















# Get in gear for tourists by promoting bicycling

By Fred Schaeffer

Tourism has been mentioned often as one of the ways to jump-start the Dutchess County economy, an economy which is still reeling from the downsizing of IBM.

I urge the county to give some thought to promoting recreational bicycling toward this end. Let me explain why I think we can bring thousands of tourists into the area every weekend; and for a few special events each year, we may be able to bring in 10,000 to 20,000 cyclists.

Schaeffer

To understand why this is possible, two factors are important:

- First, new technology in the

## VANTAGE POINT

production of bicycles has made cycling the fastest growing sport in the country. Adults and children alike, are purchasing bicycles at a greater rate than ever before. Bicycles are now user friendly, especially for hills and rural roads.

- Second, cyclists will travel from their own area to places where they can ride on rural and/or safe roads, enjoy good scenery and see historic sites. All things we have in Dutchess County.

To bring bicyclists here, three things are necessary:

- First, a promotional campaign making the cycling public and potential tourist aware of Dutchess County's potential for enjoyable cycling.

- Second, a modest program to make the area even more bicycling friendly.

- Third, plan a major bicycling

"tour" of the area once a year, similar to the Hot Air Balloon Festival.

As an example of the latter, a bike tour in the Montreal area, draws 45,000 cyclists each year; the New York City Five Borough Bike ride draws 20,000 each year. Vermont has been promoting cycling for many years and has been very successful in drawing bicycling tourists.

Cycling is a healthy, environmentally friendly activity. Dutchess could be ideal for this sport; we already have the scenery, the historic sites and many rural roads with rolling hills, all of which are attractive to cycling.

What we need is a public relations campaign to welcome cyclists, and a small effort to make the heavier traveled roads a little safer.

There are many ways to encourage cycling tourism. In summary,

Dutchess could be ideal for cycling; we already have the scenery, the historic sites and rural roads with rolling hills.

they are:

- As mentioned above, keep our roads bicycle friendly. This means when roads are reconstructed lanes should be made wide enough or the roads should have striped shoulders so motorist and cyclist can share the roadway. Shoulders should be well maintained.

- Also mentioned above, a promotional campaign, making the public and potential tourists aware of what Dutchess County has to offer cyclists.

- Also mentioned above, plan a major bicycling "tour" of the area

once a year, similar to the Hot Air Balloon festival.

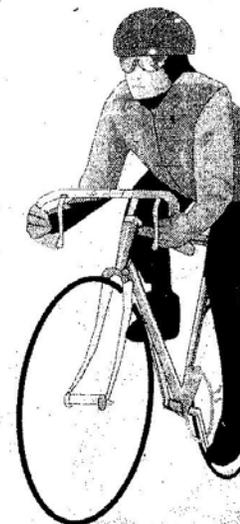
- A campaign to encourage drivers to share the roads with cyclists instead of running them off the road.

- Encourage the public to welcome cyclists.

- Old roadbeds should be converted to bike/walkways, such as the roadbed recently proposed as County Route 11. Even if it was to be a road in the future, we should use it now for a pedestrian/bike trail.

- Open the railroad bridge over the Hudson as a pedestrian/bicycle walkway. This would create a major attraction drawing cyclists from all over the world.

*Fred Schaeffer is an attorney and member of the Mid-Hudson Bicycle Club and the Dutchess and Beyond Bicycle Club. He can be reached at 454-1110 ext. 237, or write to him at 551 Creek Road, Pleasant Valley, NY 12569.*



**FRED W. SCHAEFFER**

Attorney at Law

12 Raymond Avenue

Poughkeepsie, New York 12603

Telephone: (845) 454-1190 Fax: (845) 454-2319

E-mail Address: FredinHV@aol.com

Internet Website: FredinHV.com

Pleasant Valley Branch Office: (845) 635-3479

Full text: "Schaeffer and Environmental Management Council "

- Saturday, March 25, 1995

**City:**

**State:**

**Section:**

**Page:**

**From:**

**Source: Poughkeepsie Journal**

**Edition:**

**Publication:**

## Advocates pitch bike route

MILLBROOK - Whatever the future holds for the Maybrook corridor through southern Dutchess, it would make a first-class hiking and biking trail right now, says Fred **Schaeffer**, an attorney and bicycle enthusiast.

