

Transportation Planning Guidance

The Dutchess County Transportation Council (DCTC) will use this planning framework as a guide to evaluate and prioritize transportation planning proposals for inclusion in our [Unified Planning Work Program](#) (UPWP) – our annual statement of work of federally-funded planning activities for the State Fiscal Year.

Given the UPWP's strategic role in our planning process, this framework seeks to directly address the trends, barriers, and best practices discussed in our long-range transportation plan, [Moving Dutchess Forward](#). With its strong emphasis on improving transportation safety, reliability, access to basic needs, and transportation for all, this framework will ensure that federal planning funds support the goals of the plan.

Prospective applicants should consider how well their proposals speak to the following:

Safety

- Improves the safety of people walking, bicycling, riding transit, and/or driving.
- Improves safety at an identified [high-crash or high-risk corridor, segment, or intersection](#).
- Addresses high-end speeding and/or evaluates speed limits.

Reliability

- Maintains or improves existing transportation infrastructure; improves the efficiency of existing infrastructure; or 'right sizes' infrastructure by removing unneeded capacity.
- Encourages Complete Streets policies, practices, and/or projects.
- Supports local ADA inventories and/or ADA transition plans.
- Improves pedestrian safety and reliability, through a Pedestrian Plan or other study.
- Improves transit service to key destinations.
- Maximizes the number of residents with frequent bus service and/or improves service in high-demand areas.
- Provides alternatives to fixed-route transit service in low-density areas.
- Improves bus, walking, or bicycling access to train stations, or improves walking or bicycling access to bus stops.
- Provides bicycle facilities for all ages and abilities, as well as bicycle parking.
- Supports sidewalks as public infrastructure by developing municipal maintenance plans, establishing sidewalk improvement districts or other funding mechanisms, updating local codes, design standards, or practices, or creating an official map.
- Supports access to city, town, or village centers by managing parking, local deliveries, and curb space.
- Improves reliability at identified [high-congestion locations](#).

Access to Basic Needs

- Removes barriers to accessing basic needs such as housing, jobs, goods and services, education, and/or recreation.

- Supports walking, bicycling, or transit connections to housing, jobs, goods and services, education, and/or recreation.
- Encourages or supports smart land uses such as a mix of housing types, mixed-income housing, mixed use, infill development, walkable communities, development near transit, etc. to reduce vehicle travel and congestion, support transit, walking, and bicycling, and reduce climate impacts.
- Supports innovations that reduce greenhouse gas emissions and address climate change, including [Electric Vehicles \(EVs\)](#), flood-and climate resilient infrastructure, and climate-smart land uses.
- Strengthens the local economy, including for agriculture and tourism.

Transportation For All

- Expands transportation choices in established neighborhoods, cities, villages, or town centers, especially in [locations with high housing cost burdens](#).
- Promotes and expands transportation choices for low-cost options such as walking, bicycling, and riding the bus, particularly for those with limited access to a vehicle.
- Promotes and expands transportation options for older adults and/or young people.
- Improves safety, reliability, and/or access to basic needs in identified focus areas or for focus populations.
- Protects vulnerable populations and communities from disproportionate impacts from the transportation system.
- Incorporates culturally sensitive practices or policies, such as through outreach to community-based organizations or other groups working with or representing focus areas or populations.