

# Advisory Committee Meeting #6

November 18, 2025



# Agenda

**Status Update**

**Safety Action Plan Walkthrough**

**Plan Implementation**

**Open Discussion**

**Closing and Next Steps**

# Setting the Stage



## Safety Action Plan Goals

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

# Safety Data Analysis

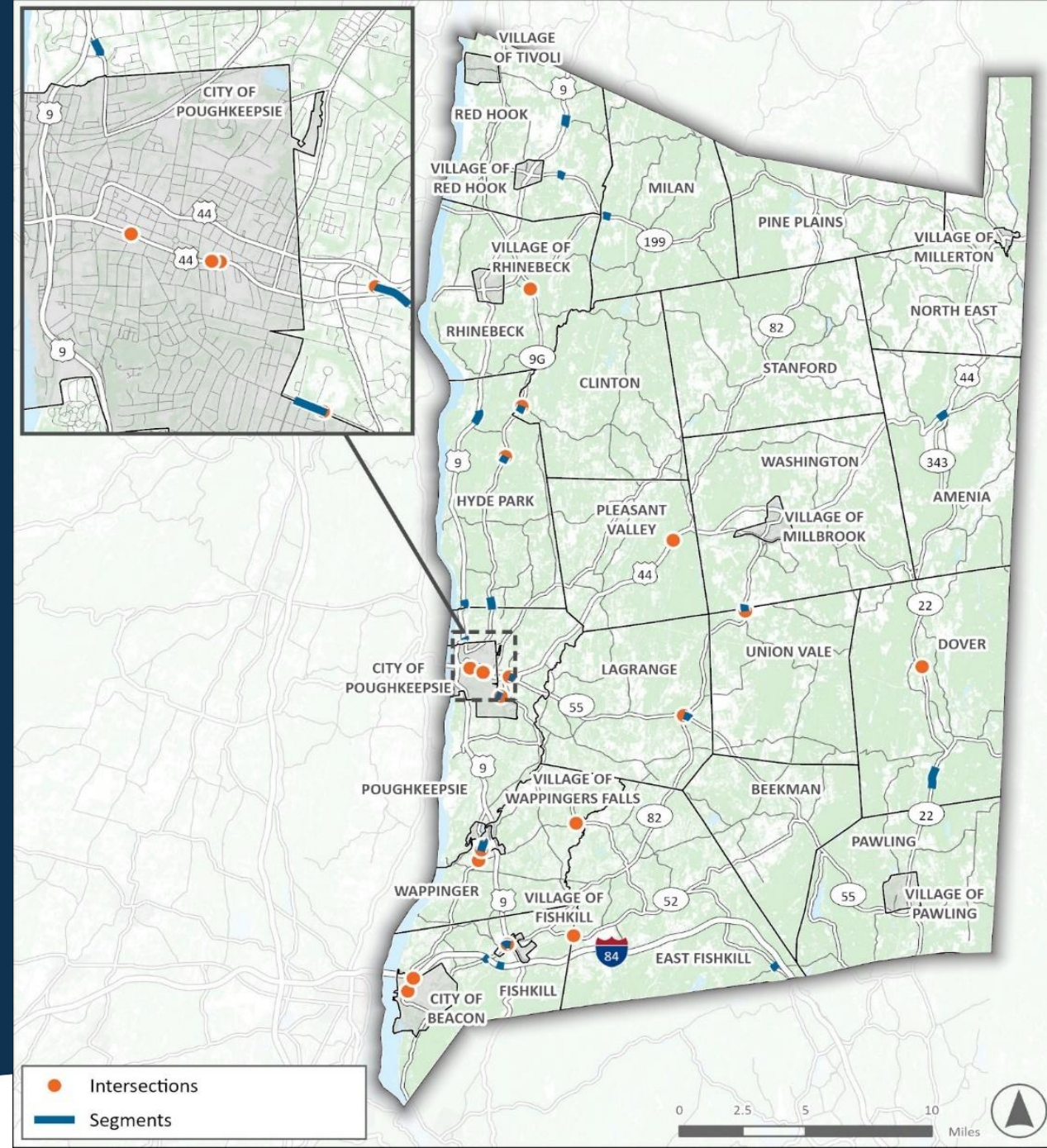
- Traffic deaths declined over time but increased in recent years
- Traffic risk is greatest on major roads with higher speed limits and lots of traffic (non-Interstate Principal Arterials, Minor Arterials, Major and Minor Collectors)
- More than half (56%) of fatalities and serious injuries occurred on State-owned roads, even though these roads make up only 17% of the county's roadway mileage.

Safer Roads	Safer Speeds	Safer Vehicles	Safer People
<ul style="list-style-type: none"><li>• Intersections</li><li>• Roadway Departures</li></ul>	<ul style="list-style-type: none"><li>• Speeding</li></ul>	<ul style="list-style-type: none"><li>• Motorcyclist Safety</li><li>• Large Trucks</li></ul>	<ul style="list-style-type: none"><li>• Vulnerable Road Users</li><li>• Older Drivers</li><li>• Distracted Driving</li><li>• Impaired Driving</li><li>• Aggressive Driving</li></ul>



