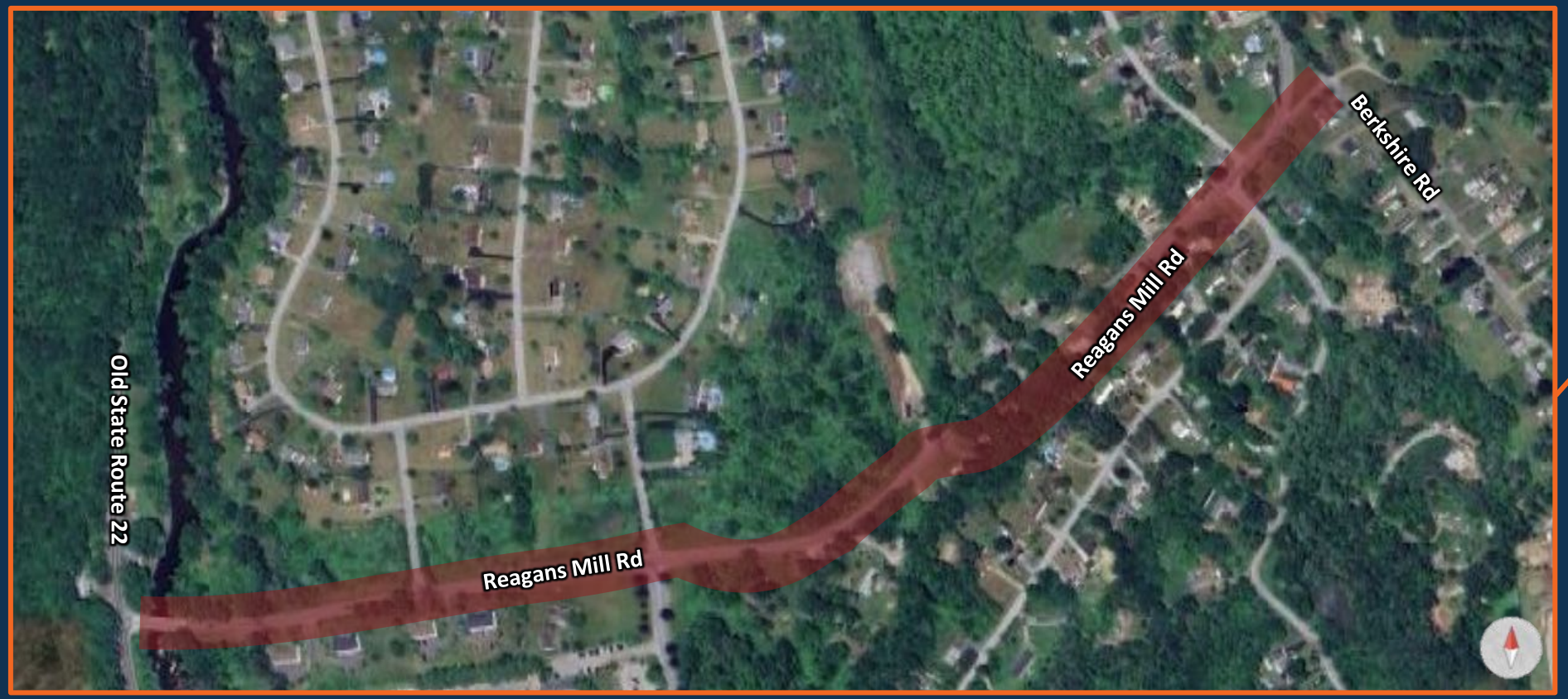
Cricket Hill Rd (CR 26) & Old Route 22 (CR 6) Intersection

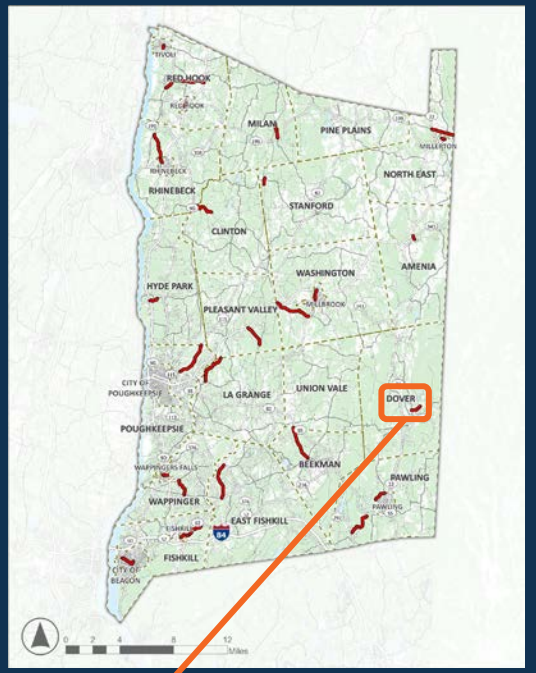
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Nontraditional intersection configuration ▪ Left-turn crashes and rear-end crashes at intersections	Safer Roads	▪ Remove vegetation or other obstructions that limit sight distance at the intersection ▪ Install advance intersection warning signs on CR 26 and CR 6	▪ Reconfigure the intersection geometry to create a more standard T intersection
Speeding	▪ High proportion of crashes involving speeding	Safer Speeds	▪ Install speed feedback signs	
Distracted Driving	▪ Crashes involving distracted driving	Safer People	▪ Install pavement markings such as dotted centerline at the intersection to improve lane delineation	▪ Install centerline and/or shoulder rumble strips on CR 26 and CR 6 in advance of the intersection

Location 5: Reagans Mill Rd between Old State Route 22 and Berkshire Rd (including the intersection with Berkshire Rd)

Town of Dover





Reagans Mill Rd between Old State Route 22 (CR 6) and Berkshire Rd

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Dover
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Dover
Annual Average Daily Traffic (2022)	3,176
Posted Speed Limit	40 MPH
85th Percentile Speed (2022)	44 MPH
Average Heavy Vehicle Percentage (2022)	5.2%

8 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	1
Moderate Injury Crashes	1
Minor Injury Crashes	0
Property Damage Only Crashes	6

This is a two-way, two-lane segment in a suburban residential area. No centerline markings are present, which increases the potential for lane departure crashes. There are no sidewalks along Reagans Mill Rd, except for an isolated 20-ft sidewalk across the bridge near Old Route 22.

All intersections along Reagans Mill Rd are side-street stop-controlled. However, only the intersection at Old State Route 22 has a stop bar. The absence of stop bars at the other intersections may reduce driver compliance with stop signs. The segment between White Farm Rd and Morgan Dr has a slight curve with a guiderail, but advance warning signs may improve driver awareness. The triangular intersection with Berkshire Rd is unusual and may cause driver confusion.

Between 2019 and 2023, the segment experienced a total of 8 crashes. 6 involved speeding and 4 involved roadway departure, indicating a high risk of roadway departure and speeding-related crashes along this segment.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Guide Rail	2	25%
Collision with Motor Vehicle	2	25%
Collision with Light Support/Utility Pole	1	13%

Top Collision Types (2019-2023)		
Other	7	88%
Left Turn (Against Other Cars)	1	13%

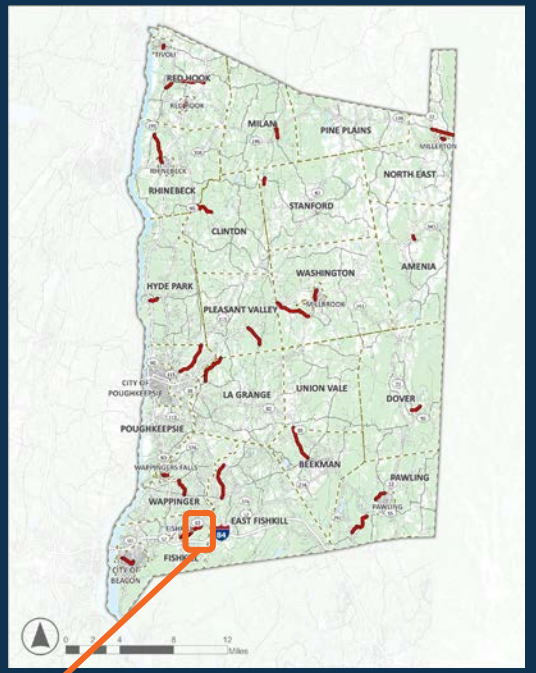
Top SAP Emphasis Areas (2019-2023)		
Speeding	6	75%
Roadway Departure	4	50%
Intersections	4	50%

Reagans Mill Rd between Old State Route 22 (CR 6) and Berkshire Rd
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Speeding	▪ High proportion of crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs ▪ Test temporary speed cushions in advance of horizontal curves	▪ Implement automated speed enforcement (requires State legislation) ▪ Install speed cushions in advance of horizontal curves if the temporary ones are effective
Roadway Departure	▪ High proportion of roadway departure crashes ▪ Horizontal curves	Safer Roads	▪ Install double-yellow centerline and edge line markings to improve lane delineation ▪ Install curve warning signs in advance of horizontal curves ▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts	▪ Install shoulder rumble strips
Intersections	▪ Crashes at stop-controlled intersections ▪ Triangular intersection at Reagans Mill Rd and Berkshire Rd	Safer Roads	▪ Stripe stop bar pavement markings on stop-controlled intersection approaches ▪ Remove vegetation or other obstructions that limit sight distance at stop-controlled intersections ▪ Install advance warning signs at stop-controlled intersections	▪ Consider options to reconfigure the triangular intersection at Berkshire Rd, such as a roundabout or standard T intersection.

Location 6: Merritt Blvd between the Village Line and Route 52

Town of Fishkill



Merritt Blvd between the Village Line and Route 52

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Fishkill
Functional Classification	Major Collector
Area Type	Urban
Road Owner	Town of Fishkill
Annual Average Daily Traffic (2022)	8,525
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	43 MPH
Average Heavy Vehicle Percentage (2022)	2.1%

27 Crashes* (2019-2023) – 63% on State Facilities	
Fatal Crashes	1
Serious Injury Crashes	1
Moderate Injury Crashes	2
Minor Injury Crashes	4
Property Damage Only Crashes	19

This is a two-way, two-lane undivided segment in a residential area. There is sidewalk on the south side the road and a portion of the north side of the road, but no street lighting.

The segment intersects with Route 52 (a State-owned road) at a signalized intersection. At Bennington Dr/Hustis Dr, there is an all-way stop, while all other side streets are stop-controlled. There is a marked crosswalk with rectangular rapid flashing beacons (RRFBs) and pedestrian warning signs at Vanderbilt Way.

Along the segment, double-yellow centerlines, white edge lines, and delineator posts are present. Curve warning signs are installed in advance of curves, with guardrails at the curves. The Speed limit signs with radar speed feedback are also present. It should be noted that the beginning section of the guardrail on the east side of the curve west of Vanderbilt Way appears to have been struck and should be restored.

Between 2019 and 2023, this segment experienced 27 crashes, with 63% occurring at the State road intersection. Of the 10 crashes that occurred along the corridor, right-angle crashes were the most frequent. There were also collisions with a rock cut or ditch and sign posts, indicating risks for both right-angle and roadway departure crashes.

* All non-reportable crashes and crashes on non-public roadways were excluded.

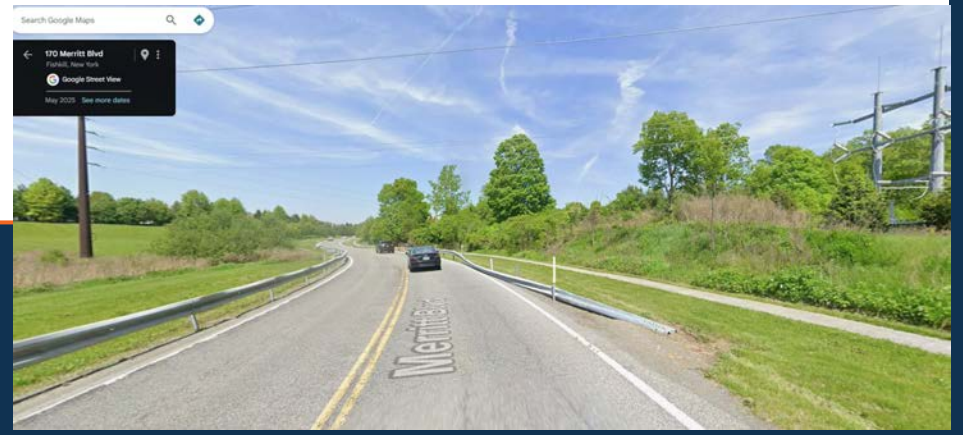
Top Crash Types (2019-2023)		
Collision with Motor Vehicle	21	78%
Collision with Earth Ele./Rock Cut/Ditch	3	11%
Collision with Sign Post	2	7%

Top Collision Types (2019-2023)		
Right Angle	9	33%
Rear End	7	26%
Other	6	22%

Top SAP Emphasis Areas (2019-2023)		
Intersections	21	78%
Distracted Driving	8	30%
Older Driver	7	26%

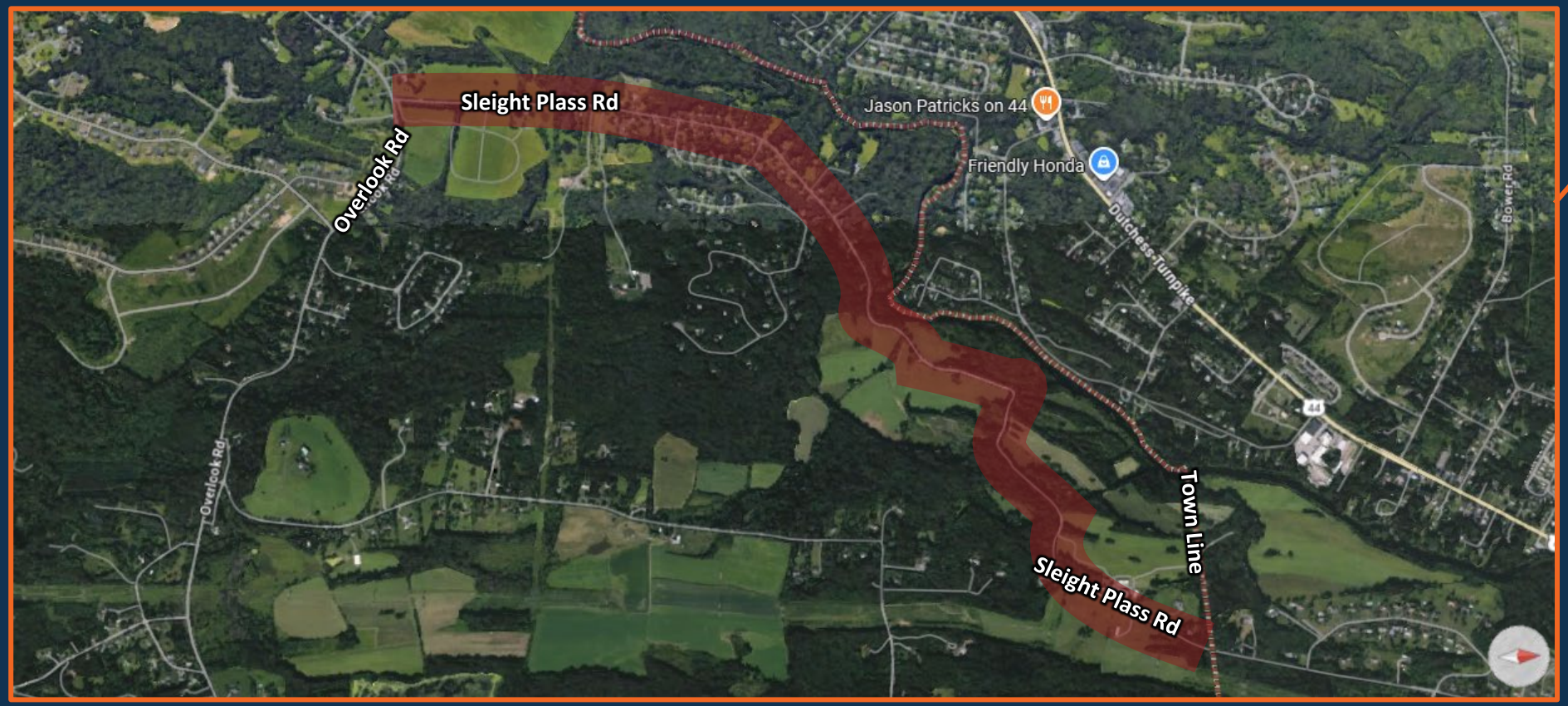
Merritt Blvd between the Village Line and Route 52
Countermeasure Recommendations

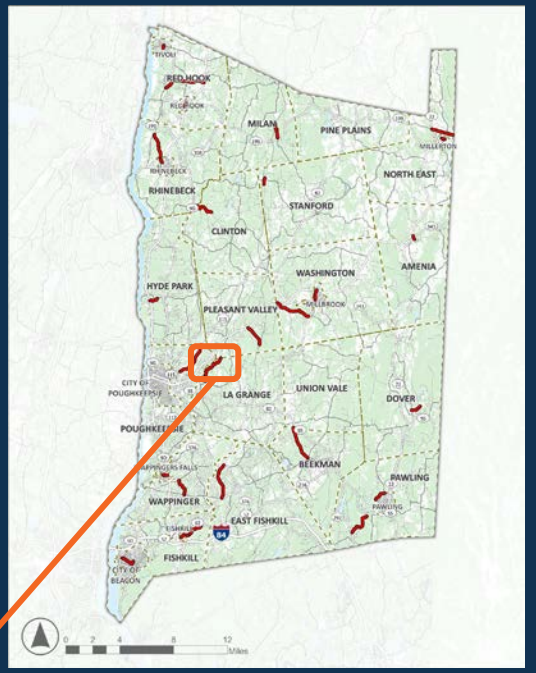
SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle and rear-end crashes at intersections	Safer Roads	▪ Remove vegetation or other obstructions that limit sight distance at stop-controlled intersections, and at the Route 52 intersection	▪ Install backplates with retroreflective borders on traffic signals at the Route 52 intersection (in coordination with NYSDOT)
Older Drivers/ Distracted Driving	▪ Crashes involving older drivers and distracted driving	Safer People	▪ Stripe high-visibility crosswalks at additional intersections where people may be crossing	▪ Consider RRFBs at additional crossings.
Roadway Departure	▪ Roadway departure crashes	Safer Roads	▪ Enhance delineation at horizontal curves, such as chevron signs with retroreflective sign posts ▪ Restore the metal-beam guardrail on the east side of the curve west of Vanderbilt Way	▪ Install centerline and/or shoulder rumble strips at horizontal curves



Location 7: Sleight Plass Rd between Overlook Rd (CR 46) and the Town Line

Town of LaGrange





Sleight Plass Rd between Overlook Rd (CR 46) and the Town Line

Location Information (Traffic count data not available at this site)	
Municipality	Town of LaGrange
Functional Classification	Local
Area Type	Urban
Road Owner	Town of LaGrange
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	35 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

22 Crashes* (2019-2023)	
Fatal Crashes	1
Serious Injury Crashes	0
Moderate Injury Crashes	2
Minor Injury Crashes	4
Property Damage Only Crashes	15

This is a two-way, two-lane undivided segment in a suburban/semi-rural area. There are no sidewalks and limited street lighting. The road has clearly visible pavement markings, including a double centerline and edge lines.

All intersections along Sleight Plass Rd are stop-controlled (most are side-street stops; Acorn Dr is an all-way stop). There is also a series of driveways along the corridor, which may lead to conflicts with through traffic. The northern segment has a series of substantial horizontal and vertical curves. Overall, the pavement appears to be in good condition.

Between 2019 and 2023, the segment experienced a total of 22 crashes. 8 involved speeding and 8 involved roadway departure, indicating a high risk of roadway departure and speeding-related crashes along this segment.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	7	32%
Collision with Tree	5	23%
Collision with Animal	4	18%

Top Collision Types (2019-2023)		
Other	15	68%
Rear End	3	14%
Left Turn (Against Other Cars)	1	5%

Top SAP Emphasis Areas (2019-2023)		
Intersections	9	41%
Speeding	8	36%
Roadway Departure	8	36%

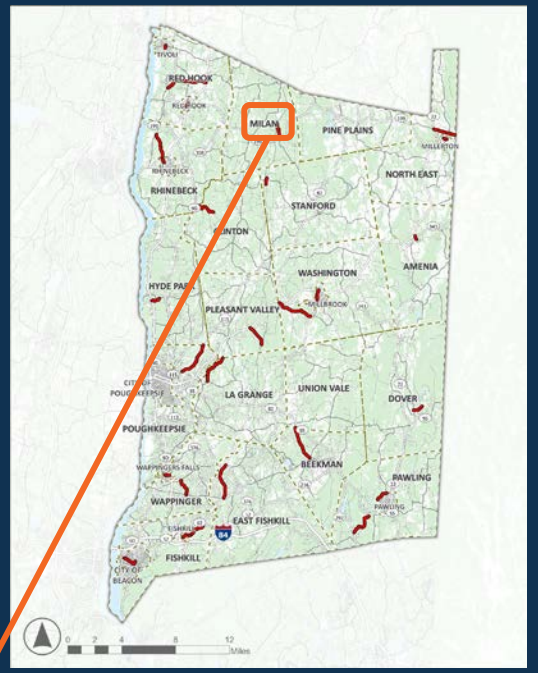
Sleight Plass Rd between Overlook Rd (CR 46) and the Town Line

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Rear-end and left-turn crashes at stop-controlled intersections	Safer Roads	▪ Install advance warning signs (e.g., Stop Ahead) at stop-controlled intersections ▪ Trim vegetation/remove obstructions as needed to improve sight distance at stop-controlled intersections	▪ Consider additional street lighting
Speeding	▪ High proportion of crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs ▪ Test temporary speed cushions	▪ Install speed cushions if temporary ones are effective ▪ Implement automated speed enforcement (requires State legislation)
Roadway Departure	▪ High proportion of roadway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts ▪ Install curve warning signs in advance of horizontal curves	▪ Install shoulder and/or centerline rumble strips ▪ Review/improve guiderail at horizontal curves as needed

Location 8: North Rd between Route 199 and the Taconic State Pkwy

Town of Milan



North Rd between Route 199 and the Taconic State Pkwy

Location Information (Traffic count data not available at this site)	
Municipality	Town of Milan
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Milan
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	35 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

4 Crashes* (2019-2023) – 25% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	1
Moderate Injury Crashes	1
Minor Injury Crashes	0
Property Damage Only Crashes	2

This is a two-way, two-lane undivided segment in a rural area. There are no sidewalks and no street lighting. The road lacks painted markings such as a centerline or edge lines.

