

Arlington Town Center Pedestrian Plan

February 2017



The preparation of this report was financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Table of Contents

Part I: Overview & Background 2

 Scope of Work 2

 Background..... 3

 Demographics..... 5

 Traffic Volumes..... 10

 Comprehensive Plan & Zoning Law..... 10

 PDCTC Planning Guidance 15

 Other Plans 17

Part II: Sidewalk Inventory & Data Collection 19

 Sidewalk Conditions 19

 Sidewalk Issues 21

 Accessibility 24

 Pedestrian Experience..... 26

 Summary of Field Observations 31

 Pedestrian-Bicycle Counts 33

 Public Outreach 35

Part III: Recommendations 39

 1. Main Street/Grand Avenue..... 40

 2. Main Street/Raymond Avenue 44

 3. Main Street/Fairmont Avenue/Taft Avenue..... 46

 4. Main Street Corridor 49

 5. Town Center Infrastructure 54

 6. Bicycle Access..... 57

 7. Transit Access..... 59

 8. Public Space 59

 9. Land Use..... 61

 10. Parking..... 61

 11. Policies & Programs..... 63

Part IV: Implementation..... 69

 Unit Cost Estimates 69

 Funding Options 71

 Final Thoughts 74

Appendices

- A: Town Board Resolution & Task Force
- B: Inventory Summary Tables
- C: Pedestrian Signals Evaluation
- D: Identified Issues and Repairs
- E: Main Street Sections (Existing & Proposed)
- F: Main Street Plan Views – Transportation & Land Use Improvement Opportunities
- G: Collegeview Avenue Sections (Existing & Proposed)
- H: Bicycle Boulevard & Rail Trail Connection Proposal
- I: Safe Routes to School Proposal
- J: Recommendations Summary

Part I: Overview & Background

Pedestrian infrastructure plays a critical role in building healthy, vibrant communities. When we think of places we like to visit, they are usually those that are easy and enjoyable to walk around. We also know that local businesses do best where there is consistent foot traffic. People are much more likely to stop in a store if they are walking by, instead of driving down the street. The prevalence of walking is a key indicator of community vitality: lots of people walking is a clear sign of a healthy business district.

To support communities in their efforts to become more walkable, the Poughkeepsie-Dutchess County Transportation Council (PDCTC), in partnership with the Dutchess County Planning Department, assists local municipalities with pedestrian plans.

As the designated Metropolitan Planning Organization (MPO) for Dutchess County, the PDCTC is tasked with carrying out a cooperative and comprehensive multimodal transportation planning process for the County, which includes the development and promotion of accessible walking and bicycling facilities.

The Arlington Town Center Pedestrian Plan is the fourth MPO-supported sidewalk study, after studies in the Village of Rhinebeck (2011), Town of Hyde Park (2013), and Town of Pine Plains (2014). The Plan was requested by the Arlington Business Improvement District (BID) in coordination with the Town of Poughkeepsie. The intent of the plan is primarily to

improve the Main Street corridor to create a vibrant, walkable commercial district.

In accordance with the provisions set forth in 23 U.S.C. 134, this project is funded by federal planning funds from the Federal Highway Administration (FHWA), which are programmed and administered by the PDCTC. No local funds were used to complete this study.



Scope of Work

Representatives from a Town-designated volunteer Task Force worked with the PDCTC to develop a scope of work to guide the study. The scope of work identified three main goals:

- To establish an inventory of existing pedestrian infrastructure in the Arlington Town Center.
- To improve pedestrian access to the Town Center and enhance the pedestrian experience in Arlington.
- To establish a vision for what the Arlington Town Center could look like in the future.

It was determined that the study would focus on creating a walkable, pedestrian-friendly Main Street, with particular emphasis on three key intersections:

1. Main Street/Grand Avenue
2. Main Street/Raymond Avenue
3. Main Street/Taft Avenue/Fairmont Avenue

The scope also addressed Task Force roles, defined the sidewalk inventory area, listed data to be collected during the inventory, outlined key elements to include in the plan, and suggested a basic schedule, including Task Force and public outreach (see Appendix A for Town Resolution and Task Force members).

Background

The Arlington Town Center (generally referred to as Arlington) is located immediately north of Vassar College in the Town of Poughkeepsie. Based on the Arlington Town Center zoning district boundary, the Town Center is generally bounded by Maple Street (the westbound arterial) to the north, Fulton Avenue/Collegeview Avenue to the south, the border with the City of Poughkeepsie to the west, and to the east, the properties south of Manchester Rd and northeast of Vassar College (see Map 1 - Study Area). Land uses in the Town Center include commercial and mixed-use buildings, as well as single and multi-family residences. Arlington's mixed-use nature supports walking and bicycling for transportation.

In 2002, the Arlington Business Improvement District (BID) was formed "to promote and coordinate the development and revitalization of Arlington."¹ The BID includes most of the properties bordering on Main Street and Raymond Avenue, as well as properties on the blocks between Raymond Avenue and Fairmont Avenue/Taft Avenue (see Map 1). Commercial properties within the BID pay a percentage of their assessed value to the BID for business promotion, community events,

streetscape maintenance, and other activities. The BID currently includes 179 businesses.

Arlington currently functions as two separate business districts, rather than one. The portion of the Town Center south of Haight Avenue (the eastbound arterial) and closer to Vassar College generally feels like a walkable village, with tree-lined sidewalks,

minimal driveways and parking lots, pedestrian-scale lighting, and outdoor seating. This area benefitted from a redesign of Raymond Avenue in 2007 that narrowed the street from four lanes to two, replaced traffic signals with roundabouts, and added amenities such as benches, lighting, and trashcans. A variety of commercial uses exist in this area, including a small grocery store, a post office, the Vassar College bookstore, salons and barber shops, and many restaurants, some of which provide outdoor seating.

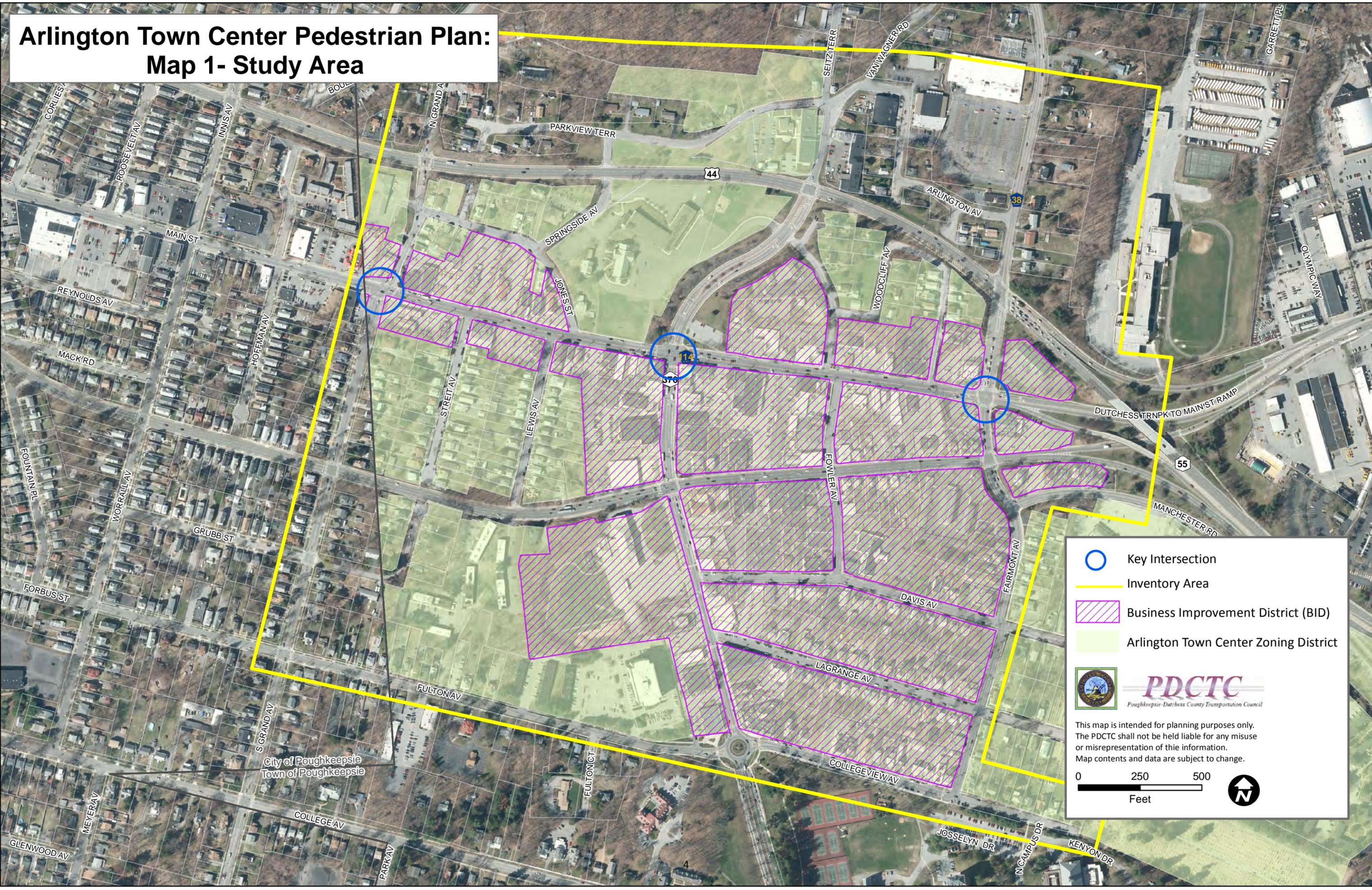
The northern portion of the Town Center consists of three east-west streets that make walking and bicycling particularly challenging: Haight Avenue, Main Street, and Maple Street.



The Collegeview Ave/Raymond Ave area feels like a walkable village.

¹ Arlington Business Improvement District Plan, 2002

Arlington Town Center Pedestrian Plan: Map 1- Study Area



-  Key Intersection
-  Inventory Area
-  Business Improvement District (BID)
-  Arlington Town Center Zoning District



This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.



City of Poughkeepsie
Town of Poughkeepsie

Haight Avenue and Maple Street were redesigned in the 1970s as ‘arterial highways’: three-lane, one-way roads to facilitate the flow of traffic through the Town and City (see Maps 2-5 - historical aerials). However, the increase in traffic efficiency has been detrimental to access and safety for walking and bicycling, as these roads have high speeds, few crosswalks, narrow or no sidewalk buffers, and limited pedestrian amenities, such as street trees or pedestrian-scale lighting.

In addition, the conversion of Haight Avenue and Maple Street to the ‘arterials’ (as they are commonly known) cut off many local streets, creating a broken street grid with fewer connections, both for walking and driving (for example, Arlington Avenue/Woodcliff Avenue, Springside Avenue/Parkview Terrace, and Streit Avenue).

On Main Street, the prevalence of commercial driveways and parking lots, limited crosswalks, and the lack of street trees, benches, and other amenities make walking less attractive. Auto-oriented land uses such as drive-through fast food restaurants, gas stations, and car dealers and repair shops are interspersed with sit-down restaurants



Parts of Main St look and feel like a highway.

and specialty stores that are more supportive of walking. According to the BID Director, commercial spaces on Main Street typically experience higher turnover than those on Raymond Avenue or Collegeview Avenue.

In addition, there are no bicycle lanes, pavement markings, or signage on any streets in the Town Center, except for one Share the Road sign on Raymond Avenue, and there is very little bicycle parking. Bicyclists typically ride on the sidewalks and lock their bikes to sign poles, both of which interfere with safe use of the sidewalks for walking.

Improving the walkability of Main Street and the Town Center overall will create a more cohesive commercial district and support local businesses, making the business district more successful. It will improve safety for people walking and bicycling and reflect the needs and desires of the community. It will also provide residents and visitors with an opportunity to explore Arlington in a more intimate way.

Demographics

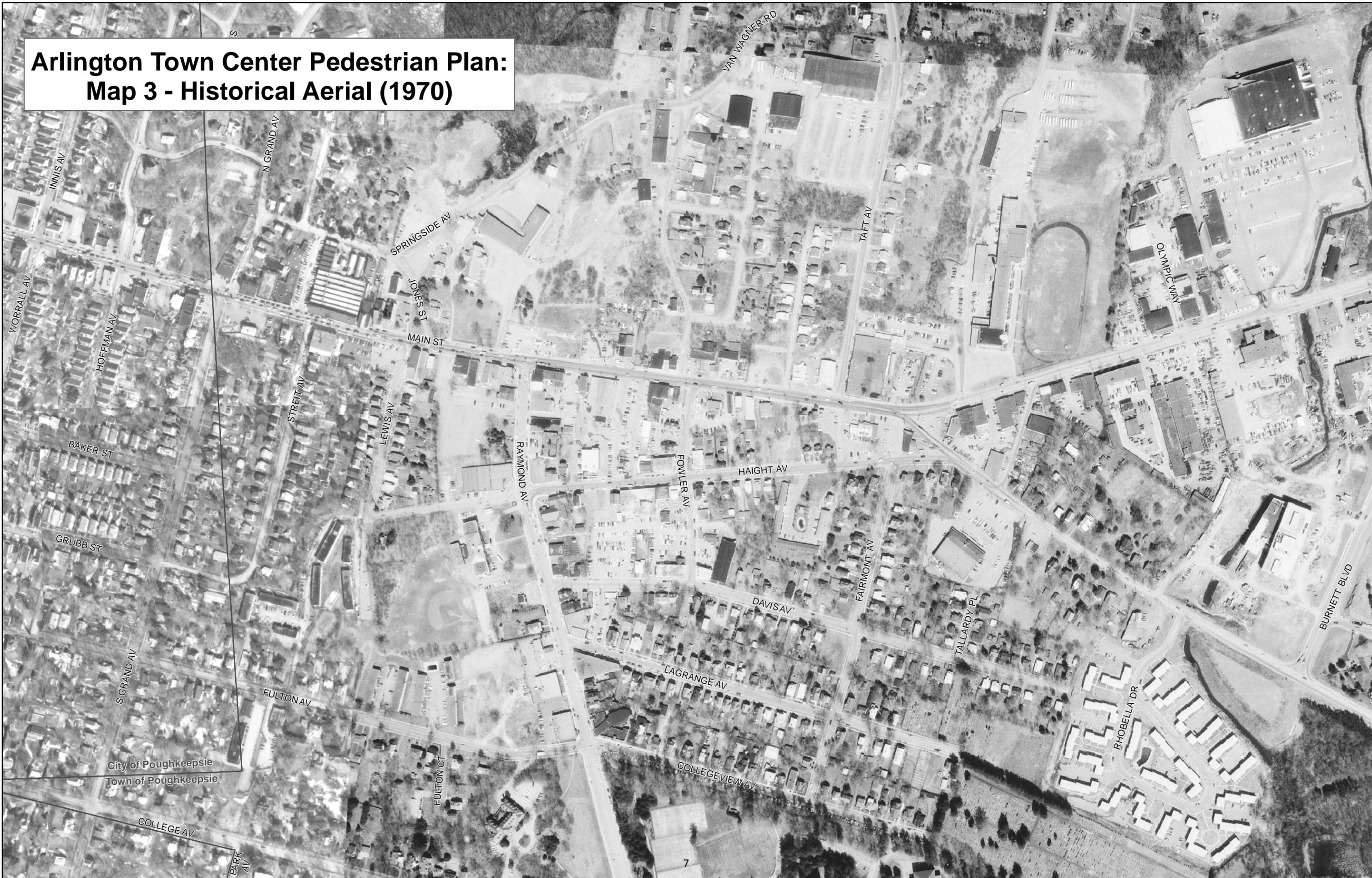
According to 2010 Census data, approximately 2,000 people live in the Arlington Town Center itself (based on the zoning district boundaries). Measuring from the central intersection of Main St and Raymond Ave, approximately 1,000 people live within a quarter mile (five-minute walk) of the intersection, while about 6,000 people live within a half mile (ten-minute walk) of the intersection. Approximately 18,000 people (including about 2,500 Vassar College students) live within a mile (20-minute walk) of the intersection. This represents

**Arlington Town Center Pedestrian Plan:
Map 2- Historical Aerial (1948)**



City of Poughkeepsie
Town of Poughkeepsie

Arlington Town Center Pedestrian Plan: Map 3 - Historical Aerial (1970)



City of Poughkeepsie
Town of Poughkeepsie

Arlington Town Center Pedestrian Plan: Map 4 - Historical Aerial (1980)



City of Poughkeepsie
Town of Poughkeepsie

Arlington Town Center Pedestrian Plan: Map 5 - Historical Aerial (2014)



City of Poughkeepsie
Town of Poughkeepsie

almost a quarter of the combined populations of the City and Town (see Map 6 – Population Density).

Traffic Volumes

The streets in Arlington carry a lot of traffic. The three State roads have the highest volumes: Maple St and Haight Ave (the ‘arterials’) typically carry 18,000 to 20,000 vehicles per day; Raymond Ave has about 14,000 vehicles per day south of Haight Ave and 4,000-8,000 vehicles/day north of Haight Ave. But other streets are also busy: Main St (County Route 114) carries about 10,000 vehicles/day; Colledgeview Ave carries about 7,500 vehicles/day; Fairmont Ave carries 5,000 to 7,000 vehicles/day, and Taft Ave (County Route 38) has 5,000-6,000 vehicles/day. South Grand Ave (mainly in the City) carries about 7,000 vehicles/day (see Map 7- Traffic Volumes).

These volumes reflect the high level of activity in Arlington, and suggest great potential for economic development, given the number of people traveling through the area. They also mean that people walking and bicycling face many potential conflicts from busy streets, intersections, and driveways.

Comprehensive Plan & Zoning Law

The Poughkeepsie Town Plan and the Town’s Zoning Law provide guidance on where and how to improve walking and bicycling conditions in the Town of Poughkeepsie. Key elements are summarized below.

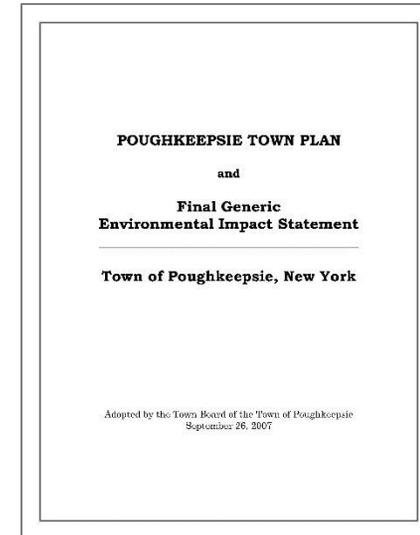
[Poughkeepsie Town Plan \(2007\)](#)

The Town Plan emphasizes the importance of centers and non-motorized transportation. The Plan includes the following policy recommendations for centers such as Arlington (recommendation numbers are in parentheses):

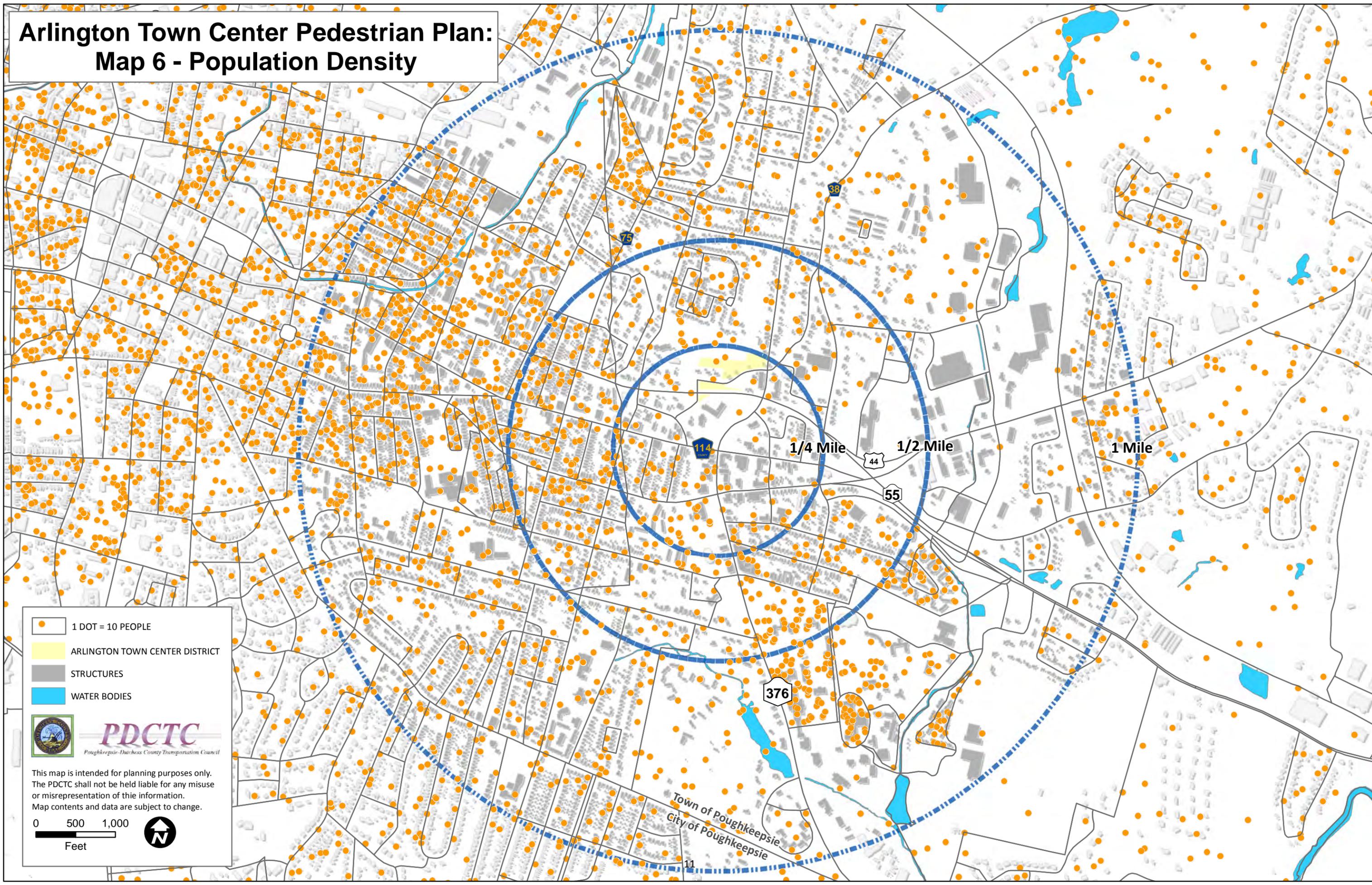
- Major **gateways** to the Town should create a distinct and positive visual impression with better landscaping and thematic signs that define the entrances and help generate a sense of community identity and pride (1.4).
- Commercial and residential development should be focused in designated **mixed-use centers** (4.3).
- The Town should continue to work with the BID to **improve the Arlington area as the Town Center** and primary main street business district with coordinated marketing, shared parking, and upgraded landscaping and design standards (4.9).