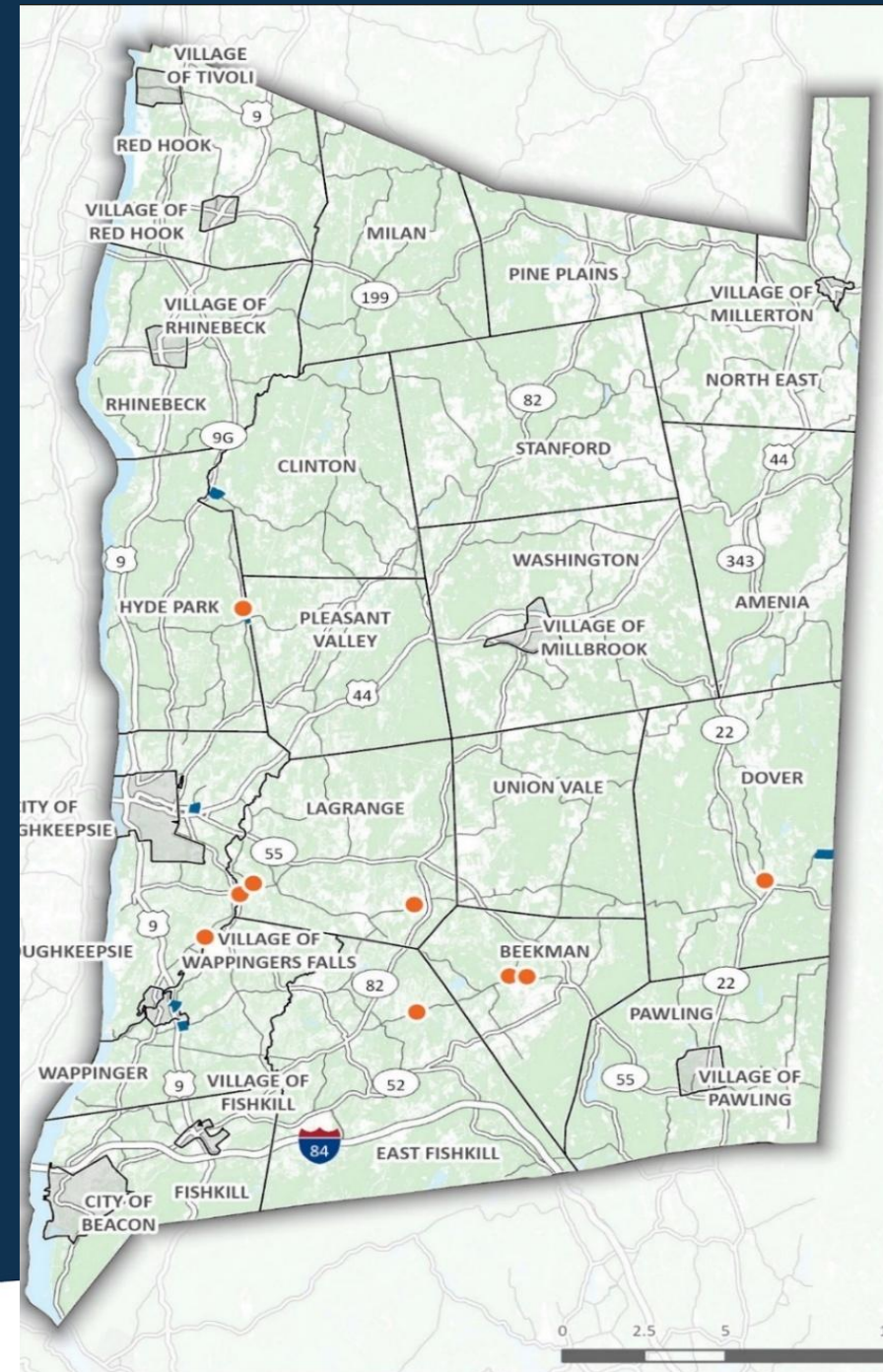
# Safety Priority Networks – State

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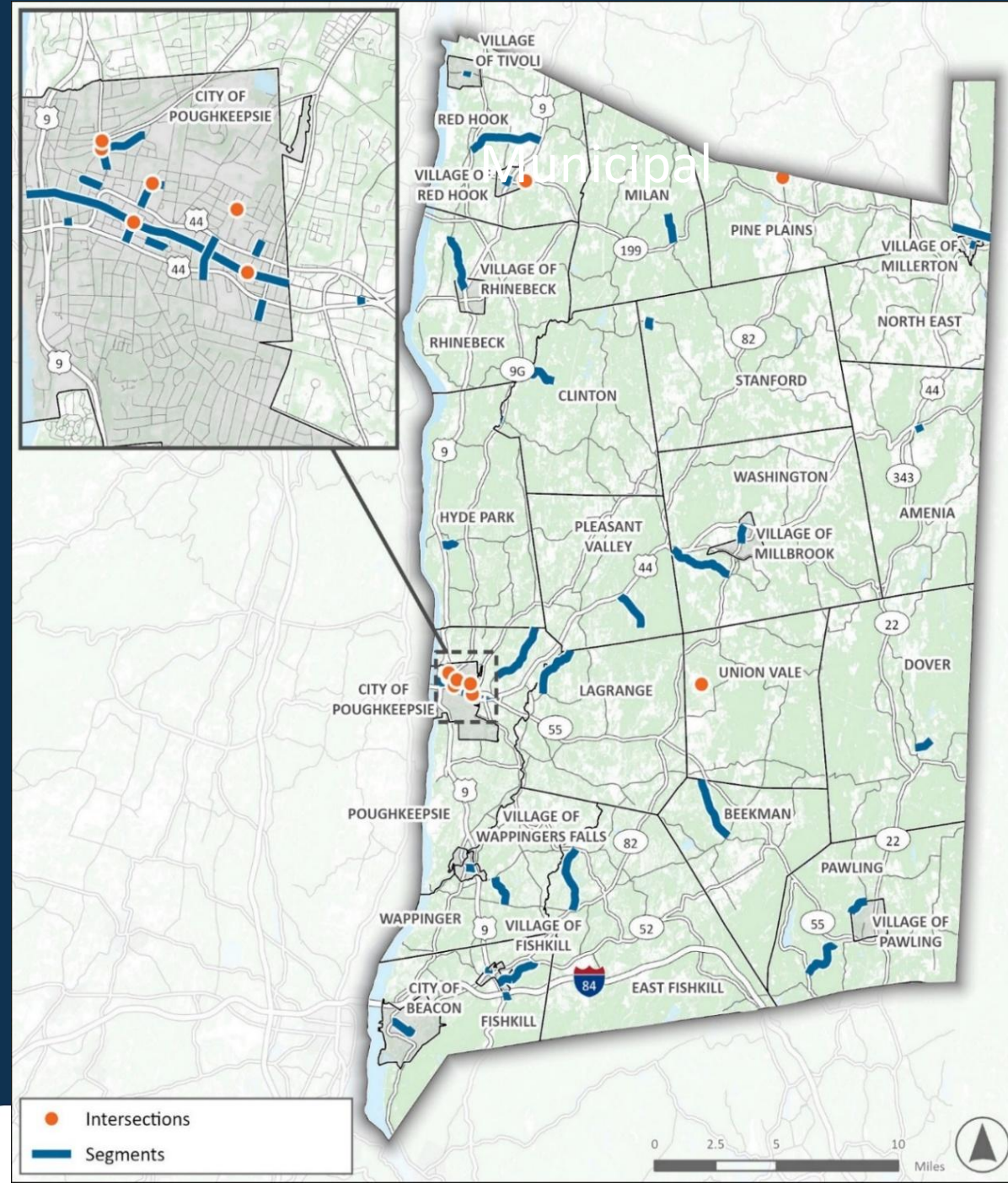
# Safety Priority Networks – County