The segment intersects with two State-owned facilities, Route 199 and the Taconic State Parkway, both of which are stop-controlled on North Rd. There is a 'Stop Ahead' sign and pavement markings on North Rd in advance of the Taconic State Parkway intersection. The other intersections along North Rd are with unpaved roads, which do not have stop signs.

Between 2019 and 2023, the segment experienced 4 crashes. Two involved roadway departure, and one involved speeding and serious injuries, indicating a risk of roadway departure and speeding-related crashes along this segment.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	1	25%
Collision with Light Support/Utility Pole	1	25%
Overturned	1	25%

Top Collision Types (2019-2023)		
Other	3	75%
Right Angle	1	25%

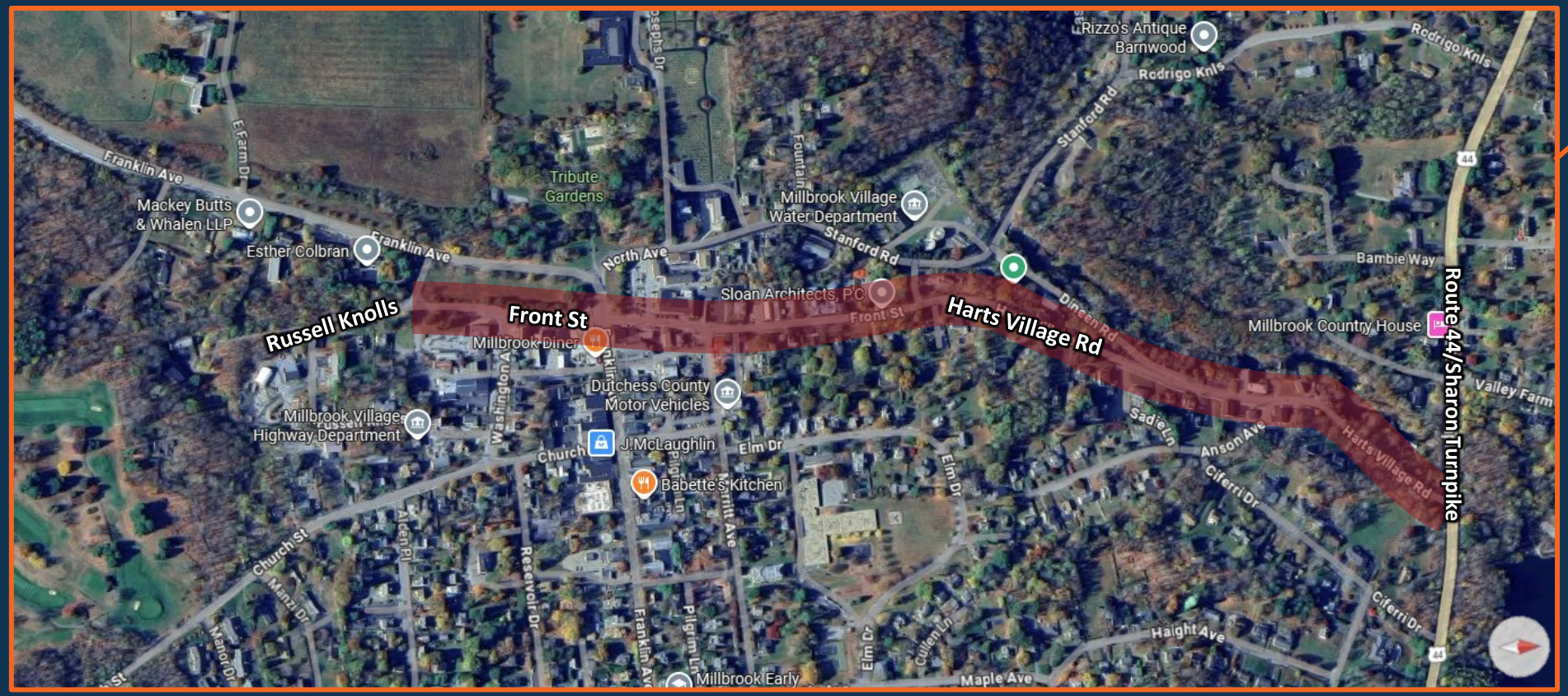
Top SAP Emphasis Areas (2019-2023)		
Roadway Departure	2	50%
Speeding	1	25%
Impaired Driving	1	25%

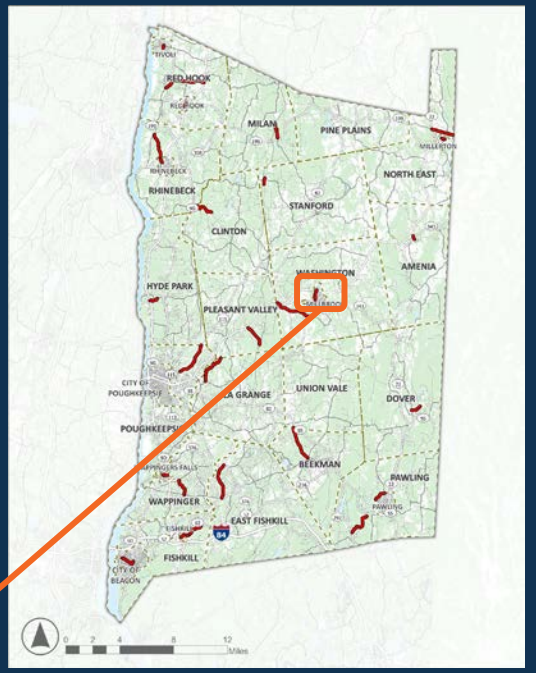
North Rd between Route 199 and the Taconic State Pkwy
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Roadway Departure	▪ Roadway departure crashes ▪ Horizontal curves	Safer Roads	▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts ▪ Install centerline and edge line markings to improve lane delineation (can also reduce speeds) ▪ Install curve warning signs in advance of horizontal curves	▪ Apply high-friction surface treatment ▪ Install shoulder rumble strips ▪ Evaluate need for guiderail at horizontal curves
Speeding	▪ Some crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs	▪ Implement automated speed enforcement (requires State legislation)

Location 9: Front St/Harts Village Rd between Russell Knolls and Route 44

Village of Millbrook





Front St/Harts Village Rd between Russell Knolls and Route 44

Location Information (Traffic count data not available at this site)	
Municipality	Village of Millbrook
Functional Classification	Local
Area Type	Rural
Road Owner	Village of Millbrook
Annual Average Daily Traffic	NA
Posted Speed Limit	25 MPH
85th Percentile Speed	NA
Average Heavy Vehicle Percentage	NA

11 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	1
Minor Injury Crashes	0
Property Damage Only Crashes	10

This two-way, two-lane local road runs through downtown Millbrook and connects commercial and residential destinations. It intersects with Route 44 at the north end, and with Franklin Ave, the village's main street.

The intersections with Franklin Ave and Route 44 are stop-controlled for Front St/Harts Village Rd; all other intersections along the segment are side-street stop-controlled. Marked crosswalks are provided on two sides of the intersections with Franklin Ave and Merritt Ave. A narrow sidewalk runs along the east side of the street between Washington Ave and Anson Ave.

The street has no centerline or edge lines. The pavement quality is fair; there are instances of cracking, indicating a future need for road maintenance. Streetlights are provided and there is on-street parking near the Franklin Ave intersection.

Between 2019 and 2023, this segment experienced 11 crashes, with 6 occurring at the Franklin Ave intersection. Six crashes involved older drivers and 5 involved distracted driving.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	9	82%
Collision with Guide Rail	1	9%
Collision with Pedestrian	1	9%

Top Collision Types (2019-2023)		
Other	6	55%
Right Angle	3	27%
Overtaking	1	9%

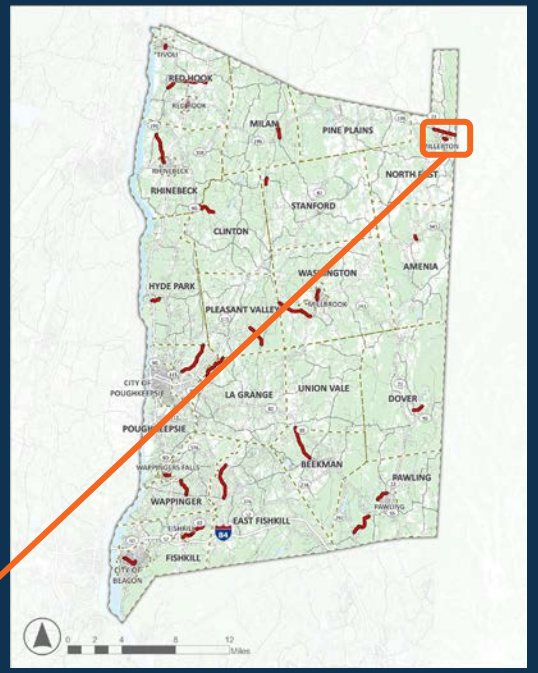
Top SAP Emphasis Areas (2019-2023)		
Intersections	8	73%
Older Drivers	6	55%
Distracted Driving	5	46%

Front St/Harts Village Rd between Russell Knolls and Route 44
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes and overtaking crashes at intersections	Safer Roads	▪ Consider making the Franklin Ave/Front St intersection an all-way stop	▪ Consider installing Rectangular Rapid Flashing Beacons (RRFBs) for the crosswalk across Franklin Ave (if not stop-controlled)
Older Drivers	▪ High proportion of crashes involving older drivers ▪ Narrow travel lanes	Safer People	▪ Install pedestrian warning signage with downward arrow plague at the crosswalk across Front St at Merritt Ave	▪ Install double-yellow centerline and edge line markings to improve lane delineation
Distracted Driving	▪ High proportion of crashes involving distracted driving	Safer People	▪ Install advance warning signs approaching intersections	

Location 10: Century Blvd between Dutchess Ave and Maple Ave (CR 62)

Village of Millerton



Century Blvd between Dutchess Ave and Maple Ave (CR 62)

Location Information (Traffic count data not available at this site)	
Municipality	Village of Millerton
Functional Classification	Local
Area Type	Rural
Road Owner	Village of Millerton
Annual Average Daily Traffic	NA
Posted Speed Limit	NA
85th Percentile Speed	NA
Average Heavy Vehicle Percentage	NA

6 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	1
Minor Injury Crashes	1
Property Damage Only Crashes	4

This two-way, two-lane local road is located a block north of the Village of Millerton's Main St. It is a very wide road, with head-in parking (un-marked) along portions of both sides.

There are stop signs and marked crosswalks on each end of the street, and a short segment of sidewalk on the north side near Maple Ave. The incomplete sidewalk and cars backing into the street poses risks for vulnerable road users.

The road has no centerline and no street lighting. The pavement condition appears fair.

Between 2019 and 2023, the segment experienced 6 crashes: one each at the two intersections and 4 along the segment. Right-angle crashes were the most common type.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	6	100%

Top Collision Types (2019-2023)		
Right Angle	3	50%
Left Turn (Against Other Cars)	1	17%
Rear End	1	17%

Top SAP Emphasis Areas (2019-2023)		
Intersections	2	33%
Older Drivers	1	17%
Distracted Driving	1	17%

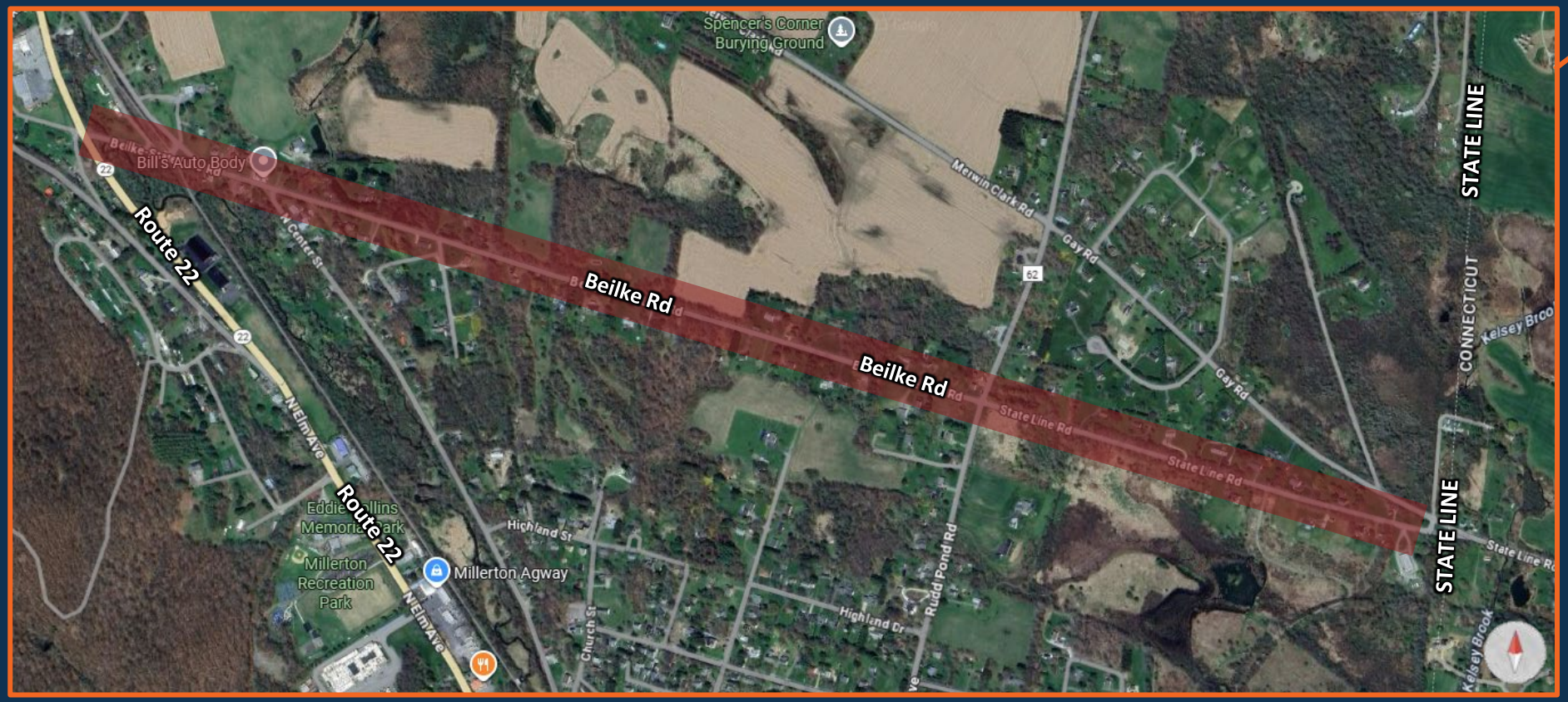
Century Blvd between Dutchess Ave and Maple Ave (CR 62)

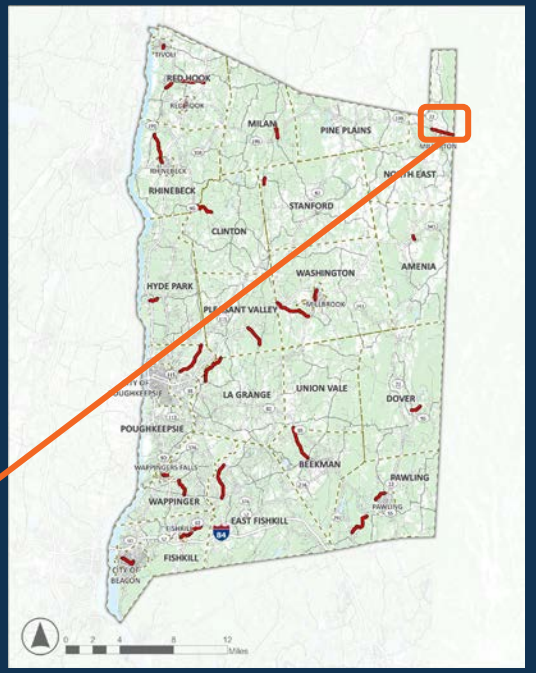
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes and left-turn crashes at intersections	Safer Roads	▪ Trim/remove vegetation or other obstructions that limit sight distance at intersections	▪ Provide street lighting, especially at intersections ▪ Consider installing curb extensions at the Maple Ave intersection (in coordination with County DPW)
Older Drivers/ Distracted Driving	▪ Crashes involving distracted driving or older drivers	Safer People	▪ Install double-yellow centerline and parking space markings along the corridor to visually narrow the street and improve lane delineation ▪ Stripe no-parking zones in advance of the crosswalks to improve visibility	
Vulnerable Road Users	▪ Limited sidewalks and crosswalks	Safer People	▪ Restripe pedestrian crosswalks ▪ Install pedestrian warning signs at crosswalks	▪ Install ADA-compliant sidewalks and curb ramps ▪ Create midblock crosswalk(s) with curb extensions

Location 11: Beilke Rd/State Line Rd between Route 22 and the Town Line

Town of North East





Beilke Rd/State Line Rd between Route 22 and the Town Line

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of North East
Functional Classification	Minor Collector
Area Type	Rural
Road Owner	Town of North East
Annual Average Daily Traffic (2022)	963
Posted Speed Limit	40 MPH
85th Percentile Speed (2022)	47 MPH
Average Heavy Vehicle Percentage (2022)	3.9%

11 Crashes* (2019-2023) – 18% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	3
Minor Injury Crashes	2
Property Damage Only Crashes	6

This is a narrow, two-way, two-lane road with unmarked lanes and edges. The road is in a rural residential area, with residential driveways along the road.

The segment intersects with Route 22, a State-owned facility, and Rudd Pond Rd, a County road, both of which are stop-controlled on Beilke Rd (the approaches to Rudd Pond Rd have dual stop signs). Despite recent signage improvements, some drivers run the stop signs at the Rudd Pond Rd intersection.

All other intersections are side-street stop-controlled. The Harlem Valley Rail Trail also crosses Beilke Rd at a marked crosswalk with warning signs. The segment runs straight, east to west, to the Connecticut State Line. There are no sidewalks and no street lighting.

Between 2019 and 2023, this segment experienced 11 crashes, with 2 occurring at the Route 22 intersection. Of the 9 other crashes, most were at or near an intersection, where right-angle crashes were the most frequent.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	7	64%
Collision with Animal	3	27%
Collision with Tree	1	9%

Top Collision Types (2019-2023)		
Right Angle	6	55%
Other	4	36%
Rear End	1	9%

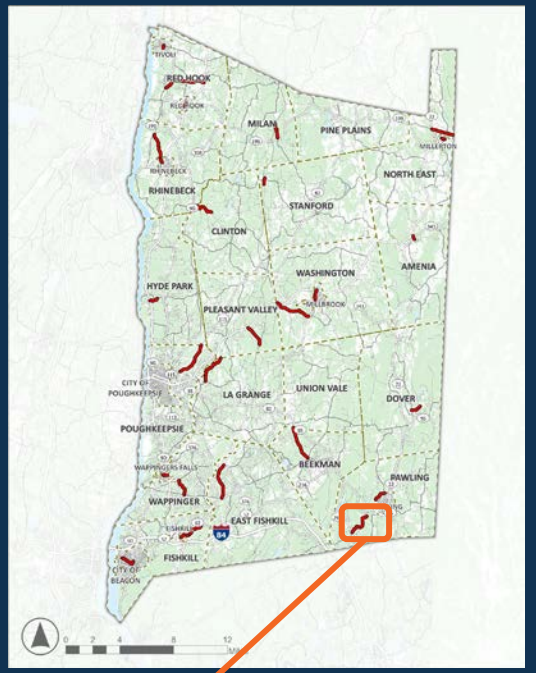
Top SAP Emphasis Areas (2019-2023)		
Intersections	10	91%
Distracted Driving	2	18%
Older Drivers	1	9%

Beilke Rd/State Line Rd between Route 22 and the Town Line
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes and rear-end crashes at intersections ▪ Active rail trail crossing ▪ Stop-sign running at the intersection with Rudd Pond Rd	Safer Roads	▪ Install advance warning signs at stop-controlled intersections ▪ Stripe stop bars on stop-controlled intersection approaches ▪ Remove vegetation or other obstructions that limit sight distance at intersections ▪ Consider an all-way stop at Beilke Rd/Rudd Pond Rd (in coordination with County DPW)	▪ Consider street lighting near intersections ▪ Consider installing Rectangular Rapid Flashing Beacons (RRFBs) with sensor detection at the rail trail crossing
Distracted Driving/ Older Drivers	▪ Crashes involving distracted driving or older drivers ▪ Narrow travel lanes	Safer People	▪ Install deer warning signs	▪ Apply high-friction surface treatment ▪ Install shoulder and/or centerline rumble strips
Roadway Departure	▪ Narrow travel lanes	Safer Roads	▪ Install double-yellow centerline and edge line markings to improve lane delineation and reduce speeds	▪ Provide shoulder/clear zone to the extent of the right of way

Location 12: Bundy Hill Rd between Route 292 and S. Harmony Hill Rd

Town of Pawling



Bundy Hill Rd between Route 292 and S. Harmony Hill Rd

Location Information (Traffic count data not available at this site)	
Municipality	Town of Pawling
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Pawling
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

21 Crashes* (2019-2023) – 10% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	2
Moderate Injury Crashes	1
Minor Injury Crashes	1
Property Damage Only Crashes	17

This is a narrow, two-lane undivided roadway in a rural residential area. Residential driveways intersect with Bundy Hill Rd, particularly near the Route 292 intersection.

