

Appendix A

Public Outreach Summary

The Council used a variety of methods to gather input on the needs and recommendations identified in the Plan. These methods are described below.

Bicycle and Pedestrian Plan Webpage

A [project webpage](#) for the Plan was created and used to share draft text, maps, and BPAC meeting agendas and minutes with the public. It was updated regularly to reflect current project materials. The webpage received more than 3,400 hits between August 2012 and February 2014.

Bicycle-Pedestrian Advisory Committee (BPAC)

A BPAC was formed at the beginning of the planning process to provide guidance and assistance with the Plan. Mayors and Supervisors were contacted to recommend BPAC members from their municipalities. Members were also recruited from key agencies and organizations. The BPAC is chaired by the PDCTC project manager and includes over 25 active participants including members of the public; representatives of local municipalities, bicycling groups, disability organizations, and schools; and staff from County Departments and other agencies. The BPAC met nine times during development of the Plan, helping to develop a vision for the Plan, identify project recommendations, and review drafts of the text. Many BPAC members also assisted with the quarterly pedestrian and bicycle counts. Information about BPAC meetings was posted on the [County's consolidated calendar](#) and on the project webpage, as well as emailed to the BPAC email list.

PDCTC Technical Committee

The PDCTC's Technical Committee, which meets monthly and includes representatives from local municipalities and agencies, provided feedback on the Plan's organization, recommendations, and appendices. A detailed [presentation](#) of the project was given to the committee in August 2013 and feedback requested on specific project recommendations. Slides from the presentation were posted on the PDCTC's website. Updates were provided and the Plan discussed at subsequent meetings in September, October, and November 2013 as well as January 2014. These meetings are publicized through the PDCTC's public information email list (sent to approximately 265 people) and on the PDCTC website and County's consolidated calendar, and agendas posted at the Planning Department office building.

Municipal and Agency Staff Consultation

Each Town Supervisor, Village and City Mayor, and Highway Superintendent, as well as additional municipal staff were contacted (twice by email with follow up by phone if needed) and encouraged to provide feedback on draft project recommendations in their area. In addition, NYSDOT-Region 8 and Dutchess County Department of Public Works staff reviewed and provided feedback on recommendations related to State and County facilities.

Walk-Bike Dutchess Survey

A walking and bicycling survey was used to gather feedback on walking and bicycling issues, patterns, and priorities. The survey was distributed to county residents in spring 2013 (March 1 -April 15). It was primarily distributed online via *SurveyMonkey*, though paper copies were also made available and pdfs were created and

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posted on the project website. The survey resulted in 1,319 total respondents, with responses from 29 of the 30 municipalities in the County. The survey (online, paper and pdf versions) were available in Spanish as well as English.

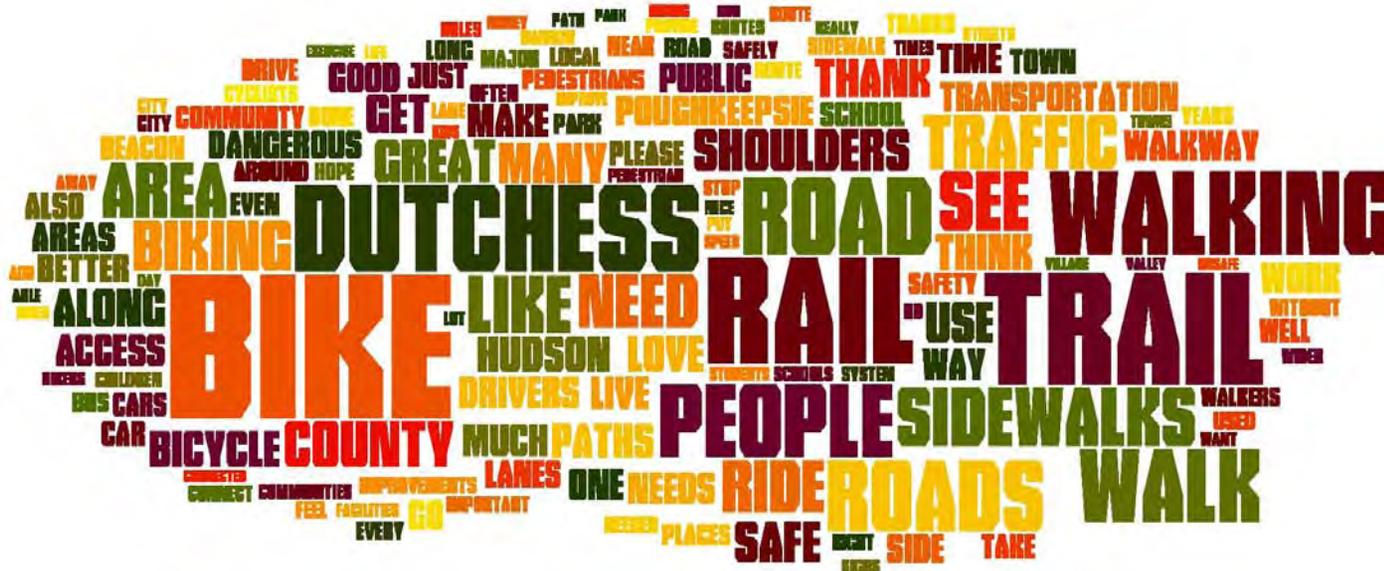
Distribution included the following methods:

