

Appendices

A: Town Board Resolution & Task Force

**AMENDED
RESOLUTION 9:2 - #15 OF 2015**

WHEREAS, sidewalks and crosswalks promote walking, reduce the need for parking spaces, and contribute significantly to community life and economic vitality; and

WHEREAS, one of the Town's goals is to enhance walkability by improving our pedestrian system; and

WHEREAS, before the Town or the Arlington Business Improvement District can seek funding from grants and other sources to implement this walkability goal detailed studies and planning documents must be prepared; and

WHEREAS, the Poughkeepsie-Dutchess County Transportation Council ("PDCTC") and the Dutchess County Planning and Development Department ("Planning Department") has offered to prepare a Sidewalk Inventory and Improvement Plan for the Town's Main Street area;

NOW, THEREFORE, BE IT RESOLVED, that the Town Board hereby creates a Pedestrian Task Force to be composed of local citizens Ann Shershin, Bob Legacy, Bryan Swarthout, Myrna Sadowsky, Michelle Morrill, Bob Ostertag, Jon Vincitore and James Challey, Chairperson, to provide assistance to and work in concert with this Town Board, the PDCTC, the Planning Department, grant writers, and other appointed experts, consultants, or departments on a Sidewalk Inventory and Improvement Plan for the Town's Arlington Main Street area, such work to be generally as described in the list of Task Force responsibilities annexed hereto as Exhibit A.

Dated: September 2, 2015
Moved: Joseph Conte
Seconded: William Carlos
Ayes 7 Nays 0

JEN/meh
Attachment
t-8/28/2015
m-9/2/2015

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	AYE	NAY
Councilman Baisley	_____	_____
Councilman Carlos	_____	_____
Councilman Conte	_____	_____
Councilman Cifone	_____	_____
Councilman Lepore	_____	_____
Councilwoman Shershin	_____	_____
Supervisor Tancredi	_____	_____

PLANNING DEPARTMENT
SEP 2 2015 11:47 AM

EXHIBIT A

THE PEDESTRIAN TASK FORCE RESPONSIBILITIES SHALL INCLUDE THE FOLLOWING:

1. Attend monthly Task Force meetings and other special meetings as needed.
2. Serve as the official liaison to the PDCTC to assist with the Sidewalk Inventory and Improvement Plan, and provide input and participate in all surveys, studies and planning work as needed.
3. Research and visit places in Dutchess County and the Hudson Valley where successful sidewalk projects are underway or have been completed, and assess their potential use for our community.
4. Organize and lead outreach efforts to build collaborative relationships with local stakeholders, community organizations, public works officials, and residents.
5. Interview residents, merchants, and property owners as needed to help determine the best approach to implement recommendations.
6. Interview contractors that specialize in sidewalk construction to determine the best approach to repair existing sidewalks and construct new sidewalks.
7. Provide square foot estimates that can be used to determine the approximate cost of sidewalk repairs and construction.
8. Recommend general construction techniques and surface materials for sidewalks.
9. Interview local commissions (e.g. tree commission) and work with them to generate recommendations on how to improve sidewalks and pedestrian connections.
10. Provide information to grant writers as needed for funding applications.
11. Present monthly progress reports to the Board and the general public, together with the PDCTC and other consultants, as needed.
12. Arrange and participate in meetings between the Board, New York State Department of Transportation, County, and other public agencies that could help advance the Board's goals.
13. Based on the research findings, develop a series of recommendations designed to improve the safety of our sidewalks and enhance walkability.
14. Review and evaluate current laws and codes related to sidewalk maintenance, such as the trimming of bushes, removal of obstacles, furniture, trash cans, snow removal, and general maintenance and repair.
15. Develop, for review and adoption by the Board, a series of recommendations to update codes to ensure that sidewalk standards are uniformly enforced.
16. Provide the Board with a final report of all Task Force findings and recommendations.

**Arlington Business Improvement District
Pedestrian Task Force**

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B: Inventory Summary Tables

Arlington Pedestrian Plan: Fieldwork Summary

Sidewalk Infrastructure	Length (feet)	Length (miles)	Percent
Existing Sidewalk	43,844	8.30	73%
No Sidewalk	16,003	3.03	27%
Total area inventoried	59,847	11.33	100%

Sidewalk Condition	Length (feet)	Length (miles)	Percent
Excellent	22,247	4.21	51%
Good	16,327	3.09	37%
Fair	4,589	0.87	10%
Poor	680	0.13	2%
Total Existing Sidewalk	43,844	8.30	100%

Sidewalk Issues	%	#
Cracked	40%	91
Lifted	29%	66
Clearance (Temporary)	11%	24
Crumbled	6%	14
Other *	6%	13
Removed	5%	11
Obstruction (Permanent)	3%	6
Total issue locations (points)		225
*loose gravel, drainage issues, inadequate ramp, asphalt patches, etc.		

Sidewalk Material	%	#
Asphalt *	1%	363 ft
Concrete	99%	43,481 ft
* Jones St		

Sidewalk Width	%	#
3-3.5 ft	2%	999 ft
4-4.5 ft	18%	7,801 ft
5 ft	54%	23,528 ft
5.5-6.5 ft	15%	6,576 ft
7-10 ft	9%	4,068 ft
11-12.5 ft	2%	871 ft

Sidewalk Buffers	%	#
No Buffer	28%	12,421 ft
Buffer	72%	31,422 ft

Buffer Material	%	#
Grass	83%	25,967 ft
Concrete (Stamped) Brick	14%	4,258 ft
Other *	4%	1,197 ft
* asphalt, brick, concrete, mulch, landscaped (triangle plaza).		

Buffer Width	%	#
2-2.5 ft	39%	12,388 ft
3-4 ft	30%	9,461 ft
4.5-5.5 ft	25%	7,837 ft
6+ ft	7%	2,186 ft

Curb Ramps/Detectable Warnings	%	#
Colored Domes	44%	64
Cement Domes	26%	38
Textured	6%	8
No detectable warning	24%	35
Total Curb Ramps		145
no warnings at Fulton Ave (driveways); Fairmont Ave; Raymond Ave (driveways); Springside Ave; N Grand Ave; Main St (driveways)		

Crosswalks	%	#
Ladder	75%	40
Red Ladder	23%	12
Other (diagonal striping) *	2%	1
Total Crosswalks		53
* by Arthur S May (sidewalk just north of Route 44)		

Crosswalk Locations	%	#
At intersections	94%	50
Mid-block *	2%	1
Across driveways **	4%	2
* Collegeview east of Raymond		
** Raymond Ave Extension at Catholic Church; at ASM Elementary near Route 44		

Crosswalks at Intersections	%	#
Full Crosswalks	23%	9
Partial Crosswalks	21%	8
No Crosswalks	56%	22
Total Intersections		39

Curb extensions	%	#
Crosswalks with a curb extension *	25%	13
Total Curb Extensions		25
* Raymond/Main (4) ; Raymond/Haight (1); Raymond/Collegeview (4); Raymond/Davis (1); Raymond/Lagrange (1); Collegeview midblock (1); Collegeview/Fairmont (1)		

Driveways	
Total number of commercial driveways	167
Linear feet of driveways (sum of widths)	4,325 ft
% of total linear feet inventoried*	7%
* Main St. % of total linear feet inventoried = 18%	

Pedestrian signals	%	#
Signalized intersections		8
Intersections with pedestrian signals *	88%	7
Intersections with 1 ped signal pole per corner **	75%	6
Total Pedestrian Signal Poles		31
	%	#
Poles with countdown pedestrian signals	100%	31
Poles with responsive pedestrian signals	19%	6
* None at Main/Grand		
** Main/Raymond has separate poles and curb ramps for each crosswalk.		
*** Maple/Grand; Maple/Raymond; Maple/Taft; Main/Grand; Main/Raymond; Main/Taft; Haight/Raymond; Haight/Fairmont		

Signs	
Pedestrian signs *	20
Bicycle signs (Share the Road)	1
* Mainly crosswalk warning signs and school area warning signs.	

Amenities	
Pedestrian-scale lights	135 total
Temporary tables/chairs	7 locations
Benches	15 total
Bike racks	1 total
Trash cans	9 total

Street Trees	%	#
In buffer	49%	138
Not in buffer *	51%	146
Total street trees		284
* Behind the sidewalk on the arterials, Fairmont, and Collegeview (south side).		