The intersection with Route 292, a State-owned facility, includes a stop sign on Bundy Hill Rd, while the intersection with S. Harmony Hill Rd is all-way stop controlled. There is no centerline or edge lines. There are signs of repeated travel outside the pavement, but there is not much space to widen the road. Vegetation closely borders Bundy Hill Rd.

There are no sidewalks and no street lighting. At some horizontal curves, there are chevrons and warning signs with advisory speeds. The road is cracked in some locations, indicating a future need for road maintenance.

Between 2019 and 2023, this segment experienced 21 crashes, with 2 occurring at the State road intersection. Of the 19 other crashes, 68% involved speeding and 58% involved roadway departures.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	8	38%
Collision with Earth Ele./Rock Cut/Ditch	6	29%
Collision with Tree	3	14%

Top Collision Types (2019-2023)		
Other	14	67%
Sideswipe	3	14%
Head On	2	10%

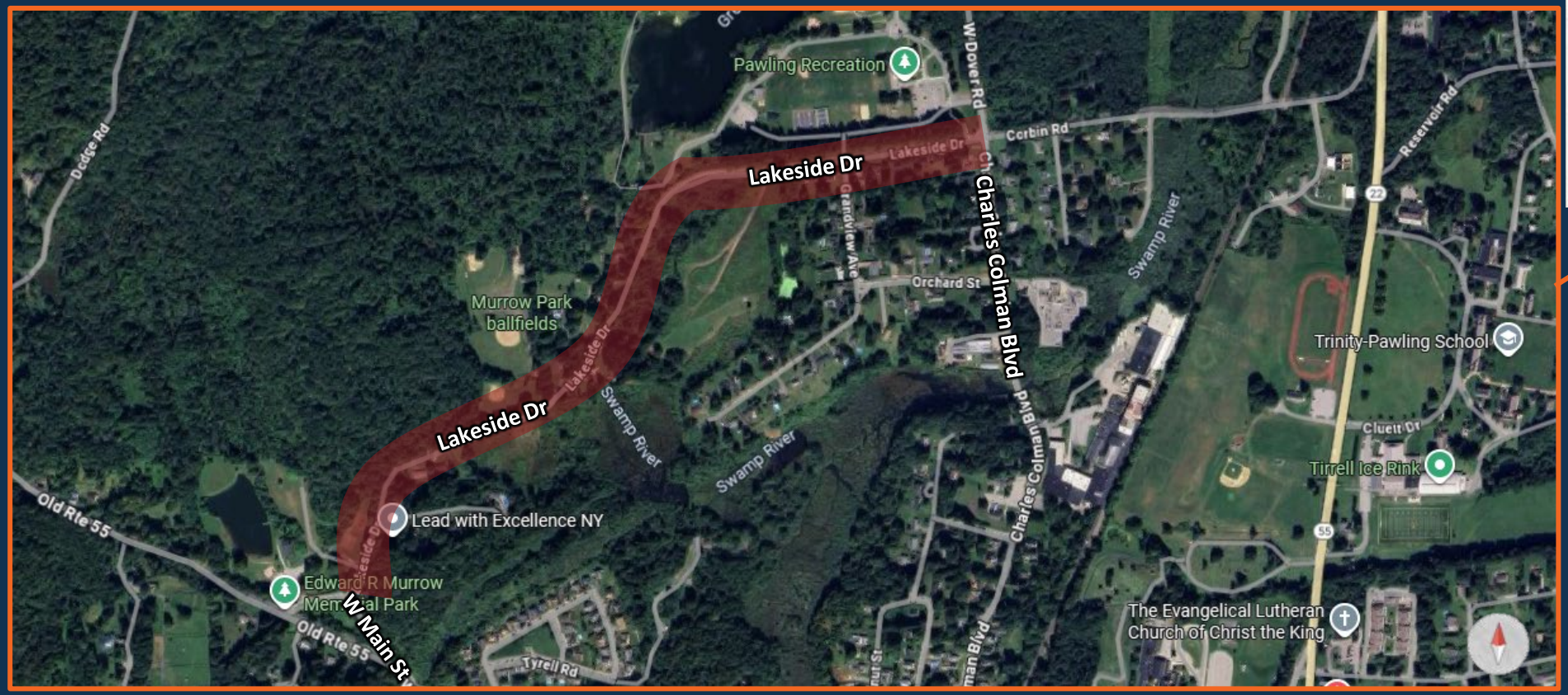
Top SAP Emphasis Areas (2019-2023)		
Speeding	13	62%
Roadway Departure	11	52%
Intersections	2	10%

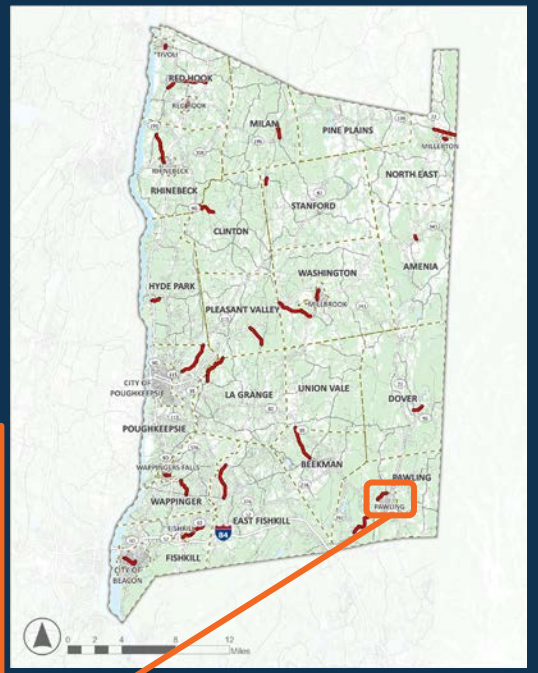
Bundy Hill Rd between Route 292 and S. Harmony Hill Rd
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Speeding	▪ High proportion of crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs	▪ Implement automated speed enforcement (requires State legislation)
Roadway Departure	▪ High proportion of roadway departure crashes ▪ Multiple horizontal curves ▪ Narrow travel lanes	Safer Roads	▪ Upgrade/install curve warning signs in advance of horizontal curves ▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts ▪ Install double-yellow centerline and edge line markings to improve lane delineation	▪ Provide shoulder/clear zone to the extent of the right of way
Intersections	▪ Sideswipe and head-on crashes at stop-controlled intersections	Safer Roads	▪ Install advance warning signs approaching intersections ▪ Add stop bar pavement markings on stop-controlled intersection approaches ▪ Trim vegetation/remove obstructions that limit sight distance at intersections	

Location 13: Lakeside Dr between W. Main St and Charles Colman Blvd

Village of Pawling





Lakeside Dr between W. Main St and Charles Colman Blvd

Location Information (Traffic count data not available at this site)	
Municipality	Village of Pawling
Functional Classification	Local
Area Type	Rural
Road Owner	Village of Pawling
Annual Average Daily Traffic	NA
Posted Speed Limit	30 MPH
85th Percentile Speed	NA
Average Heavy Vehicle Percentage	NA

9 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	0
Minor Injury Crashes	1
Property Damage Only Crashes	8

This two-way, two-lane road runs along the northwest border of the Village of Pawling and connects several parks and some residential properties. The road is narrow (about 20 ft wide).

The intersections at W Main St and Charles Colman Blvd are all-way stop-controlled. The intersection at Grandview Ave is side-street stop controlled.

Along the segment, there is a double-yellow centerline but no edge lines. There is street lighting at the two main intersections. There are no sidewalks except for a short segment near Charles Colman Blvd that connects into Lakeside Park.

A pedestrian warning sign and 'Stop for Pedestrians' plaque is installed at the driveway into Edward Murrow Memorial Park, though no crosswalk is provided at that location. A marked crosswalk and 'Yield to Pedestrians' sign is present at the entrance to Lakeside Park.

Lakeside Dr has cracked pavement, indicating a need for road maintenance.

Between 2019 and 2023, the segment experienced 9 crashes. Five occurred at or near the Charles Colman intersection, where right-angle crashes were the most common.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	4	44%
Collision with Animal	2	22%
Collision with Tree	2	22%

Top Collision Types (2019-2023)		
Other	5	56%
Right Angle	4	44%

Top SAP Emphasis Areas (2019-2023)		
Intersections	5	56%
Roadway Departure	3	33%
Older Drivers	3	33%

Lakeside Dr between W. Main St and Charles Colman Blvd
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes at intersections	Safer Roads	▪ Trim/remove vegetation or other obstructions that limit sight distance at intersections ▪ Install advance warning signs at intersections ▪ Upgrade pedestrian warning signs to current standards	▪ Add stop signs and stop bars at uncontrolled intersections (such as the Round Hill Rd intersection) ▪ Consider reconfiguring the Lakeside Dr/W Main St triangle and/or converting them to one-way segments
Roadway Departure	▪ Radway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts ▪ Install curve warning signs in advance of horizontal curves along the corridor	▪ Install guiderail at horizontal curves ▪ Install shoulder rumble strips and/or centerline rumble strips
Older Drivers	▪ Crashes involving older drivers ▪ Narrow travel lanes	Safer People	▪ Refresh double-yellow centerline and consider edge line markings along the corridor to improve lane delineation	

Location 14: N. Main St, Hoffman Rd, & Silvernails Rd Intersection

Town of Pine Plains

N. Main St, Hoffman Rd, & Silvernails Rd Intersection

Location Information (Traffic count data not available at this site)	
Municipality	Town of Pine Plains
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Pine Plains
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

1 Crash* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	0
Minor Injury Crashes	0
Property Damage Only Crashes	1

This three-legged intersection is in a rural residential area. Two buildings closely border N Main St. at the intersection, limiting visibility.

This intersection is all-way stop-controlled. There are no stop bars or other pavement markings on any of the three approaches. There are reflective delineators on N Main St, highlighting the curve around the southwest corner.

There is a slight downward slope on Hoffman Rd approaching the intersection.

Between 2019 and 2023, one crash occurred at this intersection, which was a collision with a deer on the Hoffman Rd approach.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Animal	1	100%

Top Collision Types (2019-2023)		
Other	1	100%

Top SAP Emphasis Areas (2019-2023)
NA

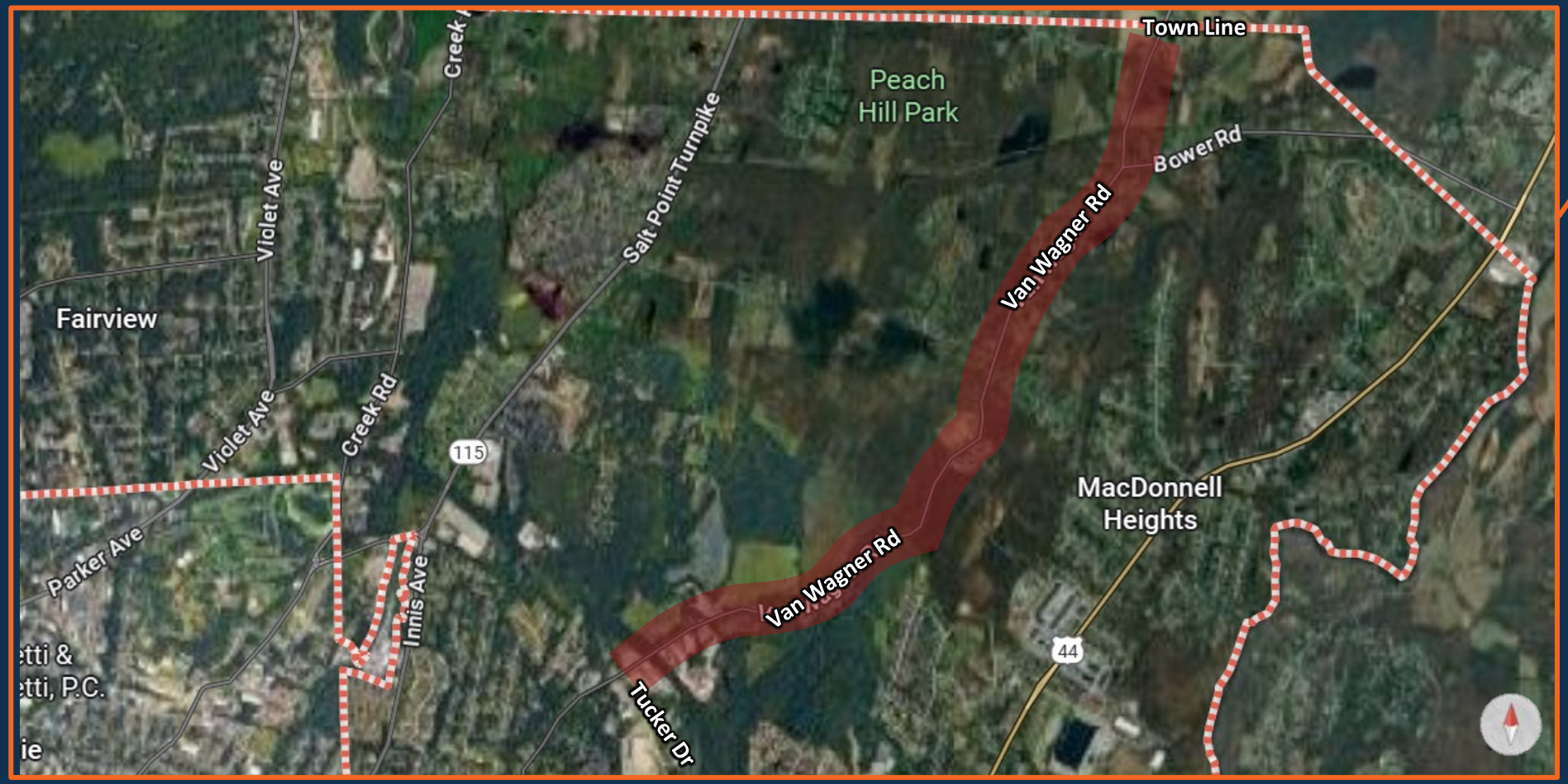
N. Main St, Hoffman Rd, & Silvernails Rd Intersection

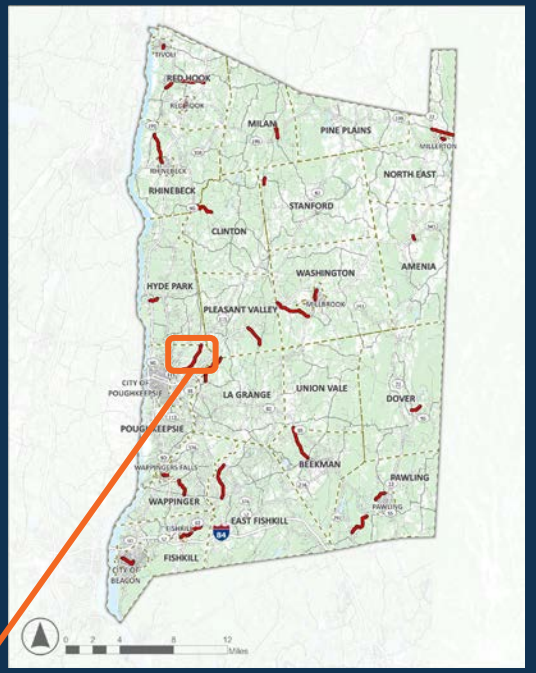
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Missing stop bars and other pavement markings ▪ Collision with deer	Safer Roads	▪ Install intersection warning signs such as ‘stop ahead’ in advance of the intersection ▪ Install stop bar pavement markings on N Main St, Hoffman Rd, and Silvernails Rd ▪ Use striping to visually narrow the intersection and improve sight distance ▪ Install deer warning signs in advance of the intersection, if appropriate	▪ Consider converting the stop-controlled intersection into a mini-roundabout, using temporary materials first to test it

Location 15: Van Wagner Rd between Tucker Dr and the Town Line

Town of Poughkeepsie





Van Wagner Rd between Tucker Dr and the Town Line

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Poughkeepsie
Functional Classification	Major Collector
Area Type	Urban
Road Owner	Town of Poughkeepsie
Annual Average Daily Traffic (2022)	2,506
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	42 MPH
Average Heavy Vehicle Percentage (2022)	6.7%

60 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	1
Moderate Injury Crashes	5
Minor Injury Crashes	13
Property Damage Only Crashes	41

Van Wagner Rd is a two-way, two-lane road segment in a suburban/semi-rural area. Some homes and commercial uses border the road. No sidewalks are present. There is some street lighting.

Most intersections along Van Wagner Rd are side-street stop-controlled, except for Bedell Rd, which is yield-controlled. The Empire State Trail/WRS Dutchess Rail Trail crosses Van Wagner Rd on an elevated bridge.

Along the segment, double-yellow centerline markings are mostly present, while white edge lines are faded and often unnoticeable. In some locations, such as near the rail trail crossing, the centerline and edge lines are both faded.

Shoulder space is minimal. The road has multiple curves, with guiderail installed at some locations. The road is relatively smooth, with some instances of cracks and bumps.

Between 2019 and 2023, the segment experienced 60 crashes. 33 crashes involved roadway departures and 20 involved speeding, indicating a high risk of roadway departure and speeding-related crashes along this segment.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Tree	18	30%
Collision with Motor Vehicle	13	22%
Collision with Earth Ele./Rock Cut/Ditch	8	13%

Top Collision Types (2019-2023)		
Other	48	80%
Rear End	3	5%
Head On	2	3%

Top SAP Emphasis Areas (2019-2023)		
Roadway Departure	33	55%
Speeding	20	33%
Intersections	14	23%

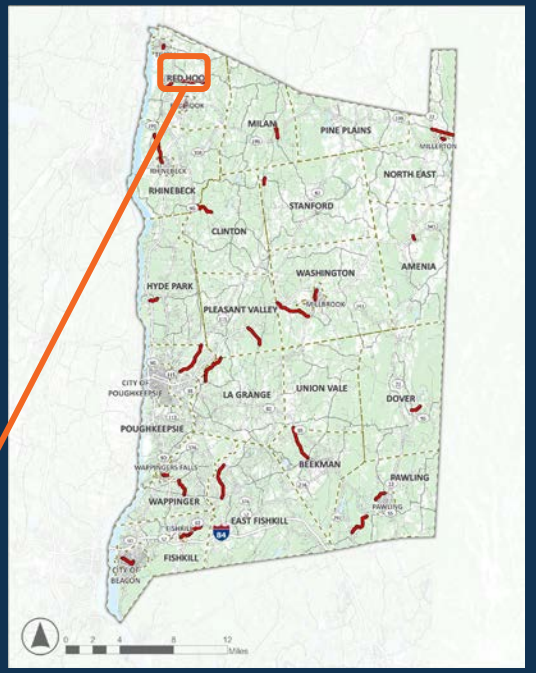
Van Wagner Rd between Tucker Dr and the Town Line

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Roadway Departure	▪ High proportion of roadway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Restripe white edge lines to improve lane delineation ▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts ▪ Review and upgrade/install curve warning signs in advance of horizontal curves	▪ Install guiderail at horizontal curves ▪ Install shoulder rumble strips and/or centerline rumble strips
Speeding	▪ High proportion of crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs	▪ Implement automated speed enforcement (requires State legislation)
Intersections	▪ Rear-end and head-on crashes at stop-controlled intersections	Safer Roads	▪ Install advance warning signs approaching intersections ▪ Restripe stop bar markings on stop-controlled intersection approaches ▪ Mark yield teeth at the Bedell Rd intersection, or consider changing the yield to stop-control ▪ Remove vegetation or other obstructions that limit sight distance at intersections	

Location 16: Kelly Rd, Whalesback Rd, and Rockefeller Ln between Route 9G and Route 9

Town of Red Hook



Kelly Rd, Whalesback Rd, and Rockefeller Ln between Route 9G and Route 9

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Red Hook
Functional Classification	Major Collector (9G - Linden), Local (Linden - Route 9)
Area Type	Rural
Road Owner	Town of Red Hook
Annual Average Daily Traffic (2023-2024)	1,200-2,000
Posted Speed Limit	35 MPH; 45 MPH (Rockefeller Ln)
85th Percentile Speed (2023-2024)	44-48 MPH
Avg Heavy Vehicle Percentage (2023-2024)	4-7%

23 Crashes* (2019-2023) – 35% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	4
Moderate Injury Crashes	2
Minor Injury Crashes	0
Property Damage Only Crashes	17

This is a two-way, two-lane road segment in a rural area. Homes border the road in various locations. The road is narrow with no centerline or edge line markings.