"I don't think it's going to be a road or a rail line for 20 years," he said.

"We're missing a big economic opportunity" to develop bicycle trails as a tourist attraction, said **Schaeffer**. "People will travel to bicycle in a nice environment. We have unsurpassed scenery. I'm sure people would come from all over to bicycle in Dutchess County."

**Schaeffer** made his pitch before the Dutchess County **Environmental Management Council**, an organization that serves as environmental adviser to the county Legislature.

Russell Robbins of the New York state Department of Transportation says using the 18-mile corridor from Poughkeepsie to East Fishkill as a bike path would be a suitable temporary use while other transportation options are being studied.

"That's very realistic," said Robbins, a regional transportation planner who also serves as regional bicycle-pedestrian coordinator for the Department of Transportation. "There's quite a lot of local support to build it into a trail-way right away."

# OPINION

## EDITORIAL BOARD

Richard K. Wager, publisher  
Derek Osenenko, executive editor  
Margaretta A. Downey, editorial page editor  
Thomas N. Tobin, deputy editorial page editor

10A WEDNESDAY, MARCH 29, 1995

## EDITORIALS

### Put railbed to use now

**O**ld railbeds make superb hiking and biking trails. They are long, they wind through pleasant countryside and they are protected from busy highways.

The old Maybrook Line in southern Dutchess County, 18 miles worth, was to become County Route 11 until that project was cast into planning limbo in the late 1980s. Plans for use of the line have been revived, with the options extending from another railroad to a highway to a bike-and-hike trail.

Bicycle enthusiast Fred Schaeffer came before the county Environmental Planning Council with the right approach: the options aren't mutually exclusive.

The county, which owns the land, could turn the track into a biking trail now, with the knowledge that eventually, when the finances are right, a new train line or highway might be built.

The county should heed this advice. This property should be put to practical use, and, for the time being, that would be as a hiking and biking trail.

RE: REQUESTING COUNT EXECUTIVE TO DEVELOP A  
PLAN TO SELL PROPOSED COUNTY ROUTE 11 ROAD BED

Legislator SPROAT offers the following and moves its adoption:

WHEREAS, by Resolution No. 394 of 1990, the Dutchess County Legislature directed that funding the County Route 11 be halted thereby precluding construction of this proposed highway, and

WHEREAS, the County of Dutchess has expended over \$1 million to study the possible construction of County Route 11 and it would be prudent and appropriate to attempt to recover all or part of his expenditure, and

WHEREAS, it appears that Metro-North may extend a rail line between Eastern Dutchess and the Hudson line and it would be logical to utilize the County Route 11 road bed in the development of such a rail corridor, and

WHEREAS, the road bed for County Route 11 has also taken on additional significance by reason of the establishment of economic development zones within the county, the "Greenway" and "Rail-Trail" programs and a state study which is currently underway to determine possible long-term uses for this right-of-way, and

WHEREAS, it would serve the interest of the county to conduct a similar study to develop alternate uses for the County Route 11 road bed so as to serve the public interest and enhance the quality of life within the county, and

WHEREAS, this pro active course of action is necessary to maximize the value of this asset, now, therefore, be it

RESOLVED, that the Dutchess County Legislature does hereby establish as the policy of this legislature the immediate determination of both public and private sector interests in various uses of the County Route 11 road bed, and, be it further

RESOLVED, that the Dutchess County Legislature does hereby request the County Executive to develop and present to the Legislature a plan within 90 days of the adoption of this resolution so as to implement the aforesaid policy.

