

Complete Streets Performance Measures: 2026 Progress Report

A. Introduction

In 2016, the Dutchess County Legislature adopted a Complete Streets Policy to ensure that projects involving County roads, parks, and buildings consider the application of “Complete Streets” principles. Complete Streets states that streets should be designed and constructed with all road users in mind, including people walking, cycling, and using transit, as well as people of all ages and abilities. Complete Streets are achieved by installing or improving sidewalks, crosswalks, bicycle lanes, bus shelters, road shoulders, traffic calming measures, and other features, depending on the street’s purpose, surroundings, and characteristics. These treatments improve safety and comfort, support local businesses and economic development, and make communities more inviting.

The policy included five performance measures to track and update at least every five years: miles of sidewalks, miles of on-street bike facilities, and miles of County roads with at least four-foot shoulders, as well as the number of Dutchess County Public Transit (DCPT) bus stops with shelters and the number of shelters accessible via sidewalks and curb ramps.

B. Progress on Original (2016) Performance Measure Goals

The Dutchess County Transportation Council (DCTC) did not complete a report in 2021. However, this report tracks the performance measures at the ten-year mark (2026) and creates goals for the next five and ten years. The table below outlines each performance measure’s status in 2016, the original goals for 2021 and 2026, and the status as of 2026.

Performance Measure	2016 Status	2021 Goal	2026 Goal	2026 Status
1 Total miles of sidewalk	523	528	533	573
2 Total miles of on-street bicycle facilities	1.5*	3	5	0.2*
3 Total miles of County roadways with shoulder widths of four (4) feet or more	18.5 (5% of centerline mileage)	23.5	26	36 (9% of centerline mileage)
4 Number of Dutchess County Public Transit bus stops with a bus stop shelter**	9	13	20	64 (approx. 18% of signed stops)
5 Number of Dutchess County Public Transit bus stop shelters accessible via sidewalks and curb ramps**	5	9	16	51

* The 2016 policy included shared lane-use markings (sharrows) in the calculation of on-street bicycle facilities. However, we no longer consider sharrows as a bicycle facility, since research has not shown them to increase safety. Therefore, we have not included them in the calculation for this ten-year update.

** Includes both DCPT-owned and privately owned shelters.

The original ten-year goals have been exceeded in every category except on-street bicycle facilities. Unfortunately, no new on-street bicycle facilities have been constructed since 2016, so we have fallen short of those goals.

C. Future Goals

To continue tracking the performance of the policy, we have set new goals for 2031 and 2036. The County’s Complete Streets Committee set the future goals based on the original policy’s goals, the progress since 2016, and an evaluation of locations that can reasonably be improved. The table below outlines each performance measure’s status in 2026, and the new goals for 2031 and 2036.

	Performance Measure	2026 Status	2031 Goal	2036 Goal
1	Total miles* of sidewalk (countywide)	573	588	603
2	Total miles* of on-street bicycle facilities** (countywide)	0.2	2	4
3	Total miles of County roads with shoulder widths of four (4) feet or more	36 (9% of total centerline mileage)	38.5	41
4	Number of Dutchess County Public Transit bus stops with a bus stop shelter***	64 (approx. 18% of signed stops)	74	79
5	Number of Dutchess County Public Transit bus stop shelters accessible via sidewalks and curb ramps***	51	61	66

* Sidewalks and bike facilities are counted separately for each side of the street (e.g. if a road segment contains sidewalks or bike lanes on both sides, each side is counted).

** On-street bike facilities include paths on the side of the road, but do not include shared lane-use markings (sharrows).

*** Includes both DCPT-owned and privately owned shelters.

Sidewalks & Shoulders

Since more sidewalks were constructed and more shoulders widened than anticipated in 2016, we set future goals to be more ambitious than the original goals, but less than the growth over the past ten years. The committee noted that a large portion of the shoulder widening was done as part of a few large County road improvement projects, and there are currently no plans for a similar project. The following charts show the original sidewalk construction and shoulder widening goals for 2026, the actual progress between 2016 and 2026, and the new goals for 2031 and 2036.

