

The success of the Greenway Compact Program depends on popular acceptance and successful completion of Greenway-related projects, especially those with regional significance.

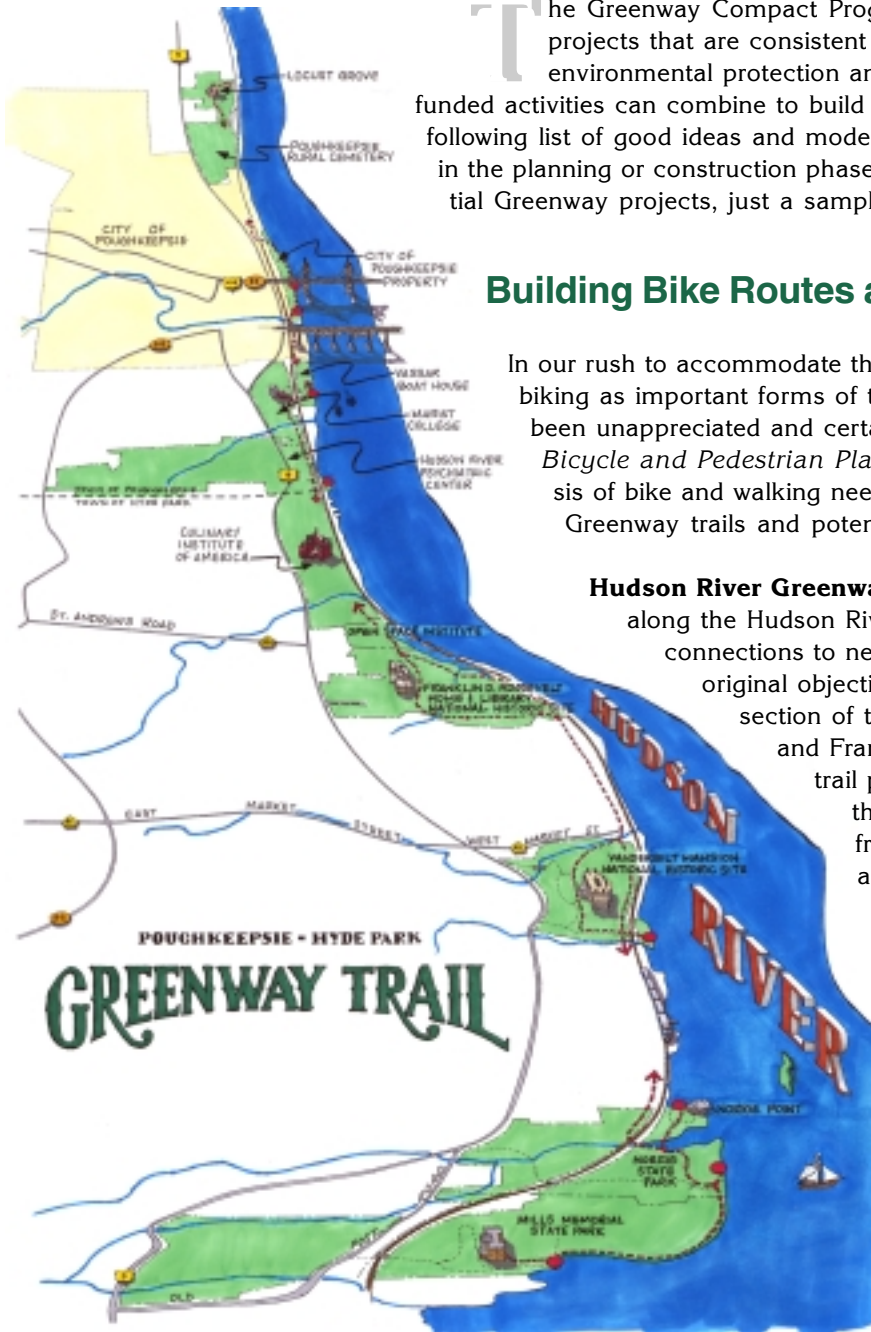
The Greenway Compact Program encourages economic development projects that are consistent with other Greenway goals, such as environmental protection and public access. Both public and privately funded activities can combine to build Greenway systems, as illustrated by the following list of good ideas and model Greenway-related projects, some currently in the planning or construction phase. This by no means contains all the potential Greenway projects, just a sampling that represents the range of possibilities.