The segment intersects with two State-owned facilities, Route 9G and Route 9. The intersection with Route 9G is signalized, while all other intersections are side-street stop-controlled. This road is stop-controlled at Linden Ave and at Route 9; the Linden Ave crossing has dual stop signs on each approach. Stop bars are present only at the approaches to the Route 9G, Linden Ave, and Route 9 intersections.

There are no sidewalks. Trees line the road in many locations.

Between 2019 and 2023, this segment experienced 23 crashes, with 35% (8 crashes) occurring at the State road intersections. Of the other 15 crashes, 40% were at or near the intersection of Whalesback Rd and Linden Ave, where right-angle crashes were the most frequent.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	13	57%
Collision with Animal	4	17%
Collision with Tree	2	9%

Top Collision Types (2019-2023)		
Other	12	52%
Right Angle	5	22%
Rear End	4	17%

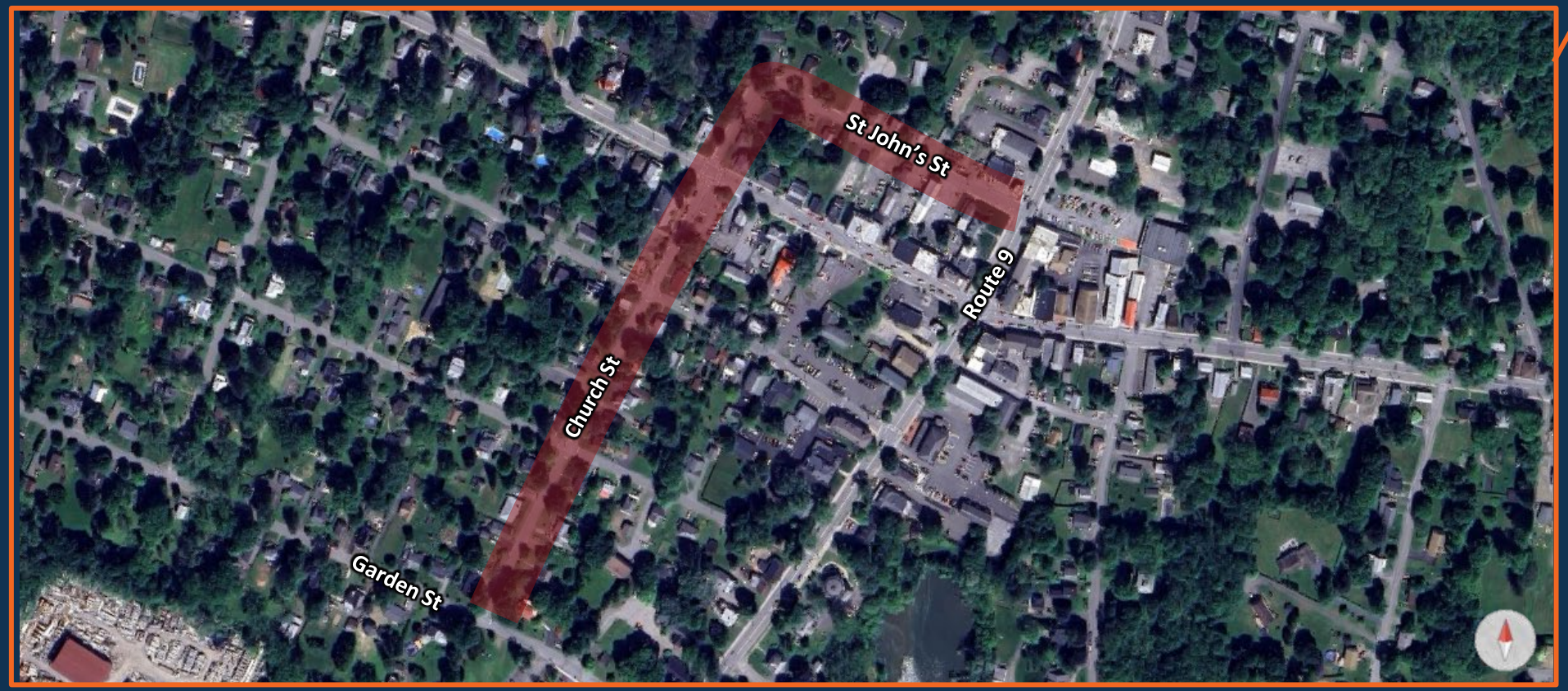
Top SAP Emphasis Areas (2019-2023)		
Intersections	17	74%
Older Drivers	4	17%
Distracted Driving	4	17%

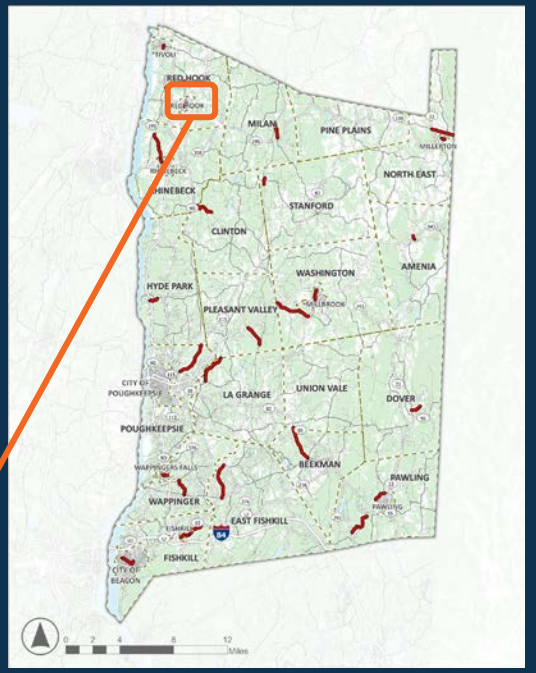
Kelly Rd, Whalesback Rd, and Rockefeller Ln between Route 9G and Route 9
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes and rear-end crashes at intersections	Safer Roads	▪ Install advance warning signs at intersections ▪ Stripe/restripe stop bar pavement markings at stop-controlled intersections ▪ Remove vegetation or other obstructions that limit sight distance at intersections	▪ Consider converting the stop-controlled Linden Ave intersection into an all-way stop or a roundabout (in coordination with County DPW)
Distracted Driving/ Older Drivers	▪ Crashes involving distracted driving or older drivers	Safer People	▪ Install double-yellow centerline and edge line markings to improve lane delineation	▪ Consider street lighting near intersections
Roadway Departure	▪ Some collisions with trees ▪ Narrow travel lanes	Safer Roads	▪ Review and upgrade or install curve warning signs in advance of horizontal curves ▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts	▪ Install guiderail at horizontal curves ▪ Provide shoulder/clear zone to the extent of the right of way

Location 17: Church St/St John's St between Garden St and Route 9

Village of Red Hook





Church St/St John's St between Garden St and Route 9

Location Information (Traffic count data not available at this site)	
Municipality	Village of Red Hook
Functional Classification	Local
Area Type	Rural
Road Owner	Village of Red Hook
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

6 Crashes* (2019-2023) – 83% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	1
Minor Injury Crashes	0
Property Damage Only Crashes	5

This two-way, two-lane local road sits near the center of the Village of Red Hook. There are residential and commercial driveways along the road. There is no centerline or edge line pavement markings. There is a sidewalk on the north side of St. John's St and a portion of the west side of Church St.

The segment intersects with two State-owned facilities, Route 9 and Route 199 (W Market St). The road has a signed school zone between Prince St and Route 199. All intersections along the segment are stop-controlled: Garden St, Fraleigh St and Prince St are all-way stops, Church St/St John's St has stop signs at Route 199 and Route 9, and Scism Cir is a side-street stop.

Some of the stop bars appear faded, and the high-visibility crosswalks at Church St and W Market St/Route 199 also appear faded.

Between 2019 and 2023, this segment experienced 6 crashes, with 83% occurring at the State road intersections. Only one crash occurred on the corridor itself, and it was a left-turn crash at the intersection with Garden St.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	6	100%

Top Collision Types (2019-2023)		
Right Angle	3	50%
Left Turn (Against Other Cars)	1	17%
Left Turn (With Other Cars)	1	17%

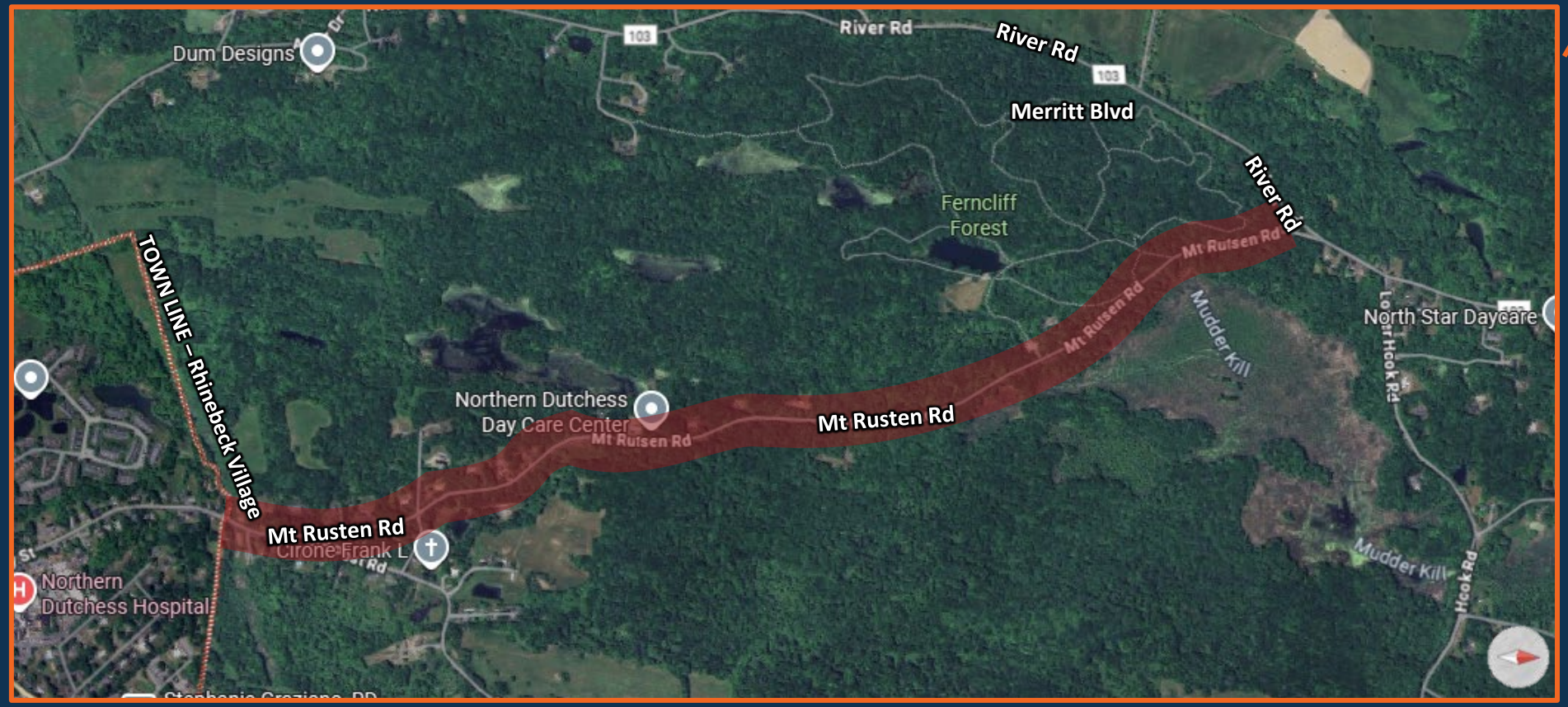
Top SAP Emphasis Areas (2019-2023)		
Intersections	6	100%
Distracted Driving	4	67%
Older Drivers	2	33%

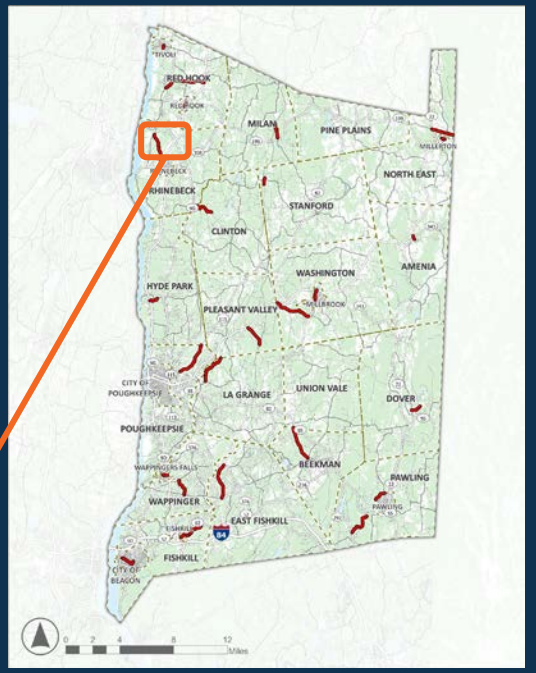
Church St/St John's St between Garden St and Route 9
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes and left-turn crashes at intersections	Safer Roads	▪ Remove vegetation or other obstructions that limit sight distance intersections ▪ Restripe stop bar and crosswalk markings (in coordination with NYSDOT) ▪ Stripe no parking zones in advance of intersections to improve visibility	
Distracted Driving/ Older Drivers	▪ High proportion of crashes involving distracted driving or older drivers ▪ Narrow travel lanes	Safer People	▪ Install double-yellow centerline along the corridor to improve lane delineation	
Vulnerable Road Users	▪ Residential land use ▪ Faded crosswalks ▪ Presence of a school zone	Safer People	▪ Consider pedestrian warning signs and upgraded school zone signs	▪ Install complete ADA-compliant sidewalks and curb ramps ▪ Install pedestrian signals at the intersection with W Market St/Route 199 (in coordination with NYSDOT)

Location 18: Mount Rusten Rd between the Town Line and River Rd (CR 103)

Town of Rhinebeck





Mount Rusten Rd between the Town Line and River Rd

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Rhinebeck
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Rhinebeck
Annual Average Daily Traffic (2024)	4,251
Posted Speed Limit	35 MPH
85th Percentile Speed (2022)	44 MPH
Average Heavy Vehicle Percentage (2022)	2.1%

26 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	2
Minor Injury Crashes	3
Property Damage Only Crashes	21

This is a two-way, two-lane undivided segment in a rural area. Some homes border the road at the southern end. There are no sidewalks and no street lighting. The segment has double-yellow centerline markings and white edge lines. The pavement is in good condition.

Mt Rusten Rd intersects with River Rd (County Route 103) at a triangular intersection. There are stop signs at both of the Mt. Rutsen Rd approaches (as well as the eastbound leg of the triangle). Community feedback has described the northern portion of this intersection as problematic, with past discussion of removing the triangle and converting the intersection to a T-intersection.

The road has some curves, and limited visibility in areas due to the road curvature and trees. There are curve warning signs and chevrons with advisory speeds.

Between 2019 and 2023, the segment experienced 26 crashes. 11 crashes involved deer, indicating a high risk of animal-related crashes along this segment. There were 9 intersection crashes, 8 of which were at the River Rd intersection (7 of these were on the northeast leg of the triangle).

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Animal	11	42%
Collision with Motor Vehicle	11	42%
Collision with Light Support/Utility Pole	3	12%

Top Collision Types (2019-2023)		
Other	15	58%
Rear End	9	35%
Head On	2	8%

Top SAP Emphasis Areas (2019-2023)		
Intersections	9	35%
Roadway Departure	3	12%
Distracted Driving	3	12%

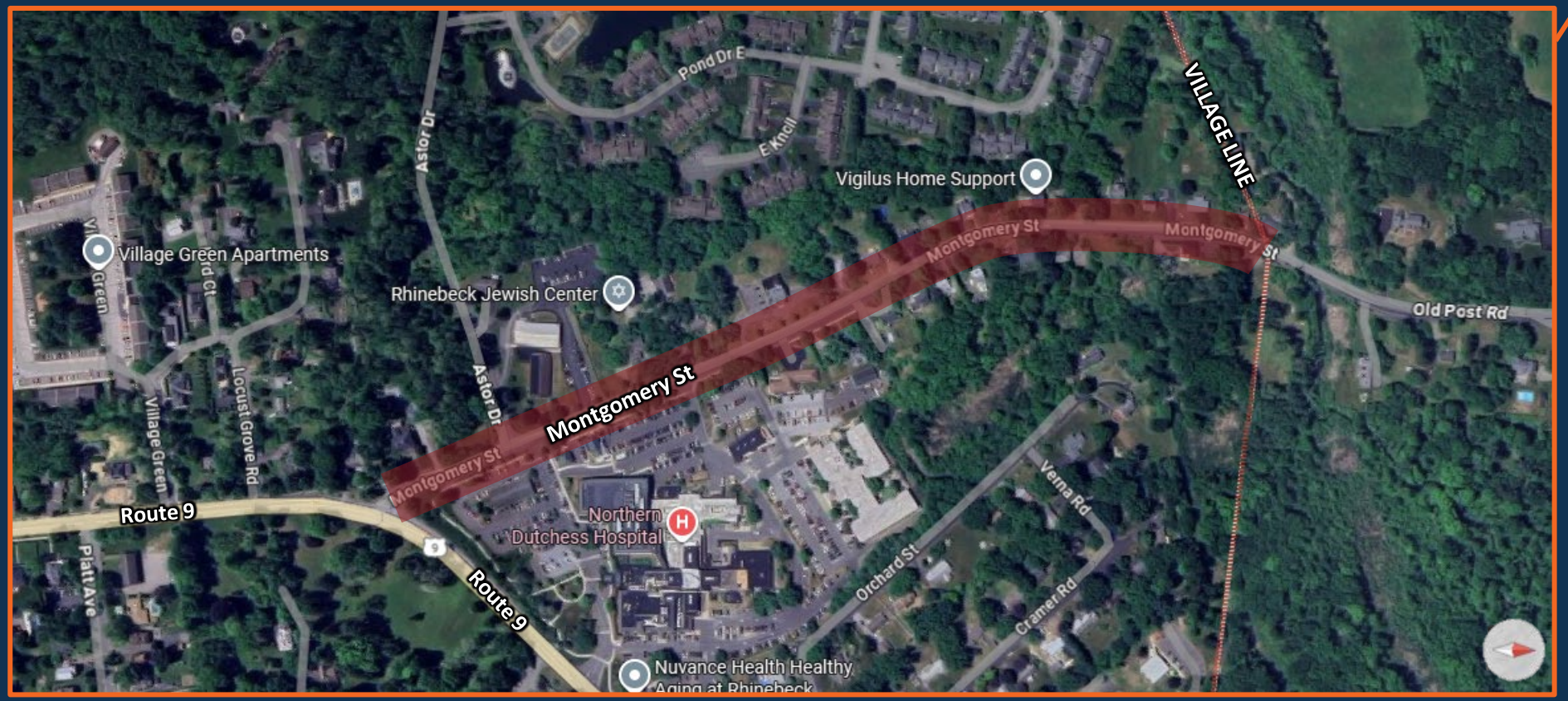
Mount Rusten Rd between the Town Line and River Rd

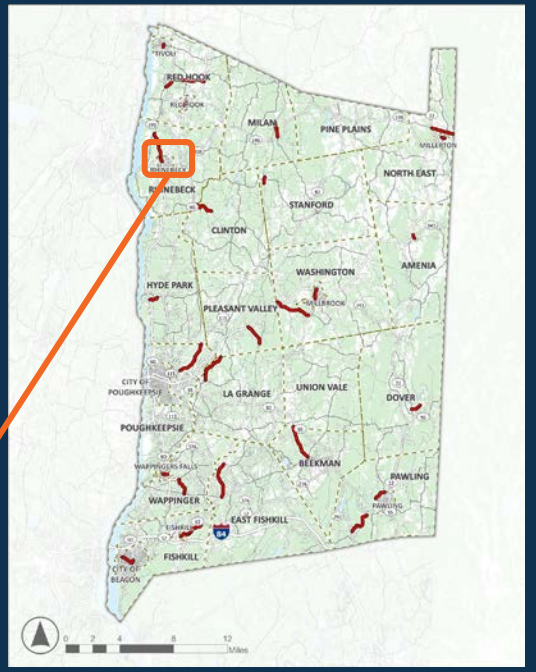
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Rear-end and head-on crashes at intersections ▪ Triangular intersection at Mt Rusten Rd and River Rd	Safer Roads	▪ Trim/remove vegetation or other obstructions that limit sight distance at stop-controlled intersections ▪ Reconfigure the Old Post Rd intersection to a more standard T intersection with striping	▪ Consider removing the triangle at River Rd and reconfiguring the intersection to a more standard T intersection or a roundabout (in coordination with County DPW)
Roadway Departure	▪ Some roadway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Enhance delineation at horizontal curves with delineator posts and retroreflective strips on sign posts ▪ Review curve warning and chevron signs and upgrade as needed	▪ Provide shoulder/clear zone to the extent of the right of way
Distracted Driving	▪ Some crashes involving distracted driving ▪ High proportion of crashes involving deer	Safer People	▪ Install advance warning signs at stop-controlled intersections ▪ Install deer warning signs at key locations along the corridor	▪ Install guiderail at horizontal curves ▪ Install shoulder rumble strips and/or centerline rumble strips

Location 19: Montgomery St between Route 9 and the Village Line

Village of Rhinebeck





Montgomery St between Route 9 and the Village Line

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Village of Rhinebeck
Functional Classification	Local
Area Type	Rural
Road Owner	Village of Rhinebeck
Annual Average Daily Traffic (2023*)	4,400
Posted Speed Limit	30 MPH
85th Percentile Speed (2023*)	35 MPH
Average Heavy Vehicle Percentage (2023*)	2.1%

19 Crashes* (2019-2023) – 53% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	1
Moderate Injury Crashes	1
Minor Injury Crashes	2
Property Damage Only Crashes	15

This two-way, two-lane local road is in the northwest corner of the Village of Rhinebeck. It provides access to commercial buildings, Northern Dutchess Hospital, churches, and a residential neighborhood. Bicyclists also use this road to access rural areas to the north.

