



# Walk Bike Dutchess

## The Pedestrian & Bicycle Plan for Dutchess County, New York

### **Appendices**

Effective March 27, 2014

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### **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](#)"



### 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

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.

Appendix B

Moving Dutchess Walking-Bicycling Related Recommendations (Fiscally Constrained List)											
MTP ID#	Project Description/Recommendation <sup>1</sup>	Project Type	Area <sup>2</sup>	Location	Time Frame <sup>3</sup>	Est Cost (2011) <sup>4</sup>	Est Cost (YOE) <sup>5</sup>	Fed-Aid Eligible <sup>6</sup>	Project Sponsor	TIP Status <sup>7</sup>	TIP Project ID Number (PIN)
PB-4	Repair State-owned, non-ADA compliant sidewalks and ramps throughout Dutchess County	Pedestrian/Bicycle	ALL	Dutchess County	Mid-Range	\$2,535,000	\$3,310,000	Yes	NYS DOT	Yes	PIN 8T0029, 8T0030
PB-18	Repair or improve sidewalks at locations with heavy pedestrian activity (approx. 10 miles)	Pedestrian/Bicycle	ALL	Dutchess County	Long-Range	\$14,250,000	\$29,000,000	Yes	ALL	No	
PS-1	Conduct sidewalk inventories and develop sidewalk improvement strategies for cities, villages, and town centers (using the Village of Rhinebeck Sidewalk Study as a template) (\$50,000 per study)	Planning Study	ALL	Dutchess County	Short and Mid-Range	\$700,000	\$784,000	Yes	PDCTC	No	
PS-6	Update the County's Bicycle and Pedestrian Plan, incorporating local sidewalk studies and addressing access to trails, ADA requirements, and bicycle routes	Planning Study	ALL	Dutchess County	Mid-Range	\$100,000	\$131,000	Yes	PDCTC	No	
OP-26	Reconstruct the Route 9D at I-84 interchange and incorporate safe pedestrian and bicycle access	Highway-Operations	LH	Fishkill Town	Long-Range	\$29,000,000	\$59,000,000	Yes	NYS DOT	No	PIN 806207
PB-5	Improve pedestrian safety crossing Route 9D at Dogwood Ln and Chiappardi Pl	Pedestrian/Bicycle	LH	Fishkill Town	Mid-Range	\$13,600	\$18,000	Yes	NYS DOT	No	
PB-6	Install sidewalks along Route 52 from the Town Hall to the Village of Fishkill, and from the Village of Fishkill to the former A&P Plaza	Pedestrian/Bicycle	LH	Fishkill Town/Village	Mid-Range	\$1,026,000	\$1,340,000	Yes	NYS DOT	No	
HM-4	Repave North Water St and redesign the street to incorporate a sidewalk or bicycle/pedestrian path: Main St to Dutchess Ave (0.4 miles)	Highway-Maintenance	LH	Poughkeepsie City	Short-Range	\$240,000	\$270,000	Yes	Poughkeepsie City	No	
PB-2	Complete the Southern Poughkeepsie Waterfront (Greenway) Trail	Pedestrian/Bicycle	LH	Poughkeepsie City	Short-Range	\$832,000	\$832,000	Yes	Poughkeepsie City	Yes	PIN 876048
PB-9	Use the CSX right-of-way to create a trail connection between the Dutchess Rail Trail at Morgan Lake and the Walkway Over the Hudson (0.7 miles)	Pedestrian/Bicycle	LH	Poughkeepsie City	Mid-Range	\$1,000,000	\$1,000,000	Yes	DCDPW	No	
PS-9	Conduct a planning study to look at ways to redesign Route 44/55 (eastbound and westbound arterials) into a pedestrian and bicycle-friendly facility, such as a boulevard	Planning Study	LH	Poughkeepsie City	Mid-Range	\$125,000	\$163,000	Yes	NYS DOT	No	
PB-1	Complete the Dutchess Rail Trail (Stage 4) from Old Manchester Rd to Overocker Rd, including a new pedestrian bridge over Route 55	Pedestrian/Bicycle	LH	Poughkeepsie Town	Short-Range	\$9,149,000	\$9,149,000	Yes	DCDPW	Yes	PIN 876026