Building Bike Routes and Walkways

In our rush to accommodate the auto over the last 50 years, walking and biking as important forms of transportation and recreation have often been unappreciated and certainly underfunded. Dutchess County's *Bicycle and Pedestrian Plan* (1996) contains a more complete analysis of bike and walking needs, but the following suggests a few major Greenway trails and potential walkway projects.

Hudson River Greenway Trail Completion of a continuous trail along the Hudson River shore, wherever possible, with inland connections to nearby villages and city centers is one of the original objectives of the Greenway program. A Hyde Park section of the trail is complete between the Vanderbilt and Franklin D. Roosevelt Historic Sites, and active trail projects are being planned or constructed in the Tivoli area, along the Poughkeepsie waterfront, from Wappingers Falls to Bowdoin Park, and in the Beacon/Hudson Highlands area.

Greenway Trail System Additional connecting Greenway trails along ridgelines and major waterways/floodplains, such as the Fishkill, Wappinger and Little Wappinger Creeks and the Ten Mile River, can be considered wherever negotiations with landowners allow easements or public access. The Town of LaGrange, for example, has sponsored a section of the Wappinger Creek Greenway Trail off Sleight-Plass Road.



Dutchess County Executive William R. Steinhaus has proposed a 13-mile central section of the Hudson River Greenway Trail, linking the train terminal in Poughkeepsie with nearby historic sites from Locust Grove on the south to FDR, Vanderbilt, and Mills Mansion in Hyde Park.

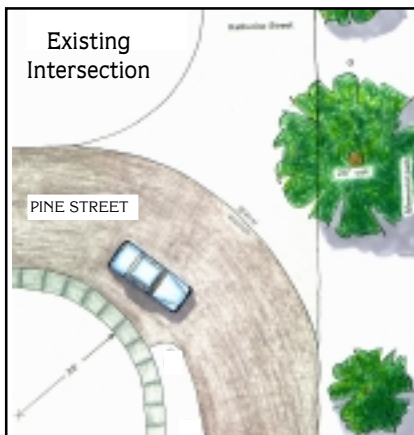
Harlem Valley Rail Trail Expansion of the rail trail from its current eight mile segment south to the new Wassaic rail stop is already funded, with continued connections planned north from Millerton into Columbia County.

Dutchess Rail Trail Construction of a trail along the county-owned rail corridor from Poughkeepsie to Hopewell Junction has received federal funding. The potential also exists to continue this trail along the Metro-North tracks into Putnam County. This connection would link up with the existing segments and planned extensions of the South and North County Trailways in Westchester County, allowing someone to walk or ride a bicycle, free from cars, between Poughkeepsie and New York City.

Appalachian Trail Connections Potential linkages are possible between the Appalachian Trail in southeast Dutchess County and the Harlem Valley Rail Trail, the Dutchess Rail Trail, and even a potential trail along the Taconic State Parkway right-of-way.

Bridge Projects Bridge walkway/bicycle projects, like the walkway upgrades on the Beacon-Newburgh and Mid-Hudson bridges, help make crucial inter-county Greenway connections. For example, the Mid-Hudson Bridge can directly connect with the proposed Hudson Valley Rail Trail in Ulster County. The Poughkeepsie Railroad Bridge and Kingston-Rhinecliff Bridge should also be seriously considered for future walkway project funding, as well as many key inland bridge crossings such as the Route 9 bridge over Wappinger Lake.

Pedestrian Improvement Projects Pedestrian plans have been sponsored by the Poughkeepsie-Dutchess County Transportation Council over the last three years in Millerton, Stanfordville, Tivoli, Red Hook, Arlington, Highland, and Hyde Park, portions of which are being constructed using Community Development Block Grant funding. Sidewalk repairs and extensions, landscaping improvements, and crosswalk projects are needed in many villages, cities and hamlet centers.



The Pine Street intersection in Tivoli was redesigned with a shorter corner radius, stop signs, and textured brick crosswalks to slow down traffic and increase pedestrian safety at the entrance to the village park.



The opening segment of the Harlem Valley Rail Trail between Amenia and Millerton has proved a great success with local residents and outside visitors.



The proposed Dutchess Rail Trail right-of-way past Lake Walton in East Fishkill.



All bridges across the Hudson should be designed to allow safe pedestrian and bicycle crossings.

Additional Bicycle Projects Both the NYS Department of Transportation and the County Department of Public Works have agreed, whenever possible, to pave shoulders during road reconstruction projects to provide a safe space for bicyclists and pedestrians.