The Plan states “one of the primary goals of this plan is to create pedestrian and bicycle-friendly hamlet and neighborhood centers that nearby residents can walk or bike to, or that others can drive to and park their cars, and conveniently walk around.” Relevant policy recommendations include:

- **Require all new development to reduce auto-dependence and accommodate pedestrians and bicyclists** by providing sidewalks, walkways through



Arlington Town Center Pedestrian Plan: Map 6 - Population Density



1 DOT = 10 PEOPLE

ARLINGTON TOWN CENTER DISTRICT

STRUCTURES

WATER BODIES



PDCTC
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 500 1,000
Feet



Town of Poughkeepsie
City of Poughkeepsie

- parking lots, crosswalks, bike racks, and other amenities (6.2).
- **Promote the use of traffic calming measures**, such as installing street trees, curb extensions, center islands, buffers, crosswalks, and on-street parking (6.6).
- **Manage access onto all roadways by strictly limiting access points to one per parcel**, unless a traffic analysis or unique conditions fully justify another curb cut, by limiting left-turns, and by sharing and consolidating driveways and interconnecting commercial sites with rear access connections between rear parking lots (6.8).

The Plan makes recommendations for centers in accordance with the County's [Greenway Connections](#) principles. The Plan notes that "centers work best when they are compact and support a mixture of commercial uses within a reasonable walking distance... the commercial frontage along the central road should be firmly limited to 1/2-mile total length in designated centers..." In Arlington, Main Street between Grand Avenue and Taft/Fairmont Avenues is a half-mile, and Raymond Avenue between Collegeview Avenue and Maple Street is also a half-mile.

The Plan includes the following Proposals for Centers (page 59):

- Designed to park once and walk around
- Buildings brought up to the sidewalk and street
- Two or more story buildings with a mix of uses
- Central greens and centerpiece civic buildings
- Narrow, tree-lined streets
- On-street parking and shared parking lots to the rear

The Plan acknowledges the need for improvements in the Arlington Town Center. It states, "Unfortunately, Arlington has been fragmented by over-scaled highways, automobile-oriented site plans, and lack of good pedestrian connections." However, it argues that "a pedestrian-friendly specialty shopping and entertainment district in Arlington has great potential."

Many of the recommendations specific to Raymond Avenue and the area near Vassar College were implemented in the 2007 redesign of Raymond Avenue. Recommendations that have not been fully implemented include (see pages 60-63):

- Encourage **infill development** to provide a more diverse and energetic commercial core with opportunities for new buildings and businesses.
- **Upgrade the Main Street frontage** with good sidewalks and crosswalks, street trees and shared access drives, wherever possible, to eliminate curb cuts.
- **Revise zoning and site plan standards** throughout the Arlington business center to encourage new uses that feature quality storefront architecture, landscaping, and a mix of uses.

The Arlington Center Design Alternative (Map 9 in the Town Plan's Appendix) focuses on developing the northeast and southeast corners of the Vassar Alumnae House lawn, transforming Raymond Avenue to a tree-lined boulevard, and creating shared rear parking behind commercial parcels.

In terms of implementation, the Plan recommends that "the Town's Zoning Law and Subdivision Regulations should include

architectural, landscaping, access, and other design standards or guidelines to supplement Greenway Connections and give more specific guidance to local boards and applicants” and notes that signage standards should be considered (p 73). It also recommends use of an Official Map to identify sites for public improvements (p 76), and consideration of architectural review, a bikeway program, and a street tree program (p 79).

Zoning Law

The Town of Poughkeepsie’s Zoning Law was adopted in 2007 (with several amendments in subsequent years), and includes an Arlington Town Center District (Section 210-22). The district’s designated purposes include:

- Promote a mix of commercial and residential uses
- Promote pedestrian activity through a safe and walkable environment
- Minimize the visual impact of the automobile by managing the placement and screening/landscaping of parking areas
- Encourage the development of both on-street parking and shared parking areas between nearby uses

The Arlington Town Center District zoning outlines the following design standards for projects involving undeveloped land and redevelopment projects. The Planning Board is expected to use its discretion as to the applicability of the guidelines to an adaptive reuse project.

- **Two or three-story buildings** are required for all residential and business-use structures.
- **Mixed-use**, multistory buildings is the preferred form of use.

- The setback, height, bulk, gable and pitch of roofs, use of porches, shutters and other exterior design elements should result in an overall design that complements the existing character of the streetscape.
- Where parking lots and drives abut the landscaped strip along the street right-of-way, evergreen shrubs and/or a three-foot stone wall, as approved by the Planning Board, should be provided for **screening**.
- **Sidewalks shall be provided as a design element of all new and redeveloped streets. Street trees** shall be provided... The sidewalks shall be not less than five feet in width, shall be concrete, and shall be separated from the street by a tree lawn at least five feet wide.
- All facades that face a street, parking lot or public area shall have **windows**.
- The number of off-street parking spaces provided shall be the minimum necessary to adequately serve the intended use. In order to facilitate fewer curb cuts, **shared driveways** should be used for access to parking lots behind buildings.
- The Planning Board may approve **the joint use of a parking facility** and allow a reduction in the parking requirement of up to 50% for two or more principal buildings or uses.

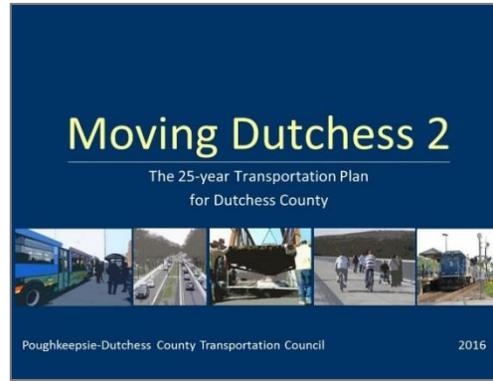
New drive-in and drive-through uses are not permitted in the Arlington Town Center District. However, a Main Street Drive-In Overlay District adopted in 2015 allows the Town Board to approve new drive-in and/or drive-through uses on existing lots on Main Street and the north side of Haight Avenue on a case-by-case basis.

PDCTC Planning Guidance

The PDCTC has completed two countywide plans that include sidewalk and bicycle recommendation for the Arlington area. Each is summarized below.

[Moving Dutchess 2](#)

The PDCTC completed its current long-range metropolitan transportation plan, *Moving Dutchess 2*, in 2016. The plan recommends policies, projects, and studies to address transportation priorities for the next 25 years. Focus areas include improving safety, promoting access, and maintaining infrastructure. The plan also takes a close look at the characteristics and special needs of the County's various communities.



Moving Dutchess 2 identifies the following transportation needs relevant to the Arlington Town Center (items designated in the plan as priorities are starred):

1. *Redesign Route 44/55 eastbound and westbound arterials between the City Center and surrounding neighborhoods to be walkable boulevards, as outlined in the [Main Street Economic Development Strategy](#). Consider changing from three one-way lanes to either two one-way lanes and one lane the opposite direction, or two lanes

with a median, bike lanes, or on-street parking on both sides.

2. Improve operations and safety at the Main St/Grand Ave intersection: realign Grand Ave to form a traditional four-legged intersection; adjust signal timing; and evaluate crash patterns and make improvements to address safety issues.
3. *Improve pedestrian and bicycle safety on high-crash corridors identified in [Walk Bike Dutchess](#). These include the following:
For pedestrian crashes:
 - Main St through the City of Poughkeepsie to Fowler Ave in ArlingtonFor bicycle crashes:
 - Collegeview Ave from Raymond Ave to Fairmont Ave
 - Fairmont Ave from Main St to Collegeview Ave
 - Main St from Clover St in the City to Fairmont Ave/Taft Ave in Arlington (and continuing along Route 44 to Burnett Blvd)
 - Maple St from Flannery Ave in the City to Springside Ave in Arlington
4. Work with the Arlington School District and Town of Poughkeepsie to develop a Safe Routes to School Plan for Arthur S. May Elementary School (at the former Arlington Middle School site), defining recommended walking and bicycling routes to the school. Implement sidewalk and crossing improvements, as well as signage and signal timing adjustments along the designated routes as

needed. Incorporate education, enforcement and encouragement strategies to improve safety for students walking or bicycling to school.

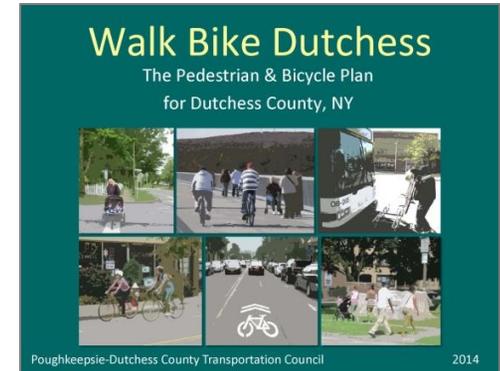
5. *Establish frequent (every 15 minutes) transit service along Main Street in the City of Poughkeepsie to connect the waterfront and train station with businesses, neighborhoods, and Vassar College, as outlined in the [Main Street Economic Development Strategy](#).
6. Mark a high-visibility crosswalk across Fairmont Ave at Collegeview Ave, and consider an all-way stop at the intersection. Install in-street pedestal style "Yield to Pedestrians" signs at uncontrolled crosswalks.
7. *Implement the [City of Poughkeepsie's nine bicycle routes](#) in coordination with street repaving and other planned projects. Mark streets as bicycle boulevards, with bicycle lanes or sharrows, or maintain as shared lanes, as appropriate. Identify the routes with wayfinding signs, and install bicycle racks at destinations along the routes, including racks and lockers at the Poughkeepsie train station.
8. Designate a bicycle route from Fairmont Ave to the Rail Trail using Manchester Rd, the path and crossing at Burnett Boulevard, and Overocker Rd. Connect to [State Bike Route 9](#) at Hooker Ave via Collegeview Ave and Raymond Ave, or Collegeview Ave, Raymond Ave, College Ave and DeGarmo Place. Add wayfinding signage to assist people bicycling along the route.

[Walk Bike Dutchess](#)

In 2014, the PDCTC completed a Pedestrian & Bicycle Plan for Dutchess County, titled *Walk Bike Dutchess*. *Walk Bike Dutchess* provides a 20-year vision for improving walking and bicycling conditions in Dutchess County, and aims to address the gap between our goal to make these activities a greater part of everyday life and the current limitations of our built environment, especially in our cities, villages, and town centers.

Walk Bike Dutchess recommends a variety of short, medium, and long-range projects to make walking and bicycling a safer, more convenient part of everyday life in our communities. The recommendations are intended to help municipalities and agencies identify priorities, refine project ideas, and develop future applications for federal, State, and other funding programs.

For the Arlington Town Center, the plan includes several of the recommendations described above from *Moving Dutchess 2*, including the City of Poughkeepsie Bicycle Route Implementation (recommendation LH-8), Arthur S. May Safe Routes to School Plan (LH-11), Collegeview Avenue/Fairmont Avenue Intersection Safety (LH-12), Dutchess Rail Trail-Overocker Road Trailhead Access (LH-32), and Poughkeepsie Arterial Redesign (LH-47).

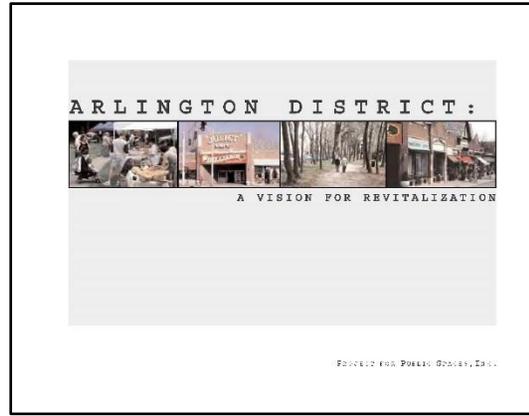


Other Plans

[Arlington District: A Vision for Revitalization](#) (Project for Public Spaces, Inc.)

In 1999, the Arlington Revitalization Steering Committee (consisting of representatives from the Town, Vassar College, Dutchess County, and residents), hired Project for Public Spaces (PPS) “to study Arlington’s potential to become a vibrant town center.” The report’s recommendations focus on building on Arlington’s historic strengths, which were sacrificed by the shift towards auto-dependence (most significantly the decision to widen Raymond Avenue to a four-lane road in 1965) to create a more vibrant commercial neighborhood. The report focuses primarily on the southern portion of the Town Center near Vassar College.

As part of its analysis, PPS surveyed the public on their perception of Arlington. Responses suggested that the southern section of Arlington was highly attractive due to its unique mix of goods and services and “pleasant village character.” However, the northern section of Arlington (between Davis Avenue and Main Street) was described as “lacking in any sense of place, in large part due to too many parking lots, vacant parcels, and uninteresting architecture.” As a whole, people wanted more comfortable places to sit



outside and changes to make Raymond Avenue easier to cross. People also desired better benches; flowers, trees and landscaping; better signage; historic street lamps; painted/upgraded facades; new, wider sidewalks; waste receptacles; public art; and bike racks (p 26).

The report makes the following observations relevant to this plan:

- “Main Street, with its extensive curb cuts and setback development, is inhospitable to pedestrians” (p 8).
- “The Arterial is a state road designed to facilitate the speedy movement of traffic without regard to pedestrians” (p 8).
- “A study of parking reveals that most of the parking problems currently relate to enforcement and location, rather than overall supply” (p 8).
- “There are few public spaces designed for people to gather in Arlington” (p 27).

Recommendations that have not been fully implemented include:

1. Narrow Main Street by as much as four feet and widen sidewalks to allow room for street trees and amenities (p 12).
2. Upgrade Main Street, following these steps (p 12-13):
 - a. Create curb extensions at intersections and entrances to parking lots to slow traffic and make it easier to cross the street.
 - b. Consolidate curb cuts and prohibit new curb cuts.

- c. Put utilities underground and install new light fixtures.
 - d. Create landscape buffer zones with trees in building setback areas and in front of all parking lots.
 - e. Widen the sidewalk in front of Holy Trinity Church.
 - f. Encourage building owners and businesses to participate in the façade improvement program and to re-open blocked up windows. New construction should be required to have windows facing Main Street, and to build up to the sidewalk...
3. Mitigate the impact of Arterial traffic on pedestrians and reduce speeds to no more than 35 MPH (but maintain the Arterial's primary role as a major automobile corridor) (p 13).
 - a. Narrow the lanes from 12 to 10 feet and create a parking lane on the north side.
 - b. Provide historic light fixtures at the curb.
 - c. Provide landscaping and trees along the sidewalk, including street trees and landscaping to screen parking lots.
 4. Create new, shared parking areas in strategic high-use areas (e.g., rear lots between Collegeview and Lagrange, behind businesses on the west side of Raymond Avenue); pursue leasing spaces at Collegeview Towers; and manage parking through time limits and enforcement (p 13-15).
 5. Create a town square in front of Arlington Elementary School [former Arthur S May school] to provide much-needed public park space, and convey a message that Arlington is improving as a place to live, shop and work (p 27).
 6. Improve other sidewalk and sidelot areas throughout the district to provide a variety of secondary public spaces (p 28).
 7. Adopt special district zoning for the Arlington business district (p 30), including:
 - a. Incentives for development that share parking and access/egress.
 - b. Design standards and review, clarified through a set of design guidelines including illustrations.
 - c. Landscape buffers and trees in every parking lot.

Part II: Sidewalk Inventory & Data Collection

An inventory and assessment of existing sidewalk conditions was conducted to inform recommendations and help establish priorities for improvements. The inventory gathered data on the following items:



- Sidewalks (width, material, and condition; buffer width and material; curb material)
- Sidewalk issues (broken pavement, lifted pavement, obstructions, insufficient clearance, missing/removed sections, or other issues)
- Crosswalks (type; whether a median exists)
- Curb ramps and detectable warning type
- Curb extensions
- Pedestrian crossing signals and pushbutton type
- Street trees (type, in buffer or not, condition, size)
- Utilities (street lights, utility poles, telephone poles, hydrants, drainage grates, and pedestrian or bicycle-oriented signs)
- Commercial driveways (width; whether sidewalk continues across the driveway or not)
- Street furniture (benches, trash cans, bicycle parking, or other)
- On-street parking (parallel, perpendicular, or other; time restrictions)

The inventory was completed in April and May 2016 and included geo-coded photos to show the issues that were identified. A second phase of fieldwork focused on pedestrian signals, including pushbutton placement, signage, and pedestrian signal timing (see Appendices B and C for summaries of both inventories).

Four elements were of particular importance: overall sidewalk condition, sidewalk issues, accessibility (including curb ramps, detectable warnings, pedestrian pushbuttons and signals, and crosswalks), and pedestrian experience. These are summarized below.

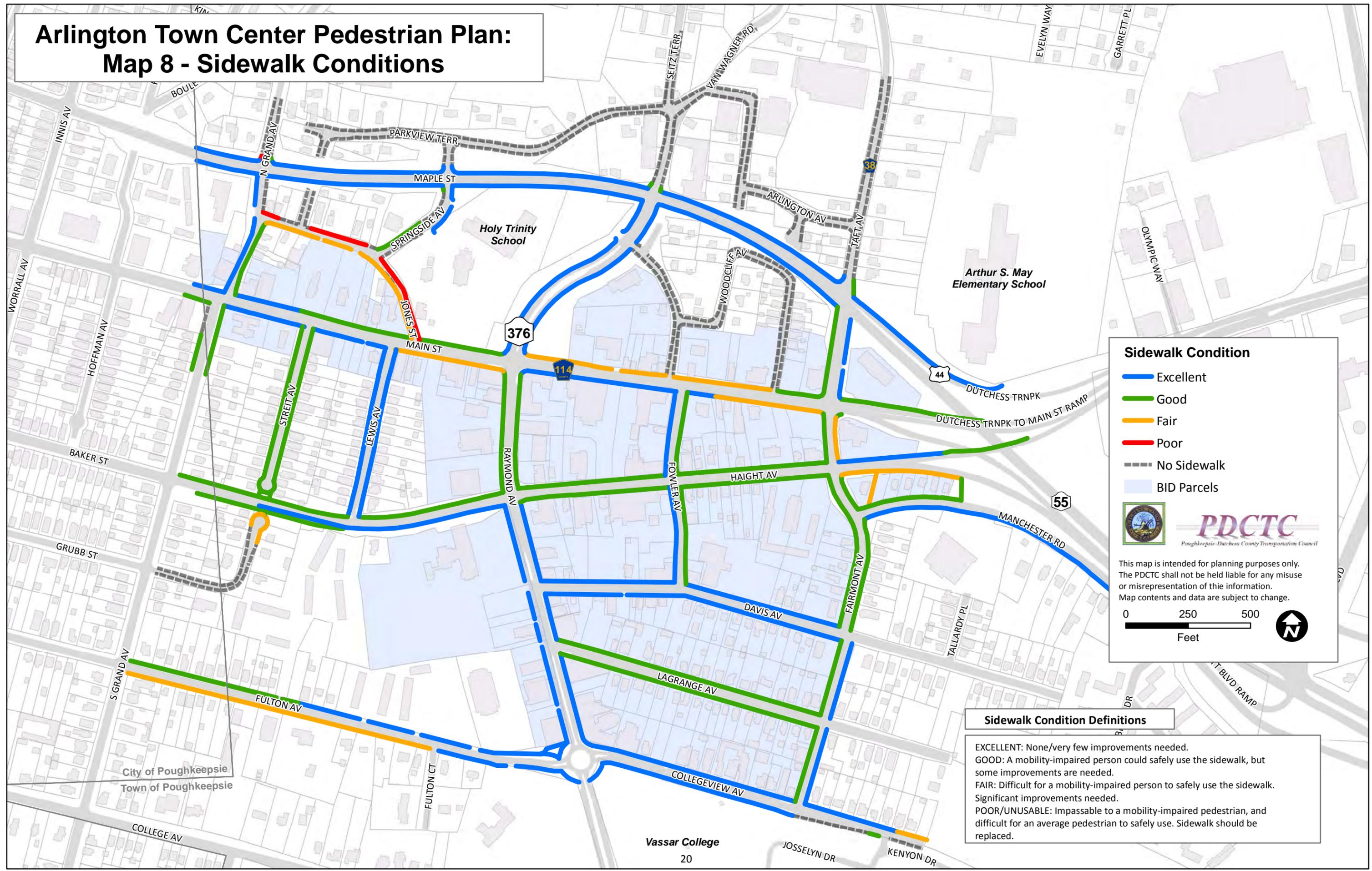
Sidewalk Conditions

Every block within the Arlington Town Center was inventoried, except for some residential areas east of Fairmont Ave (see Map 1 - Study Area). The inventoried streets totaled 11.33 miles. 73 percent of the street length had an existing sidewalk, while 27 percent had no sidewalk. Most streets had either sidewalks on both sides or no sidewalk at all. The streets without sidewalks are predominantly in lower-volume residential areas north of Main Street (see Map 8 – Sidewalk Conditions).