The corridor intersects with Route 9 (a State road) at a stop-controlled intersection. Sidewalks are present on the west side and about half of the west side of the street. There are two marked crosswalks across Montgomery St, one at Astor Dr and another north of Astor Dr. There are also two crosswalks across driveways on Montgomery St. There is also a radar speed sign on each side of the road.

There is a double-yellow centerline and white edge lines along the corridor to delineate the roadway. The pavement is in fair condition.

Between 2019 and 2023, this segment experienced 19 crashes, with 10 (53%) occurring at the Route 9 intersection. Of the other 9 crashes, 6 took place at or near an intersection, where rear-end and right-angle crashes were the most common.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	15	79%
Collision with Animal	2	11%
Collision with Light Support/Utility Pole	1	5%

Top Collision Types (2019-2023)		
Rear End	7	37%
Other	4	21%
Right Angle	3	16%

Top SAP Emphasis Areas (2019-2023)		
Intersections	16	84%
Distracted Driving	10	53%
Older Drivers	5	26%

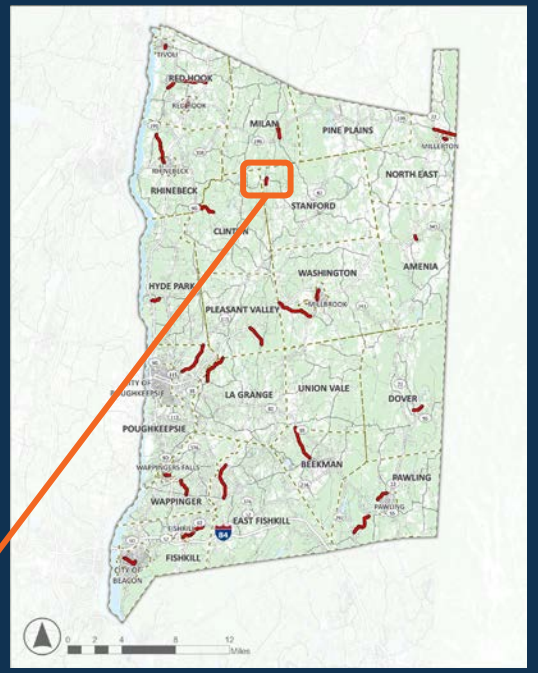
Montgomery St between Route 9 and the Village Line

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Rear-end and right-angle crashes at intersections	Safer Roads	▪ Trim/remove vegetation or other obstructions that limit visibility at driveways and intersections ▪ Restripe stop bar and crosswalk pavement markings ▪ Add a crosswalk at the Astor Dr intersection to connect sidewalk along Montgomery St ▪ Narrow the Route 9 intersection with striping (in coordination with NYSDOT)	▪ Reconfigure the Route 9 intersection to narrow lanes, reduce speeds, and re-evaluate turning lanes (in coordination with NYSDOT)
Distracted Driving	▪ High proportion of crashes involving distracted driving	Safer People	▪ Upgrade pedestrian warning signs at crosswalks to current standard	▪ Consider installing Rectangular Rapid Flashing Beacons (RRFBs) at mid-block crossings
Older Drivers	▪ High proportion of crashes involving older drivers	Safer People	▪ Install advance warning signs at stop-controlled intersections	

Location 20: Willow Brook Rd near Bulls Head Rd (CR 19)

Town of Stanford



Willow Brook Rd near Bulls Head Rd (CR 19)

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Stanford
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Stanford
Annual Average Daily Traffic (2023)	1,567
Posted Speed Limit	20-40 MPH
85th Percentile Speed (2023)	31 MPH
Average Heavy Vehicle Percentage (2023)	5.6%

6 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	1
Moderate Injury Crashes	1
Minor Injury Crashes	0
Property Damage Only Crashes	4

This is a two-way segment in a rural area. North of Bulls Head Rd, it is signed as a one-lane road with a 20 mph advisory speed. Between the Taconic State Parkway ramps and Bulls Head Rd, there is a double centerline and street lighting. Otherwise, the road does not have a centerline or edge lines. The pavement is in good condition.

There is a stop sign for vehicles exiting the Taconic State Parkway onto Willow Brook Rd. Willow Brook Rd is stop controlled at the Bulls Head Rd intersection, with dual stop signs on the northbound approach.

A Park-and-Ride lot is located off the road between the Taconic State Parkway ramps and Bulls Head Rd. South of the ramps, there are some horizontal curves, but no warning signs.

Between 2019 and 2023, the segment experienced a total of 6 crashes. All crashes occurred at or near an intersection (3 near the Taconic State Parkway off-ramp and 3 near Bulls Head Rd). Two of the crashes involved speeding, and 3 crashes involved a collision with guiderail or a sign post.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	3	50%
Collision with Guide Rail	2	33%
Collision with Sign Post	1	17%

Top Collision Types (2019-2023)		
Other	4	67%
Right Angle	2	33%

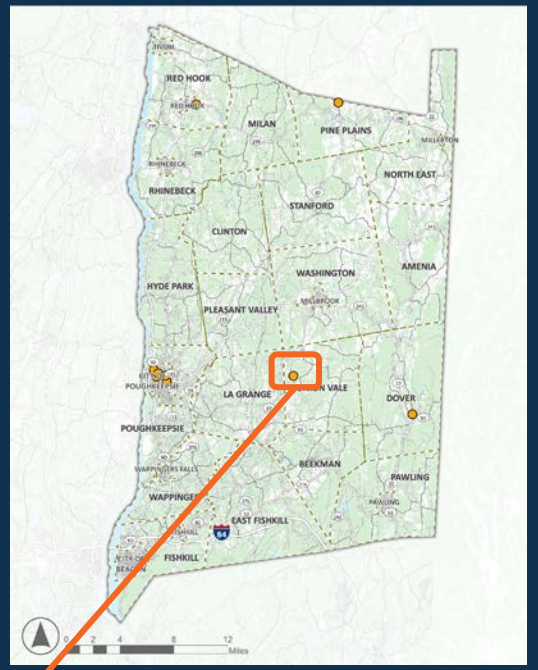
Top SAP Emphasis Areas (2019-2023)		
Intersections	6	100%
Speeding	2	33%

Willow Brook Rd near Bulls Head Rd (CR 19)
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes at stop-controlled intersections	Safer Roads	▪ Install advance warning signs approaching intersections ▪ Add dotted line markings to extend the centerline through the intersection with the Taconic State Pkwy ramps ▪ Trim/remove vegetation or other obstructions that limit sight distance at stop-controlled intersections	▪ Review/improve street lighting near intersections
Speeding	▪ Crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs	▪ Implement automated speed enforcement (requires State legislation)
Roadway Departure	▪ Collisions with guide rail and sign posts ▪ Horizontal curves	Safer Roads	▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts ▪ Install curve warning signs in advance of horizontal curves	▪ Provide shoulder/clear zone to the extent of the right of way ▪ Install shoulder rumble strips

Location 21: N. Smith Rd/S. Smith Rd at Oswego Rd/Rickes Rd Intersection

Town of Union Vale



N. Smith Rd/S. Smith Rd at Oswego Rd/Rickes Rd Intersection

Location Information (Traffic count data not available at this site)	
Municipality	Town of Union Vale
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Union Vale
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	Smith Rd: 35 MPH Oswego Rd: 35 MPH Rickes Rd: 30 MPH
85th Percentile Speed (2022)	NA

Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	0
Minor Injury Crashes	0
Property Damage Only Crashes	0

This all-way stop-controlled intersection connects N and S Smith Rd (north-south) with Rickes Rd and Oswego Rd (east-west). Each approach is controlled by a stop sign, but there are no stop bars present, and no advance warning signs to alert drivers of the upcoming stop sign. There is also no street lighting.

The intersection is slightly skewed, as Oswego Rd/Rickes Rd is not perpendicular to Smith Rd. There are trees on the corners, which significantly reduce sight distance for drivers approaching the intersection, especially eastbound on Oswego Rd and southbound on N Smith Rd.

The roads are decently paved, though there is some cracking. There are no pavement markings delineating the lanes or the road edges.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)
NA

Top Collision Types (2019-2023)
NA

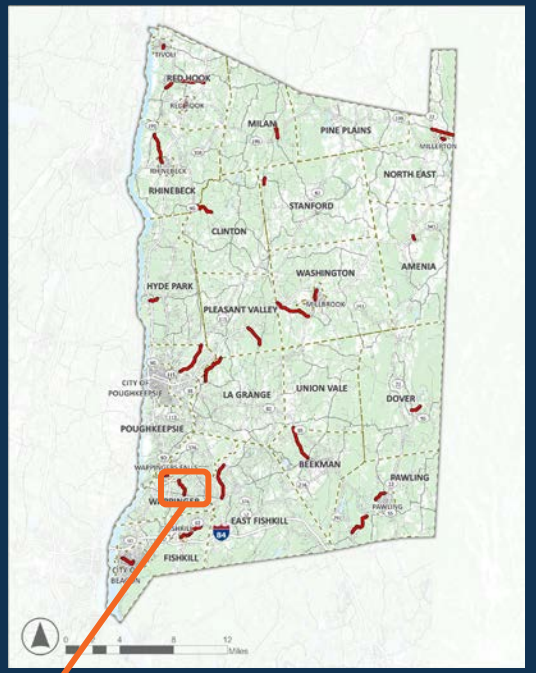
Top SAP Emphasis Areas (2019-2023)
NA

N. Smith Rd/S. Smith Rd at Oswego Rd/Rickes Rd Intersection

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Missing stop bars and other pavement markings	Safer Roads	▪ Install advance warning signs and 'Stop Ahead' pavement markings approaching the intersection ▪ Stripe stop bar pavement markings on all intersection approaches ▪ Trim or remove vegetation or other obstructions that limit sight distance on intersection approaches ▪ Add centerline markings and edge lines near the intersection to guide vehicles ▪ Consider upgrading the stop signs to flashing stop signs with LED lighting on the perimeter	▪ Realign the intersection approaches to create a more perpendicular intersection ▪ Consider lighting at the intersection

Location 22: Spook Hill Rd between Myers Corners Rd (CR 93) and Old Hopewell Rd (CR 28) *Town of Wappinger*



Spook Hill Rd between Myers Corners Rd (CR 93) and Old Hopewell Rd (CR 28)

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Wappinger
Functional Classification	Local
Area Type	Urban
Road Owner	Town of Wappinger
Annual Average Daily Traffic (2021)	1,775
Posted Speed Limit	30 MPH
85th Percentile Speed (2021)	40 MPH
Average Heavy Vehicle Percentage (2021)	3.9%

27 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	1
Moderate Injury Crashes	6
Minor Injury Crashes	1
Property Damage Only Crashes	19

This road is a two-way, two-lane road in a suburban residential area. The intersection at Old Hopewell Rd is signalized, with a warning sign approaching the intersection. The intersection at Myers Corners Rd is stop controlled for Spook Hill Rd, but a signal is planned. All other intersections are side-street stop-controlled.

There are many houses along the road, with driveways on Spook Hill Rd. There is also a local park on the corridor and some "Slow: Children at play" signs.

There are a series of horizontal curves, with curve warning signs and advisory speeds. A double-yellow centerline and white edge lines are present to delineate the road. The road pavement is in fair condition. There are no sidewalks and no street lighting.

This segment may also experience student traffic from nearby Roy C. Ketchum High School, as well as traffic to and from Spook Hill Park.

Between 2019 and 2023, the segment experienced 27 crashes. Nine involved roadway departures, and 7 involved speeding. Ten of the crashes were at intersections.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	16	59%
Collision with Guide Rail	3	11%
Collision with Sign Post	2	7%

Top Collision Types (2019-2023)		
Other	13	48%
Left Turn (Against Other Cars)	4	15%
Head On	3	11%

Top SAP Emphasis Areas (2019-2023)		
Intersections	10	37%
Roadway Departure	9	33%
Speeding	7	26%

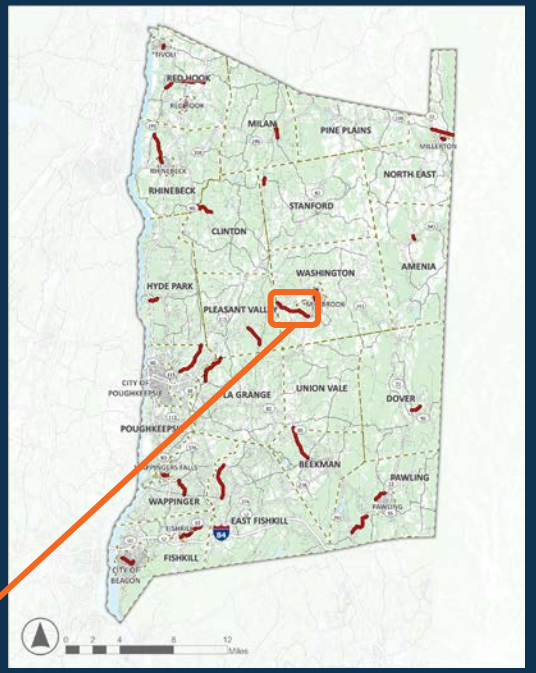
Spook Hill Rd between Myers Corners Rd (CR 93) and Old Hopewell Rd (CR 28)

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Left-turn and head-on crashes at intersections	Safer Roads	▪ Trim/remove vegetation or other obstructions that limit sight distance at intersections ▪ Install advance warning signs approaching intersections	▪ Consider street lighting at intersections ▪ Consider removing the driveway at the Myers Corners Rd intersection ▪ Consider a traffic signal at the Myers Corners Rd intersection (in coordination with County DPW) – *in process*
Roadway Departure	▪ High proportion of roadway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Enhance delineation at horizontal curves with delineator posts and chevron signs with retroreflective strips on sign posts ▪ Install curve warning signs in advance of horizontal curves along the corridor	▪ Install guiderail at horizontal curves ▪ Install shoulder rumble strips and/or centerline rumble strips
Speeding	▪ High proportion of crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs ▪ Test temporary speed cushions	▪ Install speed cushions if the temporary ones are effective ▪ Implement automated speed enforcement (requires State Legislation)

Location 23: South Road between Route 44 and Route 82

Town of Washington



South Road between Route 44 and Route 82

Location Information (Traffic count data not available at this site)	
Municipality	Town of Washington
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Washington
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	40 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

12 Crashes* (2019-2023) – 25% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	2
Moderate Injury Crashes	1
Minor Injury Crashes	0
Property Damage Only Crashes	9

This is a two-way, two-lane road in a rural residential area. The road has multiple curves, and there are curve warning signs with advisory speeds.

The segment intersects with two State roads, Route 44 and Route 82. South Road is stop-controlled at those intersections. All other intersections along the segment are side-street stop-controlled, except for the Verbank Rd intersection, which is a Y intersection with both legs of Verbank Rd yield-controlled. The intersection with Tyrrel Rd experiences significant out-of-town traffic generated by visitors to Innisfree Garden.

There are a number of residential driveways on South Rd. There are no sidewalks and no street lighting. Also, there are no pavement markings, such as a centerline, edge lines, or stop bars.

Between 2019 and 2023, the segment experienced 12 crashes, with 3 occurring at the State-owned intersections. Of the other 9 crashes, 6 involved roadway departures, 5 of which also involved speeding, indicating a high risk of roadway departure and speeding-related crashes along this segment.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	2	17%
Collision with Light Support/Utility Pole	2	17%
Collision with Tree	2	17%

Top Collision Types (2019-2023)		
Other	10	83%
Right Angle	1	8%
Sideswipe	1	8%

Top SAP Emphasis Areas (2019-2023)		
Roadway Departure	6	50%
Speeding	5	42%
Older Drivers	2	17%

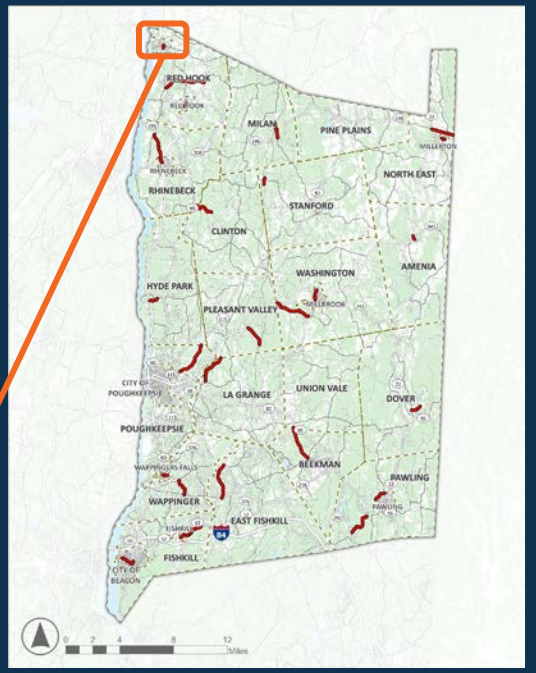
South Road between Route 44 and Route 82

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Roadway Departure	▪ High proportion of roadway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Review delineation at horizontal curves and consider delineator posts ▪ Review chevrons, curve warning signs and advisory speeds and upgrade as needed	▪ Review and upgrade guiderail at horizontal curves, as needed ▪ Install shoulder rumble strips and/or centerline rumble strips
Speeding	▪ High proportion of crashes involving speeding	Safer Speeds	▪ Use portable speed feedback signs	▪ Implement automated speed enforcement (requires State legislation)
Older Drivers	▪ Some crashes involving older drivers	Safer People	▪ Install double-yellow centerline and edge line markings along the corridor to improve lane delineation	

Location 24: Montgomery St/North Rd between Spring St and Pine St

Village of Tivoli



Montgomery St/North Rd between Spring St and Pine St

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Village of Tivoli
Functional Classification	Local
Area Type	Rural
Road Owner	Village of Tivoli
Annual Average Daily Traffic (2022)	495
Posted Speed Limit (as of 2023)	25 MPH
85th Percentile Speed (2022)	31 MPH
Average Heavy Vehicle Percentage (2022)	1.9%

6 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	0
Minor Injury Crashes	0
Property Damage Only Crashes	6

This two-way, two-lane local road runs through the center of the village, connecting homes with commercial destinations.

There is no centerline or edge lines on the road. There is a sidewalk on the east side of the road between Spring St and Pine St, and a sidewalk on the west side between Washburn Ave and Pine St.

The crossing across Spring St lacks a painted crosswalk. The all-way stop-controlled intersection at Broadway (CR 78) has red painted crosswalks on all legs. There is on-street parking on the east side of Montgomery St. Montgomery St south of Broadway is part of the Empire State Trail.

Between 2019 and 2023, the segment experienced a total of 6 crashes. 5 occurred at or near intersections, one of which involved a motorcyclist.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	5	83%
Collision with Tree	1	17%

Top Collision Types (2019-2023)		
Other	2	33%
Right Angle	2	33%
Rear End	1	17%

Top SAP Emphasis Areas (2019-2023)		
Intersections	5	83%
Distracted Driving	2	33%
Motorcyclist Safety	1	17%

Montgomery St/North Rd between Spring St and Pine St

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Rear-end and right-angle crashes at intersections ▪ Mixed land uses with on-street parking and driveways	Safer Roads	▪ Trim/remove vegetation or other obstructions that limit visibility at intersections ▪ Restripe stop bar pavement markings on side street stop-controlled intersection approaches ▪ Add a marked crosswalk at the Spring St intersection	▪ Consider raised crosswalks at the Broadway intersection (in coordination with County DPW)
Distracted Driving	▪ Crashes involving distracted driving	Safer People	▪ Install double-yellow centerline and edge line markings along the corridor to improve lane delineation ▪ Install pedestrian warning signs at pedestrian crossings ▪ Stripe no parking zones near intersections and driveways to improve visibility	

5.0 Field Investigation Results

This section presents the results of the seven field investigations. For each field investigation, a team of consultants, DCTC staff, and local partners visited the site and assessed the desktop findings against actual conditions. Participants were able to observe traffic patterns, road use, and travel behavior, and gather perspectives to add context to the location. Local partners were able to provide valuable feedback on what safety countermeasures were most feasible at the location.