On-Street Parking		
Total on-street parking	19,726 ft	
% of total street length with on-street parking	33%	
	%	#
Sidewalk streets with on-street parking	36% *	15,894 ft
No-sidewalk streets with on-street parking	24% **	3,832 ft
* As % of total sidewalk street length (43,844 ft)		
** As % of total no-sidewalk street length (16,003 ft)		

Significant No-Crossing Zones *	Est. Distance	Intersections
Maple: Grand to Raymond	1,500 ft	1
Main: Grand to Raymond	1,080 ft	3
Main: Raymond to Taft/Fairmont	1,185 ft	3
Haight: Grand to Raymond	1,300 ft	1
Haight: Raymond to Fairmont	1,235 ft	1
* More than 1,000 ft between marked crosswalks On Haight Ave, pedestrians also commonly cross at Streit Ave		

Driveway Type	%	#
Sidewalk Stop	13%	22
Sidewalk Continue	78%	131
No Sidewalk	8%	14
Total Driveways		167
Main Street		
Sidewalk Stop	3%	1
Sidewalk Continue	97%	36
No Sidewalk	0%	0
Total Driveways		37

C: Pedestrian Signals Evaluation

Arlington Town Center Pedestrian Signals Evaluation

Refer to table below for descriptions of specific issues and recommended improvements

Intersection (Owner)	Pushbuttons				Signage				Signals				
	Pedestrian Pushbutton Placement (Correct/Incorrect) ¹		Audible Response (Yes/No) ²		Pushbutton Signage (Correct/Incorrect/Unclear) ³		Sign Type (MUTCD/Old/OS/Other) ⁴		Signal Timing: countdown phase ⁵				
1 Maple St & N Grand Ave (NYSDOT)	<i>Crossing Maple</i>	<i>Crossing Grand</i>	<i>Crossing Maple</i>	<i>Crossing Grand</i>	<i>Crossing Maple</i>	<i>Crossing Grand</i>	<i>Crossing Maple</i>	<i>Crossing Grand</i>		<i>Crossing Maple</i>	<i>Crossing Grand</i>		
NW	Incorrect (a)	n/a (c, d)	No	n/a (d)	Correct	n/a (w)	MUTCD (e/f)	n/a (w)		East	West	North	South
NE	Incorrect (a)	n/a (c, d)	No	n/a (d)	Correct	n/a (w)	MUTCD (e/f)	n/a (w)	Distance	45'	45'	41'	29'
SE	Correct	n/a (c, d)	No	n/a (d)	Correct	n/a (w)	MUTCD (e/f)	n/a (w)	Existing Time	12s (v)	12s (c*/v)	n/a (b/c)	n/a (c)
SW	n/a (d)	n/a (c, d)	n/a (d)	n/a (d)	n/a (w)	n/a (w)	n/a (w)	n/a (w)	Recommended Time	13s	13s	12s	9s
										* at SW corner only			
2 Maple St & Raymond Ave Ext/Van Wagner Rd (NYSDOT)	<i>Crossing Maple</i>	<i>Crossing Raymond</i>	<i>Crossing Maple</i>	<i>Crossing Raymond</i>	<i>Crossing Maple</i>	<i>Crossing Raymond</i>	<i>Crossing Maple</i>	<i>Crossing Raymond</i>		<i>Crossing Maple</i>	<i>Crossing Raymond</i>		
NW	Correct (g)	Correct	No	No	Correct	Correct	MUTCD (e/f)	MUTCD (e)		East	West	North	South
NE	Correct	Correct	No	No	Correct	Correct	MUTCD (e/f)	MUTCD (e)	Distance	42'	45'	40'	55'
SE	Correct	Correct	No	No	Correct	Correct	MUTCD (e/f)	MUTCD (e)	Existing Time	12s	12s (v)	12s	12s (v)
SW	Incorrect (h)	Correct	Yes	Yes	Incorrect (h)	Correct	MUTCD (e/f)	MUTCD	Recommended Time	12s	13s	12s	16s
3 Maple St & Taft Ave (NYSDOT)	<i>Crossing Maple</i>	<i>Crossing Taft</i>	<i>Crossing Maple</i>	<i>Crossing Taft</i>	<i>Crossing Maple</i>	<i>Crossing Taft</i>	<i>Crossing Maple</i>	<i>Crossing Taft</i>		<i>Crossing Maple</i>	<i>Crossing Taft</i>		
NW	Incorrect (j)	Incorrect (j)	No	No	Correct	Correct	MUTCD (e/f)	MUTCD (e)		East	West	North	South
NE	Incorrect (j)	Incorrect (j)	No	No	Correct	Correct	MUTCD (e/f)	MUTCD (e)	Distance	77'	89'	61'	65'
SE	Incorrect (j)	Incorrect (j)	No	No	Correct	Correct	MUTCD (e/f)	MUTCD (e)	Existing Time	12s (v)	12s (v)	12s (v)	12s (k/v)
SW	Correct	Correct	No	Yes	Correct	Correct	MUTCD (e/f)	MUTCD (e)	Recommended Time	22s	26s	18s	19s
4 Main St & Taft Ave/Fairmont Ave (NYSDOT)	<i>Crossing Main</i>	<i>Crossing Taft/Fairmont</i>	<i>Crossing Main</i>	<i>Crossing Taft/Fairmont</i>	<i>Crossing Main</i>	<i>Crossing Taft/Fairmont</i>	<i>Crossing Main</i>	<i>Crossing Taft/Fairmont</i>		<i>Crossing Main</i>	<i>Crossing Taft/Fairmont</i>		
NW	Incorrect (j)	Incorrect (j)	No	No	Correct	Correct	OS + Oth	OS + Oth		East	West	North	South
NE	Incorrect (j)	Incorrect (j)	No	No	Unclear (l)	Unclear (l)	OS	OS	Distance	62'	59'	66'	45'
SE	Incorrect (j)	Incorrect (j)	No	No	Correct	Correct	OS + Oth (m)	OS + Oth	Existing Time	12s (v)	12s (v)	12s (v)	12s (v)
SW	Incorrect (j)	Incorrect (j)	No	No	Unclear (l)	Unclear (l)	OS	OS	Recommended Time	18s	17s	19s	13s
5 Haight Ave & Fairmont Ave (NYSDOT)	<i>Crossing Haight</i>	<i>Crossing Fairmont</i>	<i>Crossing Haight</i>	<i>Crossing Fairmont</i>	<i>Crossing Haight</i>	<i>Crossing Fairmont</i>	<i>Crossing Haight</i>	<i>Crossing Fairmont</i>		<i>Crossing Haight</i>	<i>Crossing Fairmont</i>		
NW	Incorrect (j)	Incorrect (j)	No	No	Unclear (l)	Unclear (l)	Old	Old		East	West	North	South
NE	Incorrect (p)	Correct (o)	No	No	Unclear (l)	Unclear (l)	Old	Old	Distance	49'	44'	40'	47'
SE	Incorrect (p)	Correct	No	No	Unclear (l)	Unclear (l)	Old	Old	Existing Time	12s (v)	12s (v)	12s	12s (v)
SW	Incorrect (p)	Incorrect (n)	No	No	Correct	Correct	Old + Oth (f)	Old + Oth (f)	Recommended Time	14s	13s	12s	14s
6 Haight Ave & Raymond Ave (NYSDOT)	<i>Crossing Haight</i>	<i>Crossing Raymond</i>	<i>Crossing Haight</i>	<i>Crossing Raymond</i>	<i>Crossing Haight</i>	<i>Crossing Raymond</i>	<i>Crossing Haight</i>	<i>Crossing Raymond</i>		<i>Crossing Haight</i>	<i>Crossing Raymond</i>		
NW	Incorrect (j)	Incorrect (a)	No	No	Unclear (l)	Unclear (l)	Old	OS		East	West	North	South
NE	Incorrect (j, r)	Incorrect (a)	No	No	Unclear (q)	Unclear (l)	MUTCD (q)	OS	Distance	42'	41'	47'	57'
SE	Incorrect (j)	Incorrect (a)	No	No	Unclear (l)	Unclear (l)	MUTCD (q)	MUTCD (q)	Existing Time	12s	12s	12s (v)	12s (v)
SW	Incorrect (j, n)	Incorrect (a)	No	No	Unclear (l)	Unclear (l)	OS	OS	Recommended Time	12s	12s	14s	17s
7 Main St & Raymond Ave (NYSDOT)	<i>Crossing Main</i>	<i>Crossing Raymond</i>	<i>Crossing Main</i>	<i>Crossing Raymond</i>	<i>Crossing Main</i>	<i>Crossing Raymond</i>	<i>Crossing Main</i>	<i>Crossing Raymond</i>		<i>Crossing Main</i>	<i>Crossing Raymond</i>		
NW	Correct	Incorrect (s)	Yes	No	Correct	Correct (s)	MUTCD	Old		East	West	North	South
NE	Correct	Correct	No	Yes	Correct	Correct	Old	MUTCD	Distance	37'	31'	57'	43'
SE	Correct	Correct	No	No	Correct	Correct	OS	Old	Existing Time	19s	19s	19s	19s
SW	Correct	Incorrect (t)	No	Yes	Correct	Correct (t)	OS	Old (u)	Recommended Time	11s	9s	14s	13s
8 Main St & Grand Ave (Dutchess County)	<i>Crossing Main</i>	<i>Crossing Grand</i>	<i>Crossing Main</i>	<i>Crossing Grand</i>	<i>Crossing Main</i>	<i>Crossing Grand</i>	<i>Crossing Main</i>	<i>Crossing Grand</i>		<i>Crossing Main</i>	<i>Crossing Grand</i>		
NW	n/a (d)	n/a (d)	n/a (d)	n/a (d)	n/a (w)	n/a (w)	n/a (w)	n/a (w)		East	West	North	South
NE	n/a (d)	n/a (d)	n/a (d)	n/a (d)	n/a (w)	n/a (w)	n/a (w)	n/a (w)	Distance	44'	40' **	38'	45'
SE	n/a (d)	n/a (d)	n/a (d)	n/a (d)	n/a (w)	n/a (w)	n/a (w)	n/a (w)	Existing Time	n/a (c)	n/a (b/c)	n/a (c)	n/a (c)
SW	n/a (d)	n/a (d)	n/a (d)	n/a (d)	n/a (w)	n/a (w)	n/a (w)	n/a (w)	Recommended Time	13s	12s	11s	13s
										** Crosswalk does not currently exist. Measurement based on potential future crosswalk (shortest path).			
References: Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD), available online at http://mutcd.fhwa.dot.gov .	¹ Correct = Pushbutton face is accessible and parallel to the crosswalk to be used, per MUTCD Section 4E.08.	² Yes = Pushbutton beeps when depressed.	³ Correct = sign instructions correspond to pushbutton	⁴ MUTCD = Unless otherwise indicated, sign type is R10-3e (see Figure 2B-26 of the current MUTCD, available online at http://mutcd.fhwa.dot.gov/htm/2009/part2/fig2b_26_1_longdesc.htm). Old = Outdated/Old sign (without arrow/street name unless otherwise noted) OS = Outdated/Old and Small sign (without arrow/street name unless otherwise noted) Oth = Additional pedestrian crossing sign ("Push Button to Cross XX")	⁵ Recommended time is based on a walking speed of 3.5 ft/second, per MUTCD guidance (see Section 4E.06).								