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%

Table 1. Sidewalk Infrastructure

Arlington Town Center Pedestrian Plan: Map 8 - Sidewalk Conditions



Sidewalk Condition

- Excellent
- Good
- Fair
- Poor
- No Sidewalk
- BID Parcels



PDCTC
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500
Feet



Sidewalk Condition Definitions

EXCELLENT: None/very few improvements needed.

GOOD: A mobility-impaired person could safely use the sidewalk, but some improvements are needed.

FAIR: Difficult for a mobility-impaired person to safely use the sidewalk. Significant improvements needed.

POOR/UNUSABLE: Impassable to a mobility-impaired pedestrian, and difficult for an average pedestrian to safely use. Sidewalk should be replaced.

City of Poughkeepsie
Town of Poughkeepsie

The inventory used four ratings (Excellent, Good, Fair, and Poor/Unusable) to measure the overall condition of existing sidewalks. The categories were defined as:

1. Excellent: None/very few improvements needed.
2. Good: A person in a wheelchair or other mobility-impaired person could safely use the sidewalk, but some improvements are needed.
3. Fair: Possible but difficult for a person in a wheelchair or other mobility-impaired person to use the sidewalk safely. Significant improvements are needed.
4. Poor/Unusable: Impassable to a mobility-impaired pedestrian, and difficult for an average pedestrian to use safely. Sidewalk should be replaced.

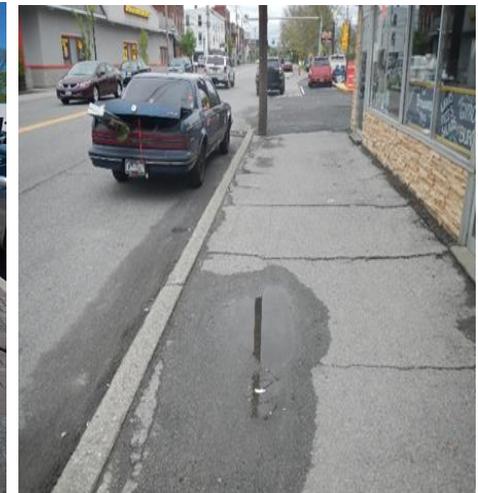
Of the 8.3 miles of existing sidewalks, 88 percent were rated as either excellent or good, with 10 percent rated as fair and 2 percent rated poor/unusable. Fair conditions exist on sections of Main St, Fulton Ave, Springside Ave, and small segments of Haight Ave/Route 55, Fairmont Ave, Streit Ave, and Collegeview Ave, while poor conditions are found on Jones St, Springside Ave, and a small part of N Grand Ave.

Sidewalk Condition	Length (feet)	Length (miles)	Percent
Excellent/Good	38,574	7.31	88%
Fair	4,589	0.87	10%
Poor	680	0.13	2%
Total Existing Sidewalk	43,844	8.30	100%

Table 2. Sidewalk Conditions



This sidewalk on Raymond Ave was rated in excellent condition.



This sidewalk on Main St was rated in fair condition.

Sidewalk Issues

In addition to general conditions, the inventory identified location-specific sidewalk issues. These issues were grouped into seven categories, as listed below:

1. Lifted: Pieces of sidewalk lift up so that the surface is uneven.
2. Cracked: Cracked pieces in the sidewalk.
3. Crumbled: Sidewalk surface and/or edges have crumbled.
4. Obstruction: Utilities, signs, or other objects are located in the sidewalk, limiting access (permanent).
5. Clearance: Insufficient room to walk due to branches, bushes, trash, or other objects (temporary).

- 6. Removed/Missing: Sidewalk sections have been removed or are missing.
- 7. Other: Any issue not captured above.

Locating these issues helps to identify specific areas in need of repair. They also identify low cost improvements to enhance access, such as removing tree branches or patching small sidewalk sections. They also capture locations on sidewalks that overall may be rated good or excellent, but have isolated sections in need of repair. For example, portions of Lagrange Avenue, while in good condition overall, contain numerous cracks, lifts, and clearance issues. Similarly, portions of Main Street that are in good or even excellent condition have lifts, cracks, and other issues.



Example of an obstruction (on N Grand Ave).



Example of 'clearance' -- vegetation encroaching on the sidewalk (on Main St).

A total of 225 specific issues were identified during the inventory, with cracked and lifted sidewalks making up almost 70 percent of the issues. There were also several clearance issues.

Many of the issues were concentrated around the Main St/Fairmont Ave intersection, as well as on Fairmont Ave

Sidewalk Issues	Percent	Number
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

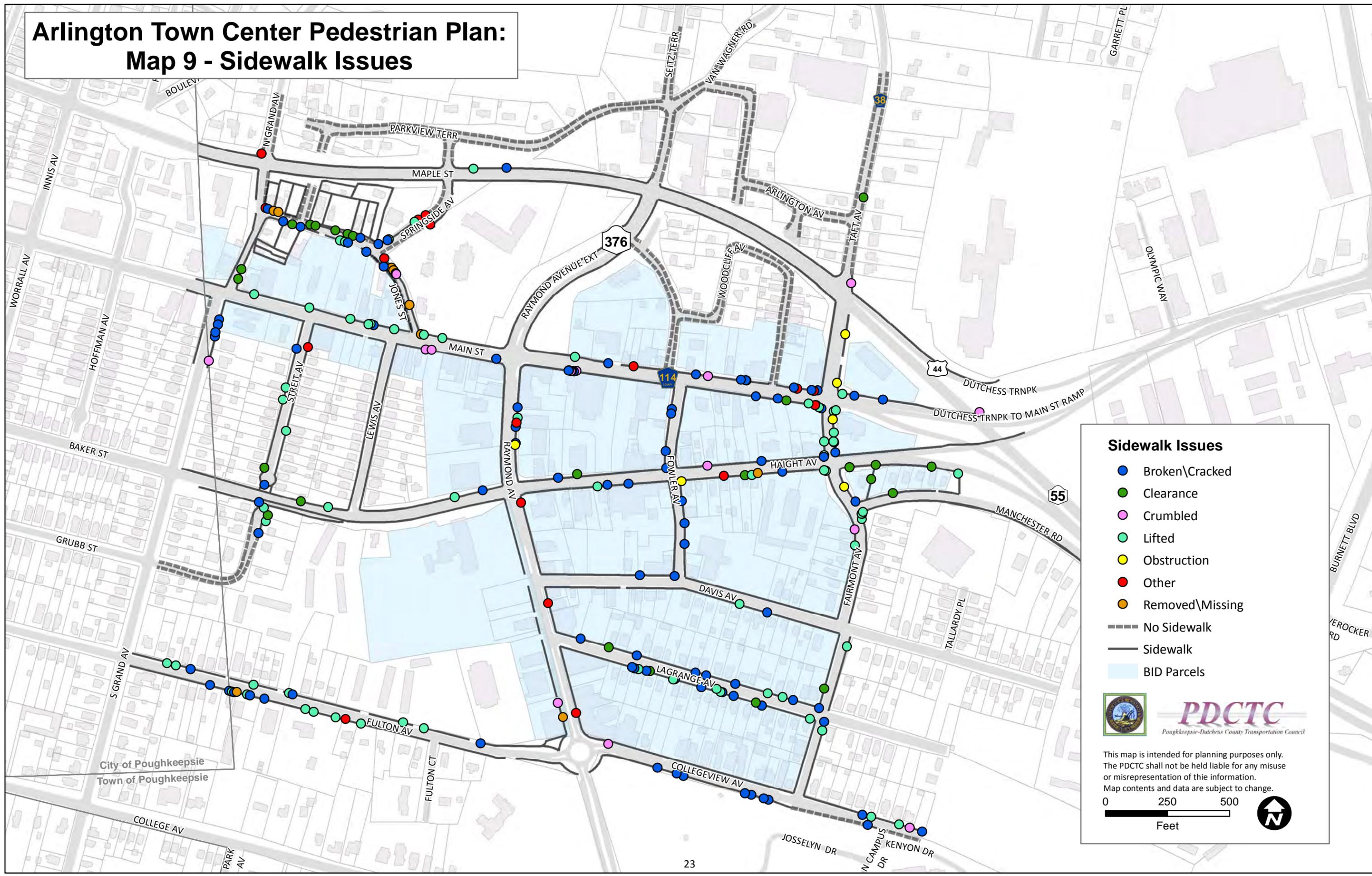
*loose gravel, drainage issues, inadequate ramp, asphalt patches, etc.

Table 3. Sidewalk Issues

north of Manchester Rd, Fulton Ave, Lagrange Ave, and on Springside Ave south of Maple St. Many of the cracks were on sidewalks crossing driveways, likely due to the weight of vehicles driving on them.

The inventory indicated a rate of one issue per 195 feet of sidewalk, which is better than rates found in the Village of Rhinebeck (one per 121 feet) and the Hyde Park Town Center (one per 122 feet). Map 9 – Sidewalk Issues shows the location of all the issues identified.

Arlington Town Center Pedestrian Plan: Map 9 - Sidewalk Issues



Sidewalk Issues

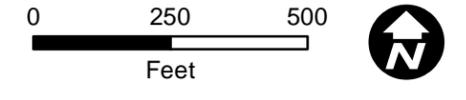
- Broken\Cracked
- Clearance
- Crumbled
- Lifted
- Obstruction
- Other
- Removed\Missing

- No Sidewalk
- Sidewalk
- BID Parcels



PDCTC
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.



Accessibility

A number of issues related to accessibility were identified during the inventory, as outlined below:

Curb ramps: There were 145 curb ramps in the study area, but some corners and driveways were missing ramps, making the sidewalk inaccessible. In addition, almost one-quarter of ramps did not have a detectable warning



ADA compliant ramps have detectable warning strips to warn visually impaired persons of the transition from sidewalk to street.

of any kind. Many ramps were diagonal, which direct pedestrians (especially those in wheelchairs) into the center of the intersection, rather than into the crosswalk (see Map 10 - Curb Ramp Conditions). Best practice is to align each ramp with the corresponding crosswalk or unmarked crossing, and to provide two separate ramps at corners with two crossings.

Curb Ramps/Detectable Warnings	%	#
Colored Domes	44%	64
Cement Domes	26%	38
Textured	6%	8
No detectable warning	24%	35
Total Curb Ramps		145

Table 4. Curb Ramps

At several locations, drainage issues result in water ponding at the base of the ramp, which is exacerbated when it freezes and becomes ice.

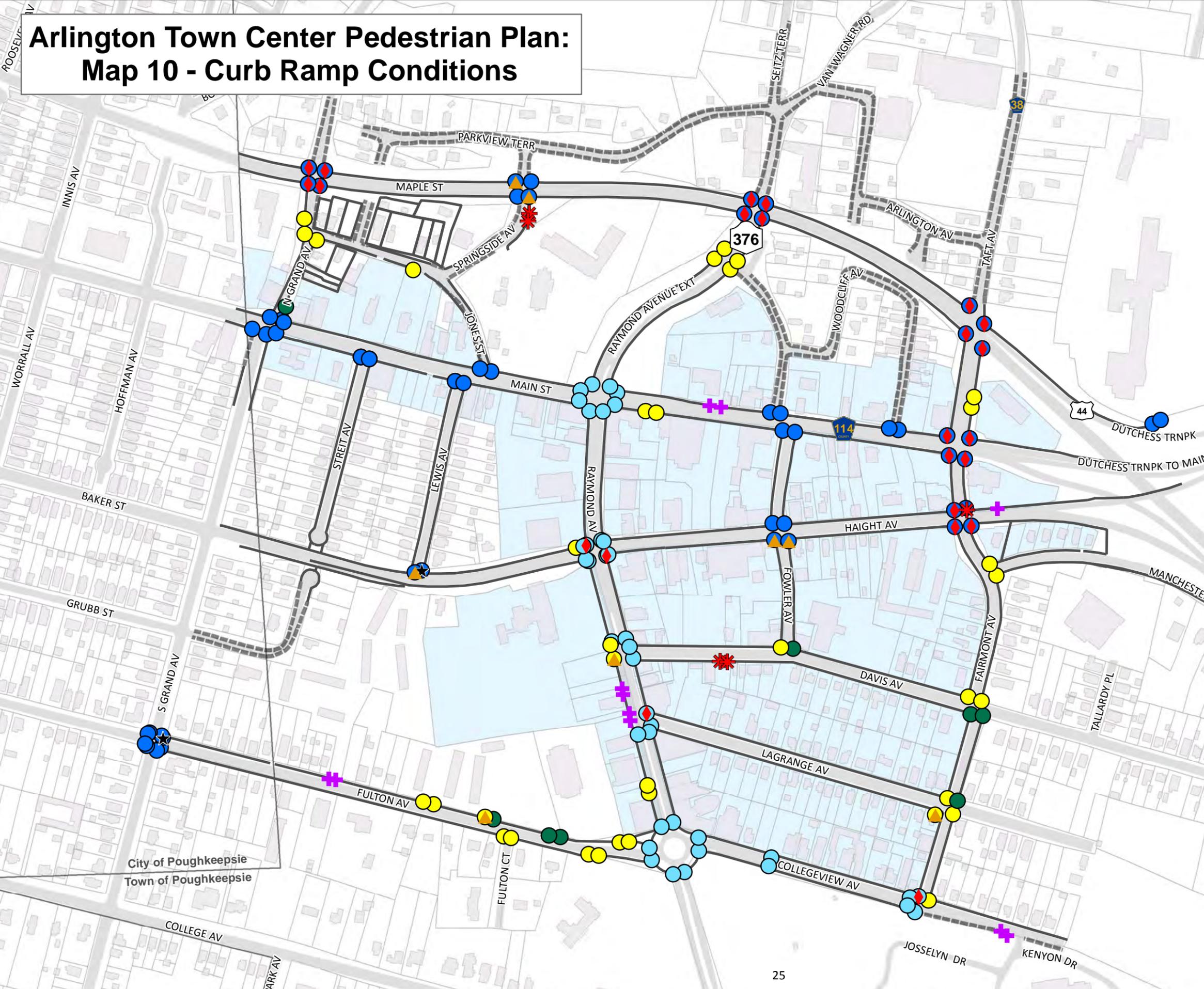
Pedestrian signals & pushbuttons: There are eight signalized intersections in the study area, but only seven have pedestrian signals (there are none at Main St/Grand Ave). Of these, only Main St/Raymond Ave has separate poles and curb ramps for each crosswalk. At the other intersections, push buttons may be difficult for someone with limited mobility to access.

In addition, almost two-thirds of push buttons are installed incorrectly. Per the Manual on Uniform Traffic Control Devices (MUTCD), the push button face should be parallel to the crosswalk to be used. Instead, most are installed perpendicular to the crosswalk, and some face the crosswalk. One pushbutton was broken, one did not appear to trigger the pedestrian crossing signal, and several appeared to trigger two crossing signals (see Appendix C- Pedestrian Signals Evaluation).

Signs: Most of the signs related to the pedestrian signals are outdated, and many are confusing. It was often unclear which button to push for which crossing. In several cases, the signs used the word “arterial” rather than the street name (Maple St or Haight Ave), which would be confusing for anyone unfamiliar with the area.

Crossing time: Calculations of the pedestrian crossing time indicate that many crosswalks provide inadequate time for people to cross, based on federal standards (see Appendix C).

Arlington Town Center Pedestrian Plan: Map 10 - Curb Ramp Conditions



Curb Ramp Issues

- Missing curb ramp & warning strip
- Missing warning strip (no ramp needed)
- Ramp/domes direct pedestrians into center of intersection
- Curb ramp edge not flush with pavement
- Missing piece of warning strip

Type of Warning Strip at Ramps

- None
- Textured Pavement
- Cement Domes
- Colored Domes

Sidewalk
 No Sidewalk
 BID Parcels

Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500

 Feet

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

Table 5. Pedestrian Signals

This was particularly evident crossing Maple St at Taft Ave, where only 12 seconds are provided during the countdown phase, compared to a recommended 22-26 seconds, based on the length of the crossing.

Based on our evaluation of pedestrian pushbuttons, signage, and signal timing at the eight signalized intersections, only four of the 32 signalized crossings appear to meet national standards as outlined in the MUTCD.



The pedestrian signals at Taft Ave/Maple St provide insufficient time to cross.

Crosswalks: While there are 53 marked crosswalks in the study area, there are very few on three key corridors: Main St, Maple St, and Haight Ave (see Map 11- Marked Crosswalks and Pedestrian Signals). We identified five street segments with more than 1,000 feet between marked crosswalks, as shown in the table below. This lack of marked crosswalks makes it difficult to cross the street safely. People tend to cross at unpredictable locations, based on gaps in traffic.

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		

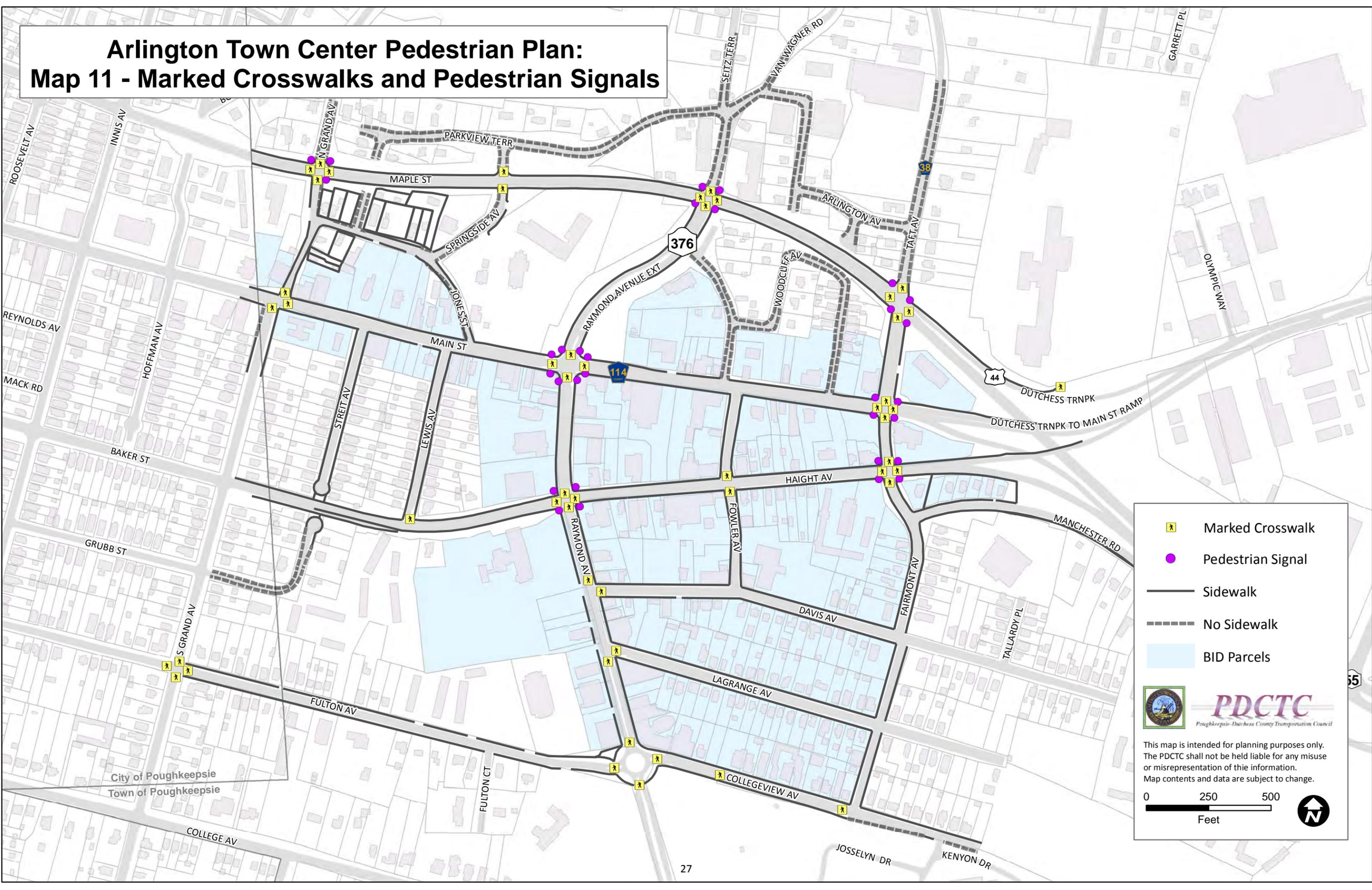
Table 6. Key Street Segments without Marked Crosswalks

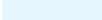
Pedestrian Experience

While basic infrastructure such as sidewalks, curb ramps, and crosswalks are critical to pedestrian access, a walkable environment requires a pleasant sidewalk experience. We inventoried several elements related to the pedestrian experience, including driveways, street trees, and amenities.

