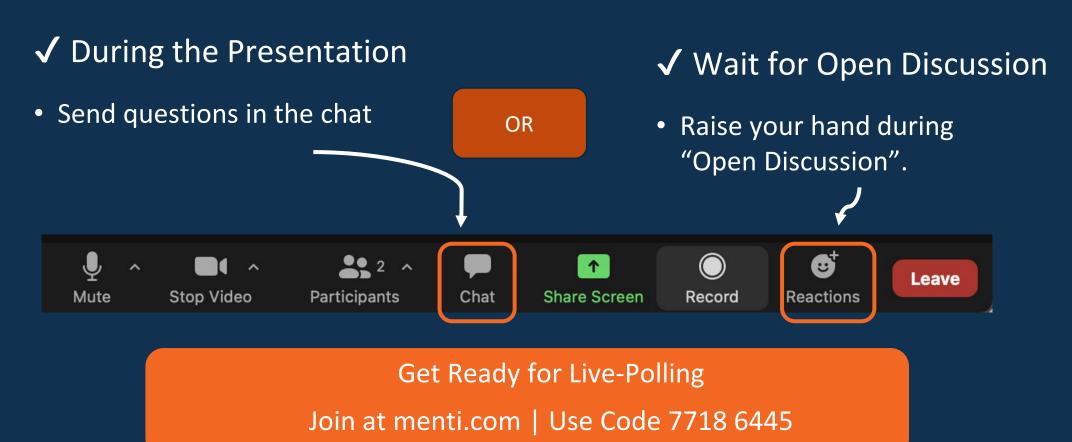
Virtual Public Meeting



Join the Conversation!

»Q&A:







for LivePolling
Join at
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Use Code
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Agenda

Get Ready for Live-Polling
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- »Introductions
- »Safety Action Plan
 Background and Status
- »Action Plan Safety Goals
- »Priority Safety Locations

- »Safety Infrastructure Countermeasures
- »Safe Driving Programs and Countermeasures
- »Next Steps
- »Open Discussion



Safety Action Plan Advisory Committee

- » DCTC
- » Dutchess County Dept. of Public Works
- » Dutchess County Traffic Safety Board
- » Dutchess County Dept. of Emergency Response
- » Dutchess County Dept. of Health
- » Dutchess County Sheriff's Office

- » NYS Police
- » NYS DOT Region 8
- » Town of Pleasant Valley Highway Dept.
- » Town of Fishkill Highway Dept.
- » City of Poughkeepsie
- » Village of Red Hook
- » Bard College
- » Wappingers Central School District

REVIEW POLICIES / DOCUMENTS

ANALYZE
DATA &
EQUITY

ENGAGE
STAKEHOLDERS &
PUBLIC

IDENTIFY PRIORITY PROJECTS

INVESTIGATE
LOCATIONS
AND
COUNTERMEASURES

SAFETY
ACTION PLAN



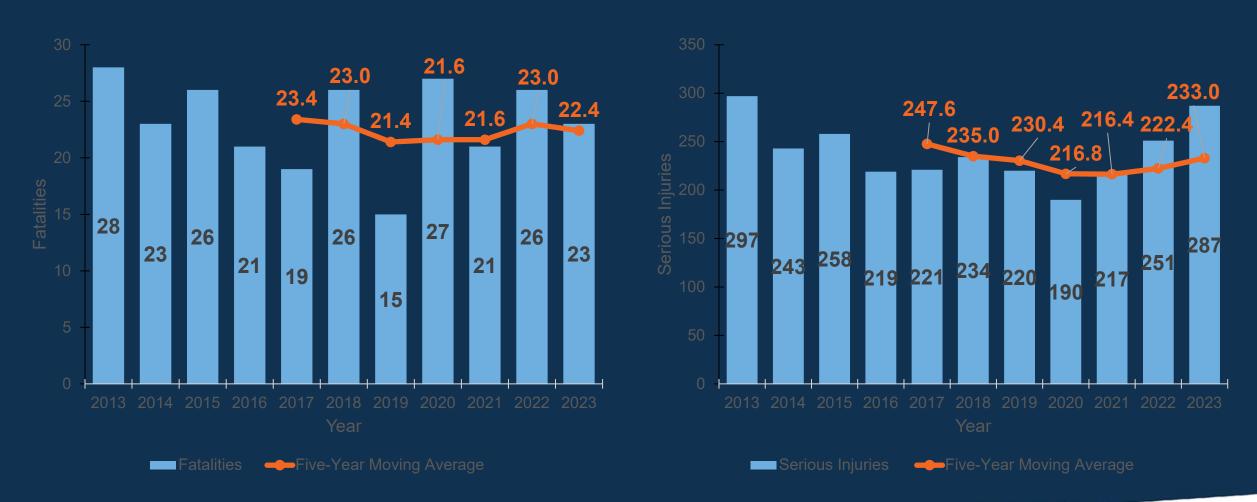
We are developing a Safety Action Plan!