	Issue	Recommended Improvements	Issue Type
a	Pedestrian pushbutton faces crosswalk and is located behind sidewalk	Realign pushbutton face & sign to be parallel to the crosswalk; move pushbutton to an accessible location within 6 feet of curb.	Pushbutton
b	No marked crosswalk	Add marked crosswalk	Crosswalk
c	No pedestrian signal (at corresponding corner)	Install pedestrian signal (at corresponding corner)	Signal
d	No pushbutton	Install pushbutton	Pushbutton
e	No arrow on sign; street name used instead	Replace with correct signage (see MUTCD)	Signage
f	Inconsistency between street name on crossing sign ("Arterial") and street sign ("Maple"/"Haight")	Replace with name used on street sign	Signage
g	Pushbutton broken- does not depress	Replace pushbutton	Pushbutton
h	Pushbutton and sign point diagonally- direct pedestrians into intersection	Realign pushbutton & sign to be parallel to the crosswalk	Pushbutton/Signage
i	Countdown on signal not working (at corresponding corner)	Fix pedestrian signal (at corresponding corner)	Signal
j	Pushbuttons switched (currently perpendicular to the crosswalk, instead of parallel)	Replace pushbuttons (and corresponding sign) so that pushbuttons & sign are parallel to the crosswalk	Pushbutton
k	Pedestrian signal blocked by tree (cannot be seen from opposite corner)	Trim/maintain tree foliage	Signal
l	Signage gives no indication of which button corresponds to which crosswalk	Replace with correct signage (see MUTCD)	Signage
m	Sign poorly attached	Attach sign securely	Signage
n	Pushbutton does not appear to work	Fix pushbutton so that it activates the corresponding pedestrian signal	Pushbutton
o	Poor signal pole location (difficult to see from north)	Move signal pole closer to corner	Signal
p	Pushbutton activates crossing phase for both crosswalks at corner	Fix pushbuttons so they activate the correct pedestrian signals	Signal
q	Arrow on sign is incorrect	Replace with correct signage (see MUTCD)	Signage
r	Pushbutton working, but in poor condition	Repair/replace pushbutton	Pushbutton
s	Pushbutton located at correct crosswalk, but faces crosswalk	Re-install pushbutton/sign to be parallel to crosswalk	Pushbutton/Signage
t	Pushbutton located at correct crosswalk, but faces sidewalk	Re-install pushbutton/sign to be parallel to crosswalk	Pushbutton/Signage
u	Inconsistency between street name on crossing sign ("Route 376") and street sign ("Raymond Ave")	Replace with name used on street sign	Signage
v	Insufficient time to cross street (during countdown phase)	Increase crossing time during countdown phase (see Recommended Time in table above)	Signal
w	No signage	Install signage (see MUTCD)	Signage

D: Identified Issues and Repairs

Specific Infrastructure Issues Identified in Fieldwork

Utility Issues

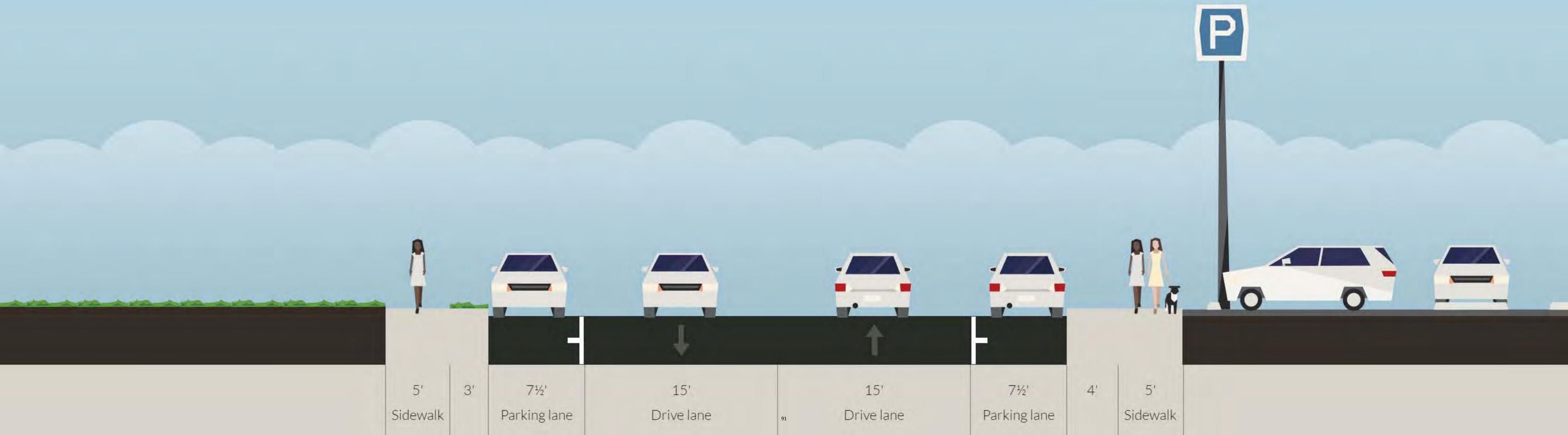
OBJECTID	TYP_D	Comment	Location (see GPS file for specific point)
601	DRN_GR	hole adjacent to drainage grate - dangerous	west side of Fowler Ave just south of Haight Ave
610	DRN_GR	sw around drainage grate is covered with gravel	northeast corner of Fulton Ave/S Grand Ave intersection
742	HWY_LH	light has cracked base	north side of Maple St east of N Grand Ave
743	HWY_LH	light has cracked base	north side of Haight Ave east of S Grand Ave
774	HYD	hydrant impeding on sw	north side of Haight Ave east of Fairmont Ave
494	MANHOL	sw lifted around manhole	south side of Haight Ave east of Fowler Ave
536	MANHOL	sw cracking around manhole	north side of Haight Ave east of Raymond Ave
645	MANHOL	sw cracking around manhole	east side of Fowler Ave south of Haight Ave
244	OTH	collapsed gutter	northwest corner of Main St/N Grand Ave intersection
359	OTH	gas line cover- not flush w/ground	north side of Main St west of Woodcliff Ave
48	PED_LH	top of light is falling	northeast corner of Raymond Ave/Davis Ave intersection
91	PED_SI	school area warning sign w/crosswalk warning sign, but no crosswalk nearby	south side of Main St west of Lewis Ave
646	UTY_LT	guidewire protector dislodged	east side of Fowler Ave midway between Davis Ave and Haight Ave
691	UTY_LT	sawed off stump adjacent to utility light pole; obstructing sw 2 ft	northwest side of Springside Ave north/west of Jones St