TABLE 1. FIELD INVESTIGATION LOCATIONS

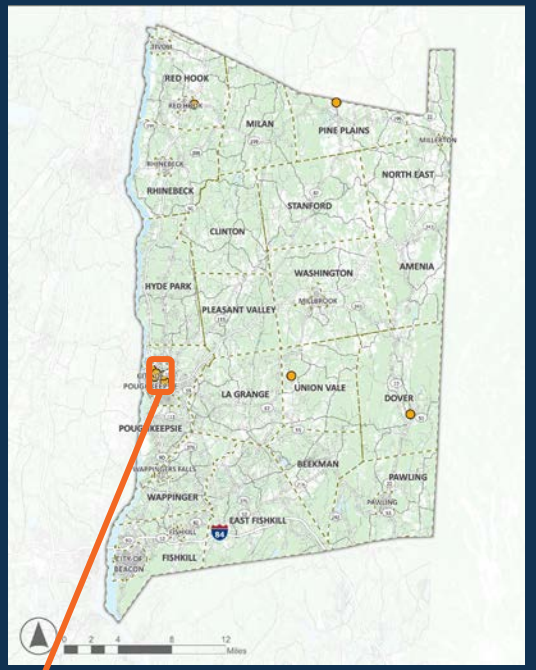
	Jurisdiction	Location	Field Investigation Date
1	City of Poughkeepsie	Main St and Corlies Ave	August 28, 2025
2	Hyde Park	Pinewoods Rd between Route 9 and E Market St	August 28, 2025
3	Pleasant Valley	Rossway Rd between Route 44 and Taconic State Pkwy	August 28, 2025
4	Amenia	Mechanic St from E Main St to Railroad Ave	August 28, 2025
5	East Fishkill	Lake Walton Rd between Route 82 and Route 376	August 29, 2025
6	Fishkill	Merritt Blvd between Route 9 and Village Line	August 29, 2025
7	Wappingers Falls	E Main St between South Ave & Route 9	August 29, 2025

For each of these locations, we produced an aerial Concept Drawing showing the recommended placement of various safety countermeasures, such as signage, lighting, signals, pavement markings, pedestrian safety enhancements, and other improvements. Each municipality was provided the opportunity to share feedback and fine-tune the Concept Drawing.

Finally, a key perspective point within each location was selected for a site rendering that shows how the location would look with the countermeasures applied.

Field Location 1: Main St, Corlies Ave, Fountain Pl, and Church St Intersection

City of Poughkeepsie



Main St, Corlies Ave, Fountain Pl, and Church St Intersection

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	City of Poughkeepsie
Functional Classification	Main St: Major Collector Corlies Ave: Local
Area Type	Urban
Road Owner	City of Poughkeepsie
Annual Average Daily Traffic (2022)	Main St: 8,407 Corlies Ave: 2,628
Posted Speed Limit	Main St: 30 MPH Corlies Ave: 30 MPH
85th Percentile Speed (2023)	Main St: 29 MPH Corlies Ave: 30 MPH
Average Heavy Vehicle Percentage (2023)	Main St: 2.8% Corlies Ave: 2.2%

This is a skewed five-legged intersection formed by the close spacing of two intersections: one between Main St and Corlies Ave, and the other between Main St, Church St, and Fountain Pl (one-way southbound). It is in a commercial area with on-street parking and commercial driveways.

The intersections are signalized and the signals are coordinated, but both intersections lack pedestrian signals, posing safety concerns for pedestrians. Street lighting is provided, but the pavement markings (centerline, stop bars, and crosswalks) are significantly faded. There is a large amount of undefined pavement, resulting in confusion for drivers and many conflicts.

Between 2019 and 2023, 44 crashes occurred in this area. Six involved pedestrians or bicyclists, five of which happened at Main St and Corlies Ave. Rear ends and overtaking crashes were common, as was distracted driving.

44 Crashes* (2019-2023)	
Fatal Crashes	0
Serious Injury Crashes	3
Moderate Injury Crashes	4
Minor Injury Crashes	6
Property Damage Only Crashes	31

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	37	84%
Collision with Bicyclist	3	7%
Collision with Pedestrian	3	7%

Top Collision Types (2019-2023)		
Rear End	13	30%
Overtaking	9	20%
Other	8	18%

Top SAP Emphasis Areas (2019-2023)		
Distracted Driving	9	21%
Older Drivers	7	16%
Vulnerable Road Users	6	14%

Main St, Corlies Ave, Fountain Pl, and Church St Intersection
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Commercial land uses with on-street parking and driveways ▪ Right-angle crashes and rear-end crashes at intersections	Safer Roads	▪ Install enhanced pavement markings like dotted double-yellow centerline through intersections ▪ Stripe a curb extension and gore area to better delineate the intersection of Church St, Fountain Pl, and Main St ▪ Stripe curb extensions at the Main St and Corlies Ave intersection ▪ Remove the Stop sign on Church St and add a 'Stop Here On Red' sign ▪ Restrict right turns on red at Corlies Ave ▪ Install backplates with retroreflective borders on traffic signals	▪ Construct concrete curb extensions at the Main St and Church St intersection and the Main St and Corlies Ave intersection ▪ Consider closing the driveway on Main St at the NW corner of Main St and Corlies Ave ▪ Update the flashing red light at Church St to a full signal and incorporate it into the existing signal at Main St and Church St ▪ Consider converting the intersection of Main St, Fountain Pl, and Church St into a roundabout ▪ Consider reconfiguring Church St to one-way eastbound to reduce conflicts ▪ Consider connecting the curb extension at Main St and Church St with the intersection gore area to channelize traffic and prevent westbound left turns onto Church St
Distracted Driving	▪ High proportion of crashes distracted driving	Safer People	▪ Restripe stop bars, centerlines and parking lane lines to improve lane delineation ▪ Stripe no-parking zones along the south curb between Fountain Pl and Corlies Ave to improve visibility	▪ Upgrade pavement markings to a high-durability paint or thermoplastic
Vulnerable Road Users	▪ Crashes involving pedestrians and bicyclists	Safer People	▪ Restripe crosswalks and add a crosswalk at the west leg of Main St at Corlies Ave	▪ Install pedestrian signals with Leading Pedestrian Intervals (LPIs) at crosswalks

SIGNING LEGEND

- Existing ubeam post
- U-beam post to be installed
- Hydrant
- Sign panel mounted on traffic signal pole
- Sign panel mounted on utility pole

Proposed signs need to maintain 2′ horizontal clearance from curb and 7′ vertical clearance

MARKING LEGEND

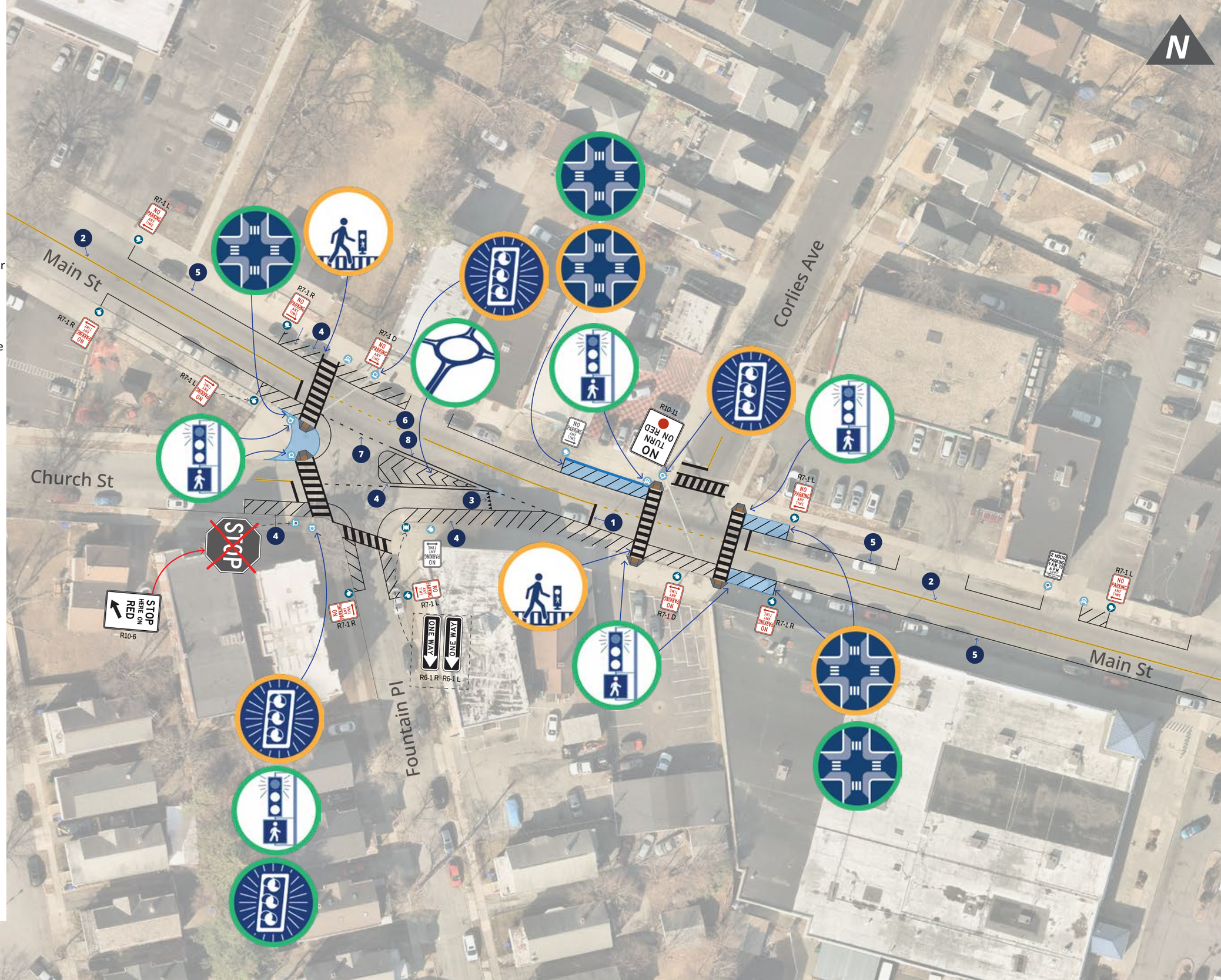
1. **Pavement Marking Improvements:** Stop line using 18″ solid white thermoplastic pavement marking
2. **Pavement Marking Improvements:** Double-yellow centerline using 4″ solid yellow thermoplastic pavement marking
3. **Pavement Marking Improvements:** Chevrons for approaching traffic to yield using white thermoplastic pavement marking
4. **Pavement Marking Improvements:** Gore area/no parking area using 4″ solid white thermoplastic pavement marking, diagonal lines angled 45 degrees and spaced 5′ apart
5. **Pavement Marking Improvements:** Parking lane using 4″ solid white thermoplastic pavement marking
6. **Pavement Marking Improvements:** Dotted double-yellow centerline using 4″ yellow thermoplastic pavement marking (2′- 4′- 2′ DASH)
7. **Pavement Marking Improvements:** Dotted lane line using 6″ white thermoplastic pavement marking (2′- 4′- 2′ DASH)
8. **Pavement Marking Improvements:** Lane line using 6″ solid white thermoplastic pavement marking

SHORT-TERM COUNTERMEASURES

- **Traffic Signal Enhancements:** Install backplates with retroflective borders
- **Crosswalk Visibility Enhancements:** Install high-visibility crosswalk
- **Curb Extensions:** Install striped curb extension at the proposed area
- **Signage Improvements:** Install new double-backed One-Way signs
- **Signage Improvements:** Install new No Turn On Red sign
- **Signage Improvements:** Install new parking restriction plaques
- **Signage Improvements:** Remove Stop sign and install Stop Here On Red sign

LONG-TERM COUNTERMEASURES

- **Pedestrian Signal Improvement:** Install pedestrian signal with Leading Pedestrian Interval (LPI)
- **Curb Extensions:** Install concrete curb extensions at the proposed area
- **Intersection Improvement:** Evaluate roundabout at the proposed area, consider reconfiguring Church Street to one-way eastbound, connect the curb extension and intersection gore area to prevent westbound left turns from Main Street to Church Street
- **Traffic Signal Improvement:** Update the Church Street flashing red light so that it is combined with the existing signal at Main/Church Street



5.1.3 Description of Proposed Improvements

The main goal at this site is to rationalize this complex intersection – an area in the City of Poughkeepsie where roads meet in confusing ways and there are often conflicts between vehicles and with people walking and bicycling.

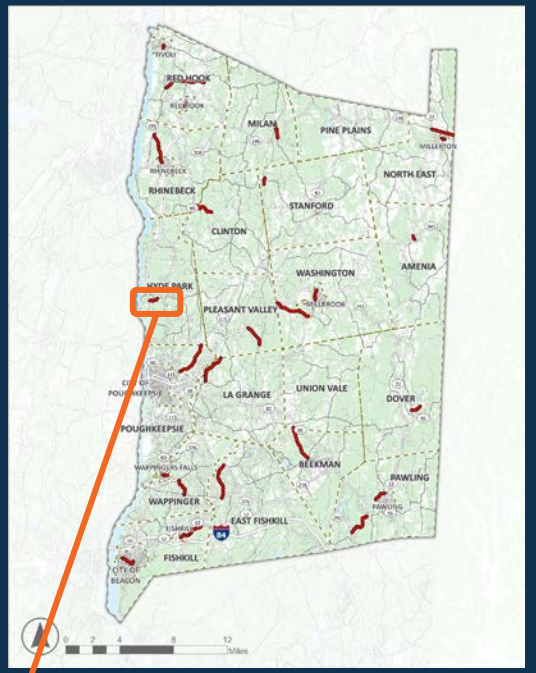
- At the west end, the proposed improvements include a curb extension where Main St. and Church St. meet, and a gore island in the center of the intersection to help channelize traffic.
- At the east end, curb extensions would improve visibility at crosswalks and prevent parked cars from blocking the crosswalks.
- At crossings, high-visibility crosswalks and new pedestrian signals would help protect those on foot or bicycle.
- A variety of signage and road striping improvements would clarify traffic patterns for travelers, channelize traffic, limit risky turning, and strategically restrict parking where parked cars obstruct visibility. Traffic signals could be enhanced with retroreflective backplates to bring attention to signals.
- In the long term, the curb extensions could be made permanent with concrete. The gore area could also be made permanent with concrete, or the site could be considered for a roundabout. If a roundabout is not feasible, the Church St. signal could be updated and combined with the Main St. signal to better regulate traffic.

City of Poughkeepsie: Church St, Main St & Fountain Pl | Proposed Improvements

Location Key

Field Location 2: Pine Woods Rd between Route 9 and E Market St (CR 41)

Town of Hyde Park



Pine Woods Rd between Route 9 and E Market St (CR 41)

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of Hyde Park
Functional Classification	Major Collector
Area Type	Urban
Road Owner	Town of Hyde Park
Annual Average Daily Traffic (2019)	6,318
Posted Speed Limit	30 MPH
85th Percentile Speed (2019)	40 MPH
Average Heavy Vehicle Percentage (2019)	2%

31 Crashes* (2019-2023) – 29% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	2
Moderate Injury Crashes	3
Minor Injury Crashes	4
Property Damage Only Crashes	22

This is a two-way, two-lane undivided segment in a suburban area. There are sidewalks near Route 9 (on the north side from Route 9 to Pinewoods Park and the south side near the plaza). Some street lighting is present along the segment.

At the west end, Pine Woods Rd intersects with Route 9 (a State road) at a signal with pedestrian signals and marked crosswalks. At the east end, it intersects E Market St (County road) at a skewed angle, with a stop sign on Pine Woods Rd.

Most of Pine Woods Rd lacks pavement markings, and several horizontal curves are present. There are also several driveways along the corridor.

Between 2019 and 2023, this segment experienced 31 crashes, with 29% occurring at the Route 9 intersection. Of the 22 other crashes, most took place at or near an intersection (including 7 at East Market and 5 at White Oaks Rd). Rear-end crashes were the most frequent.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	23	74%
Collision with Animal	2	7%
Collision with Bicyclist	1	3%

Top Collision Types (2019-2023)		
Rear End	10	32%
Other	9	29%
Right Angle	6	19%

Top SAP Emphasis Areas (2019-2023)		
Intersections	21	68%
Speeding	6	19%
Distracted Driving	6	19%

Pine Woods Rd between Route 9 and E Market St (CR 41)

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Crashes at intersections	Safer Roads	▪ Restripe the intersection of Pine Woods Rd and E Market St to narrow the intersection and make it more of a T, reducing crossing distances for turning vehicles	▪ Reconfigure the intersection of Pine Woods Rd and E Market St into a T-intersection using concrete
Speeding	▪ High speeds compared to the posted speed limit ▪ Crashes involving speeding	Safer Speeds	▪ Install mobile speed feedback signs on Pinewoods Rd and E Market St ▪ Install 'Bicycles May Use Full Lane' signs along Pine Woods Rd	
Distracted Driving	▪ Crashes involving distracted driving	Safer People	▪ Install double-yellow centerline and edge line markings along Pine Woods Rd, per MUTCD guidance (it is a rural major collector wider than 18 ft and with more than 3,000 vehicles per day) ▪ Assess curves for advisory speed signs and chevron signs ▪ Enhance delineation at horizontal curves with delineator posts	▪ Consider installing guiderail at horizontal curves

SHORT-TERM COUNTERMEASURES

- **Enhanced Delineation for Curve:** Assess curves for advisory speed signs and install chevron signs where needed
- **Lane Line Improvement:** Install double-yellow centerline and edge line along the corridor
- **Intersection Improvements:** Evaluate truck turning movements and reconfigure intersection striping to create a T-intersection
- **Signage Improvements:** Install Mobile Speed Radar/Feedback signs
- **Signage Improvements:** Install speed limit signs
- **Signage Improvements:** Install bicycle signs

LONG-TERM COUNTERMEASURE

- **Intersection Improvements:** Reconfigure intersection to T-intersection

N

E Market St

Pine Woods Rd

Route 9

White Oaks Rd

R2-1

R4-11

5.2.3 Description of Proposed Improvements

This is a long rural segment with safety concerns along the corridor and at the intersection with E. Market St.

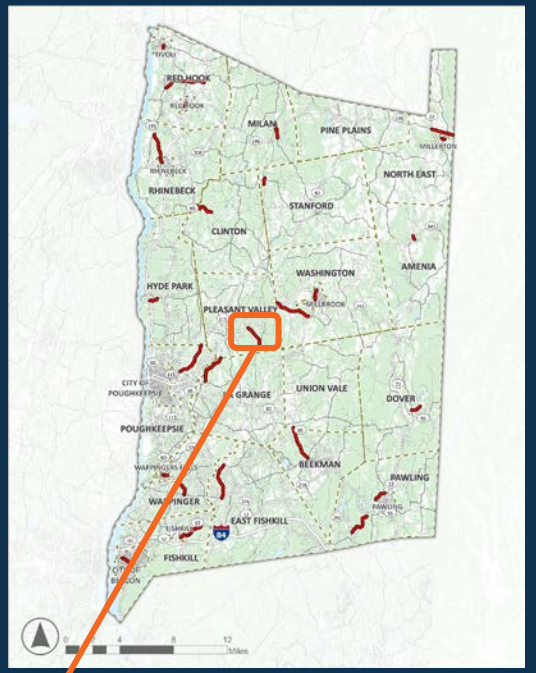
- The proposed improvements include speed limit signs, mobile speed feedback signs, and signage that bicyclists may use the full travel lane.
- The roadway curves could be assessed for advisory speed signs and chevron signs to warn drivers.
- A striped centerline and edge line markings would help drivers stay in their lanes.
- The intersection of Pine Woods Rd. and E. Market St. could be reconfigured with striping into a T-intersection to reduce conflicts with turning vehicles. In the long term, it could be reconfigured using concrete.

Hyde Park: Pine Woods Rd & E Market St | Proposed Improvements

Location Key

Field Location 3: Rossway Rd between Route 44 and the Taconic State Pkwy

Town of Pleasant Valley



Rossway Rd between Route 44 and the Taconic State Pkwy

Location Information (Traffic count data not available at this site)	
Municipality	Town of Pleasant Valley
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Pleasant Valley
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	35 - 40 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

56 Crashes* (2019-2023) – 68% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	7
Minor Injury Crashes	7
Property Damage Only Crashes	42

This is a two-way, two-lane undivided segment in a suburban/semi-rural area. There are no sidewalks along the road.

The segment intersects with two State-owned facilities, Route 44 and the Taconic State Pkwy (TSP). The intersection with Drake Rd is very close to the TSP intersection. This configuration confuses drivers and creates operational challenges. There are stop signs on Drake Rd and Rossway Rd, and two stop signs at the Rossway/TSP intersection. On Drake Rd, there is limited visibility of vehicles approaching on Rossway.