- »The Safety Action Plan will:
 - ✓ Identify traffic safety problems in Dutchess County and offer solutions.
 - ✓ Lay the groundwork to successfully obtain federal grant funding for safety projects.
 - ✓ Follow the <u>Safe System Approach</u> ——





Fatalities & Serious Injuries (2013-2023)





Safety Action Plan Webpage

Get Ready for Live-Polling
Join at menti.com
Use Code 7718 6445

- » www.Dutchessny.gov/SafetyActionPlan
- » Plan Overview
- » Plan Documents & Presentations
- » Engagement Tools
 - Link to sign-up for email updates









Safety Action Plan Emphasis Areas

Safer Roads

- Intersections
- RoadwayDepartures

Safer Speeds

Speeding

Safer Vehicles

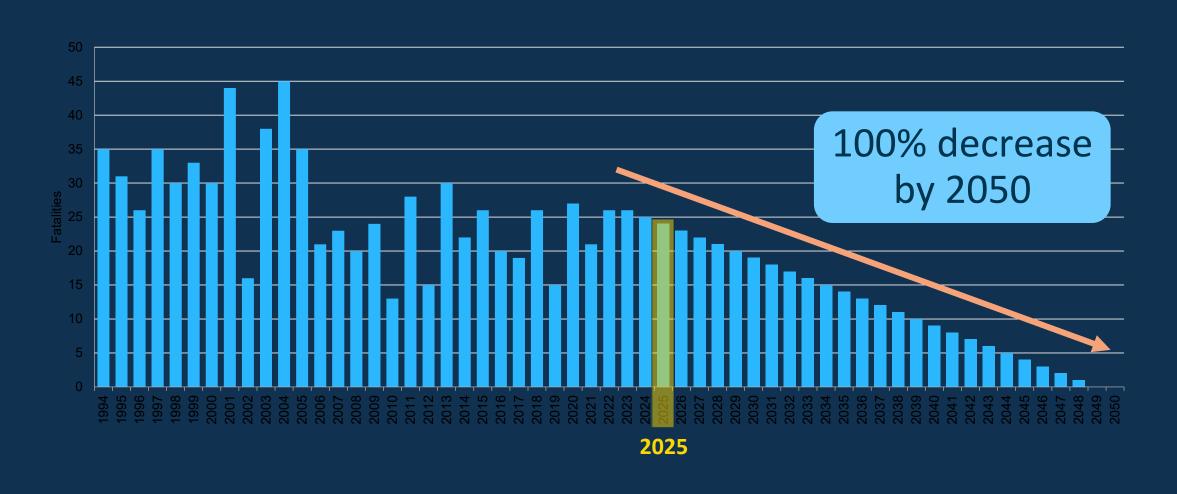
- Motorcyclist Safety
- Large Trucks

Safer People

- Vulnerable Road Users
- Older Drivers
- Distracted Driving
- Impaired Driving
- Aggressive Driving