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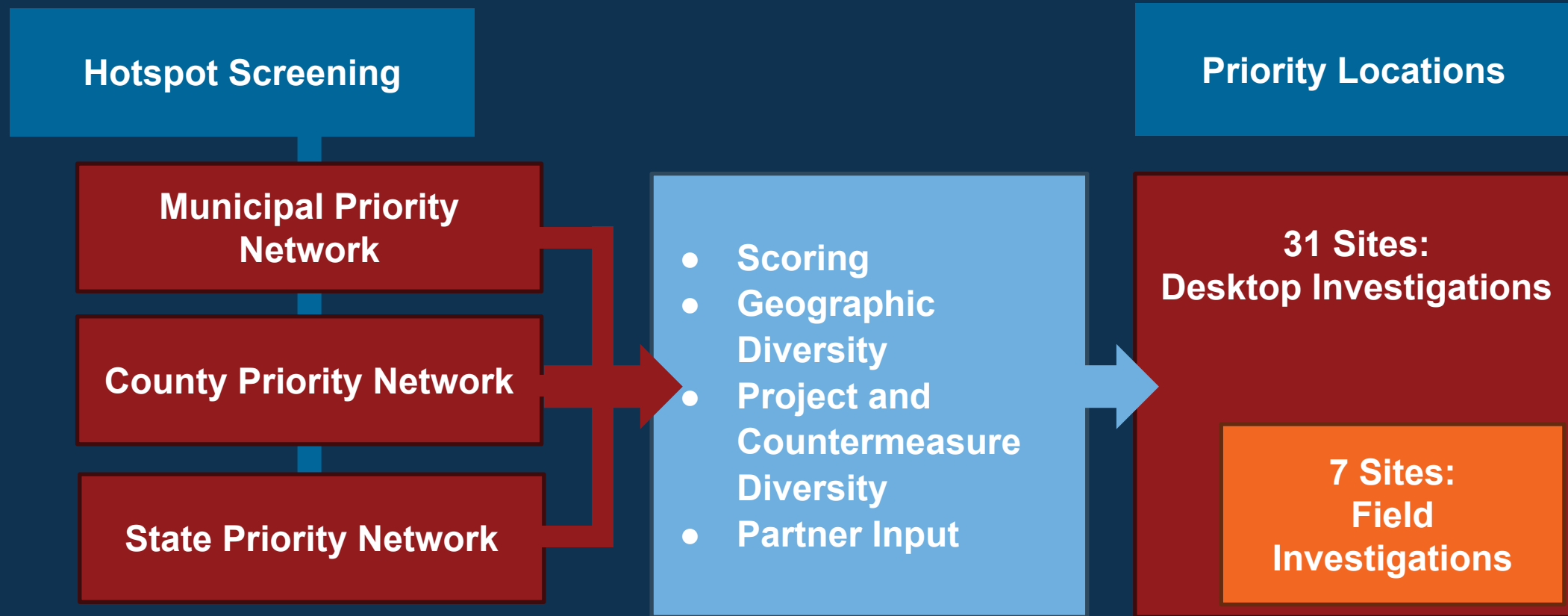


# Safety Priority Networks – Municipal



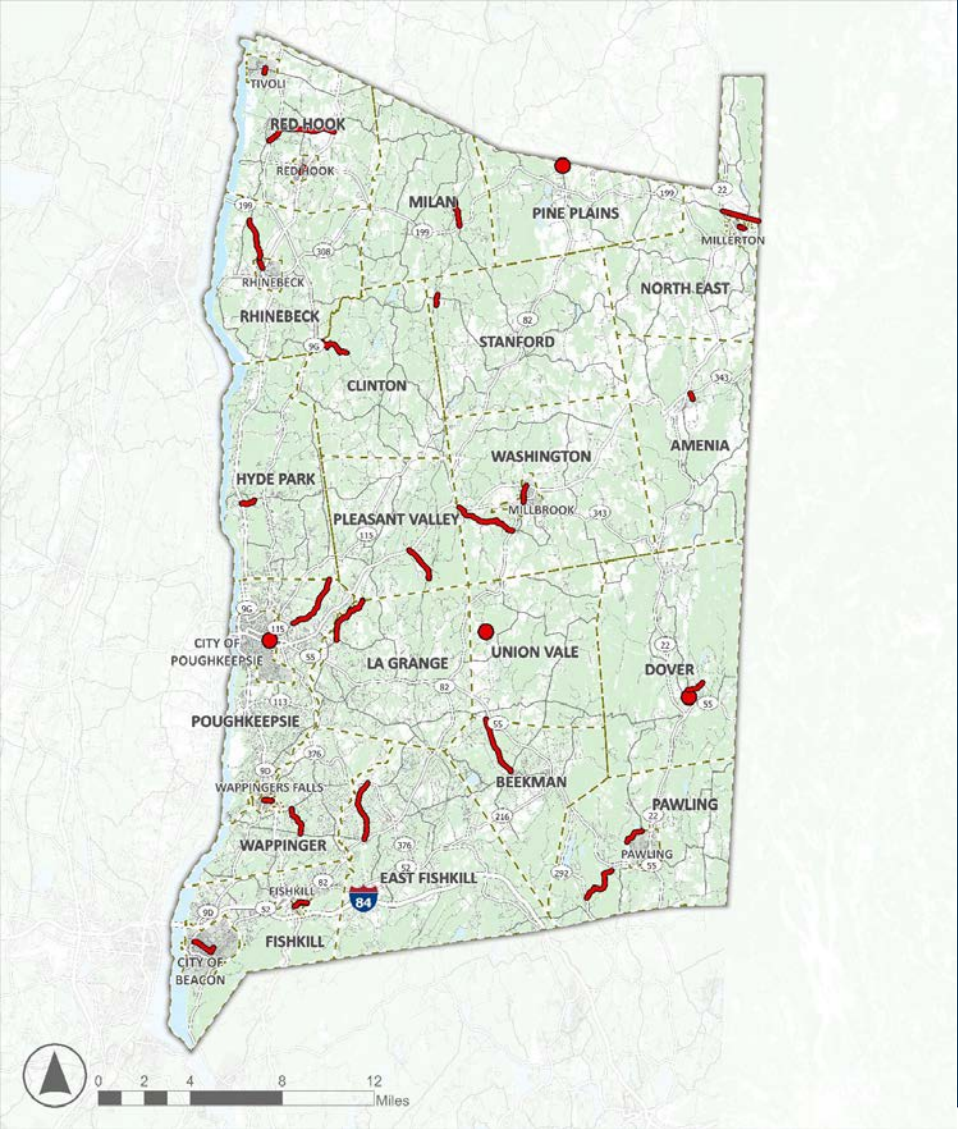
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# County and Local Priority Projects





# Desktop and Field Investigations



Pine Woods Rd.  
(Hyde Park)



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



E. Main St.  
(Wappingers Falls)



Merritt Blvd.  
(Town & Village of Fishkill)



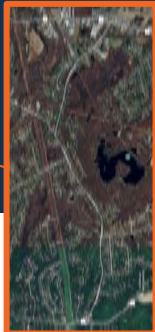
Mechanic St.  
(Amenia)



Rossway Rd.  
(Pleasant Valley)



Lake Walton Rd.  
(East Fishkill)





# Desktop and Field Investigations

Lake Walton Rd between Route 82 and Route 376  
Town of East Fishkill



## Lake Walton Rd between Route 82 and Route 376

Location Information	
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
85 <sup>th</sup> 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

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%

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

The segment intersects with two State-owned facilities, Route 82 and Route 376. Intersections along Lake Walton Rd are stop-controlled. The Dutchess Rail Trail also crosses the Lake Walton Rd at a marked crosswalk with pedestrian warning signs present, though some were faded and worn down.