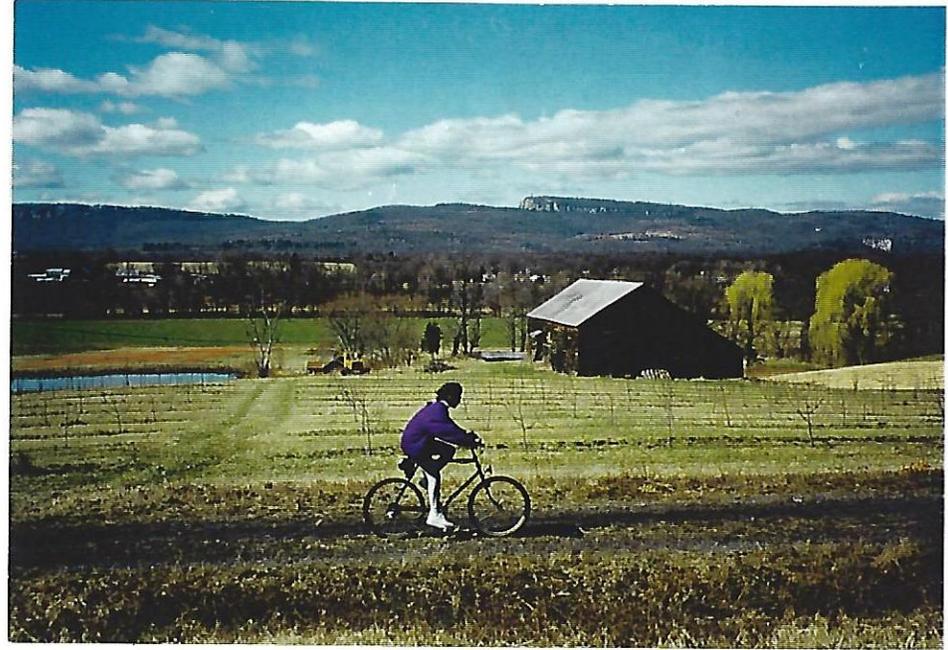
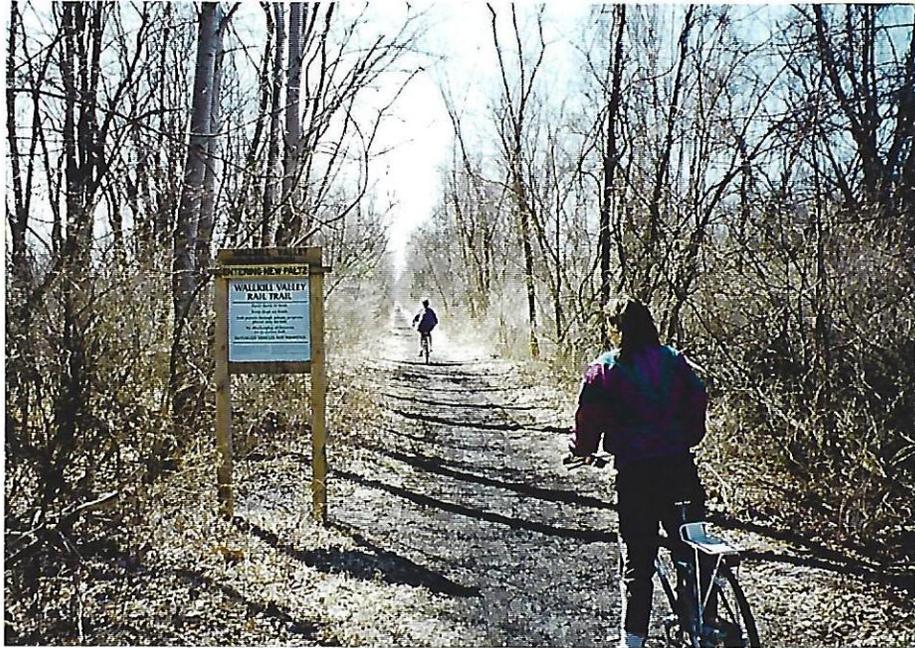
A: RES.68 4/3/95 lw