PB-10	Install sidewalks on Route 9 from Mesier Ave north to IBM Rd and a pedestrian bridge on Route 9 over the Wappinger Creek	Pedestrian/Bicycle	LH	Poughkeepsie/Wappingers Falls	Mid-Range	\$3,850,000	\$5,020,000	Yes	NYS DOT	Yes	PIN 801065
PB-17	Install a sidewalk on one side of CR 93 (Myers Corners Rd/Middlebush Rd) from Route 9D to Route 376 (24,000 feet)	Pedestrian/Bicycle	LH	Wappinger	Long-Range	\$6,318,000	\$12,800,000	Yes	DCDPW	No	
PB-15	Improve pedestrian crosswalks on Route 9 in Wappingers Falls at East Main St, Old Route 9, and between East Main St and Wenliss Terr (McDonalds/Planet Fitness)	Pedestrian/Bicycle	LH	Wappingers Falls	Mid-Range	\$164,000	\$214,000	Yes	NYS DOT	No	
PB-16	Improve pedestrian safety and calm traffic by narrowing the East Main St/South Ave (Route 9D) intersection	Pedestrian/Bicycle	LH	Wappingers Falls	Mid-Range	\$500,000	\$653,000	Yes	NYS DOT	No	
PB-21	Install high-visibility crosswalks at South Ave (Route 9D)/E. Main St, E. Main St/Remsen Ave, W. Main St (Route 9D)/Convent Ave, W. Main St (Route 9D)/West St, W. Main St (Route 9D)/School St, W. Main St (Route 9D)/Church St, and Route 9 at 9 Plaza	Pedestrian/Bicycle	LH	Wappingers Falls	Long-Range	\$600,000	\$1,220,000	Yes	NYS DOT	No	
PB-20	Evaluate Routes 44, 52, 55, and 82 as State bicycle routes and designate/sign if feasible	Pedestrian/Bicycle	LH, UT, LT, HV	Multiple	Long-Range	\$25,000	\$51,000	Yes	NYS DOT	No	
PB-7	Install a sidewalk along Route 9 from the Hyde Park Town Center (Calmer Pl) to St. Andrews Rd (6,500 feet)	Pedestrian/Bicycle	UH	Hyde Park	Mid-Range	\$1,755,000	\$2,290,000	Yes	NYS DOT	No	
PB-19	Install sidewalks and crosswalks on Pinewoods Rd and East Market St to connect Route 9 to Town parks and Route 9G (1,500 feet)	Pedestrian/Bicycle	UH	Hyde Park	Long-Range	\$131,000	\$131,000	Yes	Hyde Park	Yes	PIN 801066
OP-28	Redesign the Route 9/Route 308 "Four Corners" intersection to shorten crosswalks, add diagonal parking on W. Market St, and provide pedestrian amenities	Highway-Operations	UH	Rhinebeck Village	Long-Range	\$500,000	\$1,020,000	Yes	NYS DOT	No	
PB-11	Install pedestrian right-of-way signs and crosswalks at high traffic pedestrian points along Routes 9 and 308	Pedestrian/Bicycle	UH	Rhinebeck Village	Mid-Range	\$1,000,000	\$1,300,000	Yes	NYS DOT	No	
PB-12	Repair and install sidewalks to Livingston Elementary School, Rhinebeck High School, Starr Library and Recreation Park, Northern Dutchess Hospital, and the Dutchess County Fairgrounds (6,000 feet)	Pedestrian/Bicycle	UH	Rhinebeck Village	Mid-Range	\$1,620,000	\$2,100,000	Yes	Rhinebeck Village	No	
PB-13	Install pedestrian right-of-way signs and crosswalks in the Tivoli business district	Pedestrian/Bicycle	UH	Tivoli Village	Mid-Range	\$50,000	\$65,000	Yes	Tivoli Village	No	
PB-14	Install sidewalks in Tivoli Acres, on Woods Rd, and on Broadway to Pine St (2,700 feet)	Pedestrian/Bicycle	UH	Tivoli Village	Mid-Range	\$729,000	\$951,000	Yes	Tivoli Village	No	
PB-3	Install a sidewalk on Route 22 from the Amenia Town Hall to Old North Rd (near the Freshstown shopping plaza) (2,800 feet)	Pedestrian/Bicycle	HV	Amenia	Mid-Range	\$756,000	\$986,000	Yes	NYS DOT	No	
PB-8	Complete the Harlem Valley Rail Trail from Millerton to Columbia County line	Pedestrian/Bicycle	HV	North East	Mid-Range	\$6,304,000	\$8,225,000	Yes	DCDPW	Yes	PIN 875874