Driveways: We identified 167 commercial driveways in the study area, totaling over 4,300 linear feet (see Map 12- Parking Lots and Commercial Driveways). This equates to about 7 percent of the total street length inventoried. Put another way, for every 100 feet one walks, 7 feet are across a driveway. On Main St, driveways are 2.5 times more prevalent

Arlington Town Center Pedestrian Plan: Map 11 - Marked Crosswalks and Pedestrian Signals



-  Marked Crosswalk
-  Pedestrian Signal
-  Sidewalk
-  No Sidewalk
-  BID Parcels

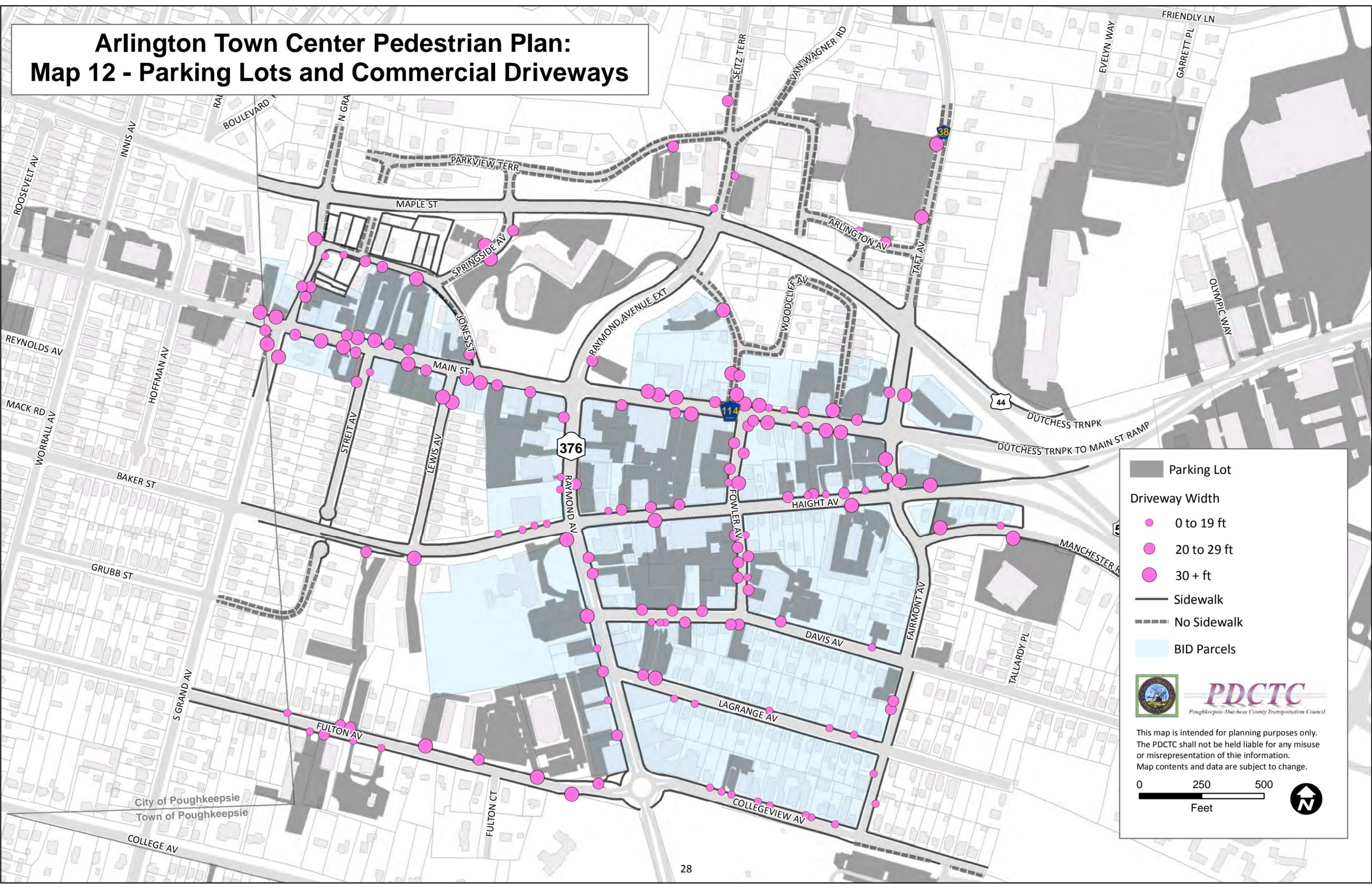
 **PDCTC**
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500
Feet 

City of Poughkeepsie
Town of Poughkeepsie

Arlington Town Center Pedestrian Plan: Map 12 - Parking Lots and Commercial Driveways



Parking Lot

Driveway Width

- 0 to 19 ft
- 20 to 29 ft
- 30 + ft

— Sidewalk
- - - No Sidewalk
■ BID Parcels



PDCTC
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500
Feet



City of Poughkeepsie
Town of Poughkeepsie

than in the area overall: for every 100 feet one walks on Main St, 18 feet are across a driveway. Because each driveway represents a potential conflict point, with cars entering and exiting, they decrease pedestrian safety and comfort.

On the positive side, the sidewalk continues across almost 80 percent of commercial driveways. This improves safety by indicating to drivers that people may be walking across the driveway, and is a visual prioritization of pedestrian access.

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%	

Table 7. Driveways

Street trees: We counted 284 street trees in the area (see Map 13- Existing Amenities). About half were in the buffer between the roadway and sidewalk, and half were behind the sidewalk (in particular, on Maple St, Haight Ave, and Fairmont Ave). Collegeview Ave is notable for its almost continuous canopy of trees, which creates a pleasant, comfortable walking environment. Other streets, like Lagrange Ave and Fairmont Ave, have a fairly consistent pattern of trees. In addition to providing shade, street trees provide a buffer between traffic and people walking (when planted along the curb), and have been shown to reduce vehicle speeds, improving safety.

However, many streets have inconsistent trees and long stretches without trees. In particular, Main Street has almost

no trees on the north side, and very few (on either side) east of Raymond Ave. Similarly, Haight Ave has virtually no trees east of Raymond Ave, and Raymond Ave has very few trees north of Davis Ave.

Pedestrian-scale lights: We identified 135 pedestrian-scale lights in the study area. Like street trees, they were unequally distributed. While streets in the southeast portion of the Town Center (Collegeview, Lagrange, Davis, Fairmont, and Raymond) have regular lighting, there are virtually no pedestrian-scale lights west of Raymond Ave or north of Main St, and none on Haight Ave.

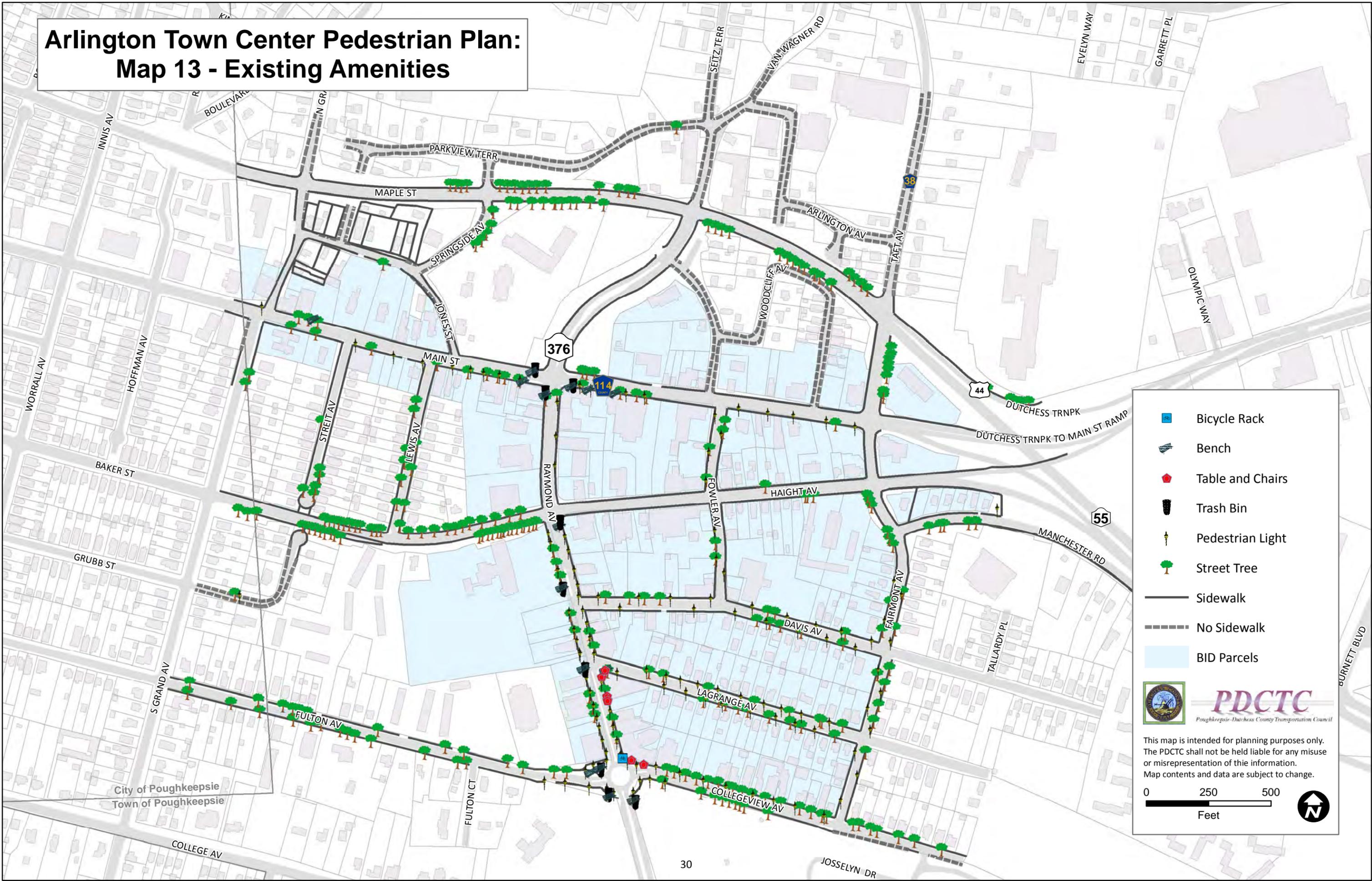
On Main St, the south side of the street has regular lighting, but there are no lights on the north side. We understand that this is at least partly because the previous eligible area for Community Development Block Grant funding included only the south side of Main St.

Other Amenities: There were 15 benches and nine trashcans in the area, clustered on Raymond Avenue south of Haight Ave and on Main Street near Raymond Ave. Outside of those areas, there are virtually no benches or trashcans. We noted that the



Some Main St businesses provide outdoor seating, but the lack of pedestrian infrastructure and amenities detracts from the experience.

Arlington Town Center Pedestrian Plan: Map 13 - Existing Amenities



-  Bicycle Rack
-  Bench
-  Table and Chairs
-  Trash Bin
-  Pedestrian Light
-  Street Tree
-  Sidewalk
-  No Sidewalk
-  BID Parcels

 **PDCTC**
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500
Feet



City of Poughkeepsie
Town of Poughkeepsie

benches vary in style and material, as well as in orientation—some face the street (or parking lane), while others face the sidewalk. There were no recycling receptacles. Temporary tables and chairs for outdoor dining are clustered on Raymond near Collegeview and Lagrange Ave.

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

Table 8. Existing Amenities

Bicycling: As noted above, there are no on-street bicycle facilities in the area (bike lanes or sharrows). We observed one ‘Share the Road’ sign, on Raymond Avenue near the former elementary school. Almost all bicyclists were riding on the sidewalk. This is understandable, given the lack of on-street facilities and high volumes on key corridors (Main St, Raymond Ave, Maple St and Haight Ave). However, bicycles on the sidewalks are a safety issue for pedestrians and thus presents a challenge to creating a walkable environment.



Most bicyclists in the area ride on the sidewalk, as shown here on Main St.

We found only one bicycle rack, at the corner of Raymond Ave at Collegeview Ave. Bicycles were typically locked to sign poles, which can make sidewalks crowded and reduce access for people walking. Sign poles generally do not provide stable or secure parking for bicycles.

Transit: There are only two designated bus stops in the area, both at the intersection of Raymond Ave/Collegeview Ave. They are designated only by a sign on a light pole (installed by Vassar College). There are no schedules, maps, or other transit information anywhere in the study area, even though two City bus routes and four County bus routes currently serve the area (see Map 14- Existing Bus Service). There is a bus stop shelter on the Vassar campus. Both the City and County are currently considering changes to bus service.

Summary of Field Observations

PDCTC staff made the following observations during the fieldwork:

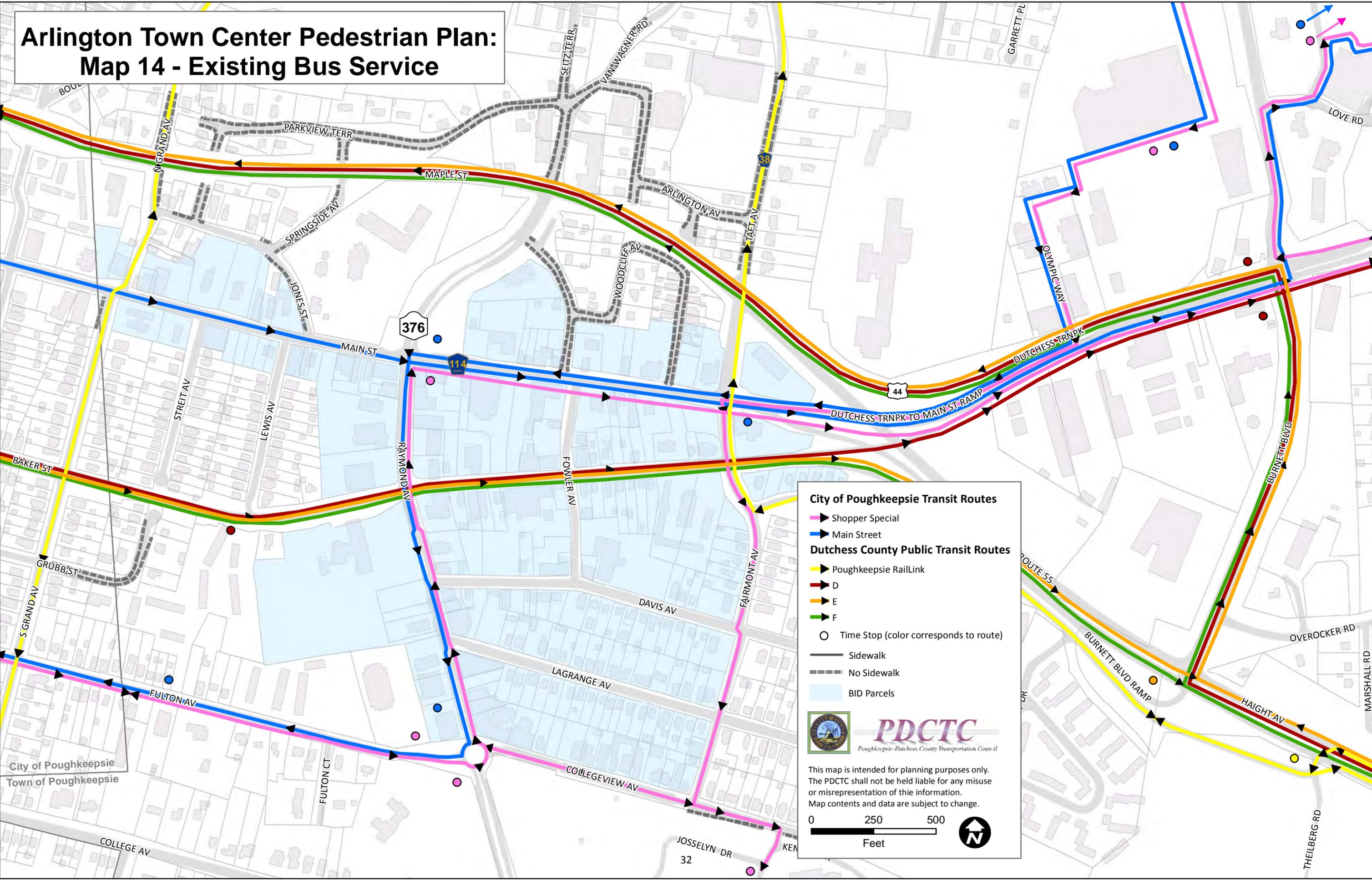
Sidewalk Conditions

- Most sidewalks are in decent shape, with several exceptions (as noted above).
- There is a lack of sidewalk connections north of Maple St.

Accessibility

- There are very few marked crosswalks, especially across Main St, Haight Ave, and Maple St.
- There are many issues with pedestrian signals, including unclear or outdated signage, incorrect and inconsistent

Arlington Town Center Pedestrian Plan: Map 14 - Existing Bus Service



City of Poughkeepsie Transit Routes

- Shopper Special
- Main Street

Dutchess County Public Transit Routes

- Poughkeepsie RailLink
- D
- E
- F

- Time Stop (color corresponds to route)
- Sidewalk
- No Sidewalk
- BID Parcels

PDCTC
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500
Feet

City of Poughkeepsie
Town of Poughkeepsie

pushbutton placement, and insufficient signal time for pedestrian crossings.

- Some curb ramps are missing, many lack detectable warning strips, and many are not flush with the street.

Pedestrian Experience

- There are many driveways and parking lots, particularly on Main St near Fowler Ave and Main St near Grand Ave.
- There are few pedestrian amenities (benches, bike racks, trash/recycling cans, and street trees), and they are unevenly distributed.
- Many people bicycle on the sidewalk.
- There is very little transit signage or other information.

Pedestrian-Bicycle Counts

To understand the amount of walking and bicycling in the study area better, Task Force members and other volunteers conducted two-hour pedestrian and bicycle counts at eight locations in mid-September and early October. A count from 2015 was also included (see Map 15- Pedestrian and Bicycle Count Data). Key findings are as follows (all volumes are two-hour totals):

Walking:

- Weekday pedestrian activity is highest on Raymond Ave south of Lagrange Ave (close to 300 people walking).
- Saturday pedestrian activity is highest on Collegeview Ave near Raymond Ave (close to 500 people walking).
- On Main St, walking activity drops slightly between the Grand Ave area (130-150 pedestrians) and the area east of

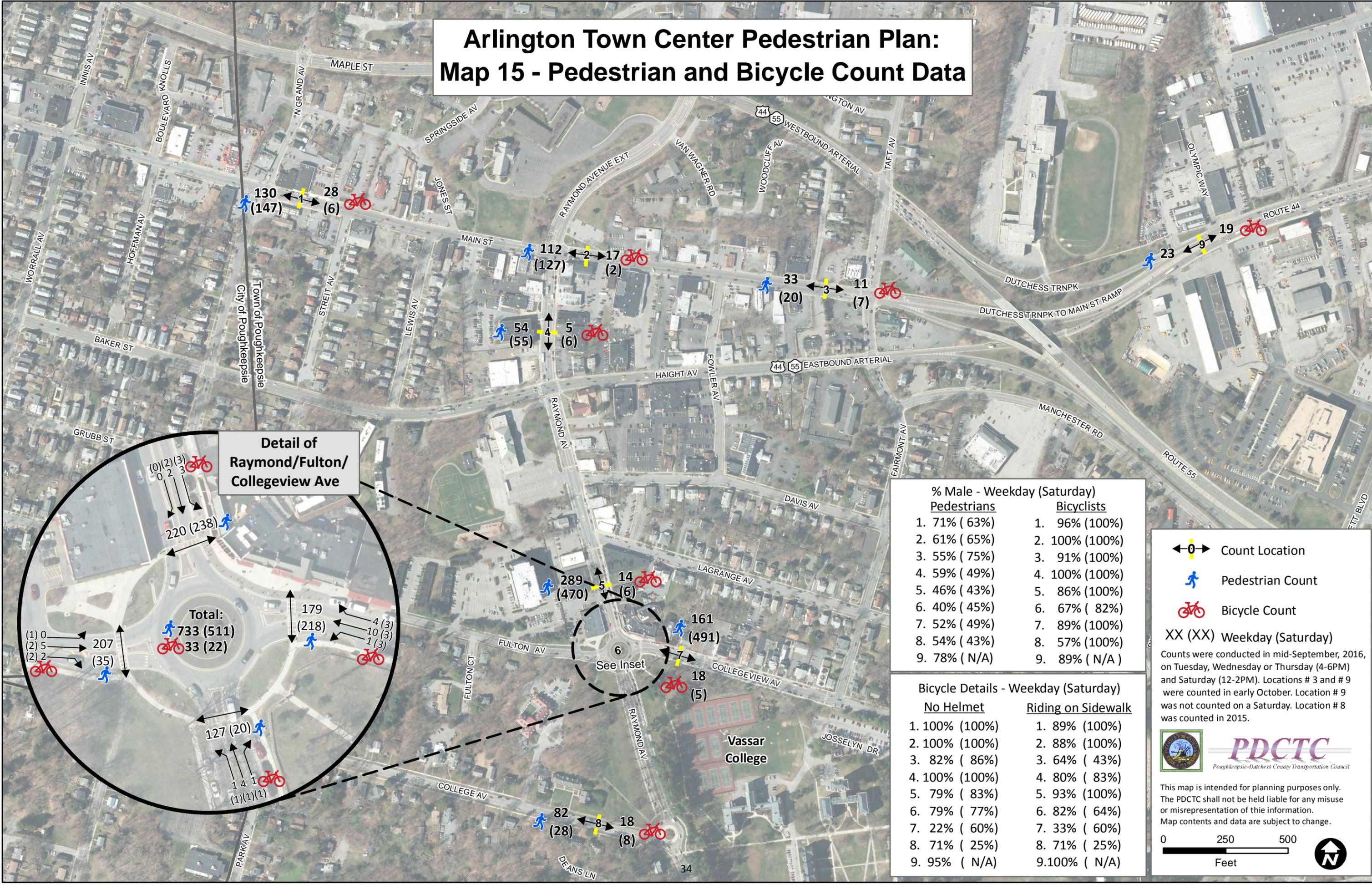
Raymond Ave (110-130 pedestrians), and then drops dramatically by Woodcliff Ave (20-33 pedestrians).

- On Raymond Ave, very few people walk north from the Collegeview area past Haight Ave. There were 200-500 pedestrians between Collegeview and Lagrange Avenues, but only 50-60 pedestrians north of Haight Ave.
- Pedestrians on Main St were likely to be male (60-75% male at all three locations, except that the location near Taft Ave was 55% male on a weekday), while south of Haight Ave, pedestrians were more likely to be female (on Raymond Ave near Lagrange Ave and at the Raymond Ave/Collegeview Ave intersection), or were more evenly split (on College Ave and Collegeview Ave).