- Technical Committee meeting announcements
- Press:
 - Press release (including to Spanish-language newspapers)
 - *The Poughkeepsie Journal* editorial (March 28, 2013)
 - *The Pawling News* article
- Websites and Social Media:
 - Dutchess County website homepage, Facebook page, and Twitter feed
 - Council homepage and Plan webpage (link to online version and pdfs in English and Spanish)
 - Mid-Hudson Road Runners website
- E-Newsletters:
 - Dutchess County Planning Federation Plan-On-It e-newsletter (February 2013)
 - Dutchess County employees' Tie-Line newsletter article (March 2013)
 - Hudson Valley River Greenway e-newsletter
- Email lists:
 - Council public information email list
 - BPAC email list
 - Dutchess County Office of the Aging 'Aging News' email
 - Dutchess County Planning Federation email list
 - Dutchess County Mayors and Supervisors email (asked to post on municipal websites and at municipal facilities)
 - Dutchess Housing Consortium email list
 - Cornell Cooperative Extension email list
 - Dutchess County Environmental Management Council and Conservation Advisory Committees email (via Cornell Cooperative Extension staff)
- Paper copies, letters and flyers:
 - LOOP buses (paper copies)
 - Local libraries (email and some paper copies)
 - Letter with survey flyer sent to school district superintendents
 - Letter with survey flyer sent to youth agencies (through the County Division of Youth Services)
 - Flyers (with a scannable QR code) distributed to grocery stores, bike shops, County Department of Social Services office, United Way office, Taconic Resources for Independence office, the Mid-Hudson Heritage Center, Northeast Community Center, Catherine Street Community Center, Family Partnership Center, Salvation Army, Walkway Over the Hudson, and other locations, and posted on rail trails.

A copy of the paper survey (pdf format) and summary of the survey results are available in Appendix D. A word cloud of the comments received at the end of the survey is shown below.

Newsletters

Staff wrote three "[Plan On It](#)" eNewsletters during development of the Plan. These included "[Bicycle & Pedestrian Plan Update](#)"



(October 2012); [“Building Bicycle Networks”](#) (February 2013); and [“Public Comments Sought for Draft Bicycle and Pedestrian Plan”](#) (December/January 2014). These newsletters reach approximately 1,300 email addresses.

The Bicycle-Pedestrian Plan update was discussed in the PDCTC’s [Spring 2012 newsletter](#) and highlighted in the [Spring 2013 newsletter](#). The newsletter is emailed to the PDCTC’s public information mailing list and posted on the [PDCTC’s website](#).

Public Comment Period

The Council conducted a 30-day public comment period from January 15 to February 14, 2014, which provided the public an opportunity to provide comments on the final draft Plan. The comment period was advertised on the PDCTC website and project webpage, through an email to the PDCTC’s public information list,

an announcement at the PDCTC Technical Committee, via the eNewsletter noted above, and in an article in the Poughkeepsie Journal.