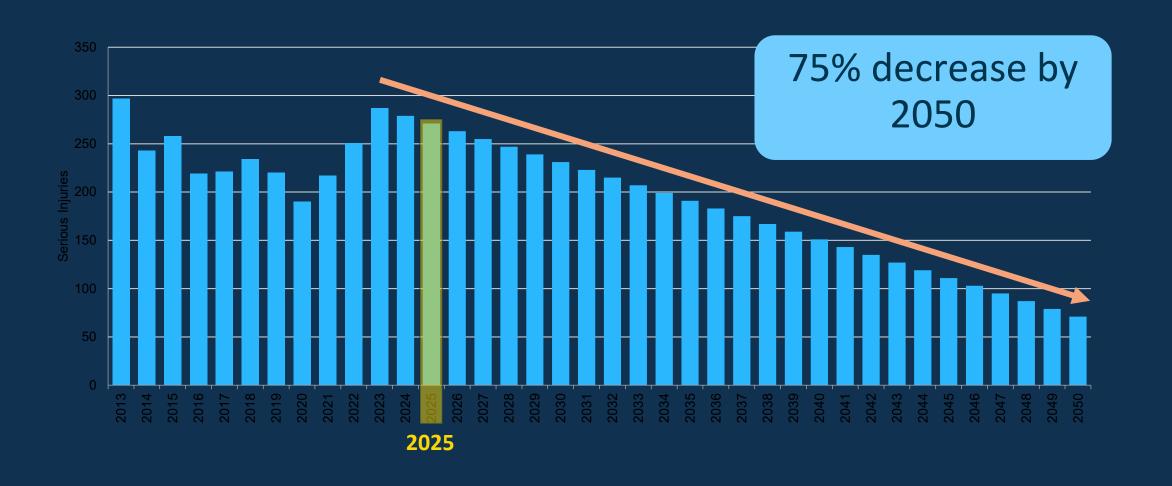


Action Plan Safety Goals – Fatalities



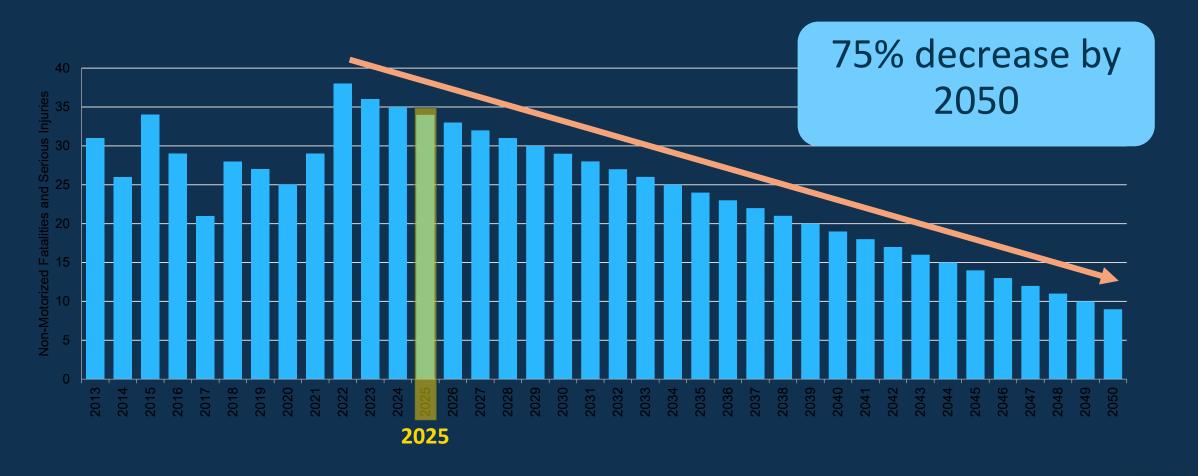


Action Plan Safety Goals – Serious Injuries





Action Plan Safety Goals Non-Motorized Fatalities and Serious Injuries





Network Screening

Priority Safety Locations

State Roads

Locations with a high potential for safety improvement and a high crash history. Scanned for both fatal/serious injuries and for vulnerable road user crashes.

40 Locations

County Roads

Combined and weighted elements together including predictive safety analysis, crash history, a demographic analysis, vulnerable road user highrisk areas, and roadway departure & headon/sideswipe priority areas.