Along Rossway Rd, there are two curves with a 30 MPH advisory speed and one curve with a 25 MPH advisory speed. The posted speed limit varies between 35 and 40 MPH. There are no lane markings along this segment. The intersection with Masten Rd is yield-controlled, but no yield bar is present.

Between 2019 and 2023, this segment experienced 56 crashes, with 68% occurring at the State road intersections. Of the 18 other crashes, many took place between Route 44 and Albrecht Ln, where collisions with fixed objects were the most common.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	38	68%
Collision with Earth Ele./Rock Cut/Ditch	4	7%
Collision with Tree	4	7%

Top Collision Types (2019-2023)		
Other	21	38%
Right Angle	14	25%
Rear End	13	23%

Top SAP Emphasis Areas (2019-2023)		
Intersections	45	80%
Speeding	13	23%
Older Drivers	12	21%

Rossway Rd between Route 44 and the Taconic State Pkwy
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes and rear-end crashes at intersections	Safer Roads	▪ Remove or trim vegetation that limits sight distance at the Drake Rd intersection ▪ Add a stop bar and intersection warning signs (W2-2) on the Drake Rd approach to Rossway Rd ▪ Install double-yellow centerline markings along approaches to intersection between Rossway Rd and Drake Rd ▪ Install yield teeth at the Masten Rd intersection	▪ Further remove rocks at the Rossway Rd and Drake Rd intersection to improve visibility ▪ Coordinate with NYSDOT to evaluate improvements to the Taconic State Pkwy intersection, including considering a grade-separated intersection
Speeding	▪ Crashes involving speeding	Safer Speeds	▪ Place portable speed feedback signs along Rossway Rd ▪ Establish a consistent speed limit along the corridor	
Older Drivers	▪ Crashes involving older drivers	Safer People	▪ Install a centerline and edge lines along the corridor, especially at horizontal curves	▪ Install guiderail at horizontal curves

SHORT-TERM COUNTERMEASURES

- **Lane Line Improvement:** Install double-yellow centerline and edge line along the corridor
- **Pavement Marking Improvement:** Install stop bar
- **Sight Distance Improvement:** Trim/remove vegetation
- **Pavement Marking Improvement:** Install shark's teeth marking at yield area
- **Signage Improvements:** Install Mobile Speed Radar/Feedback signs
- **Signage Improvements:** Install Speed Limit signs
- **Signage Improvement:** Install intersection ahead warning sign

LONG-TERM COUNTERMEASURE

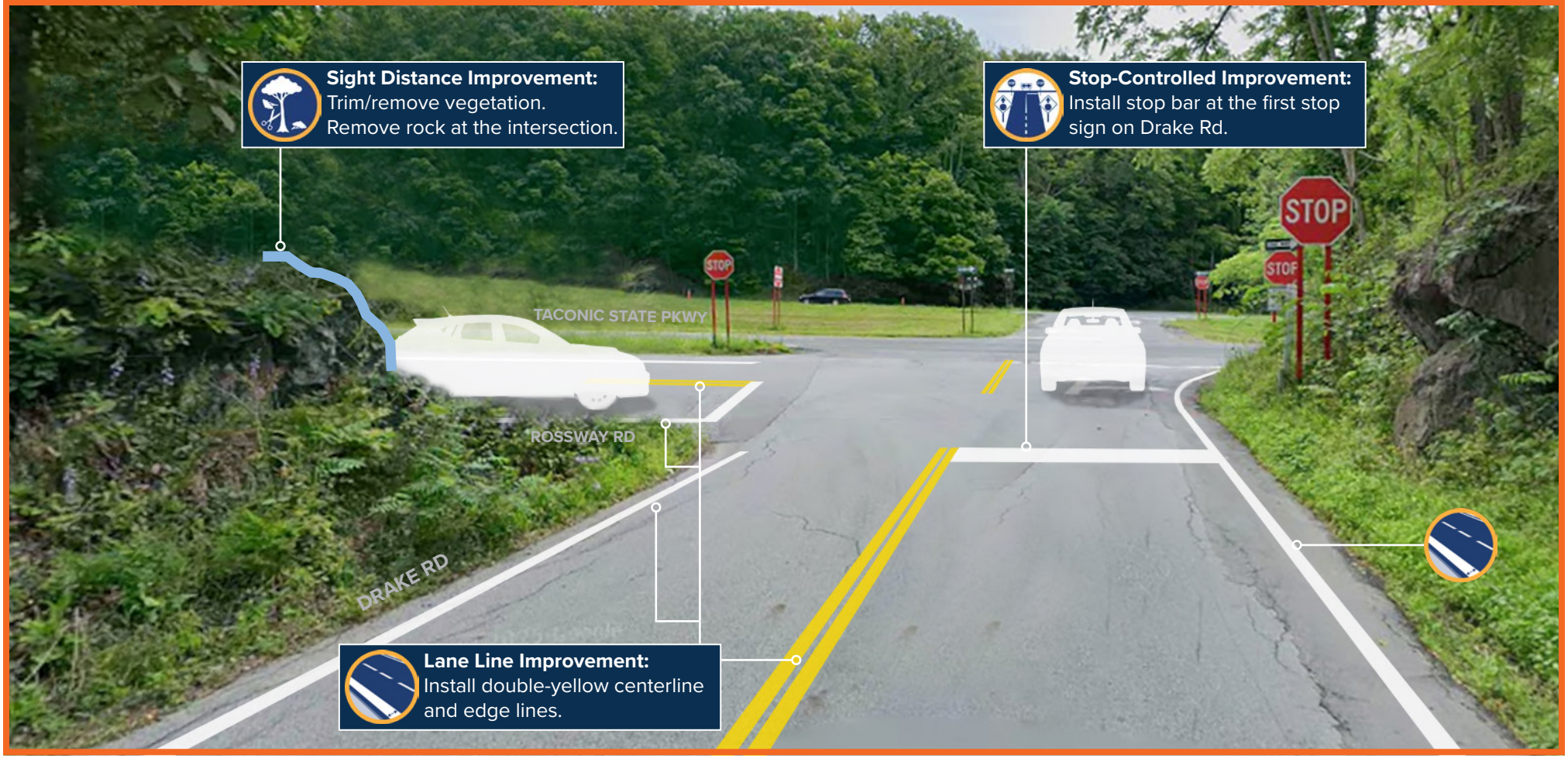
- **Sight Distance Improvement:** Remove rock at the intersection

5.3.3 Description of Proposed Improvements

This is a long rural segment with safety concerns, especially at the intersection with Drake Rd., which is adjacent to an entrance and exit to/from the Taconic State Parkway.

- The proposed improvements include speed limit signs and mobile speed feedback signs along the corridor.
- A striped centerline and edge line markings would help drivers stay in their lanes.
- Approaching the intersection with Drake Rd., an intersection ahead sign would warn drivers, and lane striping would help clarify the intersection. A stop bar at the first stop sign on Drake Rd. would help reinforce right-of-way.
- Vegetation and rock block the view for drivers approaching on both Rossway Rd. and Drake Rd. Removing these obstructions would improve visibility.
- In the long term, coordination with NYSDOT would be beneficial to improve the Taconic State Parkway intersection.

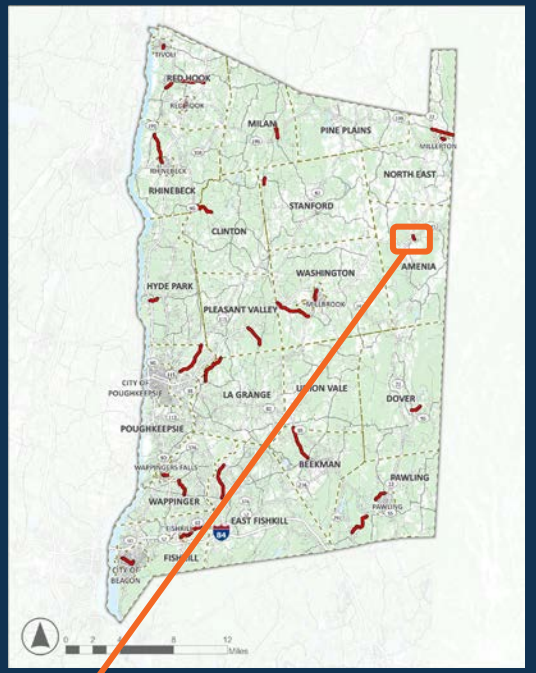
Pleasant Valley: Rossway Rd & Drake Rd | Proposed Improvements



Location Key

Field Location 4: Mechanic St between E Main St (Route 343) and Railroad Ave

Town of Amenia



Mechanic St between E Main St (Route 343) and Railroad Ave

Location Information (Traffic count data not available at this site)	
Municipality	Town of Amenia
Functional Classification	Local
Area Type	Rural
Road Owner	Town of Amenia
Annual Average Daily Traffic (2022)	NA
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	NA
Average Heavy Vehicle Percentage (2022)	NA

2 Crashes* (2019-2023) – 100% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	0
Moderate Injury Crashes	2
Minor Injury Crashes	0
Property Damage Only Crashes	0

This is a two-way, two-lane undivided segment in a mixed residential and commercial area. A sidewalk is present on the west side of the road, between E Main St and just north of the Harlem Valley Rail Trail, where it switches to the east side. There are many driveways along the segment, and some are very wide. The travel lanes are narrow. There is no centerline or edge lines.

The segment intersects with E Main St (Route 343), a State road. Mechanic St is stop-controlled at E Main St. There is on-street parking along E Main St, which may limit visibility for turning vehicles. The intersection also has limited turning visibility due to a building on the corner. The crosswalk across E Main St is uncontrolled.

There is a diagonal mid-block crossing where the sidewalk changes sides, but the crosswalk is very faded. The Harlem Valley Rail Trail also crosses Mechanic St, with non-standard crosswalk markings. The intersection with Railroad Ave is stop-controlled on Railroad Ave.

Between 2019 and 2023, this segment experienced 2 crashes, both of which occurred at the E Main St intersection.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Pedestrian	1	50%
Collision with Sign Post	1	50%

Top Collision Types (2019-2023)		
Other	2	100%

Top SAP Emphasis Areas (2019-2023)		
Intersections	2	100%
Vulnerable Road Users	1	50%
Older Drivers	1	50%

Mechanic St between E Main St (Route 343) and Railroad Ave
Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Mixed residential and commercial land uses ▪ Active rail trail crossing	Safer Roads	▪ Install striped curb extensions at the E Main St intersection	▪ Install concrete curb extensions at the E Main St intersection (in coordination with NYSDOT) ▪ Conduct a signal warrant analysis at the E Main St intersection (in coordination with NYSDOT)
Vulnerable Road Users	▪ Pedestrian and bicyclist activity at the trail crossing and along Mechanic St	Safer People	▪ Stripe the trail crossing with a standard high-visibility crosswalk and install trail crossing warning signs ▪ Install pedestrian warning signs with downward arrow plaques at pedestrian crossings ▪ Add Shared Lane Markings and 'Bicycles May Use Full Lane' signs along Mechanic St ▪ Add wayfinding signs near the rail trail crossing and approaching Mechanic St on E Main St (see NYSDOT guidance) ▪ Install a mobile radar speed feedback sign on E Main St approaching Mechanic St (in coordination with NYSDOT) ▪ Consider a mid-block crosswalk near the Fire House	▪ Install Rectangular Rapid Flashing Beacons (RRFBs) at the E Main St intersection (in coordination with NYSDOT) and at the rail trail crossing ▪ Extend the west-side sidewalk on Mechanic St to the Rail Trail or extend the east-side sidewalk north to connect to a perpendicular mid-block crossing ▪ Narrow the wide driveways/pavement areas along Mechanic St
Older Drivers	▪ High proportion of older drivers in the community	Safer People	▪ Install a double-yellow centerline and edge line markings along Mechanic St ▪ Remove truncated domes (tactile warnings) in the middle of the Horse Shoe Bend Rd entrance and narrow the entrance with striping ▪ Stripe parking lane or parking "T" symbols along E Main St (in coordination with NYSDOT)	▪ Narrow the entrance to Horse Shoe Bend Rd

MARKING LEGEND

1. **Pavement Marking Improvements:** Mark a parking lane or parking T's using 4" striping
2. **Remove:** Remove truncated domes/tactile warning in middle of driveway
3. Narrow driveway width

SHORT-TERM COUNTERMEASURES

- **Curb Extensions:** Install pavement markings at the proposed area
- **Lane Line Improvement:** Install double-yellow centerline and edge line along the corridor
- **Midblock Crosswalk:** Consider installing midblock high-visibility crosswalk
- **Signage Improvements:** Install pedestrian warning sign with downward arrow plaque
- **Signage Improvements:** Install stop ahead warning sign
- **Signage Improvements:** Install Rectangular Rapid Flashing Beacon (RRFB) at crosswalk
- **Signage Improvements:** Install pedestrian-bicyclist trail crossing warning sign
- **Signage Improvements:** Install cross traffic does not stop warning plaque with stop sign
- **Signage Improvements:** Install wayfinding signs
- **Signage Improvements:** Install Speed Limit sign
- **Signage Improvements:** Install Mobile Speed Radar/Feedback sign

LONG-TERM COUNTERMEASURES

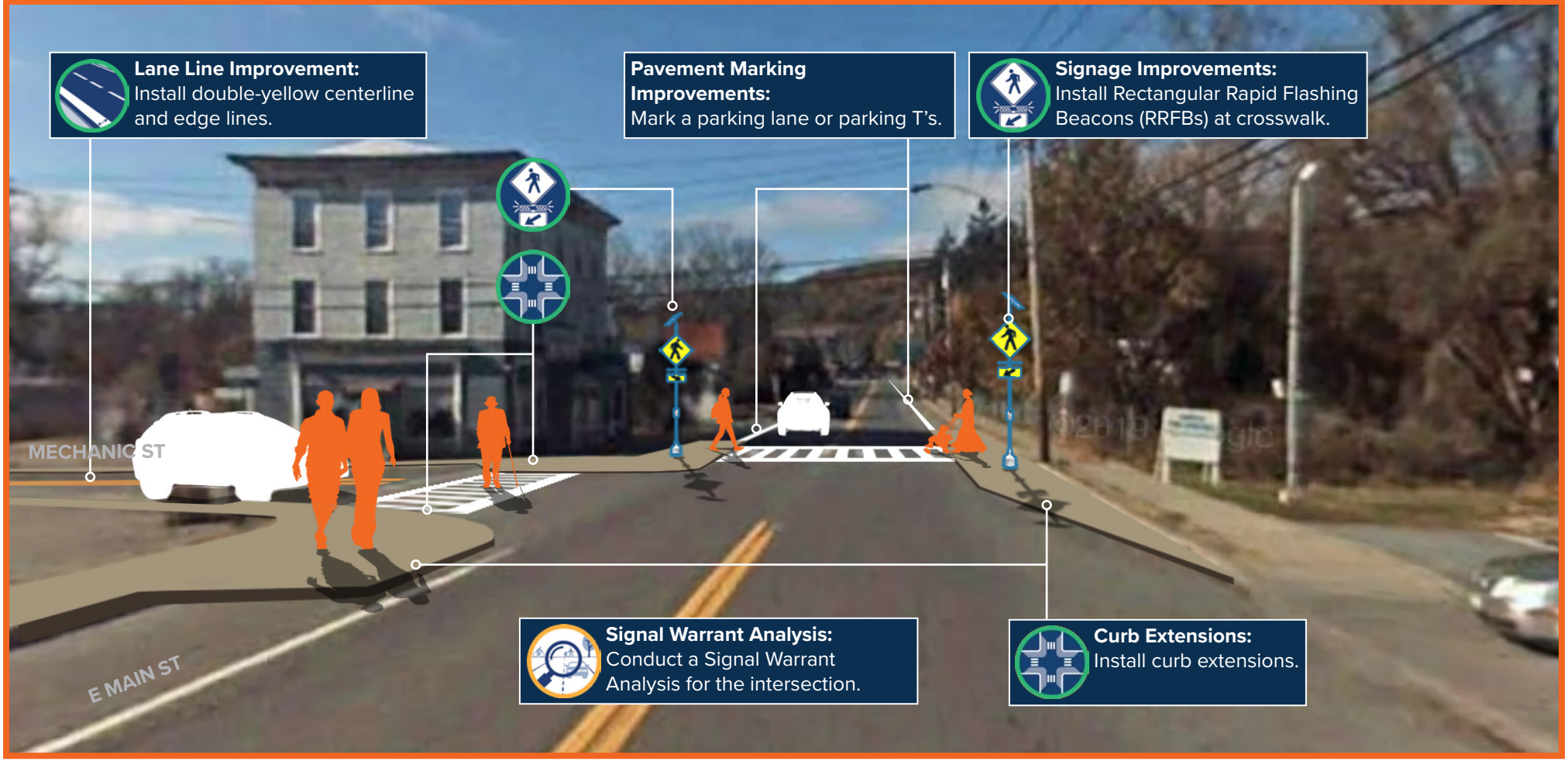
- **Crosswalk Visibility Enhancements:** Install High-visibility ladder crosswalk
- **Sidewalk Improvement:** Extend concrete sidewalk at the proposed area
- **Signal Warrant Analysis:** Conduct a signal warrant analysis for the intersection
- **Curb Extensions:** Install concrete curb extensions at the proposed area

5.4.3 Description of Proposed Improvements

This segment connects E. Main St. with the Harlem Valley Rail Trail and Railroad Ave. The purpose of the concept is to protect non-motorized users, especially at the Harlem Valley Rail Trail crossing and the E. Main St. intersection.

- Proposed improvements include a centerline and edge line markings, high-visibility crosswalks, signs to warn drivers of pedestrian and bicyclists, and narrowing large open driveways.
- At the trail crossing, an improved crosswalk with warning signs and RRFBs would encourage drivers to yield.
- At the intersection with E. Main St., curb extensions (striped and eventually installed in concrete) would increase visibility for people crossing. RRFBs would improve yielding at the E. Main St. crossing.
- Marking a parking lane or parking T's on west side of the intersection would visually narrow the street and increase the effective use of the on-street parking.
- The E. Main St. intersection could also be investigated for a traffic signal.

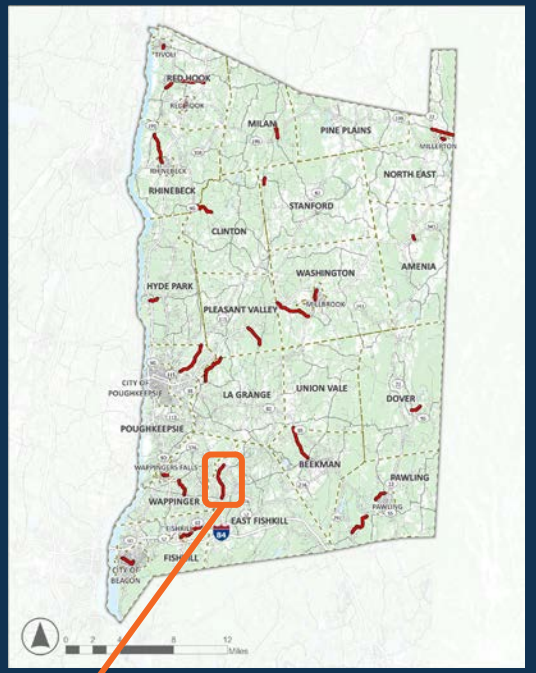
Amenia: Mechanic St & E Main St | Proposed Improvements



Location Key

Field Location 5: Lake Walton Rd between Route 82 and Route 376

Town of East Fishkill



Lake Walton Rd between Route 82 and Route 376

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Town of East Fishkill
Functional Classification	Major Collector
Area Type	Urban
Road Owner	Town of East Fishkill
Annual Average Daily Traffic (2021)	7,152
Posted Speed Limit	35 - 40 MPH
85th Percentile Speed (2021)	46 MPH
Average Heavy Vehicle Percentage (2021)	5.3%

99 Crashes* (2019-2023) – 46% on State Facilities	
Fatal Crashes	1
Serious Injury Crashes	1
Moderate Injury Crashes	8
Minor Injury Crashes	16
Property Damage Only Crashes	73

This is a two-way, two-lane undivided segment in a predominantly residential area. There are no sidewalks or street lighting along the road.

The segment intersects with two State roads, Route 82 and Route 376, with full traffic signals. Other intersections along Lake Walton Rd are side-street stop-controlled. The Dutchess Rail Trail crosses Lake Walton Rd at a marked crosswalk with pedestrian and bicycle warning signs, though some were faded.

Lake Walton Rd has horizontal curves with chevron signs to alert drivers. The posted speed limit varies between 35 and 40 MPH along this segment, but drivers consistently exceed the speed limit.

