



TRANSPORTATION SAFETY ACTION PLAN

Advisory Committee Meeting #5 Summary

October 9, 2025 (virtual)

Attendees

- Stephen Gill, Traffic Engineer, Dutchess County Dept. of Public Works
- Hisieni Sacasa, Biostatistician, Dutchess County Dept of Health
- Lin-Li Chang, Transportation Analyst, NYSDOT Region 8
- Zakia Alam, Assistant Engineer, NYSDOT
- Dr. Dwight Bonk, Superintendent, Wappingers Central School District
- Bill Johnson, Dutchess County Traffic Safety Administrator
- Karen Smythe, Mayor, Red Hook Village
- Melkorka Kjarval, Deputy Mayor, Red Hook Village
- Kevin McCarthy, Town of Fishkill Highway Dept
- Emily Dozier, Senior Planner (Project Manager), DCTC
- Mark Debald, Transportation Program Administrator, DCTC
- Nina Leonard, Planner, DCTC
- Cory Hopwood, Cambridge Systematics (CS)
- Russ Martin, Cambridge Systematics (CS)

Welcome, Introductions, and Status Update

Russ Martin launched the meeting, facilitated brief introductions of attendees, and reviewed the agenda. Russ described that we have completed Tasks 1 – 4 and 7, with Tasks 6 and 8 in progress.

Task 5 Countermeasure Toolkit

Russ reviewed the recently finalized Countermeasure Toolkit that is now posted on the SAP website. He described the content of the Toolkit, which has been designed to be user-friendly.

Task 5 Safety Action Plan Goals

Russ presented the Safety Action Plan goals, which were shared with the Committee in advance. The Safety Action Plan will set a goal to achieve zero fatalities by 2050. For serious injuries and combined non-motorized fatalities and serious injuries, the Plan will set a goal for a 50% reduction.

Task 6 Priority Location Investigations

Russ recapped the process of identifying locations from the data analysis, narrowing down 31 sites for desktop investigation, and seven sites for field investigations. All location findings will be synthesized in a Location Report. The 31 locations consist of locations identified for the Municipal

Priority Safety Network, as well as a County-owned location. Russ presented a sample desktop location report and described the outcomes of the field investigations.

Task 8 Safety Action Plan Strategies and Actions

Russ recapped the Plan's Emphasis Areas and facilitated a discussion of recommended strategies. Below are notes on individual recommendations that were discussed. Each of these countermeasures were selected from proven national best practices.

- Intersections & Roadway Departures
 - The first two emphasis areas are infrastructure-oriented. We intend to provide some limited discussion but otherwise refer readers to the location analysis and infrastructure countermeasures resources that have been created for the plan.
- Speeding
 - High-Visibility Enforcement (HVE) and educational campaigns.
 - Municipally-set lower speed limits.
 - Speed feedback signs: Committee members expressed support for these signs, which also draw drivers' attention and can reduce distracted driving. County DPW allows municipalities to install these on County roads with a permit.
 - Speed safety camera enforcement: NYSDOT clarified that these are only authorized at work zones on State-owned controlled access highways, which would include I-84. The group discussed how courts continue to struggle with school bus automated enforcement tickets. Judges are considering these a civil, not a criminal violation (because tickets go to vehicle owners, not drivers), and are refusing to hear cases. The statewide Automated Work Zone Speed Enforcement (AWZSE) program issues citations and provides for an administrative process to contest tickets. Per State Law (VTL 1180-E), contested tickets may be referred to a local court or Traffic Violations Bureau where the offense occurs. Attendees suggested that more success might be won by focusing on school zones. The group agreed to include this countermeasure, but to broaden its scope, as municipalities could get State legislative approval to deploy automated enforcement more widely.
 - Driver education/training for speeding offenders: In partnership with the Council on Addiction Prevention and Education of Dutchess County (CAPE), some judges are referring offenders to the Alive at 25 driver training program. Judicial participation is hit or miss as some judges are reluctant to impose additional costs on offenders. Dr. Bonk described how all high school students are required to participate in CAPE's Teen Driving: A Family Affair, a driver education program, in order to obtain a parking pass.
 - Installation of variable speed limits (VSL): The group discussed how such a program could be resource-intensive. The use of VSL would most likely be on the most congested highways - Route 9 and I-84. NYSDOT will check on the use of VSL in New York.

- Motorcyclist Safety
 - Communications campaigns to encourage rider conspicuity, protective clothing, and use of effective helmets, to increase motorist awareness of motorcyclists, and campaigns aimed at alcohol-impaired motorcyclists.
- Large Trucks
 - Restrict heavy vehicle access/designate truck routes: The group discussed how in many villages, State roads go directly through them, which brings a lot of truck traffic. There may be an opportunity to work with NYSDOT on truck routing. The group noted how some State roads lack signage about local truck restrictions, so trucks still use roads that are not intended for them (ex: Merritt Blvd in Fishkill). Enforcement of these local truck restrictions is also needed. The group discussed how truck traffic is improperly using local roads to reach the Amazon distribution center in Fishkill, and the only recourse is for police to enforce local restrictions.

