

Village of Pawling Pedestrian Plan

In 2019, the Dutchess County Transportation Council, working with a volunteer Task Force, completed a Pedestrian Plan for the Village of Pawling. The Plan includes three components:

- ✦ An inventory of existing walking infrastructure
- ✦ Recommendations to improve pedestrian access and safety
- ✦ Design concepts for several focus areas



Downtown Pawling (Charles Colman Blvd at Arch St).

Overview: Pawling's compact size, access to transit, and successful local business district make it well-suited for walking. However, Pawling faces several challenges. The rail line separates the village, and the train station includes a large parking lot in the heart of downtown.

Route 22 is another barrier,

with high vehicle speeds, volumes and a lack of pedestrian crossings. Finally, land use decisions, such as moving the Middle and High schools out of the village, make it difficult to access some destinations on foot. Pawling is experiencing new development and business growth. Improving walkability will enable the village to take advantage of its desirability and support local businesses, while improving safety for residents and visitors.

Inventory: The inventory of current conditions revealed that 87% of Pawling's 6.7 miles of sidewalks were in excellent or good condition. However, sidewalks on several streets (including West Main St, West St, Elm St, Charles Colman Blvd, and Fairway Dr) were rated poor. In addition, missing or incomplete sidewalks on many streets limit connections to downtown and to destinations outside the village core. The inventory also found many narrow sidewalks, few sidewalks with buffers, some missing curb ramps and detectable warnings, and inconsistent pedestrian-related signs.



Cracks on a portion of Charles Colman Blvd.

Public Input: DCTC staff held two open houses and had a table during the Arts & Crafts Fair to discuss the project with the public. Common concerns included sidewalk maintenance, unsafe crossings, and streets without sidewalks. Suggestions included fixing poor sidewalks, extending sidewalks, improving crossings, and providing better access to parks.

Key Recommendations:

- ✦ **Main Street Corridor:** Replace the West Main St sidewalk; construct curb extensions at Dutcher Ave, Charles Colman Blvd, and Memorial Ave; consider a crossing guard at the CVS crosswalk.
- ✦ **East Main St/Coulter Ave:** Add a stop-controlled crosswalk and consider a median on the west leg; longer term, extend sidewalks and add crosswalks on the north and east legs.
- ✦ **Village Center:** Improve the Broad St crosswalks; fill the Charles Colman Blvd sidewalk gap; promote active use of the Village Green.
- ✦ **Train Station Area:** Improve accessibility with ramps and marked crossings; longer term, extend the Memorial Ave sidewalk and consider a second access point.
- ✦ **Dutcher Ave/South St:** Extend the existing sidewalk on Dutcher Ave and construct a boardwalk to South St; longer-term, construct a sidewalk along South St to East Main St.
- ✦ **Middle/High School Access:** Fill the sidewalk gap between the schools; extend the Route 22 sidewalk; improve the Reservoir Rd intersection; provide access along Reservoir Rd and into school property.
- ✦ **Route 22/Pine Dr/Coulter Ave:** Provide a northern sidewalk, full crosswalks, and pedestrian signals.
- ✦ **Route 22/East Main St/Quaker Hill Rd:** Provide full crosswalks and pedestrian signals; extend the East Main St sidewalk to Route 22.

The Plan also includes recommendations for other areas, Village-wide infrastructure, and policies, as well as cost estimates and funding sources.

Read the Plan: www.dutchessny.gov/PawlingPedestrianPlan

**Dutchess County
Transportation Council**





Dutcher Avenue Boardwalk Concept