



## Arlington Town Center Pedestrian Plan

In 2017, the Poughkeepsie-Dutchess County Transportation Council worked with a volunteer Task Force with representatives from the Poughkeepsie Town Board, Zoning Board, Arlington Business

Improvement District, and Vassar College to complete a Pedestrian Plan for Arlington. The Plan includes three components:

- ✦ An inventory of existing walking conditions
- ✦ Recommendations for priority improvements
- ✦ Specific design suggestions for Main Street

**Overview:** Arlington currently functions as two separate business districts, rather than one. The area closest to Vassar College generally feels like a walkable village, while the northern portion of the Town Center suffers from several streets that look and feel like highways, with high speeds, few crosswalks, narrow or no sidewalk buffers, and limited pedestrian amenities. The plan focuses on creating a walkable, pedestrian-friendly Main Street, in order to improve safety, support local businesses, and develop a more cohesive commercial district.

Arlington is home to a mix of uses and destinations, including Vassar College, a post office, small grocery store, bank, restaurants, offices, apartments and single-family homes. All are within a reasonable walking distance for the 18,000 people that live within a mile of the Center (about a quarter of the combined Town and City population).

**Inventory:** The inventory of current conditions, using Global Positioning System (GPS) equipment, revealed that 88% of Arlington's 8.3 miles of sidewalks were in excellent or good condition. However, several sidewalks on Main Street were rated only fair, and sidewalks on Springside Ave and Jones Street were rated fair or poor. The



lack of sidewalks north of Maple Street limits connections to and from the northern part of the Town Center.

The inventory also found a lack of marked crosswalks, issues with pedestrian signal installation, signage, and timing, missing curb ramps and detectable warnings, an overabundance of driveways and parking lots, few pedestrian amenities, and insufficient transit information.

**Public Input:** PDCTC staff held a booth at the Arlington Street Fair to solicit public input on the project. Common concerns included a lack of yielding at crosswalks, feeling unsafe when walking, and the absence of bicycle facilities. Suggestions included additional lighting, sidewalks and crosswalks, roundabouts, automatic pedestrian signals, bicycle markings, and education.

### Key Recommendations:

- ✦ Main St/Grand Ave: Construct a roundabout at the intersection to improve safety and create a gateway to Arlington (see reverse).
- ✦ Main St/Raymond Ave: Activate the northern corners with public spaces and/or development.
- ✦ Main St/Fairmont Ave: Consider a short median or a roundabout at the intersection to improve safety and designate an eastern gateway.
- ✦ Main St Corridor: Redesign the street to narrow the travel lanes, widen sidewalks and buffers, and install amenities (see reverse).
- ✦ Town Center: Repair/replace sidewalks, signals, and curb ramps; mark crosswalks; redesign Maple St and Haight Ave as two-lane boulevards.
- ✦ Land Use/Parking: pursue land use changes to support walkability, conduct a parking study, and implement a parking management plan.

The Plan also includes policy and program recommendations, cost estimates and funding sources, and appendices with street sections, land use concepts, and bicycle access proposals.

**Read the Plan:** <http://www.dutchessny.gov/CountyGov/Departments/TransportationCouncil/PLpdctcpublications.htm>



### Main Street & Grand Avenue:

Existing



Main St at Grand Ave, looking east (image: Google)

#### Main St/Grand Ave roundabout proposal:

- Improve safety by reducing speeds, eliminating left turns, and providing complete crosswalks with median refuge islands
- Improve operations by reducing delay and removing left turns
- Extend the sidewalk along South Grand Ave
- Consolidate driveways to reduce conflicts and provide space for street trees and other amenities
- Provide an attractive gateway into Arlington, the Town, and the City.

Proposed



### Main Street & Raymond Avenue:

Existing



Main St at Raymond Ave, looking east (image: Google)

#### Main Street redesign concept:

- Narrow travel lanes from 13-16 feet to 11 feet
- Stripe a 7.5 foot parking lane
- Use the remaining space to widen sidewalks to at least 5 feet and buffers to at least 4 feet
- Install consistent street trees, lighting, benches, trash/recycling, and bicycle racks
- Mark shared-lane markings (sharrows) for bicycles in the travel lane

Proposed