Generic Point Issues

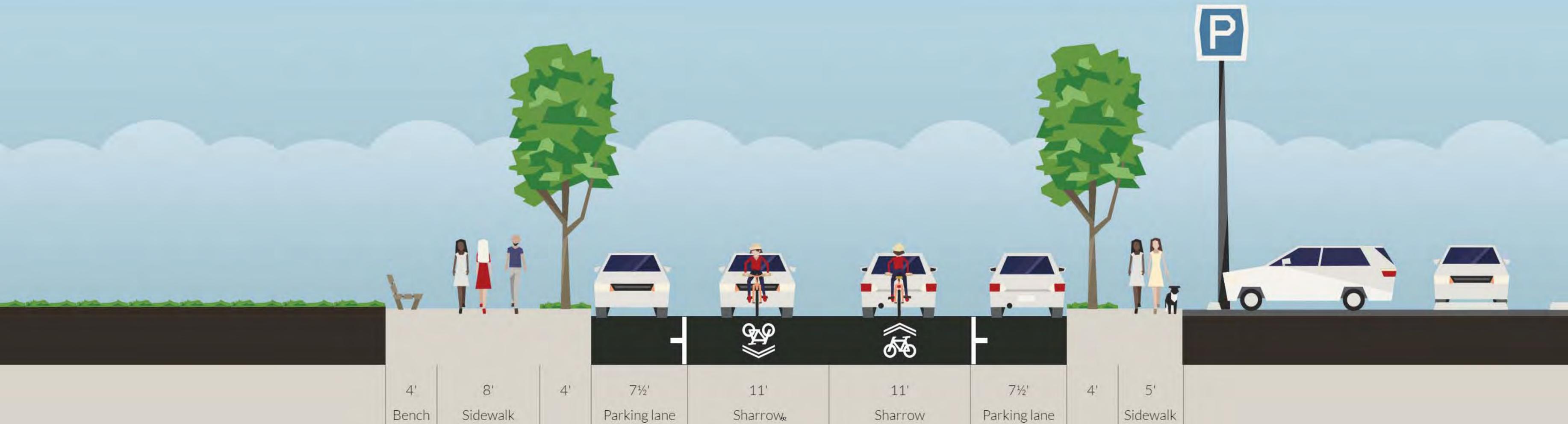
OBJECTID	Comment	Location (see GPS file for specific point)
15	broken asphalt	east side of Taft Ave north of Maple St
20	crb section missing	south side of Fulton Ave west of Fulton Court (across from 127 Fulton Ave)
14	drainage issues	east side of Taft Ave north of Maple St
24	gravel dwy, broken pavement	south side of Jones St just east of Springside Ave
8	leaning pole- should remove	north side of Main St in front of Holy Trinity lawn
7	missing ped xing sign - replace	south side of Collegeview Ave at mid-block crosswalk
25	msg ped signal; replace	southwest corner of Maple St/N Grand Ave intersection
21	old concrete base- remove	east side of Fowler Ave south of Main St
23	old No Parking sign- remove?	east side of N Grand Ave south of Maple St
58	old pay phone structure	north side of Main St east of Woodcliff Ave
13	old pole- should be removed	northeast corner of Fairmont Ave/Lagrange Ave intersection
16	old pole- should be removed	north side of Haight Ave midblock between Raymond Ave and Fowler Ave
17	old pole- should be removed	northeast corner of Fowler Ave/Haight Ave intersection
18	old sewer pipe	north side of Fulton Ave just west of 127 Fulton Ave
59	old sign pole to be removed	north side of Haight Ave west of Fowler Ave
60	old sign pole to be removed	north side of Main St just east of Woodcliff Ave
27	removed pole; consider filling	south side of Haight Ave east of Fairmont Ave, near where sidewalk ends
22	unmarked electrical box	east side of Fowler Ave south of Haight Ave
19	water shut off fixture - remove?	north side of Fulton Ave just east of 127 Fulton Ave

E: Main Street Sections (Existing & Proposed)

Main St. East of Jones St. (Existing)



Main St. East of Jones St. (Proposed)



Main St. West of Van Wagner Rd. (Existing)



Main St. West of Van Wagner Rd. (Proposed)



Main St. West of Woodcliff Ave. (Existing)



Main St. West of Woodcliff Ave. (Proposed)



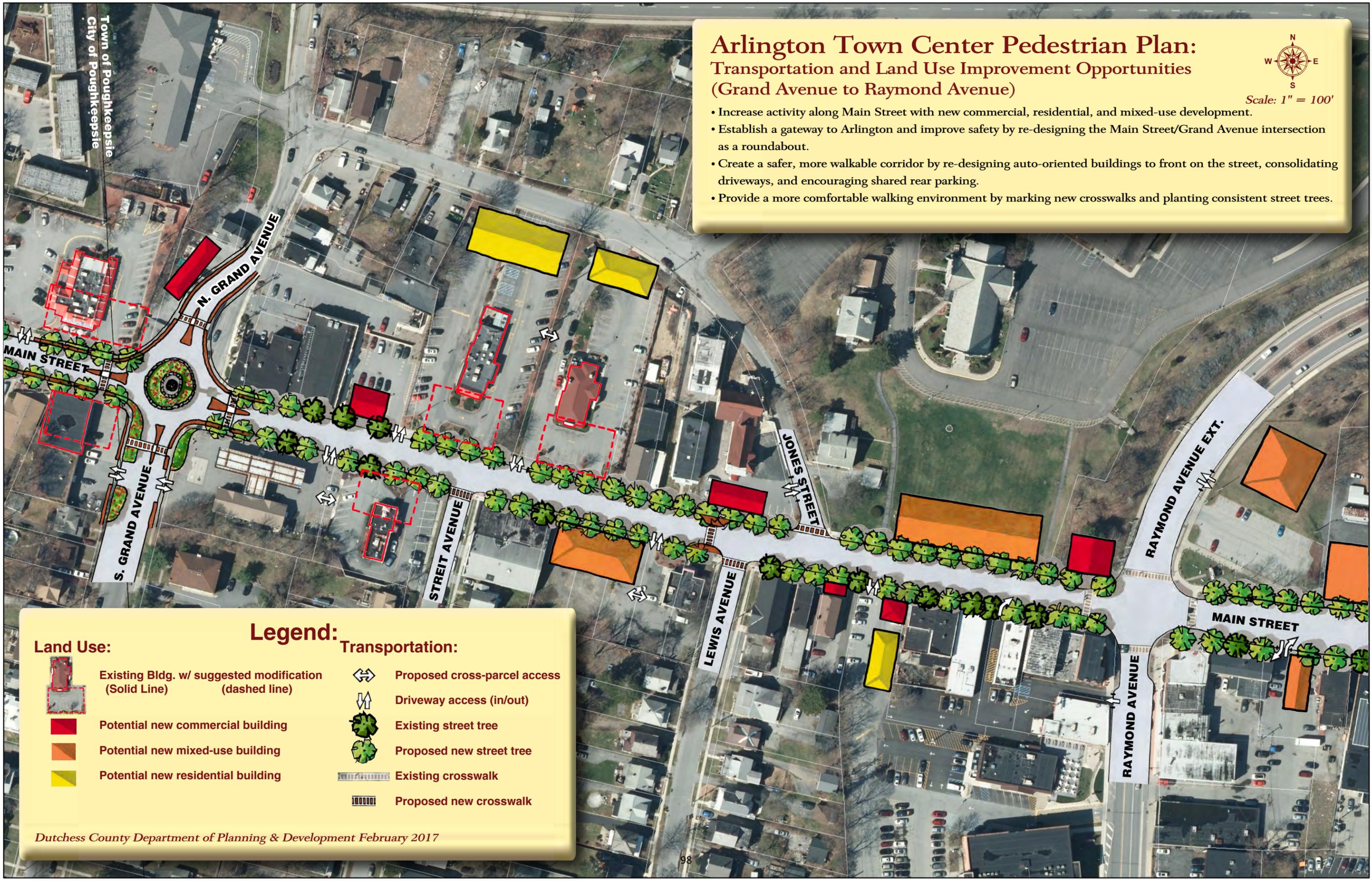
F: Main Street Plan Views – Transportation & Land Use Improvement Opportunities

Arlington Town Center Pedestrian Plan: Transportation and Land Use Improvement Opportunities (Grand Avenue to Raymond Avenue)



Scale: 1" = 100'

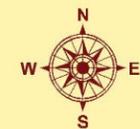
- Increase activity along Main Street with new commercial, residential, and mixed-use development.
- Establish a gateway to Arlington and improve safety by re-designing the Main Street/Grand Avenue intersection as a roundabout.
- Create a safer, more walkable corridor by re-designing auto-oriented buildings to front on the street, consolidating driveways, and encouraging shared rear parking.
- Provide a more comfortable walking environment by marking new crosswalks and planting consistent street trees.