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

Between 2019 and 2023, this segment experienced 99 crashes, with 46% occurring at the State road intersections. This highlights the need for coordinated improvements between NYSDOT and the municipality. Of the 54 crashes that occurred along the corridor itself, 60% took place at or near an intersection, where rear-end crashes were the most frequent.

## Lake Walton Rd between Route 82 and Route 376 Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities (Underlined countermeasures require coordination with NYSDOT)	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	Active Rail Trail crossing	Safer Roads	Replace the faded advance warning signage with Trail Crossing Signage in advance of the Rail Trail crossing	Consider installing Rectangular Rapid Flashing Beacon (RRFB) with sensor detection at the Rail Trail crossing
Older Drivers	Higher proportion of crashes involving older drivers	Safer People	Install double-yellow centerline and edge line markings along Lake Walton Rd	Install high-visibility crosswalks at all intersections on the corridor
Roadway Departure	Higher proportion of roadway departure crashes Multiple horizontal curves	Safer Roads	Implement enhanced delineation at horizontal curves, such as adding retroreflective strips on signposts of chevron signs	Evaluate curves for additional delineation such as shoulder rumble strips or edge lines Install shoulder rumble strips
Speeding	Higher operational speeds compared to the posted speed limit	Safer Speeds	Install speed feedback signs, including potentially temporary signs	Evaluate the value of establishing a consistent speed limit along the corridor



## Wappingers Falls: Lake Walton Rd & Empire State Trail Intersection



**Signage Improvements:** Update the faded pedestrian warning signs and markings.

**RRFB:** Install rectangular rapid flashing beacons at crosswalks with passive detection.





# Countermeasure Toolkit



October  
2025

**TRANSPORTATION  
SAFETY ACTION PLAN**  
Countermeasure Toolkit Report  
DUTCHESS COUNTY  
TRANSPORTATION COUNCIL  
Public input from June 2024

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



# Systemic Screening

# Focus Crash Types

## Most common crash types

# Focus Facilities

## Overrepresented roadway types where these crashes occur

## Risk Factors

## Common characteristics at those locations

## List of Facility Types and Risk Factors

## Where Future Crashes are More Likely

# Candidate Locations Across Dutchess County

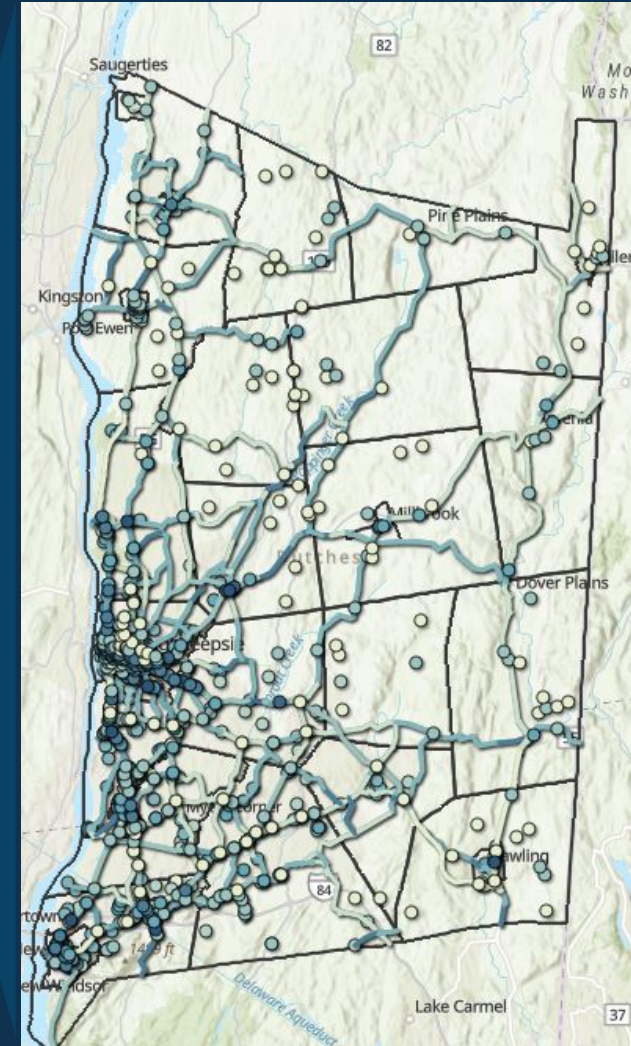
## To Add Systemic Safety Countermeasures

## Systemic Treatment Package Report

# Systemic Countermeasure Packages

## Customized to facility type and risk factors

## Potential Projects



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# Systemic Countermeasure Toolkit

## Systemic Screening Results

Owning Jurisdiction

- All -

### Focus Facility Layers

- ☒ Intersection Crashes
- ☐ Urban Signalized Cross-Intersections & Intersections with 5 or More Legs
- ☐ Urban Signalized Y-Intersections & T-Intersections
- ☒ Rural Stop-Controlled Cross-Intersections
- ☐ Roadway Departure Crashes
- ☐ Pedestrian Crashes

Export

Export to CSV

Export to GeoJSON

Package	Project Type(s)	Countermeasure(s)	Applicable Locations	Focus Facility Type(s)	Risk Factor(s)	Planning Considerations	NYS DOT Reference
Signalized	Signals, Beacons, Illumination	<ul style="list-style-type: none"> <li>Backplates with Retroreflective Borders</li> <li>Retime signals for Yellow and Red clearance intervals and improved coordination</li> <li>Signal Ahead sign</li> <li>Turning Vehicles Yield to Pedestrian sign</li> <li>Advance Cross Street Name sign</li> </ul>	Signalized intersections	<ul style="list-style-type: none"> <li>Urban signalized 3-leg intersections</li> <li>Urban signalized cross-intersections</li> <li>Urban signalized intersections with 5 or more legs</li> </ul>	<ul style="list-style-type: none"> <li>Signalized intersections with pedestrian signals (push-button actuated)</li> <li>Total entering vehicles greater than 15,000</li> <li>Intersection skew angle between 4 and 9 degrees</li> </ul>		<a href="#">Pedestrian Safety Action Plan - Appendix B: Signalized Intersection Improvements</a>