STATE OF NEW YORK

ss.:

COUNTY OF DUTCHESS

This is to certify that I, the undersigned Clerk of the Legislature of the County of Dutchess have compared the foregoing resolution with the original resolution now on file in the office of said clerk, and which was adopted by said Legislature on the \_\_\_ day of \_\_\_\_\_, 1995, and that the same is true and



PHOTOS OF WALKERS VALLEY RAIL TRAIL



# Rails to trails revisited

**Fred Schaeffer** urges the Dutchess County Legislature to create a bike trail on an abandoned rail-road bed from Poughkeepsie to Hopewell Junction.

I have some good news for all bicyclists — and for joggers, hikers, horseback riders and cross-country skiers. The Dutchess County Legislature may be about to endorse a proposal to use the abandoned railroad bed from Poughkeepsie to Hopewell Junction as a recreational trail. Last week I addressed the Capital Projects and Planning Committee of the Legislature. At the conclusion of the meeting a resolution was passed to establish, as the policy of Dutchess County, that the "Maybrook Railroad" right-of-way be used for public recreation on an interim basis as a recreational trail pending future decisions on the ultimate disposition of this property. The full Legislature will vote on the resolution on Monday, after this column goes to print.

A PRIVATE-PUBLIC VENTURE — Now don't hop on your bike this weekend and ride over to it. Much has to be done to

make its use as a recreational trail a reality. The resolution did not include any funding, understandably so. Money is tight; public funding will be minimum. This is going to have to be a joint venture between the county and the private sector — no cost overruns allowed. My vision is a trail much like the Wallkill Valley Rail Trail in Ulster County. It will NOT be macadam, but simply the original hard-packed dirt roadbed, with some grooming. Although it may not be suitable for a very thin tire bike, either a "mountain" or "hybrid" bike does just fine.

I think the work on the trail can be done mostly with volunteers and contributions from businesses of all types (construction companies and sign makers in particular). What, if any, expertise, might be helpful from the county and adjacent towns, I don't know. The county does employ bright people with expertise in many fields, so their participation will be valuable.

If there are any naysayers in the audience, visit the Wallkill Valley Rail Trail. It runs right smack through the middle of New Paltz in a north-south direction. From New Paltz, you will find interesting views in both directions. To the south, at first, the trail borders the Wallkill River. In the back-ground, across wide fields, you view the Shawangunk Mountains, including the tower at Lake Mohonk. There are benches every so often, affording a pleas-

ant place to sit. Further south, the Wallkill disappears into the woods, replaced by farms and apple orchards, but always with the magnificent rocky ledges of the Shawangunks in the distance. It is 5.7 miles to the Village of Gardiner, which has a few quaint shops, a library, firehouse, post office and deli. Although it is located on Route 44/55, it has the appearance of a sleepy village off the beaten track. At places the trail passes adjacent to backyards, but it is mostly woods or open fields otherwise.

If you walk or cycle north from New Paltz, the first half mile is adjacent to village stores and houses. Soon you enter woods, farms and fields. At one point the trail is bordered by a beautiful horse farm. To the west the Shawangunks continue to dominate the vista. At the 2.3 mile point, the trail crosses the Wallkill River. Benches on the bridge afford an opportunity to sit and contemplate this extremely scenic, serene spot. The trail officially ends at the New Paltz town line, about six miles north of Route 199, but you can travel another three miles along the roadbed to Rosendale. At Rosendale it ends on the abandoned railroad bridge high over the Rondout Creek. This bridge affords a fabulous view of the Village of Rosendale and of the creek as it makes its way to Kingston.

To get to the Wallkill River Rail Trail

go to New Paltz. It runs through the village just east of the Wallkill River. Park anywhere and you will be able to find it easily. It is a pleasant day trip for all the family, whether biking, hiking or jogging.