15 Locations

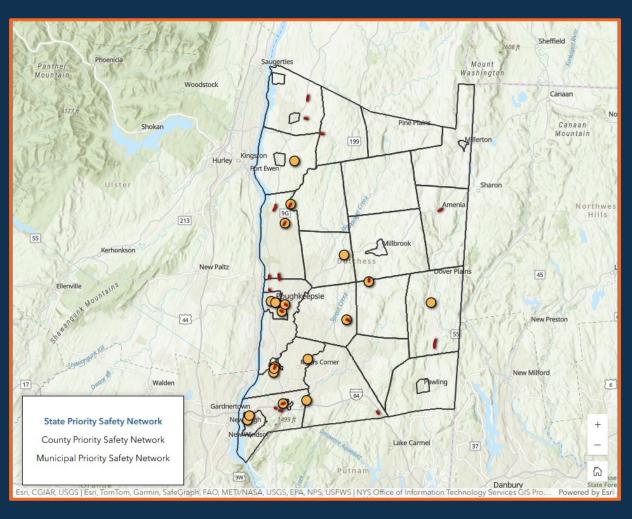
Municipal Roads

Vetted individual locations with each municipality, supplemented by locations with a high potential for safety improvement.

53 Locations



Priority Locations



Click <u>here</u> to see an online map of these locations

- » Municipal
- » County
- » State



Systemic Screening

Systemic screening is a **proactive**, data-driven approach that identifies and prioritizes locations with the **highest risk** of severe crashes.

- » Screen entire system to select:
 - o Focus Crash Types: most common severe crash types
 - o Focus Facilities: facility types where focus crashes most frequently occur
 - Risk Factors: common characteristics at focus facilities that contribute to focus crashes
- » Identify candidate locations system-wide to inform the development of systemic safety countermeasure package

Click the map to view an online map of the systemic networks

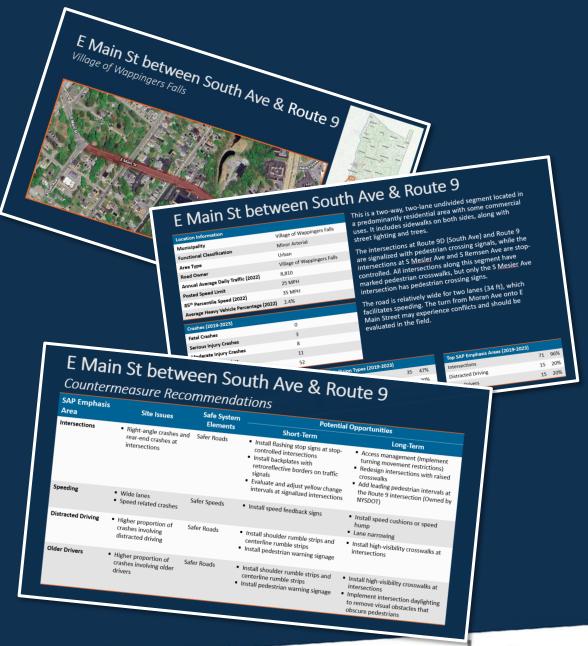
Systemic Screening Results





Desktop Investigations

- » Investigating 30 municipal locations, one county location, and (possibly) one state location
 - Each municipality has at least one investigation
- » Desktop Investigation includes:
 - Location context (e.g., historical vehicle speeds, daily traffic, heavy vehicle usage)
 - Crash history (total crashes, top crash types, overlap with emphasis areas)
 - List of recommended countermeasures to address crashes





Field Investigations

- » In-Person investigations that dive deeper than desktop investigations
- » Locations selected to ensure:
 - Mix of urban and rural areas
 - Representation across different crash issues
 - Locations that are important to municipal stakeholders
- » All locations are locally-maintained

Merritt Blvd between Route 9 and Route 52	Fishkill
Main St & Corlies Ave	Poughkeepsie
Mechanic St between E. Main St (Route 343) and Railroad Ave	Amenia
Lake Walton Rd between Route 82 and Route 376	East Fishkill
Pinewoods Rd between Route 9 and E. Market St	Hyde Park
Rossway Rd between Route 44 and the NB Taconic State Pkwy	Pleasant Valley
E. Main St between Route 9D (South Ave) and Route 9	Wappingers Falls



Countermeasure Toolkit



BICYCLE BOULEVARDS/NEIGHBORHOOD GREENWAYS

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alder det varie	distracted driving	Impaired driving	aggrand outlining	poet-craehcare.