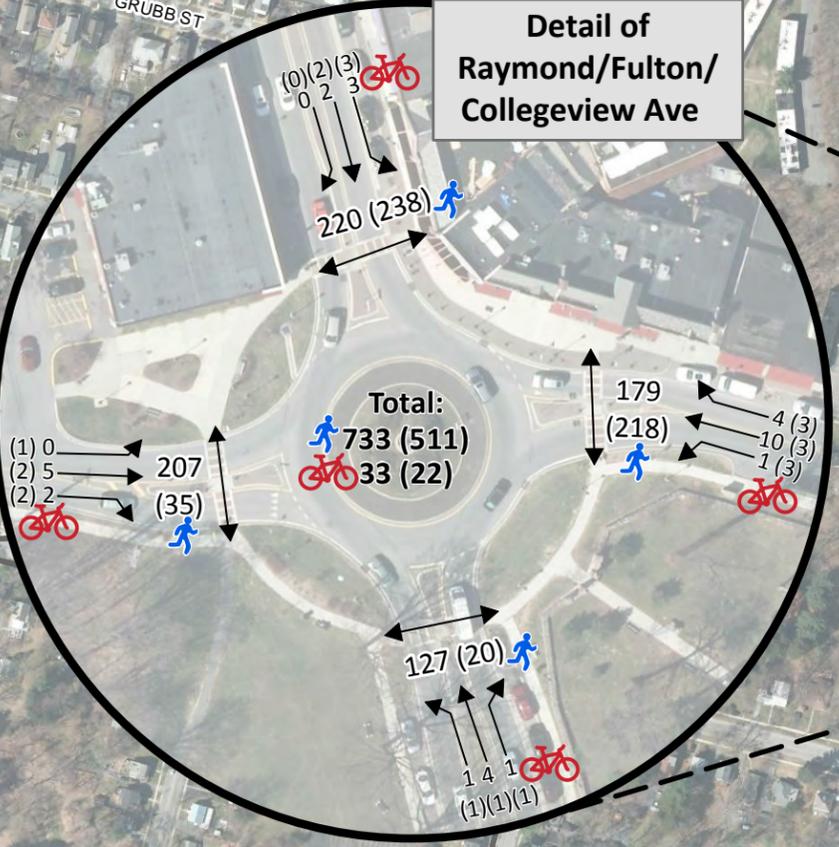
Bicycling:

- Bicycle activity was highest on Main St near Grand Ave (28 weekday riders) and lowest on Raymond Ave north of Haight Ave (5 weekday riders).
- Overall, very few bicyclists wore helmets (70-100% rode without helmets), except on Collegeview Ave (22%-60% without helmets) and College Ave (25%-71% without helmets).
- More than 80% of bicyclists rode on the sidewalk, except on Collegeview Ave (33%-60% on the sidewalk) and College Ave on Saturday (25% on the sidewalk).
- The percentage of female bicyclists was extremely low, ranging from 0% to 14%, except at the Raymond Ave/Collegeview Ave intersection, which had 18-33% female riders.

Arlington Town Center Pedestrian Plan: Map 15 - Pedestrian and Bicycle Count Data



Detail of Raymond/Fulton/Collegeview Ave



% Male - Weekday (Saturday)	
Pedestrians	Bicyclists
1. 71% (63%)	1. 96% (100%)
2. 61% (65%)	2. 100% (100%)
3. 55% (75%)	3. 91% (100%)
4. 59% (49%)	4. 100% (100%)
5. 46% (43%)	5. 86% (100%)
6. 40% (45%)	6. 67% (82%)
7. 52% (49%)	7. 89% (100%)
8. 54% (43%)	8. 57% (100%)
9. 78% (N/A)	9. 89% (N/A)

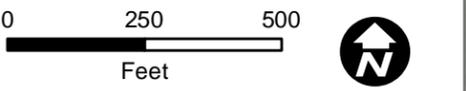
Bicycle Details - Weekday (Saturday)	
No Helmet	Riding on Sidewalk
1. 100% (100%)	1. 89% (100%)
2. 100% (100%)	2. 88% (100%)
3. 82% (86%)	3. 64% (43%)
4. 100% (100%)	4. 80% (83%)
5. 79% (83%)	5. 93% (100%)
6. 79% (77%)	6. 82% (64%)
7. 22% (60%)	7. 33% (60%)
8. 71% (25%)	8. 71% (25%)
9. 95% (N/A)	9. 100% (N/A)

- Count Location
- Pedestrian Count
- Bicycle Count

XX (XX) Weekday (Saturday)
 Counts were conducted in mid-September, 2016, on Tuesday, Wednesday or Thursday (4-6PM) and Saturday (12-2PM). Locations # 3 and # 9 were counted in early October. Location # 9 was not counted on a Saturday. Location # 8 was counted in 2015.



This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.



Based on these counts, it is clear that Vassar College (and the businesses close to it) generates a lot of pedestrian traffic. It is also clear that Haight Ave serves as a significant barrier, both due to the street itself (its width, volume, and speed of traffic) and the lack of destinations around it. This is a key issue for attracting people to Main St: there needs to be more to pull people from the core Raymond Ave/Collegeview Ave area up to Main St.

The counts show that people do walk on Main St, but much less than in the Raymond Ave/Collegeview Ave area, and very few walk east of Fowler Ave. Poor infrastructure may be part of the reason, but it is more likely due to the lack of pedestrian-oriented destinations.

In terms of bicycling, the data indicate that people are riding in the area, but very few feel comfortable riding on the street, particularly on Main St and Raymond Ave. The very low percentage of female bicyclists is another indication that many people do not feel safe bicycling in the area. The relatively low percentages of female pedestrians north of Haight Ave suggests that safety and comfort are also issues for people walking on Main St.

Public Outreach

Street Fair

PDCTC staff had a booth at the Arlington Street Fair on Saturday, September 24, 2016 to solicit input on walking and bicycling issues in the Town Center. Two large maps posed the questions: “Where in Arlington is it tough for you to walk or

bike?” and “What would make Arlington better for walking and biking?” People were encouraged to write specific concerns and ideas for improvements on the maps (see Map 16-Street Fair Feedback). Staff also distributed flyers and talked to people about the project. Key concerns are listed below:



Arlington Street Fair attendees discuss safety issues related to walking and bicycling.

Walking:

- Lack of sidewalks in areas (e.g. on Taft Ave north of Maple St)
- Poor condition sidewalks (e.g. on South Grand Ave)
- Difficultly crossing Maple St
- Speeding traffic on Haight Ave and Route 44 east of Taft Ave
- Safety concerns at uncontrolled crosswalks (e.g. on Main St/Route 44 east of Taft Ave)
- Don't feel safe walking on Main St east of Fairmont Ave, especially at night
- Blind spots (e.g. on Raymond Ave north of Davis Ave, and Fairmont Ave/Haight Ave)
- Lack of yielding to people at crosswalks (e.g. at Fairmont Ave/Davis Ave)

Bicycling:

- Lack of shoulders or other on-street bicycle facilities
- Difficulty crossing Main St at Grand Ave
- Don't feel safe riding on Main St
- Drivers don't know how to merge with bicycles at the Collegeview Ave roundabout

Suggestions included the following:

Walking:

- Add sidewalks (on Raymond Ave Extension, Taft Ave)
- Add pedestrian-scale lighting on Maple St
- Install crosswalks (on Maple St at Springside Ave; on Raymond Ave south of Davis Ave)
- Install a roundabout at Main St/Grand Ave, and more roundabouts in the area
- Slow down vehicles
- Change pedestrian crossing signals so they come on automatically (rather than having to push a button)
- Create shared parking with pedestrian walkways between Collegeview Ave and Lagrange Ave
- Open the fence behind properties on Raymond Ave north of Davis Ave so vehicles can enter/exit on Davis Ave (reducing conflicts with people walking on Raymond Ave)

Bicycling:

- Install shared lane markings on Main St
- Educate bicyclists about how and why to ride on the street rather than on sidewalks
- Install signage at the Collegeview Ave roundabout to alert drivers about bicyclists in the roundabout

- Improve access to the Dutchess Rail Trail

BID Presentation

PDCTC staff presented the inventory findings and draft recommendations to business owners, property owners, elected officials, and other stakeholders at a BID meeting in late September 2016. Overall, attendees were interested in the project and supportive of the ideas presented. Attendees stressed the importance of preserving on-street parking, and one raised concerns about slowing or diverting traffic. Others expressed support for better parking signage, visual gateways, additional apartments (especially on Main St), designated bus stops and improved transit service, and a roundabout at the Main St/Grand Ave intersection.

Final Draft Outreach

In December, PDCTC staff circulated the draft plan to the Task Force, County DPW, and NYSDOT-Region 8 for feedback, and met with the Town of Poughkeepsie Planning staff to discuss key recommendations. Based on feedback, staff added a discussion of traffic volumes in the study area, updated the demographics analysis, added text explaining the role of various entities in implementing the infrastructure recommendations, and revised the phasing for a few of the recommendations.

After refining the recommendations, PDCTC staff presented the final draft plan to the Town Board, Town Planning Board, and BID in January 2017. The boards and BID responded very positively to the plan. Based on questions at these presentations and further consultation with NYSDOT and

County DPW, staff added a discussion of a boulevard alternative for Main St, added a recommendation for a median or roundabout at the Taft Ave/Fairmont Ave intersection, and revised the discussion of the Town parking lot property at Main St/Raymond Ave.

Part III: Recommendations

The Arlington Town Center Pedestrian Plan recommendations are intended to assist the Town and BID in setting priorities for infrastructure investments and help them seek funding to improve walkability in the Town Center. PDCTC staff developed the recommendations through our analysis of existing conditions, review of previous plans, feedback from the project’s Task Force, and input from the public.

Given the cost and complexities associated with achieving all of the recommendations, the PDCTC recommends a “build when ready” strategy, whereby the Town, BID, or other responsible entity implements each recommendation as local conditions and funding opportunities permit. This allows the responsible entity to capitalize on various funding programs, changes in property ownership, or redevelopment opportunities that may be conducive to implementing one or more recommendations.

Within the context of this “build when ready” strategy, we have prioritized the recommendations by location (the three key intersections, in priority order; then Main St, then the Town Center as a whole). Area-wide recommendations are grouped by topic area. Within each section, we have organized the recommendations into three priority levels: Phases 1, 2, and 3. In general, the priority levels relate to the complexity and cost of each recommendation, as well as its proximity to the Town Center. The most viable project proposals and those closest to the center are listed under Phase 1, while those that are more ambitious, costly, and/or

further from the center are listed under Phase 2 or 3. The Plan purposely does not specify a timeframe for accomplishing the recommendations, since implementation will rely on the availability of funding and competing priorities. However, Phase 1 work items should be viewed as short-term priorities, Phase 2 as medium-term, and Phase 3 as long-term.

Appendix J provides a list of all the recommendations by location or topic, with their phase, the responsible entity and partners, and the relevant map and/or image reference. Map 19 – Infrastructure Recommendations shows their locations.

In general, new sidewalk construction is done by the property owner, road owner (State, County, or Town), or municipality (including, in some cases, for sidewalks on State and County roads). Sidewalk repair is typically the Town’s responsibility. Intersection-related work (signals, crosswalks, ramps) is based on which entity owns the intersecting streets; the higher-level owner (State, County, or Town) is responsible for the intersection. In the study area, the State owns Maple St, Haight Ave, Raymond Ave, and Raymond Ave Extn. The County owns Main St and Taft Ave. All other streets are Town-owned. Landscaping and amenities maintenance would be the responsibility of the Town or BID.

The recommendations are organized by priority locations (items 1-5) and then by topic, as follows:

1. Main/Grand Ave intersection
2. Main/Raymond Ave intersection
3. Main/Fairmont Ave/Taft Ave intersection
4. Main Street corridor

- 5. Town Center Infrastructure
- 6. Bicycle Access
- 7. Transit Access
- 8. Public Space
- 9. Land Use
- 10. Parking
- 11. Policies & Programs

1. Main Street/Grand Avenue

The Main St/Grand Ave intersection is the western gateway into the Town and the Arlington business district from the City of Poughkeepsie. However, it currently suffers from poor safety, incomplete pedestrian facilities, and auto-oriented land uses and site design.



The Main St/Grand Ave intersection is an ineffective gateway to Arlington and the Town of Poughkeepsie (view looking east). Image: Google.

This intersection has the most pedestrian and bicycle crashes in the study area (6 in the past five years), and the second-most vehicle crashes in the area (34 in the past five years; Main St/Fairmont Ave/Taft Ave had 36) (see Map 17- Crash Data). An overabundance of driveways and parking lots results in many vehicles turning in and out across the sidewalks.

The traffic signals for northbound and southbound traffic run separately, there are no left turn phases (resulting in haphazard left turns), and there are no pedestrian signals. All of this makes the intersection very confusing and difficult to cross on foot. Finally, there is no crosswalk on the west side of the intersection, and no sidewalk on the southwest side of the intersection, in front of Oasis Beverage.



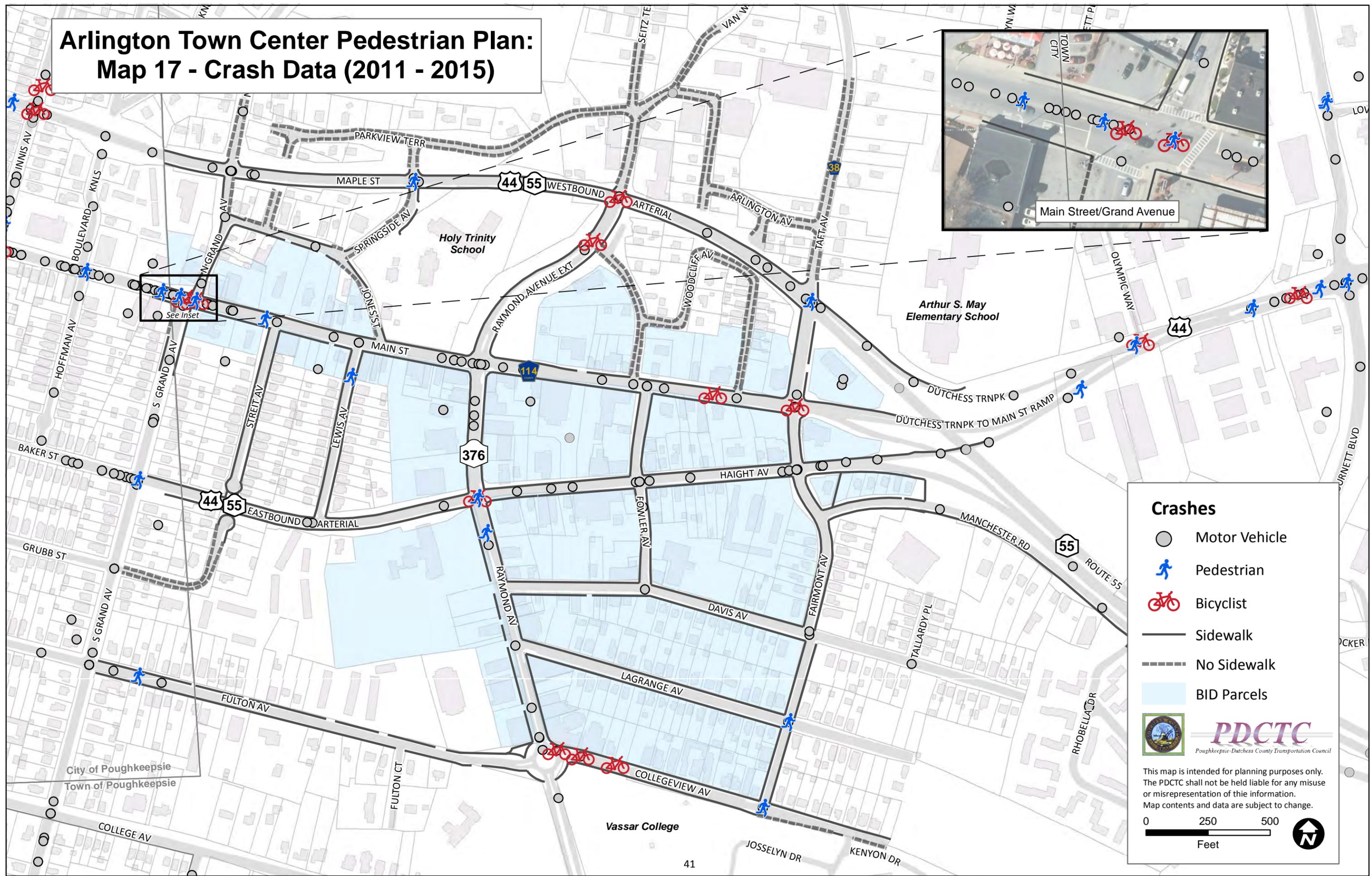
The Oasis Beverage/Town & Country Cleaners site (partially in the City) lacks designated driveways, curbing and sidewalks.

Phases 1-3: Construct a roundabout at the Main St/Grand Ave intersection

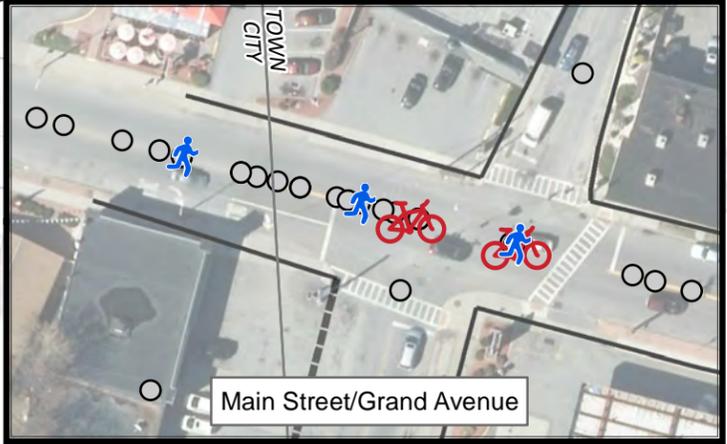
A roundabout at this intersection would address several needs:

- Improve safety by reducing vehicle speeds, eliminating left turns, and providing complete crosswalks with

Arlington Town Center Pedestrian Plan: Map 17 - Crash Data (2011 - 2015)



See Inset



Crashes

- Motor Vehicle
- Pedestrian
- Bicyclist
- Sidewalk
- No Sidewalk
- BID Parcels



PDCTC
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500
Feet



median refuge islands (where people can wait before completing their crossing).

- Roundabouts have been shown to reduce all crashes by 35 percent, injury crashes by more than 75 percent, and pedestrian crashes by about 40 percent.
- Improve traffic operations by reducing delay and removing left turns.
- Provide a physical gateway into Arlington and beautify the intersection.

PDCTC staff discussed various options for this intersection with Dutchess County DPW, and DPW supported the roundabout concept. If a roundabout were not possible, improvements to the traffic signals could be pursued. This would involve realigning North and South Grand Avenues, adding left turn lanes on all approaches, and installing new traffic signals. This would likely be similar in cost, but would be less effective than a roundabout at improving safety or calming traffic, and would not provide a gateway element. It would likely result in more delay at the intersection due to adding the left turn phases.

Under either option, the parcel on the northwest corner of the intersection would have to be acquired and the building removed to realign North Grand Ave. Additional property around the intersection may also need to be acquired. The signalization improvement option would likely require more property to make room for turn lanes.

A roundabout would be an expensive, long-term project, but would be transformational for the Main Street corridor and

Arlington district. Design and engineering work could begin in the short term, followed by construction once funding is in place.

As part of the roundabout project, a sidewalk should be extended along the west side of South Grand Ave to connect to the existing sidewalk at the City line to the south. Driveways near the intersection should be consolidated to reduce conflicts and provide space for street trees, benches, street lamps, and other amenities. See Figure 1 – Main St/Grand Ave - Future Vision for a conceptual image of this intersection in the future.

Phases 1-3: Pursue land use changes to support walkability

In the long-term, or as opportunities arise, redevelopment or re-design of buildings adjacent to the intersection should be pursued. This could include redeveloping the existing McDonald's from a drive-through surrounded by parking to a pedestrian-oriented building with parking in the rear; re-designing the Town & Country Cleaners and Oasis Discount Beverage buildings to reconfigure the large front-yard parking lot on South Grand Ave; and potentially redesigning the gas station on the southeast corner to front on the street. In addition, there may be an opportunity for development along North Grand Ave on the northwest side of the intersection, depending on the alignment of the proposed roundabout.

Figure 1: Main Street/Grand Avenue - Future Vision



2. Main Street/Raymond Avenue

The Main St/Raymond Ave intersection is the central and most prominent intersection in the business district along Main Street. However, several issues detract from its potential. The signal has an ‘all-pedestrian phase’ which stops traffic in all directions while people cross in all four crosswalks. This adds delay for everyone, whether driving or walking, and more importantly, is not intuitive or well understood. Many people cross with parallel traffic, as is standard at other intersections, because they do not want to wait through the entire signal cycle, or because they do not understand the signal timing. This lack of compliance with the pedestrian signal indicates that it is not effective.



Empty corners at the Main St/Raymond Ave intersection (looking north).
Image: Google.

Two of the pedestrian pushbuttons are installed incorrectly, and several of the pushbutton signs are outdated. One of the signs refers to ‘Route 376’ while the street sign says ‘Raymond

Ave.’ Poor drainage at several of the curb ramps results in water ponding at the base, in the crosswalk.

Most critically, two of the four corners at the intersection are vacant. On the northwest corner, the large sloping lawn in front of Holy Trinity Church and vacant parcel at the corner create a large amount of unusable open space. On the northeast corner, the Town parking lot is often empty, and the War Memorial at the corner is only used twice a year. This results in a ‘dead zone’ at the central intersection along Main Street.

Phase 1: Implement standard signal timing and improve crossing infrastructure at the Main St/Raymond Ave intersection

We recommend changing the traffic signal to standard timing, where pedestrians cross with parallel traffic. This would reduce delay for people walking and driving, and increase pedestrian compliance.

As part of this project, the pedestrian pushbuttons on the northwest and southwest corners crossing Raymond Ave should be re-installed correctly, the pushbutton signage upgraded (six of the eight signs), and the curb ramp drainage improved (particularly the two ramps on the southwest corner).