There are also complaints of trucks on Route 9 using “Jake Brakes” (compression release engine brakes), which are noisy, especially late at night. However, NYSDOT has advised that the use of such brakes cannot be restricted because brakes are safety equipment. Emily Dozier noted that the County could promote NYSAMPO’s upcoming truck routing research guide. In general, wider political action may be needed to address large truck concerns.

 - Identify truck turning hotspots: The group noted that this may be helpful.
 - Employer safety education: This should include education on truck routing. The group discussed how lots of truck traffic is inter-county, and many truck drivers are contractors that may not be easily reached.
 - Examine the County’s Complete Streets Policy: The group decided to strike this recommendation as there were no specific recommendations.
 - Assess County and municipal fleets for safety: The group agreed to strike this recommendation because government fleets are already upholding high safety standards.
 - Consider municipal truck side-guard regulations: The group agreed to strike this recommendation.
- Vulnerable Road Users
 - Bicycle Safety
 - Bicycle community engagement and education, including promoting bicycle helmet use with education, bicycle safety education for children, and cycling skills clinics, bike fairs, and bike rodeos.
 - Pedestrian Safety

- Pedestrian safety educational campaigns
- Lower speed limits (see Speeding above)
- High-Visibility Enforcement (HVE) for vehicles at pedestrian crossings
- Pedestrian safety zones: these are similar to school zones, but in areas with high pedestrian activity
- Elementary-age child pedestrian training
- Safe Routes to School (SRTS): We can focus on school districts and municipalities developing local safe routes to school programs that include infrastructure plans, coalitions, and other projects and recommendations; Currently, SRTS funding is part of the Transportation Alternatives Program (TAP), but applications are competitive - projects compete with other active transportation initiatives. The group discussed children in school as a unique subset of VRUs. Dr. Bonk noted a lack of sidewalks near schools. On September 29, a 79-year old school crossing guard was struck and killed in Poughkeepsie at the intersection of Baker St. and Quaker Street.
- **Action Item:** Consultant team to investigate how sidewalks near schools are being considered as part of the systemic investigation.
 - “Walking School Bus” programs
 - Communications to encourage pedestrian visibility: This was acknowledged as a useful strategy as many pedestrians put themselves at risk walking at night in dark clothing. Pedestrians might also benefit from education on using crossing signals and other pedestrian safety infrastructure. The group discussed the notion of promoting “defensive walking” as a way to avoid “victim-blaming.”
- Impaired Driving
 - Alcohol
 - Maintain current investment in enforcement, including publicized sobriety checkpoints, high-visibility saturation patrols, and integration with other enforcement. This is currently coordinated through the County’s STOP-DWI program.
 - Alcohol vendor compliance checks: Bill Johnson noted that these efforts have yielded mixed results. Compliance check programs require significant planning, and officers require funding to pay for overtime.
 - Alternative transportation/Safe Ride Home programs: The Dutchess County TSB promotes the NY GTSC’s Have a Plan mobile app that helps users find transportation services.

- Mass media campaigns
- Drug Impaired Driving
 - Enforcement of drug-impaired driving, including law enforcement drug recognition expert (DRE) training.
 - Public education regarding medications: The group discussed framing this as a partnership with the County's Office for the Aging. Dutchess County also has a Prescription Medication Drop Box Program to collect unwanted medicines.
 - Public education on cannabis and safe driving: The group agreed that a cannabis industry partnership may be helpful and suggested developing a flyer or brochure that could be distributed by dispensaries.
- **Action Item:** Consultant team will coordinate with Bill Johnson to specifically review the impaired driving recommendations.
- Older Drivers
 - General communications and education about driving and aging
 - Carfit Program/Carfit events
- Distracted Driving
 - High-Visibility Enforcement (HVE)
 - Employer educational programs
 - Public communications and outreach on distracted driving
- Aggressive Driving
 - Public awareness campaigns: The group discussed how the response to aggressive driving should be a positive communications campaign to promote a positive safety culture among drivers (in contrast to punitive, negative messaging).
 - Driver education and training for aggressive driving offenders
 - Congestion management, including Traffic Incident Management (TIM) training, speed management and traffic calming, and the regional Congestion Management Process

Action Item: Consultant team will revise the recommended countermeasure list based on the Committee's feedback.

Russ also reviewed some Post-Crash Care recommendations that will be included in the Safety Action Plan. He will refer in part to Dutchess County's [EMS Matters](#).

Task 8 Safety Action Plan

Russ briefly reviewed the outline for the Safety Action Plan.

Closing and Next Steps

Russ asked Committee members to share any additional comments or feedback on any elements of the Safety Action Plan. The consultant team is aiming to finish all remaining project elements this month.

Emily asked members to hold November 18 for the in-person 6th Advisory Committee Meeting to consider a full draft Safety Action Plan. The meeting will be held from 9:30 – 11:30 am at the Dutchess County Sherrif's Office.

The project team will share all materials from this meeting (a meeting summary, the PPT, and a recording) with the Committee.