Intersection Packages	Pedestrian Packages	Roadway Departure Packages	Speed Packages
Signalized	Ped Crossing	Curve Signage	Speed Feedback Signs
Signalized Enhanced	Ped Crossing Enhanced	Curve Signage Enhanced	Large Space Relocation
Stop-Controlled	Crosswalks	Curve Corridors	Street Width Reduction
Stop-Controlled Enhanced	Crosswalks Enhanced	Friction Treatments	Vertical Deflection
Roundabout	VRU Countermeasures	Lighting	
	Transit Stop Crossings	CARDS	
	Transit Stop Lighting	SHARDS	
	Sidewalk Gap Completion		

# Emphasis Areas - Strategies and Actions

Safer Roads	Strategies and Actions	Implementation Lead	Implementation Partners	Timeline
<b>Intersections Emphasis Area</b>	<ul style="list-style-type: none"> <li>Safety Infrastructure Countermeasures</li> </ul>	Municipal road owners	DCTC, NYSDOT	Short - Long
<b>Roadway Departure Emphasis Area</b>	<ul style="list-style-type: none"> <li>Safety Infrastructure Countermeasures</li> </ul>	Municipal road owners	DCTC, NYSDOT	Short - Long

Safer Speeds	Strategies and Actions	Implementation Lead	Implementation Partners	Timeline
<b>Speeding Emphasis Area</b>	Safety Infrastructure Countermeasures			
	<ul style="list-style-type: none"> <li>Speed feedback signs</li> </ul>	Municipal law enforcement	DCSO, TSB, GTSC, NYSDOT	Short
	<ul style="list-style-type: none"> <li>Lowered speed limits</li> </ul>	Municipal road owners	DCTC	Short - Medium
	<ul style="list-style-type: none"> <li>Speed safety camera enforcement</li> </ul>	Municipal law enforcement and road owners	NYSDOT, TSB, GTSC	Medium - Long
	High-Visibility Enforcement (HVE) and Educational Campaigns	Municipal law enforcement, DCSO	TSB, GTSC	Short
	Expanded Referral of Speeding and Aggressive Driving Offenders to Driver Training	Town Courts, Municipal Law Enforcement	TSB, DCSO, CAPE, DCMA, BOCES, GTSC	Short - Medium



# Emphasis Areas - Strategies and Actions

Safer Vehicles	Strategies and Actions	Implementation Lead	Implementation Partners	Timeline
<b>Motorcyclist Safety Emphasis Area</b>	Motorcycle-Specific Rider Training	TSB	Municipal law enforcement, NYDMV, Rider organizations	Short
	Rider Conspicuity, Protective Clothing, and Effective Helmets	TSB, Municipal Law Enforcement	GTSC, NYDMV, Rider organizations	Short
	Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists	TSB, Municipal Law Enforcement	GTSC, NYDMV, Rider organizations	Short
	Communication Campaigns to Increase Motorist Awareness of Motorcyclists	TSB, Municipal Law Enforcement	GTSC, NYDMV, Rider organizations	Short
<b>Large Trucks Emphasis Area</b>	Truck Safety Hotspots	Municipal road owners	Corporate partners	Short
	Employer-Based Truck Driver Safety Education	TSB	GTSC, Corporate partners	Medium
	Heavy Truck Routing Options	Municipal governments	NYSDOT, Corporate partners	Medium - Long

# Emphasis Areas - Strategies and Actions

Safer People	Strategies and Actions	Implementation Lead	Implementation Partners	Timeline
<b>VRU Emphasis Area</b>				
• VRU Infrastructure Safety	Safety Infrastructure Countermeasures	Municipal road owners	DCTC, NYSDOT	Short - Medium
• Bicycle Safety	Bicyclist Engagement and Education	TSB, Municipal governments	Municipal law enforcement, community partners, healthcare providers, GTSC	Short
	Bicycle Safety Education for Children	Municipal governments, School districts	Municipal law enforcement, community partners, GTSC	Short
	Cycling Skills Clinics, Bike Fairs, & Bike Rodeos	TSB, Municipal governments	Municipal law enforcement, community partners, GTSC	Short

# Emphasis Areas - Strategies and Actions

Safer People	Strategies and Actions	Implementation Lead	Implementation Partners	Timeline
• Pedestrian Safety	Pedestrian Safety Campaigns	TSB, Municipal governments	Municipal law enforcement, DCSCO, community partners, GTSC	Short
	Communications to Pedestrians About Proactive Safety	TSB, Municipal governments	Municipal law enforcement, community partners, GTSC	Short
	High-Visibility Enforcement (HVE) at Pedestrian Crossings	TSB, Municipal law enforcement, DCSC	GTSC	Short
	Pedestrian Safety Zones	Municipal governments and law enforcement	GTSC, NYSDOT	Medium - Long
• School and Student Safety	Elementary-Age Child Pedestrian Training	Municipal governments, School districts	Municipal law enforcement, community partners, GTSC	Short
	Safe Routes to School (SRTS)	Municipal governments, School districts	Municipal law enforcement, community partners, GTSC, NYSDOT	Medium
	Walking School Bus & Bike Bus Programs	Municipal governments, School districts	Municipal law enforcement, community partners, GTSC	Short - Medium



# Emphasis Areas - Strategies and Actions

Safer People	Strategies and Actions	Implementation Lead	Implementation Partners	Timeline
<b>Impaired Driving Emphasis Area</b>				
• <b>Alcohol-Impaired Driving</b>	Enforcement and Criminal Justice Interventions			
	• Publicized Sobriety Checkpoints	Municipal law enforcement, DCSO	TSB, GTSC	Short
	• High-Visibility Saturation Patrols	Municipal law enforcement, DCSO	TSB, GTSC	Short
	• Integrated Enforcement	Municipal law enforcement, DCSO	TSB, GTSC	Medium
	Alternative Transportation/Safe Ride Home Programs	TSB	GTSC, corporate partners	Short
	Mass Media Campaigns	TSB, Municipal law enforcement, DCSO	GTSC, Community partners	Short - Medium
• <b>Drug-Impaired Driving</b>	Enforcement of Drug-Impaired Driving	Municipal law enforcement, DCSCO	TSB, GTSC	Short - Medium
	Education Regarding Medications	TSB, Healthcare providers	Community partners, GTSC	Short - Medium
	Education on Cannabis and Safe Driving	TBS, Municipal law enforcement, DSCO	GTSC, corporate partners, community partners	Short - Medium