Legend:

Land Use:	Transportation:
Existing Bldg. w/ suggested modification (dashed line)	Proposed cross-parcel access
Potential new commercial building	Driveway access (in/out)
Potential new mixed-use building	Existing street tree
Potential new residential building	Proposed new street tree
	Existing crosswalk
	Proposed new crosswalk

Arlington Town Center Pedestrian Plan: Transportation and Land Use Improvement Opportunities (Raymond Avenue to Taft Avenue)



Scale: 1" = 100'

- Increase activity along Main Street with new commercial, residential, and mixed-use development.
- Create a safer, more walkable corridor by re-designing auto-oriented buildings to front on the street, consolidating driveways, and encouraging shared rear parking.
- Provide a more comfortable walking environment by marking new crosswalks and planting consistent street trees.
- Establish a gateway to Arlington with an iconic building at the corner of Main Street and Fairmont Avenue.



Legend:

Land Use:

- Existing Bldg. w/ suggested modification (Solid Line) (dashed line)
- Potential new commercial building
- Potential new mixed-use building
- Potential new residential building

Transportation:

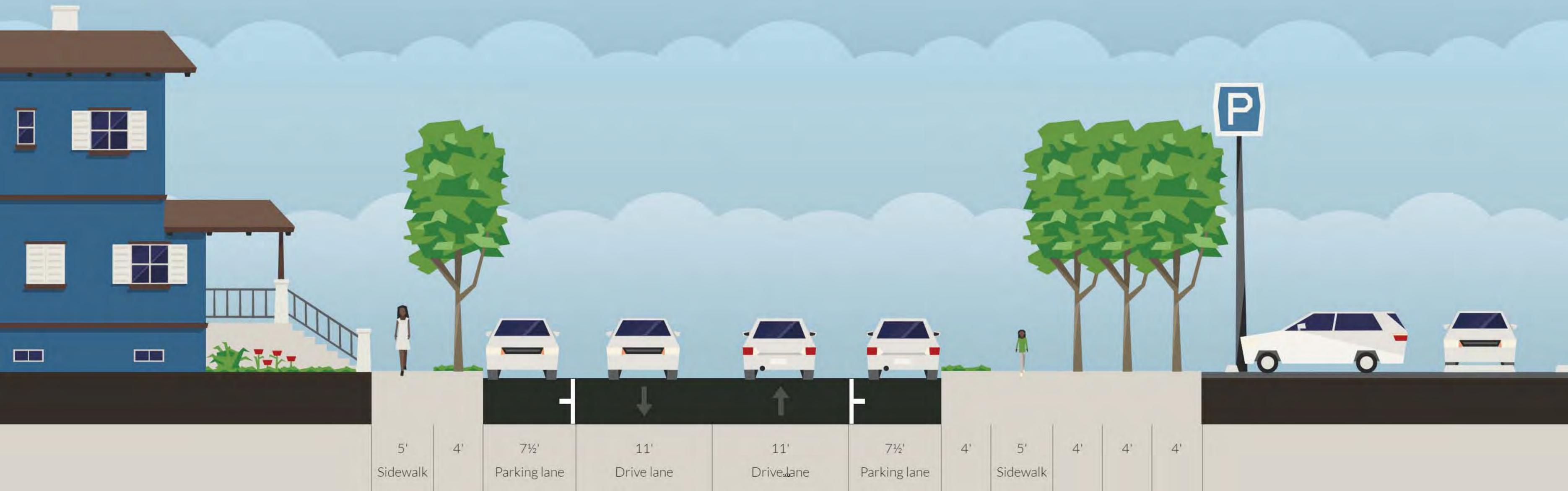
- Proposed cross-parcel access
- Driveway access (in/out)
- Existing street tree
- Proposed new street tree
- Existing crosswalk
- Proposed new crosswalk

G: Collegeview Avenue Sections (Existing & Proposed)

Collegeview Ave. West of North Gate (Existing)



Collegeview Ave. West of North Gate (Proposed)



H: Bicycle Boulevard & Rail Trail Connection Proposal

Arlington Town Center: Bicycle Boulevard Proposal

Why a bicycle boulevard? The Arlington Town Center currently lacks bicycle facilities and signage, leading to confusion for bicyclists and drivers as to where bicyclists should ride, and increasing the risk of crashes. Creating a bicycle boulevard system could reduce conflicts by directing bicyclists to designated routes, thereby increasing predictability and safety. However, due to the prevalence of relatively high-speed and high-volume streets, long block lengths, and the lack of a complete grid street system in the Town Center, directly connecting all key destinations is a challenge.

The proposed bicycle boulevard system within the Arlington Town Center seeks to improve bicycle connections to and within the district while minimizing infrastructure costs and inconvenience to drivers, residents, and business owners.

What are bicycle boulevards? Bicycle Boulevards are shared roadways that emphasize the presence of bicyclists. The Fundamentals of Bicycle Boulevard Planning & Design defines bicycle boulevards as “low-volume and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reduction, signage and pavement markings, and intersection crossing treatments.”¹

Proposed route: An east-west Fulton/Collegeview bicycle boulevard would connect to the City of Poughkeepsie’s *School Connector* Bicycle Route² at the intersection of Worrall Ave and Fulton Ave (see Map). The bicycle boulevard would run along Fulton Ave and through the Raymond Avenue roundabout onto Collegeview Ave. At the intersection with Fairmont Ave (near Vassar College’s north gate), it would connect to a north-south Fairmont/Taft bicycle boulevard running along Fairmont Ave to Taft Ave, crossing both Haight Ave and Maple St (the arterials), and ending at Arlington Ave. In total, the bicycle boulevards would extend just over one mile (6,040 feet) in length.

Bicycle Boulevard treatments (see Fundamentals of Bicycle Boulevard Planning & Design for details³):

- Add pavement markings on Fulton, Collegeview, Fairmont and Taft (bicycle symbol, BLVD lettering, and arrow; see images below)
- Add Bicycle Boulevard signage on Fulton, Collegeview, Fairmont and Taft (street signs and/or separate directional signs; see images below)
- Remove stop signs on Fairmont at Davis to establish priority on Fairmont for through bicycle travel (optional)
- Add bicycle-sensitive loop detectors, signage, and pavement markings at signalized intersections: Fairmont at Haight, Main, and Maple, and Fulton at Grand (see image below)
- Provide educational materials explaining the Bicycle Boulevard, including descriptions of how to ride through the roundabout (two options: ride through the roundabout as a vehicle, or walk your bicycle on the sidewalk and across crosswalks; see image below)
- Longer term, consider traffic calming elements such as narrower travel lanes, speed tables, chicanes, or others.

¹ <http://nacto.org/wp-content/uploads/2012/06/Alta-and-IBPI.-2009.pdf>

² <http://www.dutchessny.gov/CountyGov/Departments/TransportationCouncil/tcPokBikeRoute.pdf>. Note that these routes are in the City code, but have not been designated through signage or any physical improvements.

³ <http://nacto.org/wp-content/uploads/2012/06/Alta-and-IBPI.-2009.pdf>

Pros and Cons: The following pros and cons of the proposed Bicycle Boulevard system have been identified for consideration by the Town.

Pros:

- + Identifying priority routes for bicycle travel increases awareness by bicyclists and drivers and decreases the risk of crashes
- + Designating priority routes for bicycle travel encourages bicycle use by Arlington residents, business owners, and visitors and could reduce automobile traffic in the area
- + Implementing the Bicycle Boulevard system involves much lower costs compared to constructing bicycle paths
- + The proposed route includes minimal turns across vehicle traffic (one left turn from Collegeview onto Fairmont when heading westbound, which would be improved by changing the Collegeview/Fairmont intersection to an all-way stop)
- + The proposed route connects to the City of Poughkeepsie bicycle routes (west), Vassar College (southeast), Dutchess Rail Trail (east), and residential neighborhoods within and beyond the Town Center

Cons:

- Bicyclists must traverse a roundabout on a high-volume road (Raymond Ave, average daily traffic = 14,700)
 - o Will require education for bicyclists and drivers
 - o Some bicyclists will likely continue to ride on the sidewalk, causing conflicts with pedestrians
- Requires travel on Collegeview Ave, which has moderately high volumes (average daily traffic = 7,665) and parallel parking on both sides
- The proposed bicycle boulevards do not connect to the northwest portion of the Town Center (particularly Main St and Grand Ave)

