

Creating Greenway Routes

Streets and roads are our most commonly used connecting patterns. Our road system is also our largest publicly owned asset and, together with the immediate road frontage, the area where communities can most directly control their future character. The county has 2,378 miles of state, county, and local roads with a combined right-of-way total of about 14,000 acres, an area that is more than half as large as most towns in Dutchess County. A large percentage of local budgets go toward paving, plowing, and widening, but far less has gone into making sure that our streets are attractive, not just in the scenic sense, but economically inviting for visitors. The following roadscape projects provide examples of prominent ways to build a system of recognized Greenway routes.

Taconic State Parkway The Parkway's official status as a designated scenic byway can be reinforced with agreements by the state and adjacent localities to preserve its historic character along the right-of-way and also protect it from disruptive visual encroachments at the intersections. An advisory committee is currently working with the Department of Transportation on land use issues related to a recently adopted corridor management plan.



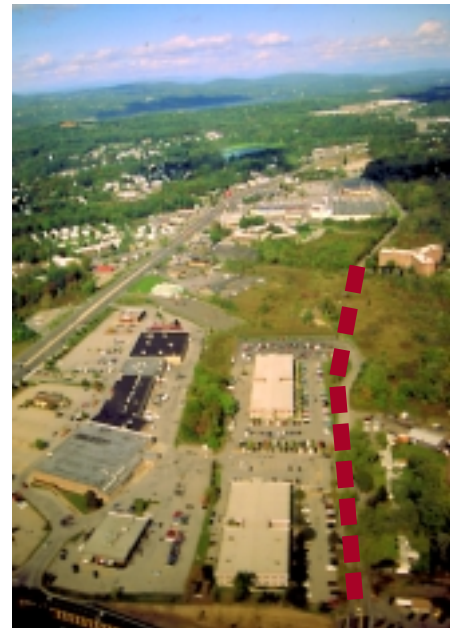
Scenic Road System Linkages between local and state scenic road programs can form an interconnected branchwork of attractive side routes off the Taconic Parkway and throughout the county. In addition to many potential local scenic roads, key state and county routes should be targeted for protective efforts and enhancements to qualify as Greenways, starting with State Routes 199 and 308 across northern Dutchess and Route 82 and County Route 9 east of the Taconic Parkway. With continuous improvements, careful zoning, site plans, and redevelopment projects, a network of state, county, and local roads could eventually become designated Greenway routes.

Landscaping Projects Landscaped medians can replace paved dividers or extended two-way left turn lanes in many areas. Federal funding is already targeted toward the conversion of paved dividers on Route 9 to planted medians. Planting street trees should also become a standard recommendation for all site plan approvals and public roadway projects.



A recently constructed median with street trees on Route 55 in the Town of Poughkeepsie.

Access Management Eliminating unnecessary driveways at every opportunity, sharing access with adjacent businesses, connecting parking lots, and building rear service roads can ease traffic conflicts and help prevent accidents.



State, county, and local officials are considering a model service road connection behind two shopping centers off Route 9 between New Hackensack Road and Myers Corners Road.