This sign and pushbutton are installed incorrectly, and the sign refers to ‘Route 376’ while the street sign reads ‘Raymond Ave.’

PDCTC staff discussed this recommendation with NYSDOT-Region 8's Traffic Safety and Operations Manager, who indicated that NYSDOT would evaluate a change to the signal timing, and pursue improvements to the pushbuttons, signage, and drainage.

Phase 2: Create an intermodal hub on the northeast corner

Main Street is envisioned as a transit corridor, with frequent bus service between Arlington and downtown Poughkeepsie. To support this vision, an intermodal hub could be created at the northeast corner of the intersection. This could include the following elements:

- A bus stop on Main St with a shelter and informational kiosk with a map, bus schedule, and area information. This could be used by local buses as well as regional buses (e.g. Leprechaun Lines). Additional bus stops should be located on the south side of Main St and on Raymond Ave to provide connections between various routes.
- Short-term bicycle parking ('inverted U' racks) along Main St.
- Long-term bicycle parking (a sheltered enclosure) in or adjacent to the Town parking lot. See the [PDCTC's Bicycle Parking Guidance](#) for more information.
- Improved accessible (handicapped) parking. The sidewalk adjacent to the existing designated handicapped spaces is not currently accessible, as there is a curb and no ramp. Persons in wheelchairs have to navigate through the parking lot to the driveway to access the sidewalk.

PDCTC staff discussed the concept of an intermodal hub with Dutchess County Public Transit (DCPT). Per DCPT, the bus stop on the north side of Main St would ideally be located near where the sidewalk from the Town parking lot meets the street.

Phase 2: Build a pocket park or plaza on the northwest corner and/or adjacent to the War Memorial

The vacant parcel on the northwest corner, adjacent to Holy Trinity Church, is owned by NYSDOT but not used. In the medium-term, we recommend that the Town develop an active pocket park or plaza to generate activity at the corner.

In addition, or as an alternative, the green space just east of the War Memorial could be developed as a small plaza. This would add activity to



A public plaza could activate the empty northwest corner of Main St/Raymond Ave. Images: Google; streetsblog.org (Penn Plaza, NYC)

this corner and support the proposed intermodal hub. The War Memorial could possibly be relocated within the property (which extends north along Raymond Ave Ext) to provide space for a more active use at the corner.

PDCTC staff discussed the War Memorial with the County's Division of Veterans Services. They indicated that no changes are planned to the memorial site, but that they do not use the green space adjacent to the memorial.

Phase 3: Pursue development on the Holy Trinity Lawn, Town parking lot property, and vacant NYSDOT parcel

As noted above, the large sloping lawn in front of Holy Trinity Church, the vacant parcel on the northwest corner, and the underutilized Town parking lot contribute to a 'dead zone' in a critical area along Main Street. We recommend pursuing mixed-use development (housing and retail) on these sites.

The Holy Trinity site is controlled by the Catholic Archdiocese of New York. Development could provide the Archdiocese with an income stream to support their ministry. We suggest that the Town reach out to the Archdiocese to discuss plans for the site. In the interim, the BID should pursue a partnership with Holy Trinity to use the lawn for concerts (perhaps with a temporary band shell) and other events.

The Town parking lot is in the process of being transferred from NYSDOT to Dutchess County. Because the property was originally acquired with federal transportation funding for construction of a parking lot, it must retain a transportation

use that is open to the public (e.g., parking, transit station, etc.). Other portions of the property may be able to be developed, subject to NYSDOT review and approval. Additionally, if at some point the County determined it no longer wanted the parking lot, it would revert back to NYSDOT and could be auctioned. NYSDOT-Region 8's Real Estate Officer could provide guidance on that process.

The parcel on the northwest corner is fairly level near the intersection, but slopes up with a rock ledge along Raymond Avenue Extension. A small commercial building may be feasible at the corner.

3. Main Street/Fairmont Avenue/Taft Avenue

The Main St/Fairmont Ave/Taft Ave intersection is the eastern gateway to the Arlington Town Center. However, like Main St/Raymond Ave, several issues detract from its potential:



The Main St/Fairmont Ave/Taft Ave intersection (looking west). Image: Google

Poor quality infrastructure: This intersection had many sidewalk issues, including lifted pieces, broken/cracked sidewalks, obstructions, and others. The sidewalks on the southwest side of Main St and southeast side of Fairmont Ave were rated fair, indicating that significant improvements are needed.

Poor crossing infrastructure: Many of the curb ramps were in poor condition. All eight pedestrian pushbuttons were installed incorrectly (with the button face perpendicular to the crosswalk to be used, instead of parallel to it), and the pushbutton signage was outdated and confusing. The signs on the northeast and southwest corners provide no indication of which button corresponds to which crosswalk. Four crossings had additional signs, adding to the confusion. Finally, the signal timing (pedestrian countdown phase) was inadequate, based on measurements of the crossing distance and current MUTCD standards.

Empty corners: the parking lot on the southwest corner occupies a critical corner, but is generally underutilized. Our understanding is that it serves as an overflow lot for the Pizzeria Uno's across the street, but was built when that site was a hotel and restaurant, which required more parking. The Uno's site currently has more than double the parking required for its use. On the northeast corner, the commercial building is set back substantially from the street, with a large green lawn between the street and parking lot. This adds to the empty feeling at the intersection.

Traffic safety: This intersection has the most vehicle crashes in the study area. One reason is that the eastbound and

westbound left turn lanes are offset, so cars in the westbound left turn lane block eastbound drivers' view of westbound through traffic. This results in crashes because eastbound drivers trying to make a left turn (from Main St to Taft Ave) may not see oncoming traffic. This is exacerbated by the grade on the east side of the intersection. This could be addressed by aligning the left turn lanes or providing a dedicated signal phase for the westbound left turn.

Phase 1: Improve sidewalks and crossing infrastructure at the Main St/Fairmont Ave/Taft Ave intersection

We recommend repairing or replacing sidewalks to address the issues identified adjacent to this intersection. In addition, we recommend repairing or replacing curb ramps, re-installing the pedestrian pushbuttons, upgrading the pushbutton signage, and extending the pedestrian signal timing.

Phase 2: Create a plaza on the northeast corner

The lawn in front of the commercial building could be activated with a plaza including tables, chairs or other seating, and shade umbrellas (in summer). This would provide a comfortable space for people to eat and socialize. One of the



Multiple pedestrian crossing signs (all outdated; some poorly attached) on the southeast corner of Main St/Fairmont Ave.



Task Force members spoke to the owners of the building, and reported that they are willing to install Town Center-related signage. This could help identify the intersection as a gateway to Arlington.

Phases 2-3: Consider a median and refuge island on the west side of the intersection, or a roundabout

A short median on Main St from Taft Ave/Fairmont Ave west to the Acropolis Diner driveway would emphasize this intersection as a gateway to Arlington, while

calming traffic and improving pedestrian safety at the western crossing. However, a median would need to be evaluated in the context of the traffic safety issues described above.

If constructed, the median should include trees and other plantings and a mountable curb to accommodate heavy vehicles. As part of the project, we recommend replacing the

diagonal curb ramps at the northwest and southwest corners with separate ramps for each crosswalk, realigning the crosswalk connecting those two corners to shorten the crossing distance, and extending the median through the crosswalk to create a pedestrian refuge island. Curb extensions should be added on both ends of the crosswalk if feasible.

As an alternative, a roundabout at the intersection should be considered. A roundabout would improve traffic safety, improve pedestrian safety, calm traffic, and create an attractive gateway to Arlington. However, NYSDOT would need to undertake a study to determine if it would be feasible.

A median or roundabout at this intersection should be coordinated with the Main St redesign (see below).

Phase 3: Develop the parking lot on the southwest corner with a gateway building



The parking lot on the southwest corner of Main St/Fairmont Ave presents an opportunity for development. Image: Google



Outdoor seating on the northeast corner would add activity to the Main St/Fairmont Ave/Taft Ave intersection. Lower image: artplaceamerica.org (30th St Station, Philadelphia)

An iconic building on the southwest corner would establish a visual gateway into Arlington at this intersection. Per the Arlington Town Center zoning code, the building should be mixed-use, and at least two to three stories, with commercial on the ground floor and housing above.

4. Main Street Corridor

The Main Street corridor was identified as the primary focus of this plan. It has the potential to be a thriving commercial corridor, but needs improvements to feel safer and more comfortable, particularly for people walking. It is currently designed as an automobile-oriented highway, both from a land use and street design perspective. The street width varies from 41 to 46 feet (curb to curb), with 13 to 16-foot travel lanes (for comparison, a standard highway has 12-foot lanes). On-street parking is allowed but not marked, making the street feel even wider.



Main St near Van Wagner Rd and Fowler Ave (looking east).

Many of the uses along Main Street are auto-oriented: drive-through restaurants, gas stations, car repair shops, and an auto sales yard. There are many driveways and parking lots. Main Street also suffers from poor quality sidewalks, a lack of marked crosswalks, and few street trees, pedestrian-scale lights, benches, or other amenities. Creating a walkable Main Street requires re-imagining the street and pursuing a consistent vision for both land use and transportation improvements. This will not only make the street more attractive for people, but also for local businesses.

Phase 1: Improve Main St sidewalks, crosswalks, and signage

- Sidewalks: Sidewalks that are classified as ‘fair’ should be repaired or replaced. This includes segments on the south side of Main St between Lewis Ave and Raymond Ave and between Fowler Ave and Fairmont Ave, and segments on the north side between Raymond Ave and Woodcliff Ave. Identified sidewalk issues should also be addressed. These include lifted pieces (particularly on the north side of Main St between N Grand Ave and Raymond Ave), broken pieces (particularly on the south side, east of Raymond Ave and near Woodcliff Ave), and many issues near Taft Ave/Fairmont Ave (see Appendix D for a list of issues and repairs).



Deeply cracked sidewalks in front of the auto repair shop near Raymond Ave.

In the longer-term, we recommend redesigning Main St (see below). Sidewalk repairs or replacements should be considered strategically in light of the timeframe for other work on Main St. It may be preferred to repair/replace sidewalks in coordination with the street redesign, depending on the timing for that project.

- **Crosswalks:** There are currently no crosswalks across any of the side streets. We recommend marking crosswalks across all side streets: Streit Ave, Lewis Ave, Jones Ave, Van Wagner Rd, Fowler Ave, and Woodcliff Ave. This is an easy, low-cost way to increase awareness of people walking and encourage yielding by drivers (see Map 18-Proposed Marked Crosswalks and Pedestrian Signals).
- **Signs:** Finally, we suggest installing a few 'CR 114' road shields and 'Share the Road' (or similar) signs. The road shields identify the street as a County road, and the Share the Road signs raise awareness of bicyclists' right to use the roadway.

Phase 2: Redesign Main Street

We recommend redesigning Main St to reallocate the excess road space to wider sidewalks and buffers. This would improve walkability and calm traffic, while maintaining sufficient space for buses and retaining all on-street parking. The redesign would include the following (note that measurements vary along Main St):

- Narrow travel lanes from 13-16 feet to a consistent 11 feet.

- Stripe a 7.5-foot parking lane (and/or mark with parking 'T's).
- Use the remaining space (approximately 4-9 feet) to widen sidewalks to at least 5 feet, and widen buffers to at least 4 feet.
- Install consistent street trees, street lamps, benches, trash/recycling containers, and bicycle racks in the buffer area.
- Mark shared-lane use markings (sharrows) for bicycles in the travel lane.

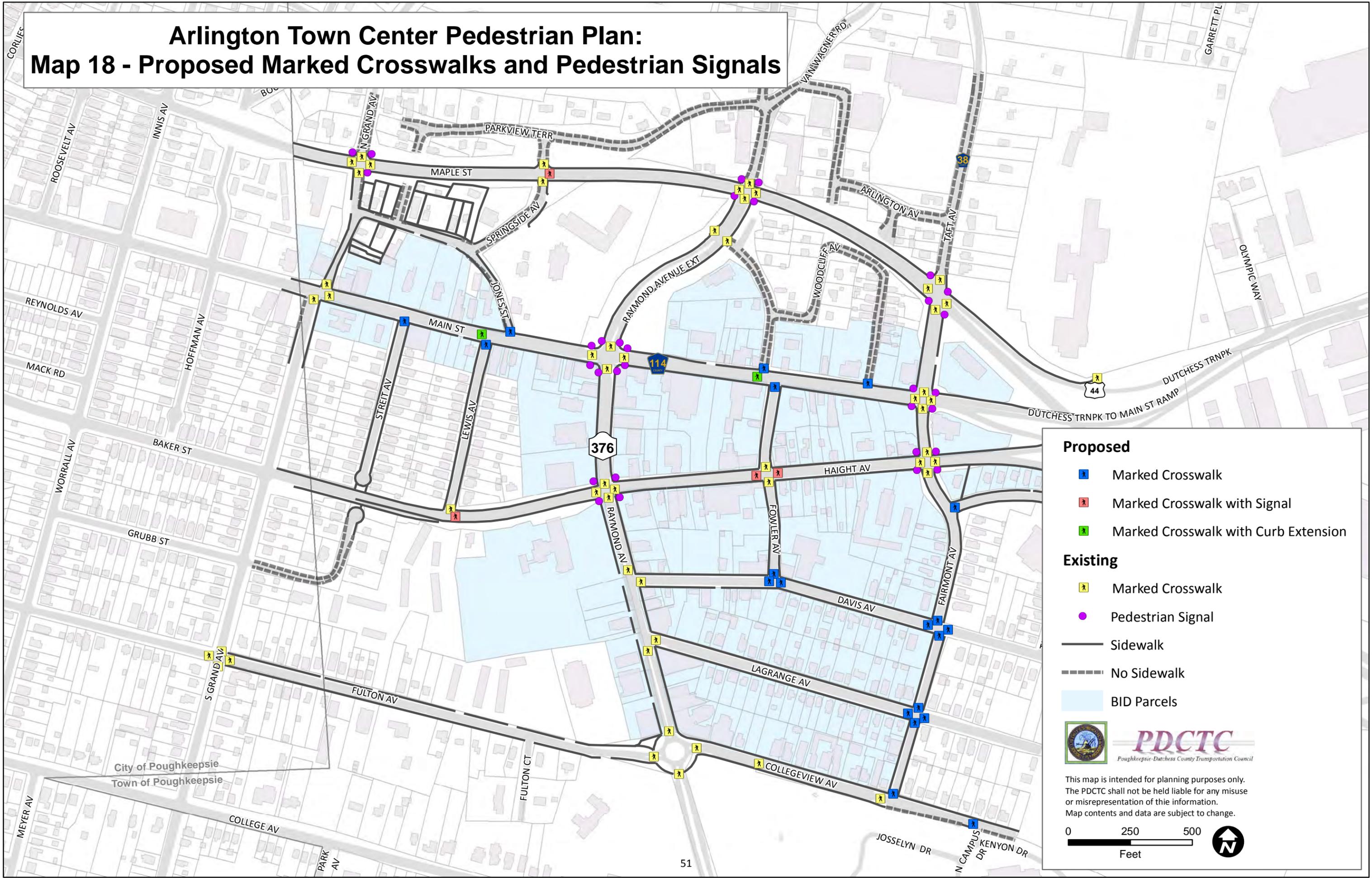
If possible, overhead utilities should be placed underground in conjunction with the street redesign. This would dramatically improve the visual quality of the streetscape.



Main St looking east from Raymond Ave. Image: Google

We considered a planted median on Main St as an alternative to widening the sidewalks and buffers. This boulevard option would avoid the expense of relocating sidewalk curbing and drainage, and would create a similar look to Raymond Ave.

Arlington Town Center Pedestrian Plan: Map 18 - Proposed Marked Crosswalks and Pedestrian Signals



Proposed

- Marked Crosswalk
- Marked Crosswalk with Signal
- Marked Crosswalk with Curb Extension

Existing

- Marked Crosswalk
- Pedestrian Signal
- Sidewalk
- No Sidewalk
- BID Parcels

PDCTC
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500
Feet

However, we identified several issues with this alternative. First, using the excess road space for a median would preclude widening sidewalks and buffers to provide space for benches, lights and street trees. Second, it would restrict left turns into commercial driveways, making access to businesses more difficult. Third, a physical median would make the street more difficult for bicycling, as it would prevent vehicles from crossing the centerline to pass, forcing them to wait or squeeze bicyclists next to the on-street parking. Finally, trees or other plantings may not be feasible for much of the median, given the limited width available. A median without plantings would be much less attractive and less effective at calming traffic. A short median west of the Fairmont Ave/Taft Ave intersection may be feasible (see above).

We also explored the potential of marking bicycle lanes on Main St. Five-foot bike lanes are recommended on streets with on-street parking, and a 2 to 3-foot buffer between the bike lane and on-street parking would be preferred. This would require at least 10 feet, and ideally 14 feet of street space. Based on our field measurements, this would not be possible for most of Main St without removing on-street parking, which is important in a commercial district. For that reason, we recommend marking shared lane markings (sharrows) as an alternative.

Sharrows are used to indicate a narrow shared lane, where motorists have to leave the lane to pass a person on a bicycle. Sharrows highlight bicyclists' right to ride in the travel lane, away from hazards such as the 'door zone' of parked vehicles. They are appropriate on streets with speed limits up to 35 mph and no shoulders (or inadequate shoulders). They are

typically used on narrow lanes (defined by NYSDOT as lanes with less than 14 feet of usable width or less than 26 feet of usable width including a marked on-street parallel parking



Shared lane markings (sharrows). Image: Walk Bike Dutchess

lane). For more information, see [Walk Bike Dutchess, Chapter 3](#) (Design Guidelines), section E.

See Appendix E for existing and proposed street sections, and Figure 2 – Main St Corridor- Future Vision for a conceptual image of Main Street in the future.

Phase 2: Add crosswalks with curb extensions

In coordination with the street redesign, we recommend marking two crosswalks across Main St to designate locations for crossing between signalized intersections: one on the west side of Lewis Ave, and one on the west side of Van Wagner Rd (see Map 18- Proposed Marked Crosswalks and Pedestrian Signals). These locations were selected to minimize conflicts

Figure 2: Main Street Corridor - Future Vision



with driveways and other side streets. The crosswalks should have high-visibility, ladder-style markings, lighting, and appropriate signage (such as In-Street Pedestrian Crossing signs) to encourage yielding. They should include curb extensions on both ends to reduce the crossing distance and increase visibility for drivers and people crossing. The curb extensions would extend the width of the parking lane and require a minimal reduction in on-street parking.



*In-street Pedestrian Crossing sign (R1-6).
Image: MUTCD*

PDCTC staff discussed the street redesign and crosswalk recommendations with DC DPW staff, which supported both concepts.

Phases 1-3: Pursue land use changes to support walkability

In the longer-term and as opportunities arise, we recommend land use changes along Main St to promote more pedestrian-oriented uses and designs (e.g. multi-story, mixed-use buildings built up to the sidewalk, with parking to the rear or side, with attractive windows and signage). This could involve infill development on vacant or underutilized lots; redevelopment or redesign of existing buildings; or new development as properties turn over.

In coordination with land use changes, we recommend creating shared parking lots and consolidating driveways to maximize activity and reduce conflict points along Main St (see Appendix F – Main Street Plan Views).

5. Town Center Infrastructure

Phase 1: Repair/Replace sidewalks, signals, signs and curb ramps; mark crosswalks

In the short term, basic infrastructure repairs are needed. These include the following:

- Sidewalks: Replace Poor and Fair condition sidewalks. In addition to the segments on Main St addressed above, these include portions of Fulton Ave west of Fulton Ct, Fairmont Ave north of Haight Ave, and Jones St/Springside Ave between Main St and N Grand Ave.
- Signals: Repair/replace pedestrian signals, pushbuttons, and signage at intersections, and adjust signal timing (see Appendix C for details).
- Signs: Replace or install missing signs (e.g. Collegeview Ave midblock crosswalk warning sign, missing street signs); remove old sign poles and obsolete signs (e.g. on Fairmont Ave/Taft Ave, Main St, N Grand Ave, Haight Ave, Fowler Ave); and upgrade/replace signs (e.g. Main St school area crossing sign). See Appendix D for a list based on field observations.



This sidewalk on Jones St should be replaced.

- Crosswalks: Mark crosswalks across Manchester at Fairmont (stop controlled), Fowler at Davis (stop controlled), and Davis at Fowler (uncontrolled); mark crosswalks on all legs at Fairmont/Lagrange (stop controlled on Lagrange only) and Fairmont/Davis (all way stop) (see Map 18 – Proposed Marked Crosswalks and Pedestrian Signals).
- Collegeview Ave/Fairmont Ave intersection: create an all-way stop, mark a crosswalk across Fairmont Ave, and add a crosswalk across Collegeview Ave by Vassar’s north gate.²
- Curb ramps: Add detectable warnings to existing curb ramps where missing (see Map 10 – Curb Ramp Conditions).

Phase 2: Construct a Taft Ave sidewalk, fill sidewalk gaps, install missing curb ramps, and create signal-controlled crosswalks

In the medium term, we recommend the following:

- Construct a new sidewalk on the west side of Taft Ave between Maple St and the northern driveway to the Spins bowling alley. During our fieldwork, it was noted that young people walk to the bowling alley; this was evident

² STOP signs were installed at this intersection during the development of this plan. As of this writing, the recommended crosswalks have not been marked.

from the worn path along the shoulder. Providing a sidewalk along this segment of Taft would greatly improve safety and connect a recreational destination to the Main St corridor and Arlington.