Figure 1: Sidewalks in Dutchess County (2016-2036)

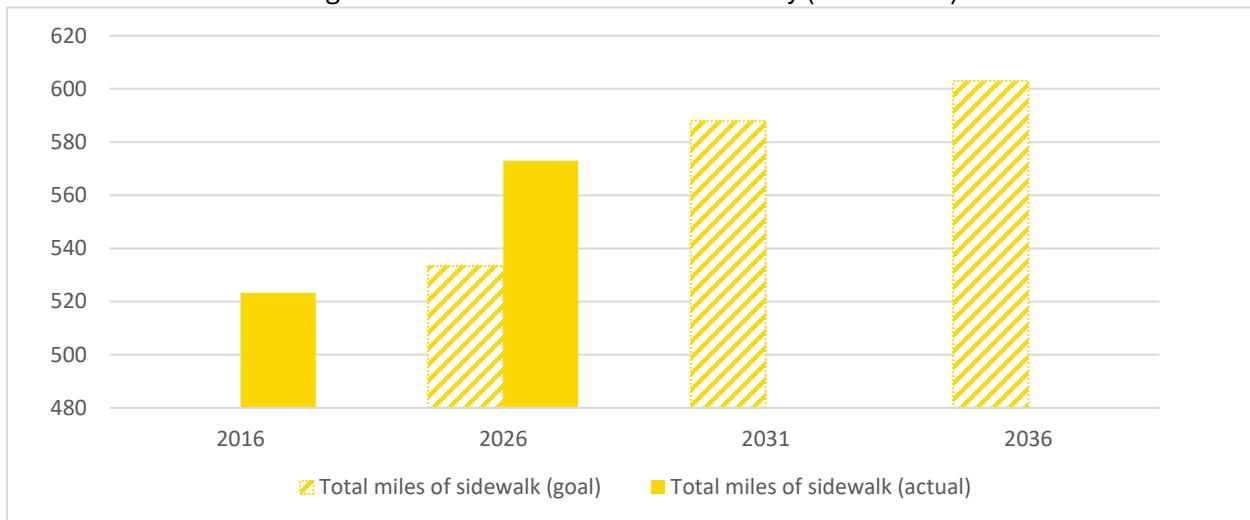
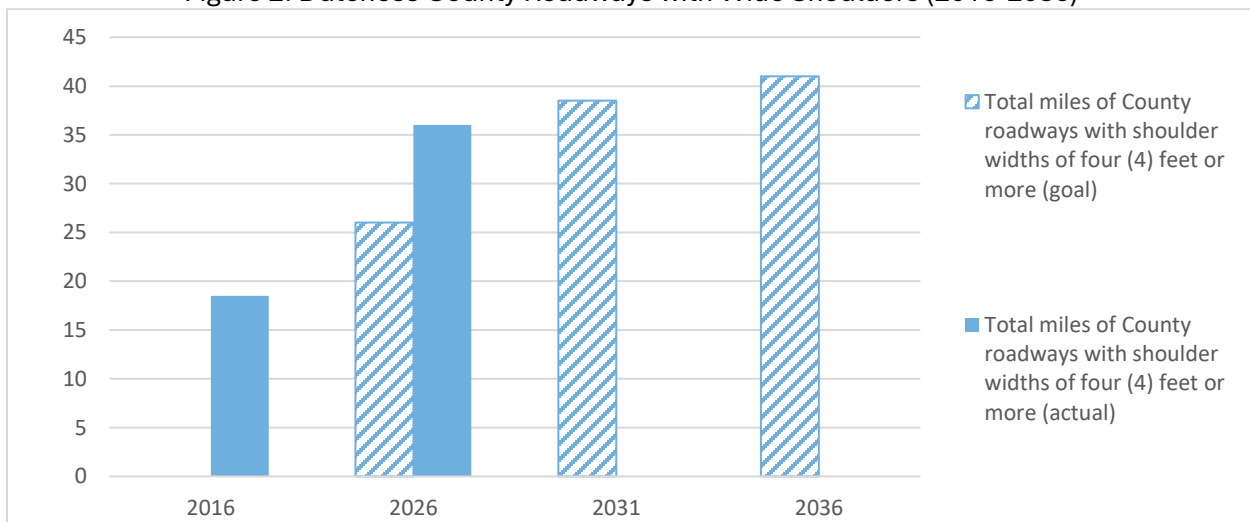