# Emphasis Areas - Strategies and Actions

Safer People	Strategies and Actions	Implementation Lead	Implementation Partners	Timeline
<b>Older Drivers</b>	Communications and Education About Driving and Aging	TSB, Healthcare providers	Community partners, GTSC	Short
	CarFit Program	TSB, Healthcare providers	Community partners, GTSC	Short
<b>Distracted Driving</b>	High-Visibility Enforcement (HVE)	Municipal law enforcement, DCSO	TSB, GTSC	Short
	Employer Educational Programs	TSB	GTSC, Corporate partners	Medium - Long
	Public Communications and Outreach on Distracted Driving	TSB, Municipal law enforcement, DCSO	GTSC, Community partners	Short
<b>Aggressive Driving</b>	Positive Traffic Safety Culture Public Awareness Campaigns	TSB, Municipal law enforcement, DCSO	GTSC, Community partners	Short
<b>Post Crash Care</b>	Timely On-Scene Care	DCEMS	Healthcare providers	Short - Medium
	Reduced Travel Time to Trauma Centers	DCEMS	Healthcare providers	Long
	Traffic Incident Management Training and Incident Awareness	DCEMS	Healthcare providers	Short
	EMS Performance Measures	DCEMS	Healthcare providers	Short
	Improved Access to Supplies	DCEMS	Healthcare providers	Short
	Education and Enforcement Related to Ambulance Right of Way and Roadside Safety to Protect EMS Workers	TSB, Municipal law enforcement, DCSO	Healthcare providers, DCEMS	Short

# Policy and Process Recommendations

- » Update the County's Complete Streets Policy
- » Support local speed management policies
- » Adopt three-foot passing law for bicyclists
- » Update DCTC's Project Selection Framework
- » Seek additional financial support from GTSC
- » Incorporate the Safety Action Plan into Moving Dutchess Forward
- » Support and expand the Watch Out For Me campaign



# Safety Action Plan Appendices

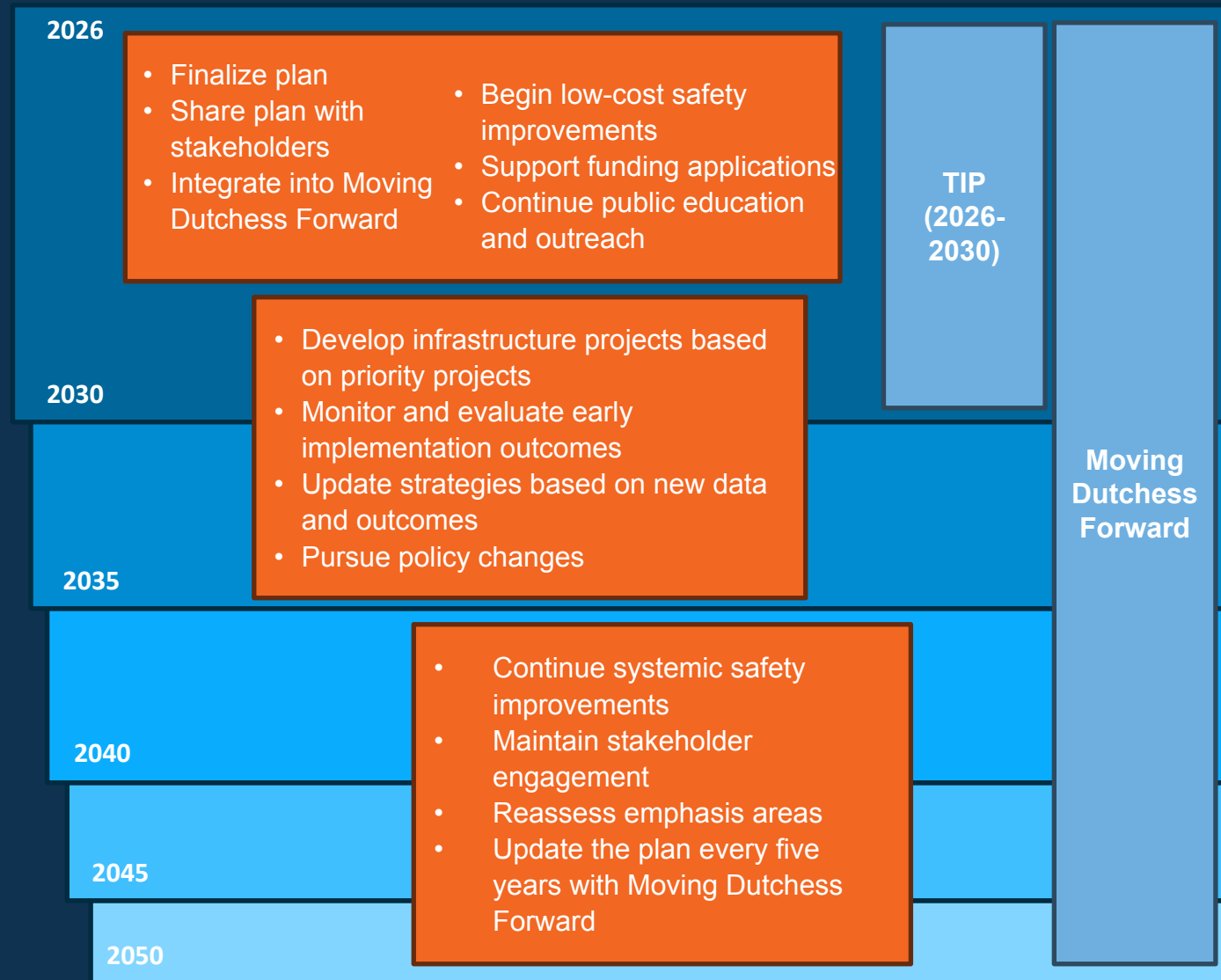
- Key Terms and Acronyms
- Advisory Committee Roster
- Safe Streets and Roads for All Checklist
- Crash Characteristics (Data Report Part 1)
- Hotspot and Network Screening Analysis (Data Report Part 2)

- Engagement Summary
- Safety Countermeasure Toolkit
- Systemic Countermeasure Report
- Priority Location Report
- Behavioral Safety Report
- Document and Resource Review

# Implementation

## Progress Reporting and Transparency

- » Plan documents & resources on the DCTC website
- » Ongoing planning by DCTC & updates with DCTC's Planning Committee
- » Long-range plan (Moving Dutchess Forward) & other surveys
- » Potential online dashboard



# Implementation – Hotspots/Priority Locations



## Lake Walton Rd between Route 82 and Route 376

Town of East Fishkill



### Lake Walton Rd between Route 82 and Route 376

Location Information	Town of East Fishkill
Municipality	Major Collector
Area Type	Urban
Road Owner	Town of East Fishkill
Annual Average Daily Traffic	1,000
85th Percentile Speed	35 mph
Average Heavy Vehicle Volume	10%

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

The segment intersects with two State-owned facilities, Route 82 and Route 376. Intersections along Lake Walton Rd are stop-controlled. The Dutchess Rail Trail also crosses the Lake Walton.