**MID-HUDSON BIKE CLUB RIDES** — The Mid-Hudson Bike Club has a series of rides scheduled for this weekend. The rides are free of charge and open to the public:

- On Saturday, May 13, at 9:30 a.m., Greg Dyck ((914) 473-0933) will lead a 60-mile ride from the east end of Collegeview Avenue, next to Vassar College in Poughkeepsie. The destination is a "mystery" to be determined by the number and makeup of the riders.

- On Saturday, May 13, at 10 a.m., Leigh Toth ((914) 227-8515) will lead a 25-mile ride from Van Wyck Junior High School at the intersection of Route 376 and Hillside Lake Road. It will traverse southern Dutchess County. Bring lunch. Rain cancels.

- On Saturday, May 13, at 10 a.m., Charlie Miele ((914) 339-9663) will lead a 35-mile ride from Woodstock Elementary School, Route 375 in Woodstock. It is a scenic ride to the Rondout section of Kingston. Bring lunch and water.

- On Saturday, May 13, at 2 p.m., Charlie Miele ((914) 339-9663) will lead a 12-mile novice ride from Zena Elementary

Continued on page 38

RESOLUTION NO. 167 OF 1995

5-18  
14

RE: ESTABLISHING LEGISLATIVE POLICY CONCERNING MAYBROOK  
RIGHT-OF-WAY

Legislators SPROAT, HORN and LAFUENTE offer the following and move its  
adoption:

WHEREAS, in 1989, Dutchess County acquired the Maybrook right-of-way with  
the intention at that time of constructing a new highway, County Route 11, on that right-  
of-way, and

WHEREAS, by Resolution No. 394 of 1990, the Dutchess County Legislature  
directed that the funding of County Route 11 be halted, thereby precluding construction  
of this highway for the foreseeable future, and

WHEREAS, since 1990 the Maybrook right-of-way has not been disposed of in any  
useful way other than land banking, and

WHEREAS, the Maybrook right-of-way has now taken on additional economic and  
tourism promotion significance with respect to recreational use, and further enhances  
rails to trails programs and the "Greenway", now, therefore, be it

RESOLVED, that the Dutchess County Legislature does hereby establish as the  
policy of the legislature that the Maybrook right-of-way may be considered for use on an  
interim basis as a recreational trail pending future decisions on the ultimate disposition of  
this property, and, be it

RESOLVED, that such recreational use as endorsed here is not intended to  
preclude any other beneficial public uses of the Maybrook right-of-way that this  
legislature may endorse at a future date, and, be it further

RESOLVED, that prior to the opening of the rail trail that the Dutchess County  
Legislature authorize any expenditures as they occur.

A:RES.72  
5/2/95 Amended in Planning 5-4-95 cm.  
lw

STATE OF NEW YORK

COUNTY OF DUTCHESS

This is to certify that I, the undersigned Clerk of the Legislature of the County of Dutchess have compared the foregoing resolution with the original  
resolution now on file in the office of said clerk, and which was adopted by said Legislature on the 8 day of May  
1995, and that the same is a true and correct transcript of said original resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of said Legislature this 8 day of May, 1995.

*Patricia J. Hohmann*  
PATRICIA J. HOHMANN

Poughkeepsie Journal  
**OPINION**

**EDITORIAL BOARD**

**Richard K. Wager**, publisher  
**Derek Osenenko**, executive editor  
**Margaretta A. Downey**, editorial page editor  
**Thomas N. Tobin**, deputy editorial page editor