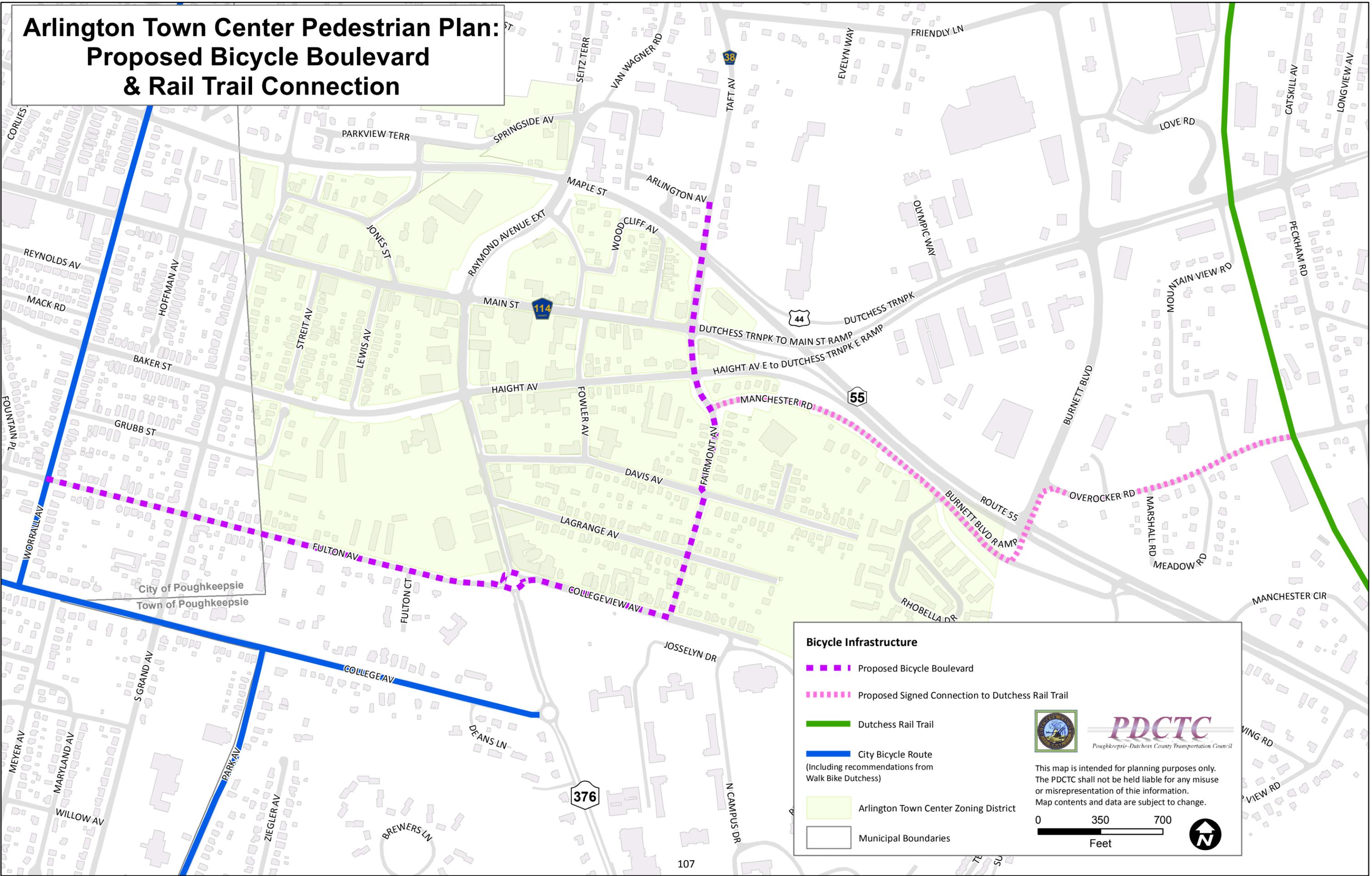
Connection to the Dutchess Rail Trail: A proposed connection to the Dutchess Rail Trail trailhead on Overocker Road would meet the Fairmont/Taft bicycle boulevard at the intersection of Manchester Road and Fairmont Ave. The rail trail connection would consist of a signed route on Manchester Road, Burnett Blvd, and Overocker Rd. An existing path connects bicyclists on Manchester Road to Burnett Blvd via Route 55, which they can cross as a vehicle using the travel lane, or as a pedestrian using the crosswalk. Signage on Burnett Boulevard would direct bicyclists onto Overocker Road, which intersects with the Dutchess Rail Trail about 350 feet from Burnett Blvd.⁴ Based on existing road widths, it appears that bicycle lanes could be also marked on Manchester Road.

Other Key Connections: Main Street and Raymond Avenue are key corridors in Arlington that serve many destinations and experience significant bicycle travel, primarily on the sidewalks. On Main St, we suggest narrowing the travel lanes to slow vehicle speeds and marking sharrows (shared lane use

⁴ See *Walk Bike Dutchess* Short-Term Recommendation LH-32 for more information:
<http://www.dutchessny.gov/CountyGov/Departments/TransportationCouncil/bppchapterfiveone.pdf>

markings) to improve safety and awareness for bicycling on the street. Sharrows could also be marked on Raymond Avenue. On both streets, Bicycle warning signs with an 'In Lane' plaque could be installed to further increase awareness and support on-street bicycling. NYSDOT's Shared Lane Marking Policy is available online at <https://www.dot.ny.gov/programs/completestreets/repository/TSMI13-07final.pdf>.

Arlington Town Center Pedestrian Plan: Proposed Bicycle Boulevard & Rail Trail Connection



Bicycle Infrastructure

- Proposed Bicycle Boulevard
- Proposed Signed Connection to Dutchess Rail Trail
- Dutchess Rail Trail
- City Bicycle Route
(Including recommendations from Walk Bike Dutchess)
- Arlington Town Center Zoning District
- Municipal Boundaries



PDCTC
Poughkeepsie-Dutchess County Transportation Council

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Bicycle Boulevard Infrastructure Examples



Bicycle Boulevard Pavement Markings

Source: <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>



Pavement Markings (sharrows) and Directional Signage

Source: <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>



Signage – Minor Street Crossing

Source: <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/minor-street-crossing/>



Directional Signage

Source: <https://www.cityofberkeley.info/ContentPrint.aspx?id=6684>



Directional Signage

Source: <https://overthebarsinmilwaukee.wordpress.com/2010/09/02/review-wisconsins-first-bicycle-boulevard/>



Bicycle-Sensitive Traffic Signal Sign

Source: <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-signals/signal-detection-and-actuation/>



Walking Bicycles Across a Crosswalk

Source: <http://www.shutterstock.com/video/clip-11690696-stock-footage-opole-poland-aug-man-woman-and-two-kids-with-bicycles-walk-on-the-crosswalk-another.html>



Tips for Bicycling Through a Roundabout

Source: <http://www.capitalcoexist.org/2011/04/how-to-bike-through-a-roundabout/> (FHWA image)

I: Safe Routes to School Proposal

Arthur S. May Elementary Proposed “Safe Routes to School”

Why the need for “Safe Routes to School?”

Arthur S. May Elementary is the public elementary school serving children living within the Arlington Town Center District. Formerly centrally located within the Town Center on Raymond Ave, the school relocated to the former Arlington Middle School building on the north side of Route 44/Maple St (the westbound arterial). Most students travel to school on Arlington Central School District transportation or are driven by parents.

For students that choose to walk to school, there is not a clearly defined route. Desire lines indicate that some students cut across the grass between Main Street and the Route 44/55 on-ramp (just east of the Route 55 overpass) and cross the on-ramp to Maple Ave at an uncontrolled location. Given the high speeds of traffic, this is not a safe route for students to walk.

What are “Safe Routes to School?”

Safe Routes to School are designated walking routes that minimize potential vehicle conflicts and maximize safety. Typically, groups of students are led by parents or school staff on ‘walking school buses’ to and from school along the designated routes.

Factors used to determine routes within the Arlington Town Center include:

- Existence and quality of sidewalk
- Width of buffer between sidewalk and street
- Prevalence of commercial driveways
- Traffic volume (Annual Average Daily Traffic)

Proposed Routes:

Seven primary residential areas were identified within the Arlington Town Center. Routes were then created based on the above criteria. See the map below for the route concepts.

Fairmont Ave/Taft Ave Route: This route would serve the largest residential area in the district, as Fairmont Ave, Lagrange Ave, Davis Ave, and the eastern end of Collegeview Ave are predominantly residential. This route would begin at the northeastern corner of the Collegeview Ave and Fairmont Ave intersection. Heading north on the east side of Fairmont Ave, the route would collect students from Lagrange Ave, Davis Ave, and Manchester Rd. The route would cross Haight St, Main St, and Maple St, and then turn east on the sidewalk along the north side of the entrance ramp to Maple St. After roughly 500 feet, the route would end at the steps leading down to the school.