Between 2019 and 2023, the segment experienced 99 crashes, with 46% occurring at the State road intersections. Of the 54 crashes along the corridor itself, 60% took place at or near an intersection, where rear-end crashes were the most frequent.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	62	63%
Collision with Animal	12	12%
Collision with Light Support/Utility Pole	12	12%

Top Collision Types (2019-2023)		
Other	47	48%
Rear End	20	20%
Right Angle	12	12%

Top SAP Emphasis Areas (2019-2023)		
Intersections	76	77%
Older Drivers	21	21%
Roadway Departure	7	7%

Lake Walton Rd between Route 82 and Route 376

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Active Rail Trail crossing	Safer Roads	▪ Replace the faded signs approaching the trail crossing ▪ Install “Trail Crossing” plaques on the warning signs at the trail crossing ▪ Narrow the Montfort Rd intersection using striping	▪ Consider adding sensor-activated beacons to the Trail Crossing signs or installing Rectangular Rapid Flashing Beacons (RRFBs) with sensor detection at the trail crossing
Roadway Departure	▪ Roadway departure crashes ▪ Multiple horizontal curves	Safer Roads	▪ Evaluate horizontal curves for enhanced delineation, such as delineator posts or chevrons with retroreflective strips on signposts	▪ Install shoulder rumble strips
Speeding	▪ High operational speeds compared to the posted speed limit	Safer Speeds	▪ Use portable speed feedback signs ▪ Consider a consistent speed limit along the corridor	

SHORT-TERM COUNTERMEASURES

Intersection Improvements: Narrow the intersection using pavement markings to reduce speeds

Signage Improvements: Install Mobile Speed Radar/Feedback Signs

Signage Improvements: Install trail crossing warning signs to supplement pedestrian warning signs

LONG-TERM COUNTERMEASURE

RRFB: Consider rectangular rapid flashing beacons (RRFBs) at trail crossing

SIGNING LEGEND

Existing u-beam post

Proposed signs need to maintain 2' horizontal clearance from curb and 7' vertical clearance

5.5.3 Description of Proposed Improvements

This is a long residential segment with curves and a Dutchess Rail Trail crossing.

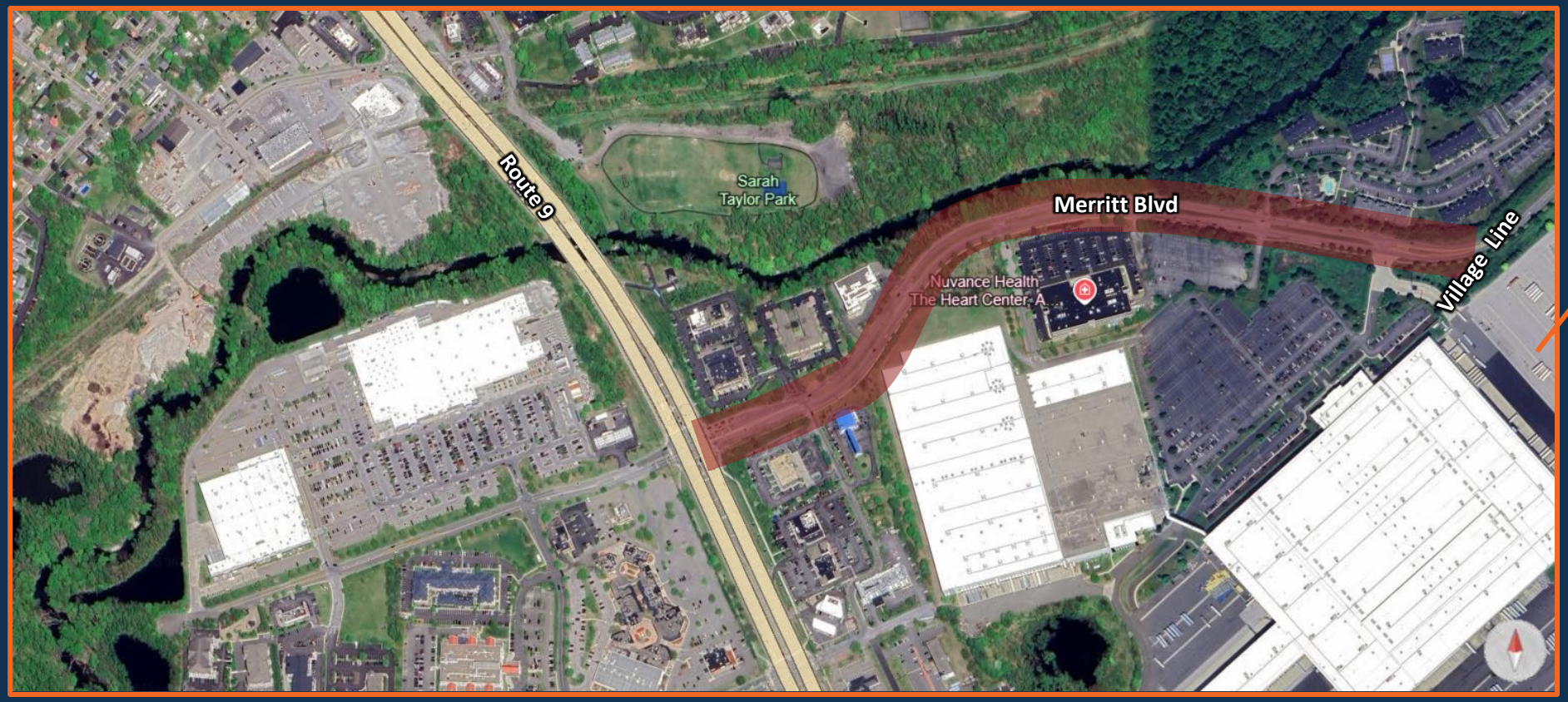
- To address speeding, proposed improvements include mobile speed feedback signs along the corridor.
- The Monfort Rd. intersection could be narrowed using striping (and possibly concrete in the long term).
- Improved signage would warn approaching drivers of the rail trail crossing. In the long-term, RRFBs would facilitate safer crossings.

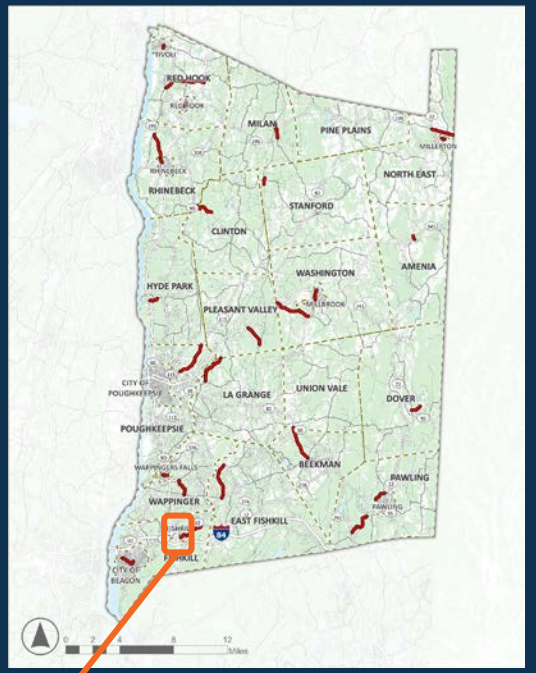
East Fishkill: Lake Walton Rd & WRS Dutchess Rail Trail | Proposed Improvements

Location Key

Field Location 6: Merritt Blvd between Route 9 and the Village Line

Village of Fishkill





Merritt Blvd between Route 9 and the Village Line

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
Municipality	Village of Fishkill
Functional Classification	Major Collector
Area Type	Urban
Road Owner	Village of Fishkill
Annual Average Daily Traffic (2022)	9,986
Posted Speed Limit	30 MPH
85th Percentile Speed (2022)	43 MPH
Average Heavy Vehicle Percentage (2022)	3.3%

61 Crashes* (2019-2023) – 9% on State Facilities	
Fatal Crashes	0
Serious Injury Crashes	1
Moderate Injury Crashes	1
Minor Injury Crashes	9
Property Damage Only Crashes	50

This is a two-way, two-lane divided segment in a mixed residential and commercial area. There is street lighting in the median. For most of the segment, there is a sidewalk on the south side of the road.

The segment intersects with Route 9 (a State-owned road) at a signalized intersection. There are also traffic signals at the GAP Distribution Center and Nuvance Health Center driveways. All other side streets are stop-controlled.

Aside from the Route 9 intersection, a major area of concern is the George N. Carter Way uncontrolled intersection, just east of Route 9. There are four lanes, many turning movements, pedestrian and bicycle activity, and limited visibility to the east, due to the curve.

Between 2019 and 2023, this segment experienced 61 crashes, with 9% occurring at the State road intersection. Of the 52 crashes that occurred along the corridor, right-angle crashes were the most frequent.

* All non-reportable crashes and crashes on non-public roadways were excluded.

Top Crash Types (2019-2023)		
Collision with Motor Vehicle	55	90%
Collision with Guide Rail	2	3%
Collision with Pedestrian	1	2%

Top Collision Types (2019-2023)		
Other	14	23%
Right Angle	14	23%
Rear End	12	20%

Top SAP Emphasis Areas (2019-2023)		
Older Drivers	20	33%
Distracted Driving	12	20%
Intersections	10	16%

Merritt Blvd between Route 9 and the Village Line

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Older Drivers/ Distracted Driving	▪ Crashes involving older drivers and distracted driving	Safer People	▪ Install pedestrian warning signs at pedestrian crossings	
Intersections	▪ Commercial land uses ▪ Right-angle and rear-end crashes at intersections	Safer Roads	▪ Conduct a study of George N. Carter Way, including a traffic signal warrant analysis, roundabout feasibility assessment, and evaluation of converting George N. Carter Way to one-way southbound ▪ Restrict U-turns at George N. Carter Way; allow U-turns further east ▪ Consider restricting left turns from George N. Carter Way	▪ Install backplates with retroreflective borders on traffic signals at the GAP Distribution Center driveway ▪ Evaluate changes to the lane configuration at Route 9 (in coordination with NYSDOT)
Vulnerable Road Users	▪ Safety risks to pedestrians and bicyclists observed in the field	Safer People	▪ Stripe high-visibility crosswalks across intersections/driveways on south side of Merritt Blvd	▪ Consider reconfiguring Merritt Blvd to provide one travel lane and a bike lane in each direction ▪ Install ADA-compliant sidewalks, curb ramps, and crosswalks on the north side of Merritt Blvd ▪ Install crosswalks, medians with pedestrian refuge islands, and Rectangular Rapid Flashing Beacons (RRFBs) at crossings across Merritt Blvd

SHORT-TERM COUNTERMEASURES

Crosswalk Visibility Enhancements: Stripe high-visibility crosswalks at existing crossings

Intersection Improvements: Conduct a study of the intersection including a traffic signal warrant analysis, geometric modifications such as right-in/right-out, one-way southbound on south leg, a potential roundabout, and ADA upgrades

Short-term Turning Movement Restrictions: Restrict left turns onto Merritt Blvd from south side of George N Carter Wy and U-turns at the Merrit Blvd & George N Carter Wy intersection. To accomodate this movement, allow U-turns at the turn lane to 35 Merritt Blvd.

LONG-TERM COUNTERMEASURES

Sidewalk: Evaluate adding sidewalk

Crosswalk Visibility Enhancements: Install new high-visibility crosswalks

Pedestrian Refuge Island: Install pedestrian refuge island

RRFB: Install rectangular rapid flashing beacons (RRFBs)

Road Diet: Evaluate road diet with one lane in each direction and bike lane

Reconfigure Lanes: Evaluate changes to lane configuration to reduce stacking in turn lanes

SIGNING LEGEND

Existing u-beam post

U-beam post to be installed

Proposed signs need to maintain 2’ horizontal clearance from curb and 7’ vertical clearance

5.6.3 Description of Proposed Improvements

This segment leads from a busy shopping area on Route 9, past major warehouse/distribution centers, and into a residential area. Throughout the corridor, vehicle and truck traffic pose risks to pedestrians.

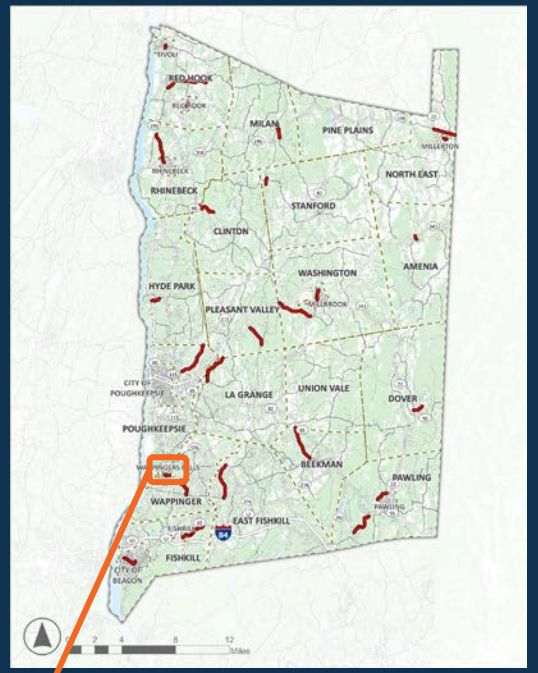
- Proposed improvements include high-visibility crosswalk markings and pedestrian warning signs at crosswalks.
- The intersection with George Carter Way would benefit from turning restrictions and an intersection study to assess a potential traffic signal, roundabout, and other options.
- The George Carter Way intersection could also include a crosswalk across Merritt Blvd. with a median refuge island and RRFBs.
- In the long term, sidewalks on the north side of the corridor would improve pedestrian access and safety. The segment would also benefit from a road diet to reduce vehicle conflicts and allow the introduction of bicycle lanes.

Village of Fishkill: Merritt Blvd & George N Carter Way | Proposed Improvements

Location Key

Field Location 7: E Main St between South Ave & Route 9

Village of Wappingers Falls



E Main St between South Ave & Route 9

Location Information (Traffic data obtained from Dutchess County Traffic Data)	
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 segment in a mixed residential and commercial area. It has sidewalks on both sides and street lighting.

The segment intersects with two State roads, Route 9D (South Ave) and Route 9, both with signals. The intersections at Mesier Ave and Remsen Ave are side-street stop-controlled with high-visibility crosswalks on all legs, but only the Mesier Ave intersection has pedestrian warning signs.

The street is relatively wide for two lanes (30 ft), and the 75-ft wide driveway at Moran Ave facilitates high speeds and may increase the risk of right-angle crashes. Additionally, the truck traffic on Route 9D raises safety concerns, particularly for vulnerable road users.

Between 2019 and 2023, this segment experienced 78 crashes, with 42% (33 crashes) occurring at the State road intersections. Of the 45 crashes along the corridor, 89% occurred at or near the Mesier Ave and Remsen Ave intersections, where right-angle crashes were the most frequent.

* All non-reportable crashes and crashes on non-public roadways were excluded.

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

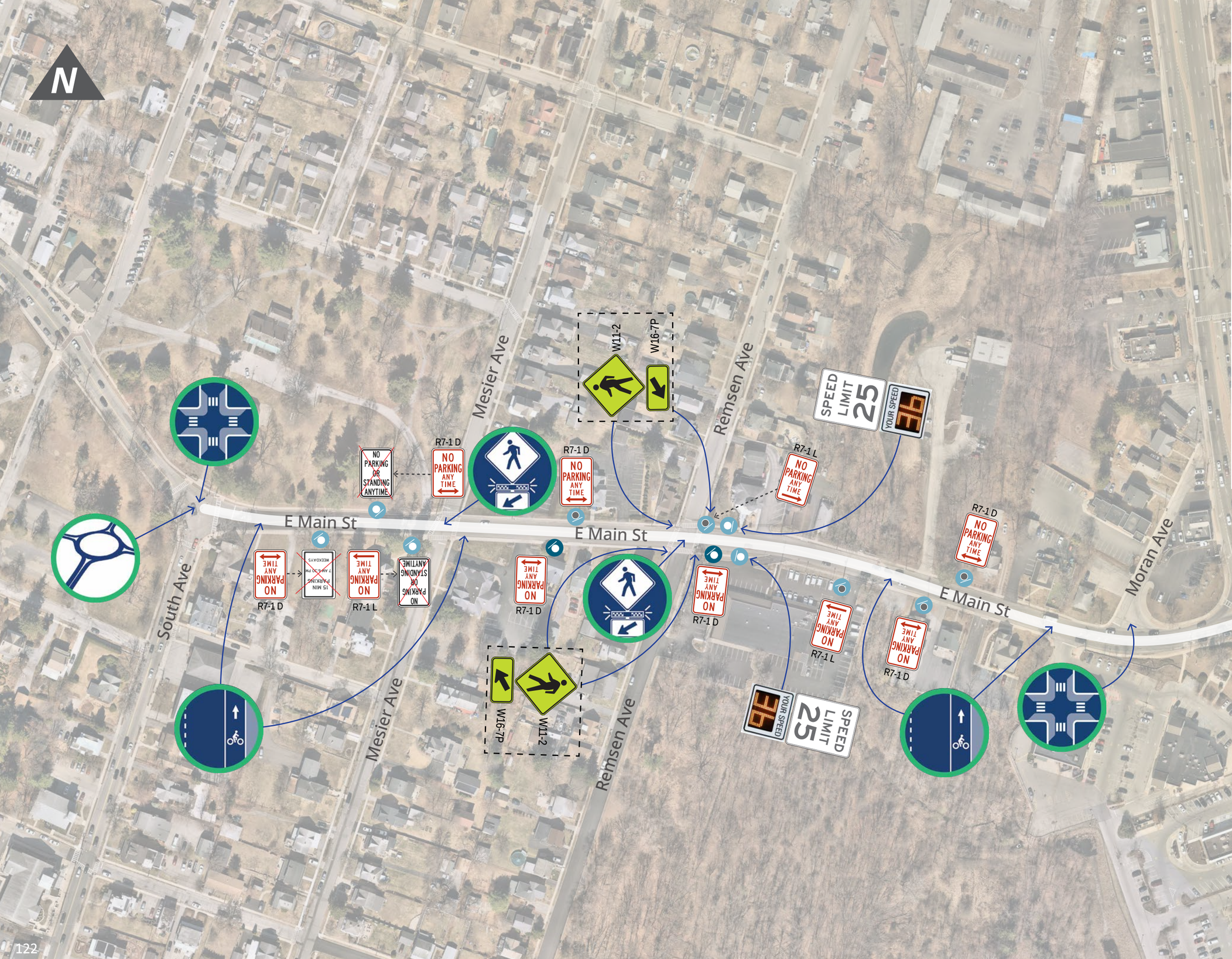
Top Collision Types (2019-2023)		
Right Angle	35	45%
Rear End	18	23%
Other	13	17%

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

Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	▪ Right-angle crashes and rear-end crashes at intersections ▪ Wide driveway entrance at Moran Ave (with no crosswalk)	Safer Roads	▪ Install pedestrian warning signs at the Remsen Ave intersection ▪ Add a crosswalk and curb ramp (on the east side) at the Moran Ave driveway	▪ Reconfigure the intersection at Moran Ave to narrow the driveway entrance (to reduce crossing distance and vehicle turning speeds) ▪ Install Rectangular Rapid Flashing Beacons (RRFBs) at Mesier and Remsen intersections ▪ In coordination with NYSDOT, consider converting the Route 9D (South Ave) intersection into a roundabout
Speeding	▪ Wide travel lanes ▪ High speeds compared to speed limit	Safer Speeds	▪ Install speed feedback signs (or portable signs) along the corridor ▪ Consider temporary speed cushions in advance of intersections along the corridor	▪ Narrow the travel lanes by adding a bike lane along the corridor (likely only room for one; could create an uphill bike lane and downhill shared lane markings) ▪ Install speed cushions if the temporary ones are effective
Distracted Driving/ Older Drivers	▪ High proportion of crashes involving distracted driving and older drivers	Safer People	▪ Consider restricting on-street parking along the corridor	



SHORT-TERM COUNTERMEASURES

- **Signage Improvements:** Remove old/faded parking restriction plaques
- **Signage Improvements:** Consider new parking restriction plaques
- **Signage Improvements:** Install Mobile Speed Radar/Feedback Signs
- **Signage Improvements:** Install pedestrian warning signage at existing crosswalks

LONG-TERM COUNTERMEASURES

- **Intersection Improvements:** Reconfigure intersection/driveway to tighten turn radius and shorten crossing distance
- **Rounadabout:** Study potential for installing roundabout with full crosswalks
- **Bike Lane:** Consider eastbound uphill bike lane and westbound shared-lane markings
- **RRFB:** Consider rectangular rapid flashing beacons (RRFBs) at crosswalks across Main Street

SIGNING LEGEND

- Existing u-beam post
- U-beam post to be installed
- Existing utility pole

Proposed signs need to maintain 2' horizontal clearance from curb and 7' vertical clearance

5.7.3 Description of Proposed Improvements

This segment stretches from Route 9 into residential areas. Speeding is a concern, especially given the mix of pedestrian and bicycle traffic.

- Proposed improvements include mobile speed feedback signs, pedestrian warning signs at Remsen Ave., and RRFBs at the Remsen Ave. and Mesier Ave. crossings.
- Narrowing the intersection at Moran Ave. would reduce speeds and improve safety for people crossing.
- A dedicated bicycle lane (eastbound/uphill) could be added to the corridor if parking were restricted. Westbound, shared-lane markings could be added.
- In the long term, the intersection with South Ave. could be assessed for a potential roundabout.

Wappingers Falls: E Main St & Remsen Ave | Proposed Improvements

Location Key