Figure 2: Dutchess County Roadways with Wide Shoulders (2016-2036)



On-Street Bike Facilities

Since no new on-street bike facilities were constructed between 2016 and 2026, the new goals are reduced compared to the original goals. We also adjusted the new goals based on our decision to not include sharrows. The following chart shows the original on-street bike facility goals for 2026, the (lack of) progress between 2016 and 2026, and the new goals for 2031 and 2036.

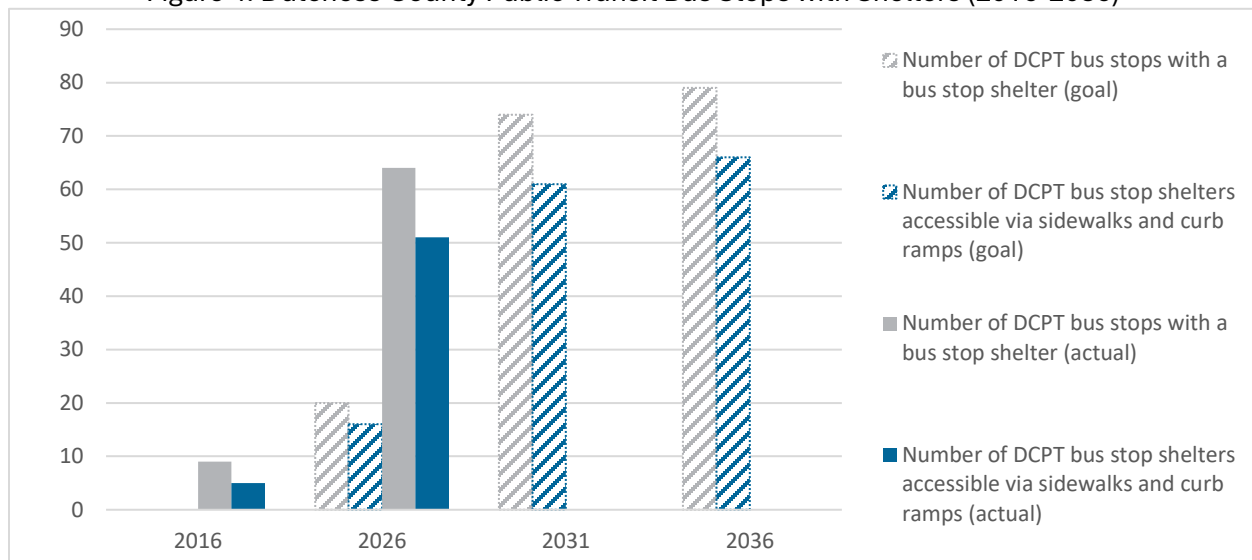
Figure 3: On-Street Bike Facilities in Dutchess County (2016-2036)



Bus Stop Shelters

Although DCPT has added bus stop shelters at a much higher rate than expected, there are now fewer bus stops that can accommodate shelters. Every new shelter is required to be ADA accessible, and given limited funding, shelters are prioritized at locations that are already equipped with sidewalks. Additionally, the expected available funding constrains the number of shelters that can be constructed or sites that can be improved. The following chart shows the original goals for total shelters and accessible shelters for 2026, the actual progress between 2016 and 2026, and the new goals for 2031 and 2036.

Figure 4: Dutchess County Public Transit Bus Stops with Shelters (2016-2036)



D. Conclusion

Significant progress has been made on these measures over the past ten years, thanks to the hard work of County Public Works, the Public Transit Division, and our municipal partners. We will create additional progress reports in 2031 and 2036. The Complete Streets Committee looks forward to continuing to work together to improve the transportation system in Dutchess County over the next ten years.