A worn path highlights the need for a sidewalk along Taft Ave. Image: Google

- Fill the sidewalk gaps on Springside Ave between Jones St and Maple St, and repair the sidewalk on Haight Ave east of Fairmont Ave, including the connecting to Manchester Rd.
- Install curb ramps where missing and repair curb ramps that are not flush with pavement. We identified several locations where curb ramps are missing, as well as locations where the ramp edge is raised above the pavement (see Map 10 – Curb Ramp Conditions).
- Mark crosswalks across Maple St and Haight Ave, with a traffic signal or other control. The lack of crosswalks on Maple St and Haight Ave leads many people to cross mid-

block. Given the speed and volume of traffic, this is a key pedestrian safety concern. We recommend marking crosswalks across Haight Ave at Fowler Ave, Haight Ave at Lewis Ave, and Maple St at Springside Ave. For safety, these crossings should be controlled, either with a standard traffic signal, pedestrian-activated signal, or other device (see Map 18 – Proposed Marked Crosswalks and Pedestrian Signals). Depending on timing, this could be integrated into the recommended redesign of Maple St and Haight Ave.

Phase 2: Extend the Collegeview Ave sidewalk

To complete the missing link between the Vassar campus and the southeast portion of the business district, we recommend extending the sidewalk on the south side of Collegeview Ave from Fairmont Ave to Vassar’s north gate. This would involve narrowing the travel lanes, changing the existing on-street parking from right angle to parallel, and removing the guiderail (see Appendix G for existing and proposed street sections).



The existing sidewalk gap on the south side of Collegeview Ave.

As part of this project, the fair condition sidewalk on the northeast end of the street should be replaced, and a

crosswalk should be marked on the east side of the intersection.

Based on field measurements, there is sufficient space for a five-foot sidewalk and four-foot buffer if the travel lanes were narrowed from 14.5 feet to 11 feet and the existing right-angle parking was converted to a 7.5-foot parking lane on both sides of the street.

We estimate that the re-designed parking would result in 6-8 fewer spaces along this section of Collegeview Ave (approximately 14 spaces on the south side and 8-10 spaces on the north side, compared to about 30 spaces currently, all on the south side). Reconfiguring the parking would improve safety for drivers as well as people walking and bicycling.

Phase 3: Install additional sidewalks; upgrade diagonal curb ramps

In the longer-term, we recommend several new sidewalks. These include:

- Van Wagner Rd (north), Springside Ave (north), Seitz Terr, and Arlington Ave: There are currently no sidewalks in the study area north of Maple St, except for very short segments at the intersections. Given the recent development around Van Wagner Rd, we recommend extending sidewalks north on Van Wagner Rd to Springside Ave/Van Wagner Rd, on Seitz Terr at least along the frontage of the new development, along Springside Ave to Maple St, and along Arlington Ave.

- Fill sidewalk gaps on Grubb St/Streit Ave (and replace the fair condition portion), and consider sidewalks on Van Wagner Rd (between Main St and Raymond Ave Extn) and Woodcliff Ave.
- N Grand Ave: complete the gap on the east side of N Grand Ave between Springside Ave and Maple St, and extend sidewalks north of Maple St as feasible.
- Curb ramps: as sidewalks are repaired or replaced, replace diagonal curb ramps (which direct pedestrians into the center of the intersection) with separate curb ramps for each crossing.

Phase 3: Formalize internal pedestrian connections

For many years, there has been discussion of creating pedestrian paths through some of the long blocks in Arlington. As an example, there is an informal pedestrian cut-through on the east side of 9 Collegeview Ave that connects to 18-20 Lagrange Ave. This could be formalized into a pedestrian path, with both property owners' permission. Another series of connections could be made between Fulton Ave and Raymond Ave, linking Collegeview Towers, the post office, and the former elementary school site.

Phase 3: Redesign Maple St and Haight Ave

There is widespread consensus that the arterials (Maple St and Haight Ave) are key barriers to a walkable community.

³ See for example the Cornell Local Road Program's *Bicycling on Sidewalks* summary: http://www.bike.cornell.edu/pdfs/Sidewalk_biking_FAQ.pdf

They are each one-way with three lanes and high speeds. Several planning studies have suggested redesigning them as two-lane boulevards, either remaining one-way or converting to two-way (see for example the [Poughkeepsie City Center Revitalization Plan](#)). The excess road space could be used for wider buffers with street trees (Haight Ave currently has no buffer for most of its length in Arlington; Maple St has a minimal 2-foot buffer), a median, or a bike lane. Transforming these streets from high-speed highways into walkable boulevards would be a dramatic improvement for safety and walkability in Arlington.



Haight Ave, with three lanes of traffic, no buffer and no trees, is not a comfortable place to walk.

6. Bicycle Access

While the focus of this plan is walkability, there is strong interest in making Arlington better for bicycling. Many neighborhood residents (including Vassar students and staff) bicycle, but as indicated in our bicycle counts, most use the sidewalks instead of the streets. Bicycle safety research indicates that riding on the street (in the same direction as traffic) is actually safer than using sidewalks³. This is because

drivers exiting or entering driveways and intersections generally are not looking for people bicycling on the sidewalk, and often do not have room to stop. Riding on the street makes bicyclists more visible and predictable. However, streets need to be designed to feel comfortable for bicyclists.

Generally, low-speed streets (with average speeds under 30 mph) can be shared between cars and bicycles without separate lanes. On busier or higher-speed streets (with average speeds over 30 mph, or more than 10,000 vehicles per day), a designated bike lane is preferred, ideally separated from other traffic with either a striped buffer or physical barrier (such as planters, bollards, or a parking lane).

In Arlington, the main north-south and east-west streets (Raymond Ave, Main St, Haight Ave and Maple St) are high-volume (all more than 10,000 vehicles/day) and would need to be redesigned to feel comfortable for bicycling (see recommendations above for Main St and Haight Ave/Maple St). To create space for bike lanes on Raymond Ave and Main St, on-street parking would have to be removed, which is not recommended. To improve bicycle access in Arlington, we recommend the following:

Phase 1: Install bicycle parking

As noted above, there is virtually no bicycle parking in the Town Center. For short-term parking, bicycle racks should



'Inverted U' bike racks are recommended for short-term parking. Image: JamestownAdvanced.com

be installed throughout the Town Center. See the [PDCTC's Bicycle Parking Guidance](#) webpage and our [Bicycle Parking Recommendations](#) for detailed guidance.

Phase 2: Create a bicycle boulevard network

There are limited alternate north-south and east-west connections through the Town Center. One possibility is the creation of a Bicycle Boulevard network, using relatively lower-volume, lower-speed streets: Fulton Ave/Collegeview Ave, and Fairmont/Taft Ave. Bicycle boulevards are bicycle-priority streets, shared with local traffic. See Appendix H for a detailed description of the proposed Bicycle Boulevard.



A bicycle boulevard, denoted by pavement markings. Image: nacto.org (Berkeley, CA)

As part of this project, we suggest developing programs and materials to educate bicyclists about how and why to ride on the street rather than on sidewalks. We also recommend educating drivers about how to share the road with bicyclists. Materials and outreach should include guidance for bicycling through roundabouts, as well as guidance for driving through roundabouts when bicyclists are present.

Phase 2: Sign a rail trail connection

The Dutchess Rail Trail is about one mile from the center of Arlington, but there is no signage to direct people to the rail trail, or from the rail trail to Arlington. We recommend creating a designated route between the Town Center and the rail trail entrance on Overocker Rd, with wayfinding signage, as detailed in Appendix H. An Arlington kiosk with a map and directory could also be installed at the Overocker trailhead.

7. Transit Access

As noted above, while several bus routes serve the area, there is little evidence of transit service in Arlington. While both the City and County are currently considering major changes to bus service, we expect service in Arlington to improve in the near future. To support transit access in the area, we recommend the following:

Phase 1: Establish frequent Main Street bus service

Consistent transit service along Main St will enable more people to access businesses and destinations in Arlington. To that end, we recommend that the Town and BID work with the County’s Division of Public Transit and the City of Poughkeepsie (as needed) to create a dedicated Main Street bus line with frequent service between downtown Poughkeepsie’s transit hub and Arlington, including connections to the Poughkeepsie train station, Vassar College and shopping on Route 44. This is consistent with recommendations in the 2013 [Dutchess County Bus Service](#)

[Expansion Feasibility Study](#) and the City of Poughkeepsie’s [Main Street Economic Development Strategy](#).

Phase 1: Increase awareness and visibility of transit service

Providing clear information about transit service will make it easier for people to use the bus, which will bring more people to Arlington and help reduce demand for parking. We understand that transit ridership significantly increased after Vassar College installed bus stop signs at the Raymond Ave/Fulton Ave intersection.

- Raise awareness about Dutchess County Public Transit’s service, including routes, hours, and a new real-time app (expected in 2017).
- Install bus route and schedule information at Arlington BID kiosks and other key locations.
- Install bus stop shelters with route maps and schedules at major stops, in coordination with transit providers.



One of two bus stop signs installed by Vassar College.

8. Public Space

An important element of a successful business district is comfortable places for people to gather, both on sidewalks and in parks or plazas. While Arlington has several large green spaces, they do not serve as vibrant public places, and few of the sidewalks serve this function. To increase vitality in Arlington, we recommend the following (in addition to the

public space recommendations under the Main St/Raymond Ave and Main St/Fairmont Ave/Taft Ave intersections):

Phase 1: Activate the triangle plaza

The triangle plaza on the northwest corner of Fulton Ave/Raymond Ave has two benches, a few small trees, and a kiosk, but is underutilized and feels empty. We recommend creating more space for people to gather by adding temporary tables, chairs, and shade umbrellas. These could be removed during winter and/or at night as desired.



The triangle plaza at Fulton Ave/Raymond Ave.

Phase 1: Develop and install an Arlington streetscape amenities package

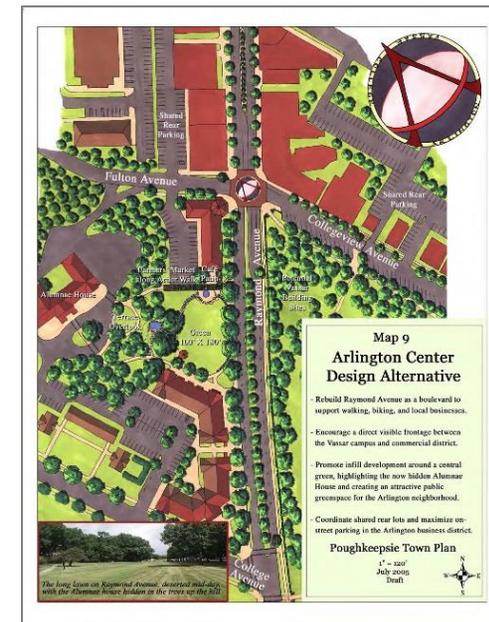
An Arlington-branded streetscape amenities package should be developed for installation at regular intervals along key streets, especially Main St, Raymond Ave, and Collegeview Ave. This would include benches, trash/recycling containers, pedestrian-scale lights, bicycle racks, and street trees (if grates or tree guards are desired). The amenities should be a consistent material and style, with consistent branding, such as an Arlington logo. The BID could create a sponsorship program to share costs with local business owners.

Phase 1-2: Plant additional street trees

Either as part of the streetscape amenities package and/or as a separate effort, street trees should be planted at regular intervals (every 20-30 feet) on all sidewalks in the District. Particular focus should include Main St (in coordination with the redesign recommendation above), Fairmont Ave, Davis Ave, Fowler Ave, Raymond Ave (north of Davis), and Raymond Ave Extension. A second priority would include Streit Ave, Jones St, and Springside Ave. In the longer-term, a redesign of Haight Ave and Maple St (as recommended above) should provide wide enough sidewalk buffers for street trees. See the County’s [Greenway Guide on Street Trees](#) for additional guidance.

Phase 2-3: Create a plaza on the Vassar Alumnae House lawn

The Vassar Alumnae House lawn on the west side of Raymond Ave south of Fulton Ave is a large, open green space. It is well used once a week when the Arlington Farmers Market operates, but otherwise is generally underused. As noted above, the Town Plan includes an Arlington Center Design Alternative that proposes development on this parcel, and the college is currently pursuing a conference center project that would likely affect the



The Town Plan includes a design concept for the Vassar Alumnae House lawn.

lawn. However, we understand that this will take a decade or more to be built.

In the interim, we suggest creating a plaza with tables, chairs, and shade umbrellas on a portion of the lawn to encourage people to use the space. As part of any development on the parcel, we suggest creating a permanent community space, which could include the plaza and a structure for the farmers' market and other events.

9. Land Use

Creating a walkable community relies on consistent land use decisions even more than on transportation improvements.



Land use recommendations are incorporated in discussions of the three key intersections and the Main St corridor above. The same principles apply to the Town Center as a whole, on an ongoing basis.

Phases 1-3: Pursue land use changes to support walkability

As opportunities arise through new development, changes to existing sites, or other projects, we recommend pursuing projects that



Buildings that front on the sidewalk, engaging facades, and mixed uses support walkability. Top image: Google

promote walkability, with pedestrian-oriented uses, site plans, and building designs. This includes consolidating driveways and encouraging shared parking.

Currently, several properties in the Town Center are either for sale, vacant, or underutilized. Potential project sites and conceptual recommendations include the following:

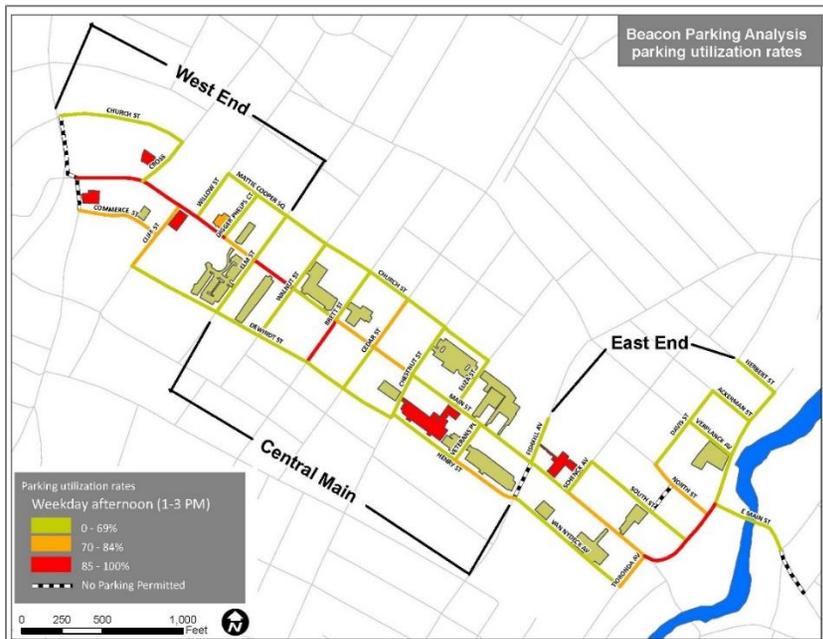
- Former Arthur S May Elementary School (25 Raymond Ave): This is a critical site in Arlington and is currently vacant, creating a large gap on the east side of Raymond Ave (between Lagrange Ave and Haight Ave). Development of this property provides a key opportunity for the Town to better connect Main St and the Raymond Ave/Collegeview Ave area with a continuous fabric of interesting, pedestrian-oriented uses. In particular, we recommend incorporating mixed-use (commercial near Raymond Ave and housing), public space, and possibly a pedestrian path between Fulton Ave and Raymond Ave.
- Former First Niagara bank (1 Lagrange Ave): consider infill development on the existing parking lot, or converting it to a public parking lot.
- Fowler Ave: consider infill development on the existing parking lots (particularly on the west side of the street).
- Haight Ave: consider infill development on the existing parking lots on the north side of the street.

10. Parking

Well-managed parking is critical to the success of any business district. Visitors need to be able to park to use the restaurants and stores, and employees need reliable parking. However, if

parking dominates a district, it loses its walkability and the activity that makes it a desirable destination. Successful business districts balance the desire for convenient parking with the need to prioritize a pedestrian-oriented streetscape.

Some areas of Arlington are currently dominated by parking, while others prioritize a walkable streetscape. Some business owners have expressed concerns about sufficient parking, while others have observed that there are always available spaces on the street. To address parking in the Town Center, we suggest the following:



A parking study would evaluate use of on- and off-street parking at different times of day. Image: Beacon Center City Parking Analysis

Phase 1: Conduct a Town Center parking study

A parking study for Arlington conducted in the late 1990s found that there was sufficient parking overall, but not in some key locations. An updated parking study should be conducted for the entire BID area to better understand the existing parking supply and demand. This should include an evaluation of accessible (handicapped) parking needs. See the [Beacon Center City Parking Analysis](#) for an example.

Phase 2: Develop & implement a parking management plan

Once the parking study is completed, the Town, in coordination with the BID, should develop and implement a parking management plan based on the study’s findings and recommendations. This could include adjusting time limits, installing directional signage, marking on-street parking, increasing shared parking, strengthening enforcement, establishing pricing, changing zoning, providing additional accessible spaces, or other strategies. Ideally, parking should be managed to ensure that on-street parking is used for short periods and some on-street spaces are always available, while off-street parking is used for longer stays.



Directional signage helps drivers find off-street parking.

11. Policies & Programs

Policies

Zoning codes and other policies are critical to providing consistency in development decisions over time. To support the land use and transportation recommendations above, we recommend the following changes to existing policies:

Strengthen use of the Arlington Town Center zoning code:

The Arlington Town Center (ATC) District section of the zoning code outlines permitted uses, area and bulk regulations, and design standards specific to Arlington. The intent of district regulations is to regulate a specific area differently than the rest of the town; therefore, best practice dictates that the standards in this section of the code should supersede their counterparts in other sections of the Town code. For example, for projects in Arlington, the design standards in the ATC code would supersede design standards elsewhere in the Town code.

Treating the ATC code as discretionary is counter to the intent of the district code, and undermines the Town’s efforts to shape Arlington as a unique area. We recommend that the Town clarify in the zoning code that the District Regulations supersede other sections of the Town Code. We also recommend that the Town’s Planning staff and Planning Board apply and enforce these regulations in order to uphold the intent of the ATC code and ensure that Arlington is developed as envisioned by the Town.

Clarify applicability of design standards: The applicability of the design standards in the ATC zoning is confusing. The code

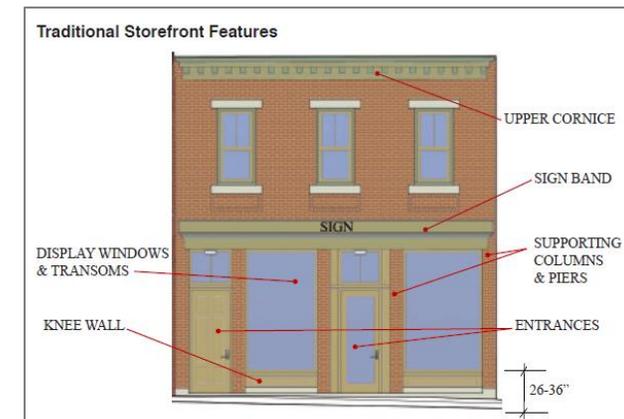
states: “Design Standards. The following *guidelines shall* be applied during site plan and subdivision review of any *new development project involving undeveloped land* in the ATC district.” It adds that the Planning Board can decide whether to apply the guidelines to an adaptive reuse project; and then states “*all redevelopment projects shall* meet the standards set forth herein” (emphasis added).

According to accepted planning practices, ‘standards’ are mandatory, while ‘guidelines’ are discretionary. The term ‘shall’ also indicates mandatory action. We recommend that the code be revised to clarify that the design standards are mandatory (not guidelines), and apply to all projects in the district. An exception could be included stating that existing buildings with physical constraints are expected to meet the standards to the maximum extent possible.

Develop a visual design ‘pattern book’ or form-based code:

The design standards in the Arlington Town Center zoning code are limited and mainly text-based. They also state that new construction should be compatible with the existing character of the streetscape, which would not be desirable in some cases.

We recommend developing a “pattern book” that illustrates



The Village of Red Hook’s Pattern Book and Architectural Guidelines includes recommendations for storefronts.

desired building details with photos and/or illustrations. This should include architectural elements such as entrances, roofs, windows, and materials, as well as signage, lighting, setbacks, and parking. The pattern book could focus on the Main Street corridor or apply Arlington as a whole. In Dutchess County, the [villages of Tivoli](#) and [Red Hook](#) have pattern books that could serve as models, and the Town of Wappinger developed a Commercial and Mixed-Use Design Handbook (Frederick P. Clark Associates, 2003) that is highly visual. The County Planning Department’s [Greenway Guides](#) could also be incorporated. As an alternative to a stand-alone book, the design standards could be revised to be more specific and highly visual, modeled on a form-based code (see the [City of Beacon’s Central Main Street District code](#) for a local example).

Remove drive-in overlay district: As discussed earlier, most drive-through businesses have multiple driveways and large parking areas, which are both contrary to creating a walkable district. There are currently five drive-through businesses on Main St between Grand Ave and Taft Ave, as well as two gas stations. The criteria in the overlay district would allow seven additional properties to



Multiple wide driveways make Main St less comfortable and less safe for walking.

become drive-through businesses, for a total of 12 (13 including one existing non-eligible gas station). This would represent approximately 40 percent of the Main Street frontage.

Part of the justification given in the code for the drive-in overlay is that Main Street has several existing drive-through businesses and a relatively low number of residential uses, making it “uniquely different from the ATC District south of Main Street.” However, if the goal is to make Main Street more compatible with the areas to the south and less of an auto-oriented corridor, new drive-through businesses should not be allowed.

For these reasons, we recommend removing the Main Street Drive-In Overlay District from the ATC zoning code and prohibiting drive-through businesses throughout Arlington. Future redevelopment of any existing drive-through businesses (including gas stations) should involve redesign of buildings and sites where feasible, in particular by locating buildings near the street with parking (or gas pumps) to the rear, and consolidating driveways.

Provide flexible parking standards: The Arlington Town Center code simply states that off-street parking “shall be the minimum necessary to adequately serve the intended use” and does not provide guidance on appropriate amounts of parking (Section F.15). However, the ATC code also allows a parking reduction of up to 50 percent for two or more uses that share parking (see section F.25), which implies that a specific parking requirement is followed. According to Town Planning staff, they refer to the Town code, which requires one parking space per 500 square feet for all non-residential

uses in 'center' districts, with separate minimums for various specific uses (Section 210-92.O). The Town Code does allow the Planning Board to reduce the required parking, but only if sufficient land can be set aside for future use as parking if needed.