8A FRIDAY, JULY 7, 1995

HERE SHALL THE PRESS THE PEOPLE'S RIGHT MAIN

**EDITORIALS**

# County trail worth support

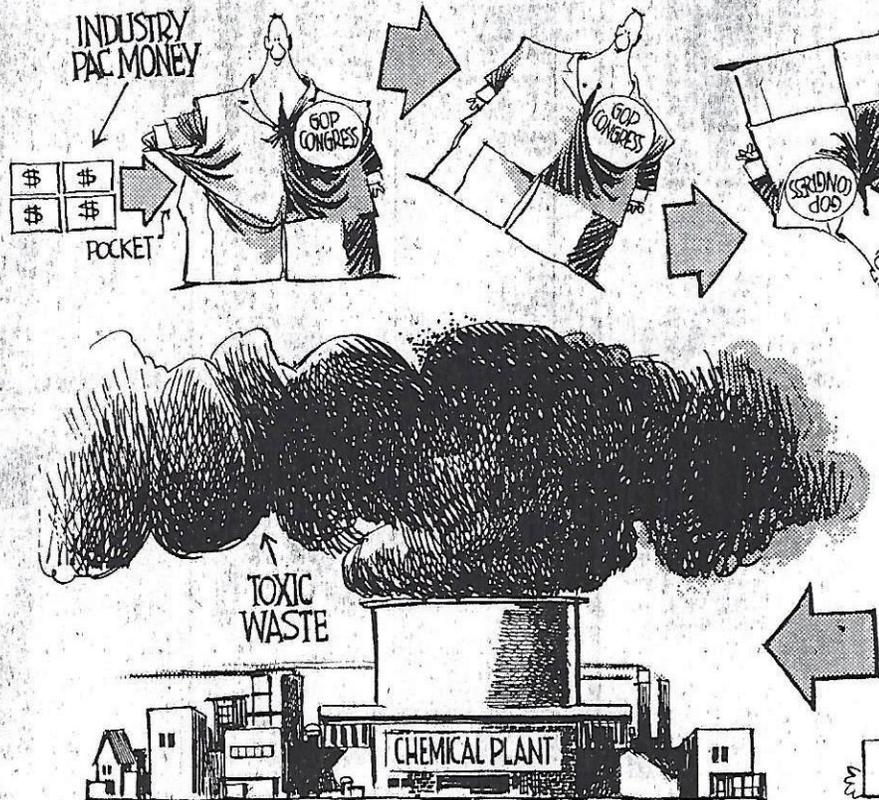
It used to be that businesses catering to tourists thought people only arrived in cars. Now Dutchess County has further acknowledged what Europeans have long known — that travel by bicycle or foot is appealing to all ages and it brings in business.

Dutchess County, thanks to the persistence of bike aficionado Fred Schaeffer, now plans to open up the old Maybrook rail bed as a 12-mile bicycle and hiking path running from Route 82 in East Fishkill to the City of Poughkeepsie.

Local businesses should be able to take advantage of the new attraction. Bike rental shops, restaurants and other facilities can cater to Maybrook's visitors.

Charles North, president of the Poughkeepsie Chamber of Commerce, has it right. He said, "I think of the bike path as an appetizer on a whole menu of attractions in the valley. People will come to Dutchess Country to see the FDR estate, spend the day biking and then perhaps stay overnight."

## ENVIRONMENTAL DEREGULATION









HENRY HUDSON

Henry Hudson Memorial Bridge to be erected.



Thank  
You

**BILL  
SEPE**

**IT'S OFFICIAL**  
1994 - The Year of the Railroad Bridge

*Crossings*

Ownership of the Railroad Bridge Changes Hands

LOGO DESIGN CONTEST

A large white collage board held by two people. The board features a central text area with 'Thank You' and 'BILL SEPE' in a decorative font. Surrounding this are several newspaper clippings and photographs. One clipping is titled 'IT'S OFFICIAL 1994 - The Year of the Railroad Bridge'. Another is titled 'Crossings' and 'Ownership of the Railroad Bridge Changes Hands'. There is also a clipping for a 'LOGO DESIGN CONTEST' with a logo featuring a stylized bridge. Photos include groups of people, construction sites, and bridge structures. The board is decorated with blue geometric shapes.



