In total, 14 comments were received: six from residents, five from municipalities, and three from organizations/agencies. Overall, the comments expressed strong support for the Plan and implementation of its recommendations. Comments included a desire for bike lanes in the City of Poughkeepsie; support for sidewalks on Route 44 in the Town of Poughkeepsie; expression of the need for shoulder improvements on State and County roads in Hopewell Junction; interest in a rail trail from Hopewell Junction to Putnam County; suggestions for additional design guidelines; and support for the Plan’s vision and goals. Several edits and clarifications were noted and three project recommendations were suggested. A detailed summary of the comments, responses, and edits made follows.

Walk Bike Dutchess: Public Comment Summary

The PDCTC received 14 comments on the Draft Bicycle-Pedestrian Plan, with comments from six residents, three organizations, and five municipalities (this includes two municipalities that commented before the official public comment period; noted with a *). Overall, comments were strongly supportive of the Plan and its recommendations. No negative comments were received. A response was sent to each commenter. A summary of each comment, our response, and any edits made to the Plan is provided below.

Comment content, response, and edits made:

1. Beth Fargis-Lancaster: A bike path or sidewalk is needed on Beechwood Avenue in the City and Town of Poughkeepsie to improve safety for people bicycling and walking to jobs and retail on Route 9.
 - Response: We will consider adding a recommendation for Beechwood Avenue to the Plan. A path is not recommended due to the number of driveways along the road. A sidewalk may be feasible, but right-of-way may be needed. [Provided crash, volume, and speed data; referred to Chapter 7 for cost estimates and funding sources; and encouraged continued conversations with City councilperson.]
 - Edits: Chapter 5.1- added a long-range recommendation for traffic calming and sidewalks on Beechwood Avenue.
2. Rich Carling: Are there any plans for bike lanes in the City of Poughkeepsie? If so, when?
 - Response: The City has a series of bicycle routes in the City Code; the Plan recommends marking these with bike lanes, sharrows, as bicycle boulevards, or as shared lanes (see Chapter 5.1, recommendation LH-8; see also Appendix with fieldwork data). Many City streets are too narrow for bike lanes. Implementation rests with the City or other road owner as resources allow. Suggest reaching out to City leaders to express support.
 - Edits: n/a
3. Heidi Baks: I whole-heartedly agree that consistent sidewalks on Route 44 in Arlington are needed, as well as sidewalks to Arlington Middle School. I'm not sure if an Arterial redesign is needed. Many other things in the Plan look wonderful. I hope many improvements are implemented. I was interested to learn about the State Complete Streets policy; I hope more municipalities implement similar policies.
 - Response: See the recommendation for a Safe Routes to School plan for Arlington Middle School (LH-10); please let the PDCTC know if you have specific suggestions.
 - Edits: n/a
4. Joanne Deluca: Safety is important; wider shoulders and pavement improvements are needed to allow bicycling on roads leading to centers. In Hopewell Junction, this includes Route 376, Route 82, Lake Walton Road, Clove Branch Road, Old Hopewell Road, and Route 52. Imagine a Saturday with individuals biking into town to do errands instead of the back-up of cars through town!