We recommend revising the parking standards in the ATC code to provide more guidance to developers, while maintaining sufficient flexibility to fit the unique context of the area. Additionally, the code should clarify that for Arlington, the parking standards in the ATC code supersede general requirements found elsewhere in the Town code. Alternatively, the Town could revise its parking code to include more flexible standards for the Town as a whole, while also addressing the unique needs of Arlington and other centers.



Shared parking, rather than fenced off lots, can reduce parking needs and consolidate driveways, improving walkability.

A good model for Arlington could be the City of Beacon's [Central Main Street District](#) code (Section 223-41; see part F), which has a few basic standards and significant flexibility based on the needs of the use and available shared parking, bicycle parking, and public parking. However, the Beacon code

provides parking minimums. We recommend incorporating maximum parking ratios rather than minimums to avoid over-supply, or a range (minimum and maximum). See Massachusetts' [Smart Parking Model Bylaw](#) for an example.

Require rear (or side) parking: The ATC code is relatively weak regarding the location of off-street parking lots. It simply requires screening for parking that abuts the street. However, parking lots abutting the street make the sidewalk less appealing and less safe, due to driveways interrupting the sidewalk. To maximize activity and reduce conflict points, we recommend requiring parking to be in the rear, or when that is not feasible, to the side of buildings in the Town Center.

Review Fulton Ave parking restrictions: In the field, we noted a series of 'no parking' signs on Fulton Ave. The Town's Traffic code specifies that parking is prohibited within 17 feet of any driveway or intersection, but only on the south side of Fulton Ave. If this specific regulation is necessary, we suggest reducing sign clutter by keeping a minimal number of signs and painting the curb to denote the parking restriction.

Evaluate sidewalk bicycling: As discussed above (see Section 6, Bicycle Access), in most cases, bicycling on sidewalks is less safe for bicyclists than riding on the street. It also creates a hazard for people walking. In commercial districts in particular, bicyclists should ride on the street. Some municipalities in Dutchess County have passed ordinances restricting bicycling on sidewalks (see the City of Beacon and villages of Red Hook and of Tivoli codes for examples). This is most effective if streets are redesigned so that people feel comfortable riding on the road. The Town should consider an ordinance restricting bicycling on sidewalks in the Town

Center if the bicycle improvements discussed above are implemented.

Adopt the Arlington Town Center Pedestrian Plan: In our experience, plans such as this are most effective when adopted as an official Town document. This could be an addendum to the Poughkeepsie Town Plan, an Appendix to the agreement between the Town and the BID, or a separate document adopted by resolution.

Programs

Develop a capital plan for sidewalk maintenance: We understand that the Town Highway Department maintains sidewalks on local streets in the Town. This provides consistent, professional attention to a critical element of Town infrastructure. However, we also understand that the Town does not have a long-term capital plan, annual capital program, or a maintenance plan for sidewalk maintenance. Rather, maintenance is done on an ad-hoc basis. Sidewalk conditions and maintenance expenditures do not appear to be tracked.

We recommend that the Town establish a five-year capital plan with an annual budget and prioritized list of projects, as well as a system to track sidewalk conditions and maintenance work. This will help ensure that the highest-priority areas are addressed first and that funding is identified to address maintenance needs. The Village of Millbrook's sidewalk improvement plan could be a useful model.

Develop a façade improvement program: Once the visual design standards are established, we suggest that the Town and BID work together to implement a façade program to

incentivize improvements consistent with the design standards. This could entail low-interest loans to property owners or other incentives.

Consider an Architectural Review Board: As suggested in the Town Plan, we recommend establishing an architectural review board to work with developers and the Planning Board to implement the vision outlined in the ATC code and visual design standards. If a separate board is not feasible, this role could be integrated into the Planning Board's responsibilities. However, the board would be most effective in this role if it included design professionals and others with design expertise.

Enforce sidewalk standards in site plan reviews and field inspections: The design standards in the ATC code require five-foot sidewalks and a five-foot tree lawn with street trees for "all new and redeveloped streets." Based on our observations, it appears that these requirements could be better implemented and enforced. In addition, accessibility requirements such as curb ramps (ideally, aligned with the crossing), detectable warnings, and minimal cross-slope should be consistently enforced, both in site plans and field inspections.

In addition, we observed cracks in many sidewalks that cross driveways, due to vehicles traveling over those sidewalk segments. We suggest that the Town review its sidewalk and driveway specifications and consider stronger standards to prevent damage to sidewalk segments that cross driveways. Stopping sidewalks at driveways is not recommended; sidewalks should continue across driveways to emphasize pedestrian priority and visually remind drivers to yield.

Arlington Town Center Pedestrian Plan

Conduct pedestrian and bicycle education: We encourage the BID and Town to promote pedestrian and bicycle safety by working with Vassar College, the school district, Town police, and the County Traffic Safety Board on programs to encourage safe walking and bicycling.

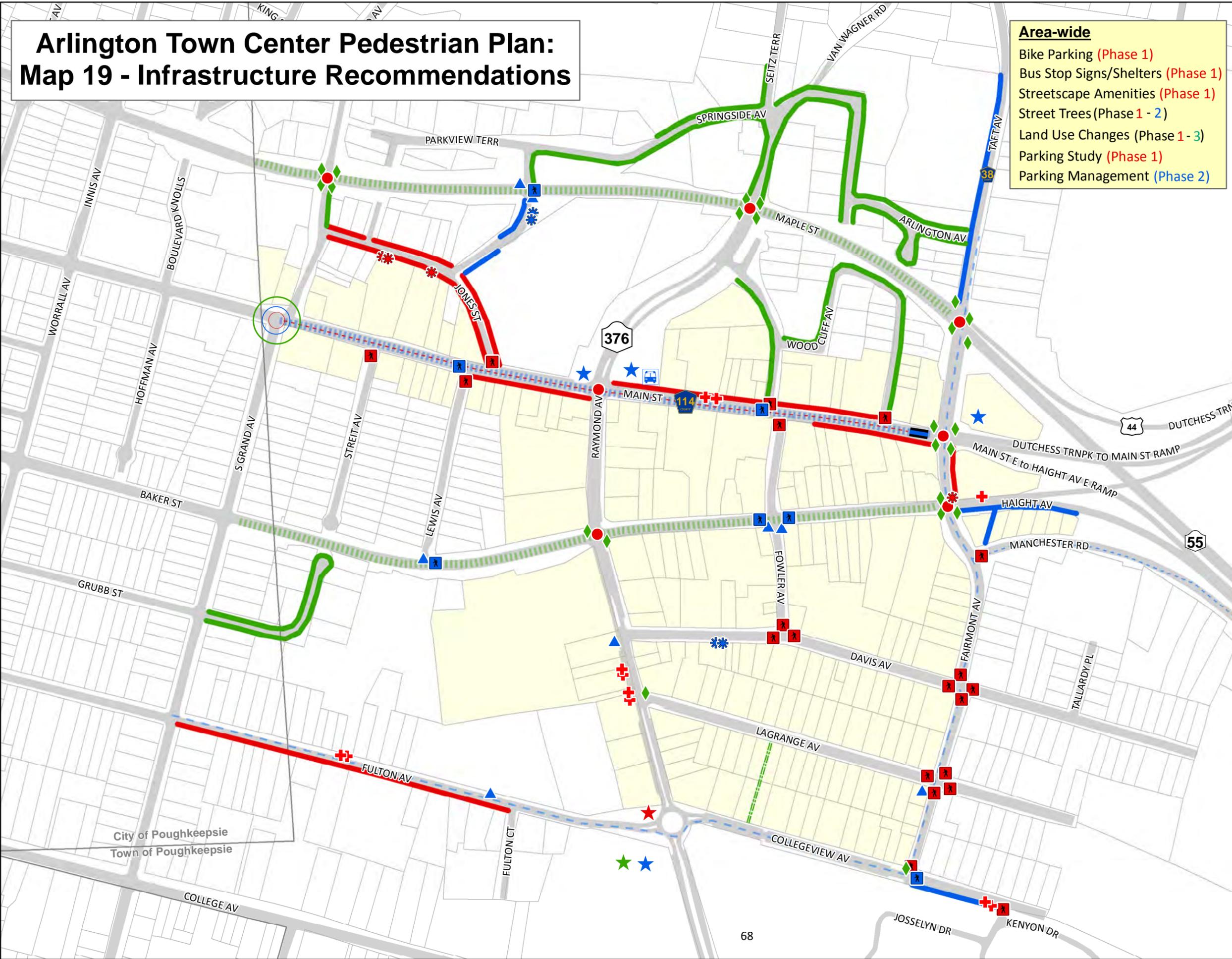
Consider a Safe Routes to School program: Safe Routes to School is a national program that includes engineering, enforcement, education, encouragement, and evaluation strategies to provide safe ways for schoolchildren to walk and/or bike to school. Given the new location of Arthur S. May Elementary on a busy highway, we suggest that the Town work with the school district on a Safe Routes to School program. This could include designating walking routes to the school and instituting walking school buses or bicycle trains led by parent volunteers. See Appendix I for a detailed proposal.



A 'walking school bus' is a common element of a Safe Routes to School program. Image: saferoutesnj.org

Create a permanent Arlington Pedestrian Task Force: To ensure that the momentum from this planning process continues, and that the vision and recommendations outlined in the plan are implemented, we recommend creating a permanent Arlington Pedestrian Task Force. This could be a standing BID committee with members from the Town, Vassar College, and other key stakeholders.

Arlington Town Center Pedestrian Plan: Map 19 - Infrastructure Recommendations



- Area-wide**
- Bike Parking (Phase 1)
 - Bus Stop Signs/Shelters (Phase 1)
 - Streetscape Amenities (Phase 1)
 - Street Trees (Phase 1 - 2)
 - Land Use Changes (Phase 1 - 3)
 - Parking Study (Phase 1)
 - Parking Management (Phase 2)

Recommendations by Phase

Phase 1 (short-term)

- New Crosswalk
- New/Replaced Sidewalk *
- Main Street Bus Service
- New/Improved Public Space
- New Warning Strip
- Pedestrian Signal Improvements
- New Curb Ramp

Phase 2 (medium-term)

- New Crosswalk
- New/Replaced Sidewalk *
- Street Redesign
- Bicycle Boulevard
- Rail Trail Connection
- Median
- New/Improved Public Space
- New Curb Ramp
- Repaired Curb Ramp (flush)
- Transit Hub

Phase 3 (long-term)

- New Crosswalk
- New Sidewalk *
- Street Redesign
- New/Improved Public Space
- New Curb Ramp (1 per crossing)
- Pedestrian Path
- Roundabout (phases 1-3)

BID Parcels

* All new sidewalks and crosswalks should include ADA-compliant curb ramps. These are not shown on the map.

PDCTC
Poughkeepsie-Dutchess County Transportation Council

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

0 250 500
Feet

Part IV: Implementation

Unit Cost Estimates

Cost estimates require a detailed understanding of each project's context and components. However, cost-estimating tools can provide planning-level estimates. NYSDOT-Region 8 provided cost estimates based on recent local projects. NYSDOT's online [statewide pay item catalog](#) may also be useful. Note that NYSDOT's costs are based on federal and state-funded projects; locally funded projects would likely be less expensive.

In addition, the Pedestrian and Bicycle Information Center (PBIC) has developed a [national database of pedestrian and bicycle infrastructure costs](#) that is available as both a pdf report and an Excel spreadsheet. This database includes cost estimates for over 70 items including walking facilities, bicycle facilities, traffic calming treatments, streetscape amenities, signals, signs and striping. However, these estimates reflect a wide range of projects and thus a wide range of costs for each item.

The costs listed below will change over time. Costs related to right-of-way, drainage, and utility work are not included. These can vary substantially and may affect the feasibility of recommended projects. Additional cost estimates can be provided by NYSDOT-Region 8, the Dutchess County Department of Public Works, or the Town Highway Department.

NYSDOT Cost Estimates

- Sidewalk: \$95 per linear foot
- Sidewalk with curb: \$200-480 per linear foot (total construction cost, depending on drainage, lighting, and other work required).
- Sidewalk grass buffer (5 feet wide): \$32 per linear foot
- Curb ramp: \$2,000 each
- Raised crosswalk: \$15,000 each
- Shared-use path: \$600,000 - \$1.2 million/mile (total construction cost, depending on complexity)

- Marked crosswalk: \$800 - \$1,500 each (2 lanes or 4 lanes wide)
- Epoxy pavement stripes: \$3.50 per linear foot if less than 1,000 feet; \$1.00 or less per linear foot if 20,000 feet or more.
- Pavement symbols: \$200 each

- Small sign: \$200 each
- Radar speed sign (solar powered): \$9,000 each
- Replacement pedestrian push-button and sign (on existing pedestrian signal): \$300 each
- New pedestrian signal with push-buttons: \$7,500 (2 per crossing)
- New traffic signal with pedestrian signals and push buttons: \$150,000 per intersection (based on multi-lane roadways)

- Design: 10 percent of construction cost (based on project complexity); at least \$90,000-\$110,000 for a federal-aid project
- Survey: 1-3 percent of construction cost
- Clearing/grubbing: 1-3 percent of construction cost
- Work zone traffic control: 4-9 percent of construction cost (based on project complexity)
- Construction Inspection: 12-15 percent of construction cost (based on project complexity)
- Incidentals, inflation, and contingency: 20 percent of construction cost (estimated)

PBIC Cost Estimates

- Signed Bicycle Route (signs and striping only): \$5,000 per mile
- Bicycle Boulevard: \$200,000 to \$650,000 each
- Shared-lane marking (Sharrows): \$200

- Curb extension: \$10,000 each (depending on drainage and utilities)
- Gateway columns: \$10,000
- Gateway monument sign: \$19,000
- Gateway arch (across a street): \$64,000
- Street light (pedestrian-scale): \$4,000 each
- Kiosk: \$16,000
- Tree grate: \$1,400
- Street tree: \$450
- Bench: \$1,600
- Bus stop shelter: \$11,500
- Trash/recycling receptacle: \$1,400

- Flashing beacon: \$10,000 each
- Rectangular rapid flashing beacon (RRFB): \$22,000 each
- Pedestrian hybrid beacon (HAWK): \$58,000

Other Unit Cost Estimates

- Bicycle parking rack (single inverted U rack; not including installation): \$100 each
- Roundabout: varies substantially; recent projects have cost at least \$1 million

Funding Options

There are a variety of funding sources available for the projects recommended in this plan. Key sources are listed below.

Local Funds

Municipalities typically find that it is less expensive to use local funds than federal sources. Local funding sources include the following:

- **General Fund/Discretionary Funds:** Although municipal resources are limited, local funds are more flexible and require less reporting and administrative work than federal funds. The Town will need to weigh each project against other local priorities.
- **CHIPS** (Consolidated Local Street and Highway Improvement Program): The Town receives CHIPS funding annually from NYSDOT based on its local roadway mileage. CHIPS funds can be used for construction and repair of streets and bridges, as well as sidewalks and traffic calming projects. Capital projects must be paid for by the municipality and then reimbursed by NYSDOT.
- **Local Bond:** The Town could issue a local bond to fund a package of improvements.

Private Funds

- **Development Conditions of Approval:** Prospective developers would have to construct or provide funding for

the relevant improvements outlined in this Plan as part of their project.

- **Public-Private Partnerships:** Examples include working with the BID on streetscape projects; funding bus stop shelters or benches through the sale of advertising space; or creating an ‘adopt a street’ or similar maintenance program.
- **Non-Profit Organizations:**
 - The [Hudson River Valley Greenway](#) provides grants to municipalities through its Greenway Communities Grant Program and Greenway Conservancy Small Grants Program. The City of Beacon used a Greenway Conservancy Small Grant to install sharrows, signage, and bicycle parking, and to develop a bicycle education program.
 - The [Bikes Belong Foundation’s](#) Community Partnership Grants provide funding to partnerships between local agencies, organizations, and businesses to increase bicycling, such as through bicycle paths, lanes, or bike parking.
- **Foundation Grants:** Foundations may have funding for walking and bicycling projects. The [Foundation Center website](#) has a national database of grant-makers and grants, as well as other tools for grant-seekers.

County & State Funds

- **Community Development Block Grants (CDBG):** These are federal funds from the U.S. Department of Housing and Urban Development and are administered by the Dutchess County [Department of Planning and Development’s](#)

[Community Development and Housing Division](#). Eligible activities include infrastructure improvements (such as sidewalk construction, roadwork, and drainage) in areas defined as low and moderate income, or projects to remove barriers to access. CDBG could fund construction and engineering work, but not an engineering study or administrative costs. CDBG funds can typically be used as a match for other federal funding.

- The [County Department of Public Works \(DPW\)](#) owns and maintains all County roads, including Main St (County Route 114) and Taft Ave (County Route 38) in Arlington. DPW receives annual funds from CHIPS and the County. They typically use bonds for major projects, subject to approval by the County Legislature. They can also apply for state and federal transportation funding for larger projects.
- **New York State's [Consolidated Funding Application \(CFA\)](#):** The CFA is an annual application for funding from various State agencies, including the Department of Environmental Conservation (DEC), Department of State (DOS), Empire State Development (ESD), Homes and Community Renewal (HCR), Parks, Recreation and Historic Preservation (OPRHP), and others. The particular funding programs and amounts vary by year. The CFA is intended to implement the economic development priorities and strategies developed by the [Regional Economic Development Councils](#), which for the Mid-Hudson, include promoting alternative transportation. For the Arlington area, potential programs could include the New York Main Street Program (HCR), which funds façade renovations and streetscape enhancement projects; Climate Smart

Communities (DEC), which funds pedestrian and bicycle transportation projects; Environmental Protection Fund (OPRHP), for development of parks; Local Waterfront Revitalization Program (DOS), which funds downtown redevelopment; and others.

- New York State's [Multi-Modal Program](#) provides reimbursement funding for capital projects related to five specific modes: rail, port, ferry, airport, and State and local highways and bridges. Projects are nominated by the Governor or a State Legislator and must be approved by a State Committee and determined to be eligible by NYSDOT.
- The [State and Municipal Facilities Program](#), administered by the State's Dorm Authority, can fund sidewalks and other local infrastructure. Projects are nominated by a State Legislator.
- **Legislative Discretionary Funds:** State legislators typically have discretionary funds that can be used for local priority projects.

Federal Transportation Funds

Most federal transportation funding comes from the multi-modal federal transportation law in effect at the time; the current law is the *Fixing America's Surface Transportation Act* (FAST Act), which was enacted in 2015. To use federal transportation funding, a project must be consistent with an overall transportation plan, such as [Moving Dutchess 2](#), and be added to the PDCTC's [Transportation Improvement Program \(TIP\)](#). For more information, see the PDCTC's webpage on [Federal Highway Funding](#) and the Federal Highway

Administration's [Pedestrian and Bicycle Funding Opportunities](#) table.

Federal transportation funding programs that could be used for pedestrian and bicycle improvements include the following:

- **National Highway Performance Program (NHPP):** These funds may be used for projects, including walking and bicycling facilities, on roads on the National Highway System (NHS). In Arlington, the NHS includes Maple St and Haight Ave (the east-west arterials).
- **Surface Transportation Block Grant Program (STBG):** These funds may be used for projects on any [federal-aid eligible](#) road (in Arlington, these include Maple St, Main St, Haight Ave, Fulton Ave, Collegeview Ave, College Ave, Grand Ave, Raymond Ave, Fairmont Ave, and Taft Ave). Projects can include bicycle, pedestrian, and transit facilities, as well as non-construction projects related to safety (such as brochures, public service announcements, and route maps). A portion of each State's STP funds must be used for the STBG Set-aside (see below).
- **Surface Transportation Block Grant (STBG) Program Set-aside:** This program funds walking and bicycling infrastructure, safe routes to school projects, and trails, as well as landscaping and other projects. Eligible costs include studies, design, construction, and right-of-way incidentals and acquisition. Administrative and maintenance costs are not eligible.

- **Highway Safety Improvement Program (HSIP):** This program funds projects that will significantly reduce fatalities and serious injuries on a public road. The project must be consistent with the State's Strategic Highway Safety Plan (SHSP) and be part of a data-driven, strategic approach. Improvements may include sidewalks, crosswalks and street crossing improvements, roundabouts, pedestrian hybrid beacons, and signal improvements. 
- **FTA Section 5307** Urbanized Area Formula Program 'enhancement' funds (administered by the Federal Transit Administration): In urbanized areas with populations under 200,000, at least one percent of Section 5307 funds must be used for transit enhancements. This can include walking and bicycling access improvements such as bus stop shelters, benches, bicycle parking racks, ADA upgrades, and other amenities.
- **Transportation Investment Generating Economic Recovery (TIGER) Grants:** TIGER grants are highly competitive grants for large-scale, innovative projects that generate economic development and address critical transportation, safety, and quality of life needs. 

Most federal programs are reimbursement programs, and the federal share of the costs is generally 80 percent. If these funds are used, the project sponsor is responsible for the required local match and any costs that are not covered by federal funds. The design and construction of pedestrian

facilities could be funded by any of the sources, and could be a stand-alone project or combined with a roadway project. A large project could also be split into several smaller pieces with funding from different programs.

Final Thoughts

Municipalities across the nation face the challenge of converting an auto-oriented Main Street into a walkable public space that supports a healthy, vibrant commercial district. The first step is to agree on a vision; then begins the hard work of securing funding and implementing priority projects.

This work take time and focused leadership. This plan is intended to help Arlington start this effort-- first, by identifying the scope of the challenge through an assessment of existing conditions; and second, by presenting a series of recommendations to improve safety, walkability, and public spaces throughout the Town Center.

With concerted effort by the Arlington Business Improvement District and the Town of Poughkeepsie, working with the County, State, and other partners, Arlington can become a more unified Town Center, a more successful business district, and a more walkable neighborhood.