Main St Route: This route would begin at the southeast corner of the Main St and Grand Ave intersection. It would head east on the south side of Main St, picking up students from Streit Ave and Lewis Ave, as well as the students from the Springside Ave Route (either at the intersection of Main St and Raymond Ave or at a proposed crosswalk on Main St west of Jones St). This route would cross Main St and then Taft Ave to connect to the Fairmont/Taft Route.

Fulton Ave Route: This route would begin at the Arlington Central School District boundary on the north side of Fulton Ave (also the boundary between the Town and City). It would serve students living in the

single family residences and apartment complexes along Fulton. Heading east this route would cross Raymond Ave on the north side of the roundabout and continue along Collegeview Ave until it connects to the Fairmont/Taft Ave Route.

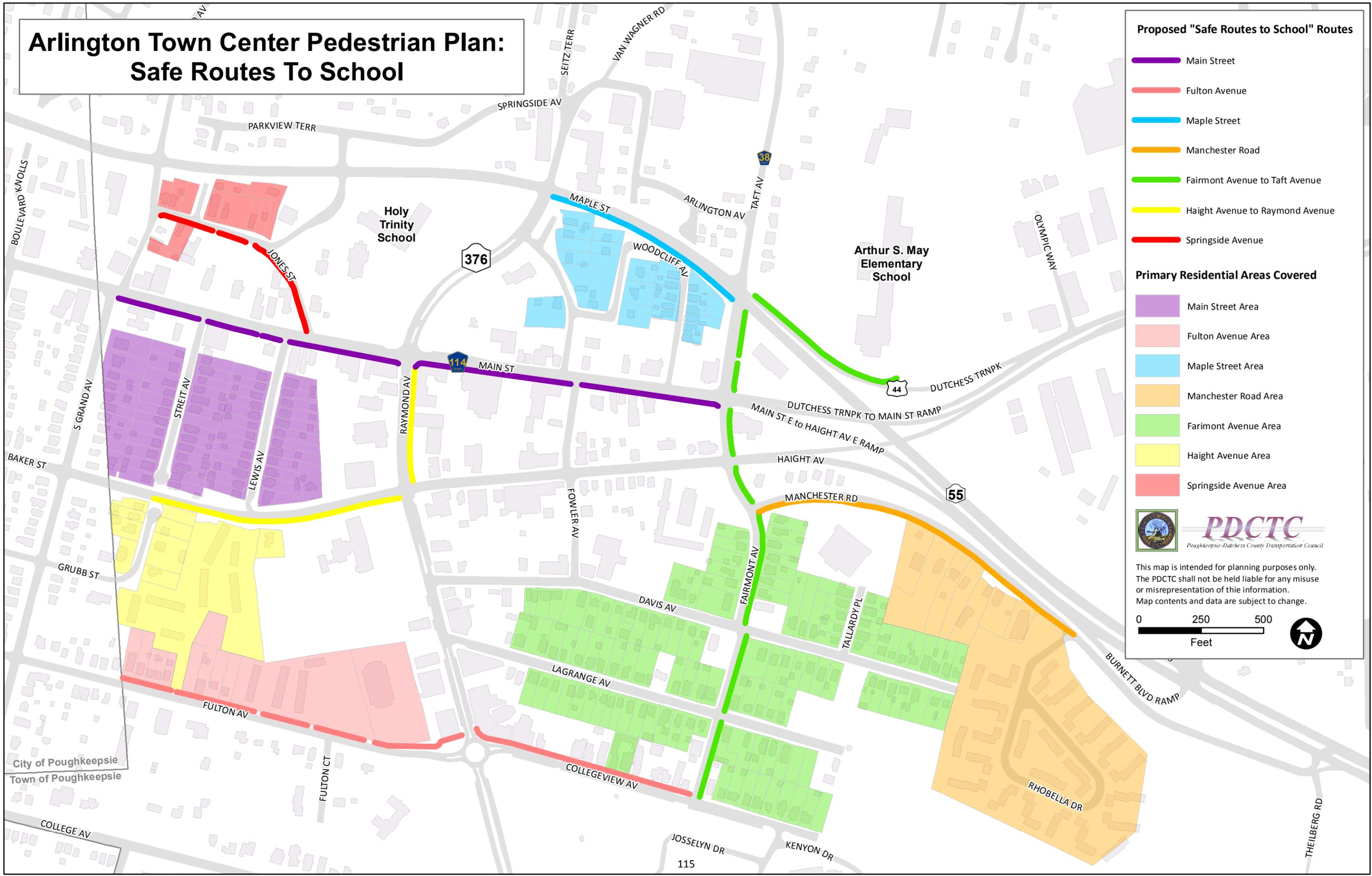
Maple St Route: This route would begin on the south side of Maple St east of the intersection with Raymond Ave Extension. Heading east this route would collect students from Woodcliff Ave who would access the route via the stairs leading down to Maple St. This route would cross the south side of Taft Ave and connect to the Fairmont/Taft Route.

Manchester Rd Route: This route would begin at the entrance to the Manchester Gardens apartment complex on the south side of Manchester Road. It would head west on the south side of Manchester Road until it connects to the Fairmont/Taft Route at Fairmont Ave.

Haight Ave Route: This route would begin at the Arlington Central School District boundary on the south side of Haight Ave west of Streit Ave. This route would serve students living in the Vassar Gardens apartments and nearby houses. At the intersection with Raymond Ave, the route would cross Haight Ave and then Raymond Ave. The route would then head north on Raymond Ave until Main St, where it would connect to the Main St Route.

Springside Ave Route: This route would begin on Springside Ave near the intersection with Grand Ave. It would head southeast onto Jones St and then turn east onto the north side of Main St. At the intersection with Raymond Ave, this route would cross Main St to connect to the Main St Route. Alternatively, a proposed crosswalk just west of Jones St. would allow students to connect to the Main St Route near where Jones St intersects with Main St.

Arlington Town Center Pedestrian Plan: Safe Routes To School



Proposed "Safe Routes to School" Routes

- Main Street
- Fulton Avenue
- Maple Street
- Manchester Road
- Fairmont Avenue to Taft Avenue
- Haight Avenue to Raymond Avenue
- Springside Avenue

Primary Residential Areas Covered

- Main Street Area
- Fulton Avenue Area
- Maple Street Area
- Manchester Road Area
- Fairmont Avenue Area
- Haight Avenue Area
- Springside Avenue Area

 **PDCTC**
Poughkeepsie-Dutchess County Transportation Council

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City of Poughkeepsie
Town of Poughkeepsie

Safe Routes to School Treatment/Programming:

- Install school area signage along routes (see MUTCD for guidance)
- Recruit and train route leaders (parents or school staff)
- Recruit and train crossing guards (as needed)
- Provide educational materials/information to school staff, students, and families
- Improve sidewalk/crosswalk infrastructure along routes
 - Repair sidewalks, particularly along the following streets:
 - Jones St and Springside Ave
 - The north side of Main St between Raymond Ave and Taft Ave
 - The east side of Fairmont between Main St and Haight Ave
 - Address sidewalk issues (see the Sidewalk Issues map for locations)
 - Provide sidewalk buffers along the following streets:
 - The east side of Fairmont Ave south of Manchester Road
 - The east side of Fairmont Ave between Haight Ave and Main
 - The south side of Haight between Vassar Garden Apartments and Raymond Ave
 - The east side of Raymond between Haight Ave and close to Main St
 - Increase width of sidewalk buffers along the following streets:
 - The south side of Maple St. between Raymond Ave Extension and Taft Ave
 - The east side of Taft Ave between Main St and Maple St
 - Main St. between Fowler Ave and Taft Ave/Fairmont Ave
 - Add street trees in buffers to provide shade and calm traffic
 - Provide pedestrian amenities such as benches, trash cans, and pedestrian-scale lights
 - Correct pedestrian signals and signage, particularly at the following intersections:
 - Taft Ave and Maple St
 - Taft Ave/Fairmont Ave and Main St
 - Fairmont Ave and Haight Ave
 - Raymond Ave and Main St
 - Raymond Ave and Haight Ave
 - Change the pedestrian signal timing at the Main St and Raymond Ave intersection to be concurrent with parallel traffic

Bicycle Train Connection

In addition to the walking routes proposed above, a “Bicycle Train” would allow students to bicycle to school along the proposed bicycle boulevard (see separate proposal). Bicycle train “conductors” would lead (and follow) students along Fulton Ave and Collegeview Ave, turn north on Fairmont Ave and continue onto Taft Ave. At the northeastern corner of the Taft Ave and Maple St intersection, students would dismount their bicycles and walk east on the sidewalk next to Maple St/Route 44. Immediately after crossing the school driveway, students would turn left to enter the school grounds. Secure bicycle racks and/or shelters should be provided near the school entrance.