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- Response: Shoulders and pavement quality are critical to improve conditions for bicycling. The Draft Plan recommends wider shoulders on many roads, including Routes 82 and 376, Lake Walton Road, and Old Hopewell Road. Route 52 is a proposed State Bike Route. Please see Chapters 5.1 and 5.3.
 - Edits: n/a
5. Rod Gonzalez (Town of Beekman CAC): The Maybrook Rail Line from Hopewell to Putnam would make a great rail trail; development should be a priority. Let me know if the CAC or I can help with implementation.
- Response: The Plan recommends that Towns work with Dutchess County DPW and MTA on this rail trail (see recommendation LT-10). It would require negotiation with the railroad. The Town and/or CAC could reach out to DPW to express support and offer assistance.
 - Edits: n/a
6. Carl Whitehead (Town of Poughkeepsie Planning Board): It's great to see this update to the 1996 Plan. I appreciate the in-depth guidelines and detailed implementation chapter. In Chapter 3, consider colorized asphalt as a traffic calming tool; also consider rumble strips. Note additional bike parking locations in the Town of Poughkeepsie; bike parking guidelines will help with consistency. Consider mentioning stair bike ramps. Add guidelines for roundabouts. Note the need to connect to rail trails and colleges. Consider improvements to Sheafe Road (access to the school, baseball park, and Bowdoin Park), and to Jackson Road (access to Stanley Still Park). I agree with the Creek Road recommendations. [Clarified the missing pieces for the Hudson River greenway trail; noted existing easements along Boardman Road for a potential path.] In Chapter 6, the maintenance reporting system should incorporate a way for Town and State road issues to be forwarded. Suggest discussing utilities (e.g. telephone poles in potential shoulder areas) and bike sharing programs.
- Response: Thank you for the detailed comments and your work on Town Planning Board. Regarding colorized asphalt, green can be used for bicycle lanes and bike boxes; we will consider adding pavement markings to the discussion of traffic calming. Regarding rumble strips, [explained best practices and attached AASHTO Bicycle Design Guide excerpt]; we can incorporate this into Chapter 3. Regarding bike parking, Chapter 3 recommends inverted U racks; please provide details about existing bike parking locations in the Town. We will consider adding bike channels/stair ramps to Chapter 3. We will add detail to the roundabout text in Chapter 3. Regarding access to rail trails and colleges, we will consider adding this to the Introduction. We will consider the suggestions for Sheafe Road and Jackson Road [provided data and encouraged the Town to pursue these, in coordination with County DPW for Jackson Road]. Regarding utilities, we will add text in Chapter 3 and/or Chapter 7. Regarding bike sharing, we will consider adding text to Chapter 3.
 - Edits: Chapter 1- added text about connections to key destinations. Chapter 3- added pavement markings and color to traffic calming tools; added sidebars about rumble strips, bike stair channels, and bike sharing; added details to roundabout description; added note

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about utilities. Chapter 5.1- added a recommendation for a sidewalk on Sheafe Road; added details to several recommendations per comments (LH-15, LH-25, LH-29, LH-30). Chapter 6- added language in reporting/tracking system recommendation regarding State and local roads. Chapter 7- added note about utilities.

7. Aisha Phillips, Public Health Education Coordinator, Dutchess County Department of Health: Suggest adding discussion of lights in crosswalks to indicate that someone is in the crosswalk— flashing lights or light strips activated by the pedestrian. It is often difficult to see people in crosswalks (for example, on Raymond Avenue in Poughkeepsie).
 - Response: Thank you for the comment.
 - Edits: Chapter 3- added text about lighting at mid-block crosswalks, as well as overhead flashing lights and in-pavement lights at uncontrolled crosswalks.
8. Patricia Pomeroy, Executive Director, Hudson Valley Regional Council: HVRC supports and endorses the Plan’s vision and goals; we urge Dutchess County government to endorse the goals and invest resources towards implementation. We recommend adding HVRC’s Comprehensive Economic Development Strategy (CEDS) to Chapter 2. We suggest adding the Climate Smart Communities program and NYS DEC’s Land Use Toolkit to Chapter 2, and adding the U.S. Department of Commerce’s Economic Development Administration funding to Chapter 7. We fully support the County’s effort to develop Complete Streets training and are interested in partnering on such trainings.
 - Response: We will add a description of the CEDS; we considered the other suggestions, but decided not to add them. We would be happy to discuss Complete Streets training [referred Ms. Pomeroy to 2013 Planning Federation short course materials].
 - Edits: Chapter 2- added description of CEDS.
9. Mark Wildonger, Senior Planner, Scenic Hudson: This will be a great resource and tool for communities. A few suggestions: the Hudson Highlands Fjord Trail (HHFT) master plan is under development-- consider including it in Chapter 2; one edit is needed to the Centers map in Chapter 5.1; there is a typo in Chapter 5.1; consider adding NYSDOT’s Multi-Modal Program to Chapter 7.
 - Response: Since the HHFT Plan is just beginning, we determined not to include it. We will edit Chapter 5.1 and will consider adding the Multi-Modal Program in Chapter 7.
 - Edits: Chapter 7- added the Multi-Modal Program under State Programs/NYS DOT.
10. *Brian Griffin, Trustee, Village of Pawling: This is an excellent draft. The recommendations for Pawling are outstanding. Two edits are needed: correct the spelling of Charles Colman Boulevard, and update the description of sharrows in Pawling.
 - Response: We will fix the spelling and update the description of sharrow locations; please review and confirm.
 - Edits: Chapters 4 and 5.5- updated the description of sharrows in Pawling.