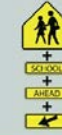
### Lake Walton Rd between Route 82 and Route 376

#### Countermeasure Recommendations

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities (Underlined countermeasures require coordination with NYSDOT)	
			Short-Term/Low-Cost	Long-Term/High-Cost
Intersections	• Active Rail Trail crossing	Safer Roads	• Replace the faded advance warning signage with Trail Crossing Signage in advance of the Rail Trail crossing	• Consider installing Rectangular Rapid Flashing Beacon (RRFB) with sensor detection at the Rail Trail crossing
Older Drivers	• Higher proportion of crashes involving older drivers	Safer People	• Install double yellow centerline and edge line markings along Lake Walton Rd	• Install high-visibility crosswalks at all intersections on the corridor
Roadway Departure	• Higher proportion of roadway departure crashes • Multiple horizontal curves	Safer Roads	• Implement enhanced delineation at horizontal curves, such as adding retroreflective strips on signposts of chevron signs	• Evaluate curves for additional delineation such as shoulder rumble strips or edge lines • Install shoulder rumble strips
Speeding	• Higher operational speeds compared to the posted speed limit	Safer Speeds	• Install speed feedback signs, including potentially temporary signs	• Evaluate the value of establishing a consistent speed limit along the corridor

October 2025

### PEDESTRIAN WARNING SIGNAGE



Description

Pedestrian warning signs alert drivers to potential pedestrian activity and guide pedestrians to designated crossing areas. These signs are diamond-shaped with black symbols or text on a yellow background. Common examples include the Advance Pedestrian Crossing sign, Pedestrian Crossing sign, Playground sign, School Crossing sign, and Advance School Crossing sign.

Reference Documents:  
ES&S: PSQ—Crosswalk Visibility Enhancements  
CMSE: Install Advanced Yield or Stop Markings/Signs—ID 801.9  
MUTCD: Chapter 2C—Warning Signs and Object Markers  
MUTCD: Part 7—Traffic Control for School Areas

#### Safety Benefits

- Crashes**
  - According to the Crash Modification Factor (CMF) Clearinghouse, pedestrian warning signage can reduce crashes by up to 30%.
- Speed**
  - Pedestrian warning signage can reduce vehicle speeds by alerting drivers to upcoming pedestrian activity.
- Pedestrian Safety**
  - Pedestrian warning signs increase driver awareness and encourage yielding, ultimately reducing pedestrian crashes and injuries.

#### Application Context

- Local ready collected arterials**
  - Design Guidance**
    - The Pedestrian Crossing sign (W11-2) is used to alert motorists to potential pedestrian conflicts. It should be installed in advance of a midblock crosswalk or any other location where drivers may not expect pedestrians to cross.
    - To avoid information overload, advance pedestrian crossing signs should not be mounted with other signs (exception may include a supplemental distance sign or an advisory speed plate).
    - The MUTCD specifies a standard sign size of 30 by 30 inches. However, a larger 36 by 36-inch sign may be used on higher-speed or wider arterial streets to improve visibility. For more guidance from the MUTCD, refer to Warning Signs and Object Markers—Chapter 2C and Traffic Control for School Areas—Part 7.

#### Local Example



Myers Corners Rd (County Route 98), Town of Wappinger: High visibility school crossing signs were installed near the Ketchikan High School entrance to alert drivers to students crossing.

25 SAFETY COUNTERMEASURES TOOLKIT

TRANSPORTATION POLICE TRANSPORTATION SAFETY ACTION PLAN

- » Site Evaluation
- » Countermeasures
- » Funding Sources



# Implementation – Priority 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)**



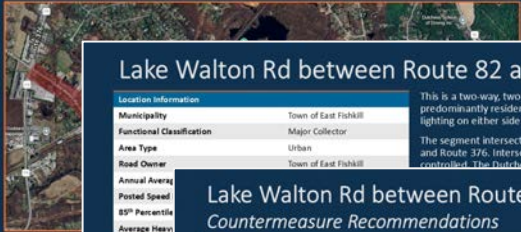
**Rossway Rd.  
(Pleasant Valley)**



**Lake Walton Rd.  
(East Fishkill)**



**Lake Walton Rd between Route 82 and Route 376**  
*Town of East Fishkill*



**Lake Walton Rd between Route 82 and Route 376**

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

The segment intersects with two State-owned facilities, Route 82 and Route 376. Intersections along Lake Walton Rd are stop-controlled. The Dutchess Rail Trail also crosses the Lake Walton.

Location Information	Location
Municipality	Town of East Fishkill
Functional Classification	Major Collector
Area Type	Urban
Road Owner	Town of East Fishkill
Posted Speed	35 mph
85th Percentile	35 mph
Average Heavy	35 mph

**Lake Walton Rd between Route 82 and Route 376**  
*Countermeasure Recommendations*

SAP Emphasis Area	Site Issues	Safe System Elements	Potential Opportunities (Undefined countermeasures require coordination with NYSDOT)
Intersections	Active Rail Trail crossing	Safer Roads	Short-Term/Low-Cost: Replace the faded advance warning signage with Trail Crossing Signage in advance of the Rail Trail crossing. Long-Term/High-Cost: Consider installing Rectangular Rapid Flashing Beacon (RRFB) with sensor detection at the Rail Trail crossing.
Older Drivers	Higher proportion of crashes involving older drivers	Safer People	Short-Term/Low-Cost: Install double yellow centerline and edge line markings along Lake Walton Rd. Long-Term/High-Cost: Install high-visibility crosswalks at all intersections on the corridor.

**Top Crash Type**  
Collision with:



**October 2025**

**TRANSPORTATION SAFETY**

**Countermeasures**

**PEDESTRIAN WARNING SIGNAGE**

**Safety Benefits**

- Increases visibility of pedestrians to motorists.
- Increases awareness of pedestrian crossing locations.
- Increases awareness of pedestrian crossing locations.