Resources:

Safe Routes to School National Partnership: <http://saferoutespartnership.org/>

Manual on Uniform Traffic Control Devices (MUTCD) Chapter 7, Traffic Control for School Areas:
<http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part7.pdf>

Appendix.

Safe Route to School Images:



Source: <http://www.bikecleveland.org/bike-cle/news/cleveland-safe-routes-to-school-plan/2015/08/>



Source: <http://www.alamy.com/stock-photo-safe-route-to-school-for-children-traffic-sign-east-acton-in-the-london-71159246.html>



Source: <http://www.saferoutesnj.org/partners/>



Source: <http://usa.streetsblog.org/2014/10/22/study-safe-routes-to-school-programs-boost-walking-and-biking-30/>



Source: <http://marshallroadpta.org/safe-routes-to-school/>

J: Recommendations Summary

Arlington Town Center Pedestrian Plan: Recommendations Summary

Location/Topic	Recommendation	Phase	Responsible Entity (Lead)	Partners	Map/Image reference
Key Intersections					
Main St/Grand Ave	Construct a roundabout	1, 2, 3	Dutchess County DPW	Town of Poughkeepsie, City of Poughkeepsie	Map 19- Recommendations, Plan View #1 (Grand-Raymond)
Main St/Grand Ave	Pursue land use changes to support walkability	1, 2, 3	Town of Poughkeepsie	Property owners	Plan View #1 (Grand-Raymond)
Main St/Raymond Ave	Implement standard signal timing and improve crossing infrastructure	1	NYS DOT	Town of Poughkeepsie	Map 19- Recommendations
Main St/Raymond Ave	Create an intermodal hub on the northeast corner	2	Dutchess County DPW/Public Transit	Town of Poughkeepsie	Map 19- Recommendations
Main St/Raymond Ave	Build a pocket park or plaza on the northwest corner and/or adjacent to the War Memorial	2	Town of Poughkeepsie	NYS DOT, Dutchess County	Map 19- Recommendations
Main St/Raymond Ave	Pursue development on the Holy Trinity Lawn, Town parking lot property, and vacant NYSDOT parcel	3	Town of Poughkeepsie	Catholic Archdiocese, NYSDOT, Dutchess County DPW	Plan View #1 (Grand-Raymond)
Main St/Fairmont Ave/Taft Ave	Improve sidewalks and crossing infrastructure	1	Town of Poughkeepsie (sidewalks), NYSDOT (ramps, signals, signage)	Dutchess County DPW	Map 19- Recommendations
Main St/Fairmont Ave/Taft Ave	Create a plaza on the northeast corner	2	Town and/or BID	Property Owner	Map 19- Recommendations
Main St/Fairmont Ave/Taft Ave	Consider a median and refuge island on the west side of the intersection, or a roundabout	2, 3	Dutchess County DPW, NYSDOT	Town of Poughkeepsie	Map 19- Recommendations & Plan View #2 (Raymond-Taft)
Main St/Fairmont Ave/Taft Ave	Develop the parking lot on the southwest corner with a gateway building	3	Property Owner	Town of Poughkeepsie	Plan View #2 (Raymond-Taft)
Main St Corridor					
Main St	Improve sidewalks, crosswalks, and signage	1	Town of Poughkeepsie (sidewalks), Dutchess County DPW (crosswalks, signs)		Map 19- Recommendations, Map 18- Proposed Marked Crosswalks
Main St	Redesign Main Street	2	Dutchess County DPW	Town of Poughkeepsie, NYSDOT	Map 19- Recommendations, Appendix E (Main Street Sections)
Main St	Add crosswalks with curb extensions	2	Dutchess County DPW		Map 19- Recommendations, Map 18- Proposed Marked Crosswalks
Main St	Pursue land use changes to support walkability	1, 2, 3	Town of Poughkeepsie	Property owners	Plan Views #1 (Grand-Raymond) & #2 (Raymond-Taft)
Town Center Infrastructure					
Town Center	Repair/replace sidewalks, signals, signs and curb ramps; mark crosswalks	1	Town of Poughkeepsie, NYSDOT (for intersections on State roads), Dutchess County DPW (for work on County roads)		Map 19- Recommendations, Map 18- Proposed Marked Crosswalks
Town Center	Construct a Taft Ave sidewalk, fill sidewalk gaps, install missing curb ramps, and create signal-controlled crosswalks	2	Town of Poughkeepsie, Dutchess County DPW (for Taft Ave sidewalk), NYSDOT (for work on Maple St and Haight Ave)		Map 19- Recommendations, Map 18- Proposed Marked Crosswalks
Collegeview Ave	Extend the Collegeview Ave sidewalk	2	Town of Poughkeepsie	Vassar College	Map 19- Recommendations, Appendix G (Collegeview Ave Sections)
Town Center	Install additional sidewalks; upgrade diagonal curb ramps	3	Town of Poughkeepsie, NYSDOT (for intersections on State roads)	Property owners	Map 19- Recommendations
Collegeview Ave/Lagrange Ave	Formalize internal pedestrian connections	3	Town	BID, Property owners	Map 19- Recommendations
Maple St; Haight Ave	Redesign Maple St and Haight Ave	3	NYS DOT	Town of Poughkeepsie	Map 19- Recommendations

Location/Topic	Recommendation	Phase	Responsible Entity (Lead)	Partners	Map/Image reference
Bicycle Access					
Town Center	Install bicycle parking	1	Town of Poughkeepsie	BID	Map 19- Recommendations (area-wide)
Fulton/Collegeview; Fairmont/Taft	Create a bicycle boulevard network	2	Town of Poughkeepsie	BID, Dutchess County DPW (for Taft Ave), NYSDOT (for intersections on State roads)	Map 19- Recommendations, Appendix H (Bicycle Boulevard Proposal)
Town Center	Sign a rail trail connection	2	Town of Poughkeepsie	BID, Dutchess County DPW	Map 19- Recommendations, Appendix H (Rail Trail Connection Proposal)
Transit Access					
Town Center	Establish frequent Main Street bus service	1	Dutchess County DPW	BID, Town of Poughkeepsie, Vassar College	Map 19- Recommendations
Town Center	Increase awareness and visibility of transit service	1	Dutchess County DPW	BID, Town of Poughkeepsie, Vassar College	Map 19- Recommendations (area-wide)
Public Space					
Raymond Ave/Fulton Ave	Activate the triangle plaza	1	BID	Town of Poughkeepsie	Map 19- Recommendations
Town Center	Develop and install an Arlington streetscape amenities package	1	BID	Town of Poughkeepsie, Property owners	Map 19- Recommendations (area-wide)
Town Center	Plant additional street trees	1, 2	Town of Poughkeepsie	BID	Map 19- Recommendations (area-wide)
Raymond Ave/Fulton Ave	Create a plaza on the Vassar Alumnae House lawn	2, 3	Vassar College	BID	Map 19- Recommendations
Land Use					
Town Center	Pursue land use changes to support walkability	1, 2, 3	Town of Poughkeepsie	Property owners	Map 19- Recommendations (area-wide)
Parking					
Town Center	Conduct a Town Center parking study	1	BID	Town of Poughkeepsie	Map 19- Recommendations (area-wide)
Town Center	Develop & implement a parking management plan	2	Town of Poughkeepsie	BID	Map 19- Recommendations (area-wide)
Policies					
	Strengthen use of the Arlington Town Center zoning code		Town of Poughkeepsie		n/a
	Clarify applicability of design standards		Town of Poughkeepsie		n/a
	Develop a visual design 'pattern book' or form-based code		Town of Poughkeepsie		n/a
	Remove drive-in overlay district		Town of Poughkeepsie		n/a
	Provide flexible parking standards		Town of Poughkeepsie		n/a
	Require rear (or side) parking		Town of Poughkeepsie		n/a
	Review Fulton Ave parking restrictions		Town of Poughkeepsie		n/a
	Evaluate sidewalk bicycling		Town of Poughkeepsie		n/a
	Adopt the Town Center Pedestrian Plan		Town of Poughkeepsie		n/a
Programs					
	Develop a capital plan for sidewalk maintenance		Town of Poughkeepsie		n/a
	Develop a façade improvement program		Town of Poughkeepsie and/or BID	Property owners	n/a
	Consider an Architectural Review Board		Town of Poughkeepsie		n/a
	Enforce sidewalk standards in site plan reviews and field inspections		Town of Poughkeepsie		n/a
	Conduct pedestrian and bicycle education		Town of Poughkeepsie	BID, Town police, Vassar College, Arlington Central School District, County Traffic Safety Board	n/a
	Consider a Safe Routes to School program		Town of Poughkeepsie, Arlington Central School District		Appendix I (Safe Routes to School Proposal)
	Create a permanent Arlington Pedestrian Task Force		Town of Poughkeepsie	BID	n/a