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11. *Laura Hurley, Mayor, Village of Millbrook: Add locations of two bike racks in the Village. Also, we are working on a sidewalk improvement plan-- sidewalks are not in 'poor' condition, but can be improved. Please clarify where sidewalks are in the Town of Washington. Thank you for the Plan-- our residents consider this an important issue.
- Response: We will add the bike racks to the text and our database and will revise the recommendation related to Millbrook Sidewalk Improvements [provided draft revision for review]. Note that sidewalk mileage includes private sidewalks; in Washington, this includes the Farm and Home center, Dutchess Day School, and St. Joseph's Drive. [A follow-up email provided a revised description of Millbrook's Sidewalk Improvement Plan for review].
 - Edits: Chapter 5.3- revised the Millbrook Sidewalk Improvements recommendation and Upper Taconic bike rack locations. Chapter 4- updated the description of Millbrook's Sidewalk Improvement Plan.
12. Alan Bell, Supervisor, Town of LaGrange: Please clarify what the Plan recommends for sidewalks in LaGrange.
- Response: The recommendation for LaGrange is in Chapter 5.3; see recommendation LT-8 (LaGrange Town Center). Feel free to call to discuss any questions.
 - Edits: n/a
13. Scott Chase, Chair, Town of Pine Plains Trails and Bikeway Committee: Generally I fully support the Plan. A few comments: add images to Chapter 3; note that Pine Plains has an ordinance regarding snow removal; engage local officials including Highway Superintendents, Town Boards and School Boards in education efforts; the State and County should offer financial and planning assistance for pedestrian, trails, and bikeway planning; wider shoulders are needed on Routes 82 and 199. Thank you for your work; overall it looks great.
- Response: Images will be added to Chapter 3. We will update the municipal regulations table; please send code text. We will add Highway Superintendents and School Boards to the Chapter 6 recommendation related to training. The PDCTC offers planning assistance, as recommended in Chapter 6— we will add bicycle planning as well. The PDCTC provides information on funding sources through our website and Technical Committee. The Plan recommends wider shoulders on Route 199; let us know if specific segments of Route 82 or 199 should be added. Also, NYSDOT is considering an extension of State Bike Route 199 and a new State Bike Route 82 [provided contact information for Lisa Mondello, NYSDOT Region 8 Bicycle/Pedestrian Coordinator].
 - Edits: Chapter 2- updated municipal regulations table. Chapter 6- added Highway Superintendents and School Boards to Complete Streets training recommendation; added bicycle planning to evaluation/planning recommendation.
14. Sue Crane (Supervisor), Ed Blundell (Mayor), Brenda Cagle (Town Councilmember), Bruce Cuttler (Greenway and Trails Committee), and Laurie Husted (Town CAC), Town and Village of Red Hook: Consider additions/edits to the Overview and Centers maps in Chapter 5.2, including Upper Red Hook,

various local historic sites, farm markets, Union Theological Seminary, and Devereux; clarify sidewalk mileage; add Father's Trail to list of trails; add signage to the Route 9 sidewalk extension recommendation (UH-6).

- Response: Elements on these maps are intended to represent significant walking and bicycling destinations. Therefore, we decided to remove historic sites and river access points from the maps; trails adjacent to these sites will be shown. We will edit the Centers map to include Upper Red Hook and will add Devereux as a major job site. We will update the map legends to only show items that appear in the map. We will add Father's Trail to the list of trails in Chapter 5.2, will clarify that sidewalk mileage includes public and private sidewalks, and will add signage to recommendation UH-6.
- Edits: Chapter 5.2- added signage to recommendation UH-6. All Chapter 5's- Edited Centers maps as described above; added a note to the sidewalk tables that mileage includes public and private sidewalks.