**Application Context**

**Design Solution**

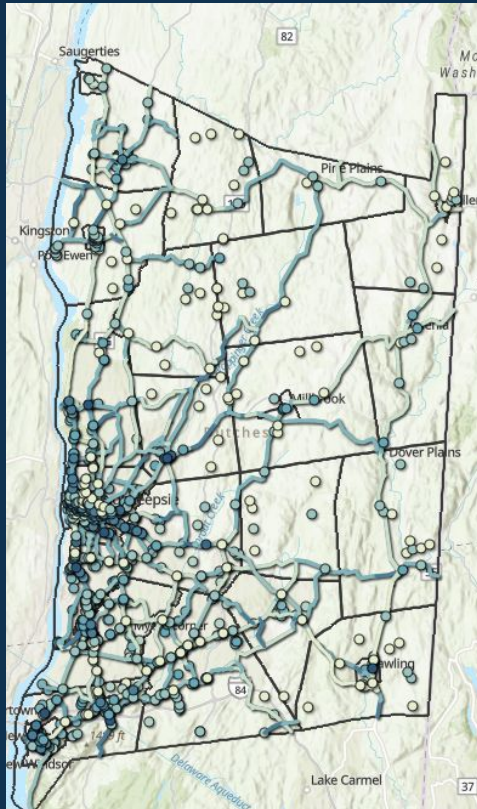
**Implementation**

**Cost**

**Notes**



# Implementation – Systemic

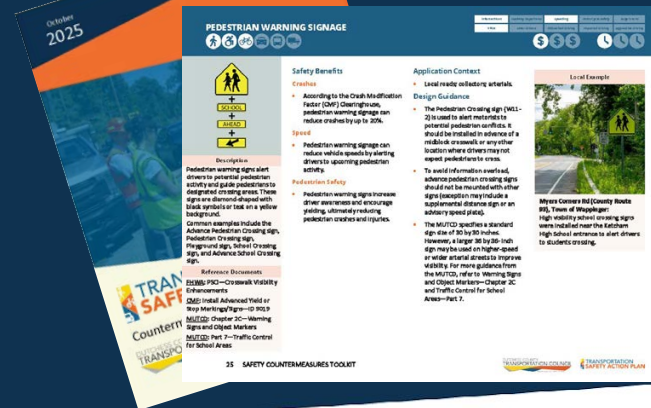


- » Problem Location
- » Systemic Issue
- » Road Type
- » Potential Systemic Countermeasure Package

Package	Project Type(s)	Countermeasure(s)	Applicable Locations	Focus Facility Type(s)	Risk Factor(s)	Planning Considerations	NYS DOT Reference	HSIP Eligible
Signalized	Signals, Beacons, Illumination	<ul style="list-style-type: none"> <li>Backplates with Retroreflective Borders</li> <li>Retime signals for Yellow and Red clearance intervals and improved coordination</li> <li>Signal Ahead sign</li> <li>Turning Vehicles Yield to Pedestrian sign</li> <li>Advance Cross Street Name sign</li> </ul>	Signalized intersections	<ul style="list-style-type: none"> <li>Urban signalized 3-leg intersections</li> <li>Urban signalized cross-intersections</li> <li>Urban signalized intersections with 5 or more legs</li> </ul>	<ul style="list-style-type: none"> <li>Signalized intersections with pedestrian signals (push-button actuated)</li> <li>Total entering vehicles greater than 15,000</li> <li>Intersection skew angle between 4 and 9 degrees</li> </ul>		<a href="#">Pedestrian Safety Action Plan - Appendix B: Signalized Intersection Improvements</a>	✓



- » Site Evaluation
- » Funding Sources



# Implementation – Emphasis Areas

Safer People	Strategies and Actions	Implementation Lead	Implementation Partners	Timeline
• School and Student Safety	Elementary-Age Child Pedestrian Training	Municipal governments, School districts	Municipal law enforcement, community partners, GTSC	Short
	Safe Routes to School (SRTS)	Municipal governments, School districts	Municipal law enforcement, community partners, GTSC, NYSDOT	Medium
	Walking School Bus & Bike Bus Programs	Municipal governments, School districts	Municipal law enforcement, community partners, GTSC	Short - Medium

## 3.4.4 School and Student Safety

Some VRU concerns focus on children walking, bicycling, or riding a school bus to and from school, and the safety of vehicle traffic near schools. The following countermeasures are recommended to address the issue of **school and student transportation safety** in Dutchess County.

- **Elementary School Pedestrian Training:** Elementary school pedestrian training equips school-age children with skills to allow them to walk safely in environments with traffic and other safety hazards (NHTSA). Dutchess County's "Watch Out for Me!" campaign has a pedestrian safety curriculum adapted for elementary students, which focuses on key traffic safety concepts reinforced through physical activity games. The County's TSB and Department of Health should work with school districts to provide this curriculum for students.
- **Safe Routes to School (SRTS):** SRTS is a program to encourage safe walking and bicycling to school. NYSDOT provides funding for SRTS projects under the agency's federally funded Transportation Alternatives Program (TAP). However, the TAP program is typically oversubscribed and potential SRTS projects face strong competition from a variety of other active transportation projects. In some cases, local communities are creating and implementing their own SRTS planning initiatives. The DCTC and TSB should encourage and assist municipalities to start their own SRTS planning initiatives, which can include coalition building, public education, community engagement, special events, and planning for future infrastructure improvements.
- **Walking School Bus & Bike Bus Programs:** A walking school bus uses volunteer adults, often parents, to walk a group of students on a specific route to and from school, collecting or dropping off children on the way (NHTSA). A bike bus is similar, with adults leading a group of students to and from school on bicycles. The TSB should promote walking school bus and bike bus programs and include resources for them on its website.

### School Safety Initiatives

- Starting a Safe Routes to School Program and other resources (Safe Routes Partnership).
- The Village of Rhinebeck's Climate Smart Task Force collaborated with middle school students to incorporate SRTS into the Village's Comprehensive Plan. The Task Force also sponsors an annual Walking School Bus program.
- Dutchess County's "Watch Out For Me!" campaign includes a Pedestrian Safety Education Curriculum, based on the Walk Safe, Bike Safe pedestrian safety curriculum, adapted for elementary students.
- Dutchess County observes Safe Stop Education and Enforcement Day by awarding a School Bus Driver of the Year award to promote school bus safety.
- Walking School Bus: Starting a Walking School Bus Basics.
- 511NY: Bike Bus

## » Who?

- Implementation Lead
- Implementation Partners

## » How?

- Funding Sources

## » What?

- New Program
- Policy Changes

# Funding Sources

- » NYSDOT Highway Safety Improvement Program (HSIP) via DCTC Capital Program (TIP)
- » Other funding through TIP
- » Governor's Traffic Safety Committee (GTSC) or other grants for behavioral programs
- » Competitive federal grants
  - Safe Streets and Roads For All (SS4A)
  - SMART Grants
  - BUILD/RAISE Grants
- » State, County, and local funds



# Open Discussion

# Next Steps

	Project Milestones
November	<ul style="list-style-type: none"><li>• Finalize Location Report</li><li>• Finalize Systemic Countermeasure Toolkit</li><li>• Finalize Report and Appendices</li></ul>
Spring	<ul style="list-style-type: none"><li>• Adopt Safety Action Plan (DCTC Policy Board)</li></ul>

# Thank You!

DUTCHESS COUNTY  
TRANSPORTATION COUNCIL



Better ways from here to there

CAMBRIDGE  
SYSTEMATICS