Design Guidance

- » Clear markings and signage (which can include unique branding) should communicate to all road users that they are on a bicyde boulevard indicate that drivers should proceed with caution, and assist cyclists with wayfinding.
- Diverters can be placed at intersections to force vehicles to turn left or right instead of going straight. This stops cutthrough traffic and breaks up long straight roads that can encourage speeding. Because traffic is diverted an assessment of traffic flow may be necessary. Under Section 1684 of the Vehicle & Traffic Law a Special Use Permit (PERM 33a) from NYSDOT is required to install a diverter on State roads.
- Design features that create a clear and comfortable experience for cyclists should be used with a focus on

measures that ensure safe crossings of major streets.





North Tioga St, City of Ithaca: The City of Ithaca has a network of Bicycle Boulevards that connects schools, parks, and community centers using low-traffic streets. These boulevards include pavement markings and directional signs. The speed limit is 25 mph, and traffic calming features like speed humps help keep speeds low.

Safety Benefits

Crashes

₹6000

Description

Bicycle boulevards are local

priority to cyclists while still

Reference Documents

Department of

Transportation

Neighborhood

FHWA: Bikeway

Selection Guide

Greenways

streets modified to give

like scooters.

Seattle

(SDOT):

» According to the Crash Modification Factor (CMF) Clearinghouse, bicycle boulevards can reduce crashes by up to 63%.

Bicycle bioulevards and neighborhood greenways lower vehicle speeds, which makes cycling more comfortable and reduces serious injuries if a crash happens

Pedestrian Safety

» Bicycle bioulevard's make walking safer when sidewalks and better crossings are added. They also help residents enjoy quieter, calmer streets.

Application Context

» Local roads.

1 SAFETY COUNTERMEASURES TOO LKIT



TRANSPORTATION.



Behavioral Safety Issues

Challenge	Potential Solutions			
Aggressive Driving	Participate in statewide public awareness campaigns	Promote more driver education and training		
Speeding	High visibility enforcement and education campaigns	Lower speed limits	Speed feedback signs	
Distracted Driving	High visibility enforcement and education campaigns	Employer engagement		
Impaired Driving	High visibility enforcement and education campaigns	Promote alternative transportation	Education on cannabis and driving safety	Alcohol Vendor Compliance Checks



Behavioral Safety Issues (cont'd)

Challenge	Potential Solutions			
Bicycle Safety	Promote helmet use	Educational programs for youth	Cycling skills clinics, bike fairs, bike rodeos	
Pedestrian Safety	Pedestrian safety zones	Lower speed limits	Educational programs for youth	Safe Routes to School
Older Drivers	Community Outreach Programs	Carfit programs		
Motorcycle Safety	Participate in statewide public awareness campaigns	Rider training		
Large Trucks	Local Commercial Motor Vehicle (CMV) enforcement at high-risk areas	Lower speed limits and targeted traffic calming	Commercial fleet outreach	Participate in state- sponsored CMV safety activities
Post-Crash Care	Timely on-scene care	Traffic Incident Management training	Access to medical supplies	Signal timing/EMS priority



Next Steps

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Field
Investigations +
Location
Investigation
Report
August - Sept

Systemic
Countermeasure
Report
Sept

Final Plan Goals
Sept

Draft Safety Action PlanOct - Nov

www.Dutchessny.gov/SafetyActionPlan



Open Discussion:
What are your thoughts,
questions, & comments?





Thank You!

TRANSPORTATION COUNCIL

Better ways from here to there