Notes:

<sup>1</sup> Project recommendations and timeframes are subject to change based on future conditions.

<sup>2</sup> LH: Lower Hudson; UH: Upper Hudson; LT: Lower Taconic; UT: Upper Taconic; HV: Harlem Valley.

<sup>3</sup> Short-Range: 2012-2015; Mid-Range: 2016-2025; Long-Range: 2026-2040.

<sup>4</sup> Total estimated planning-level cost in 2011 dollars.

<sup>5</sup> Total estimated cost in Year of Expenditure (YOE) dollars: 2015 (Short-), 2020 (Mid-), or 2035 (Long-Range). YOE assumes 3% annual inflation.

<sup>6</sup> Federal-aid eligibility refers to eligibility of project to receive federal funding.

<sup>7</sup> TIP status refers to whether the project is programmed on the current 2011-2015 TIP.

## Moving Dutchess Walking-Bicycling Related Recommendations (Non-Fiscally Constrained List)

MTP ID#	Project Description	Project Type	Area <sup>1</sup>	Location	Fed-Aid Eligible <sup>2</sup>	Est Cost (2011)
UF-60	Evaluate shoulder width and pavement condition on State and County roads, especially in hamlets and villages	Planning Study	ALL	ALL	Yes	
UF-30	Determine the feasibility of using the rail easement along Fishkill Creek for a bicycle and pedestrian path, connecting to the Greenway Trail	Pedestrian/Bicycle	LH	Beacon	No	\$50,000
UF-49	Construct a multi-use trail on the CSX West Branch	Pedestrian/Bicycle	LH	Poughkeepsie Town	Yes	
UF-50	Construct a sidewalk and/or separated path on the west side of Route 9 from the Marist north gate to Quiet Cove Park	Pedestrian/Bicycle	LH	Poughkeepsie Town	Yes	
UF-57	Construct a sidewalk on one side of CR 93 (Myers Corners Rd/Middlebush Rd) from Route 9D to Route 376	Pedestrian/Bicycle	LH	Wappinger	Yes	
UF-66	Evaluate the feasibility of adding bicycle paths or lanes on Old Hopewell Rd, Route 376, and portions of New Hackensack and Widmer Rd near Route 9, and construct where feasible	Planning Study	LH	Wappinger	Yes	
UF-58	Continue development of the Wappinger Greenway Trail, including a pedestrian walkway along the west side of Route 9 crossing Wappinger Lake	Pedestrian/Bicycle	LH	Wappingers Falls	Yes	
UF-42	Provide bicycle lanes on Route 9 (a designated State Bicycle Route)	Pedestrian/Bicycle	LH, UH	Multiple	Yes	\$2,100,000
UF-44	Complete the Hudson River Greenway Trail	Pedestrian/Bicycle	LH, UH	Multiple	Yes	
UF-53	Add dedicated bicycle lanes on Route 9G and Route 9 between Rhinebeck and Poughkeepsie	Pedestrian/Bicycle	LH, UH	Rhinebeck/Hyde Park/Poughkeepsie	Yes	
UF-36	Add striped bike lanes on CR 41 (Crum Elbow Rd), Quaker Ln, Creek Rd, CR 14 (Hollow Rd), and CR 40A (St. Andrews Rd)	Pedestrian/Bicycle	UH	Hyde Park	Partial	
UF-37	Install a pedestrian bridge across East Market St to improve the trail connection between Pinewoods Park and Hackett Hill Park	Pedestrian/Bicycle	UH	Hyde Park	No	
UF-38	Repair pedestrian bridges along Hudson River Greenway Trail routes at Crum Elbow Point, Dominican Camp, and Staatsburgh	Pedestrian/Bicycle	UH	Hyde Park	No	
UF-51	Provide shoulders for bicyclists and pedestrians on both sides of CR 79 (Linden Ave) from the Red Hook Recreation Park Pool to Linden Acres	Pedestrian/Bicycle	UH	Red Hook Town	Yes	
UF-52	Create a new rail trail on the former Hucklebush Rail Line	Pedestrian/Bicycle	UH	Rhinebeck Town	Yes	
UF-54	Provide wider shoulders for bicyclists on River Rd from Rhinecliff to Tivoli	Pedestrian/Bicycle	UH	Rhinebeck/Tivoli	No	
UF-55	Develop bike paths to link the Village of Tivoli with Bard College	Pedestrian/Bicycle	UH	Tivoli Village	No	
UF-56	Develop a walking and biking trail along Woods Rd to the Clermont State Historic Site	Pedestrian/Bicycle	UH	Tivoli Village	No	n/a
UF-12	Beekman Town Center implementation (Phase I): add traffic calming measures and sidewalks on Route 55	Highway-Operations	LT	Beekman	Yes	
UF-31	Add a sidewalk or trail connection from the Dutchess Rail Trail to Red Wing Town Park	Pedestrian/Bicycle	LT	East Fishkill	No	\$250,000
UF-32	Improve pedestrian access to and add crosswalks near Van Wyck Junior High School on Route 376	Pedestrian/Bicycle	LT	East Fishkill	Yes	
UF-33	Complete the Greenway Rail Trail from Hopewell Junction through Beekman and Pawling to Putnam County	Pedestrian/Bicycle	LT	East Fishkill	Yes	
UF-34	Improve bicycle access to and provide additional parking for the Dutchess Rail Trail in Fishkill Plains	Pedestrian/Bicycle	LT	East Fishkill	No	
UF-35	Add parking lots for the Greenway Rail Trail at Route 292, Depot Hill Rd, and Stormville Rd	Pedestrian/Bicycle	LT	East Fishkill	Partial	
UF-45	Add a pedestrian/bicycle connection from Route 22 at Quaker Hill Rd to the Pawling train station via Main St	Pedestrian/Bicycle	LT*	Pawling Village	Yes	\$45,500
UF-46	Install a sidewalk on Lakeside Dr, connecting the Pawling Village Center with Town parks and ballfields	Pedestrian/Bicycle	LT*	Pawling Village	Yes	\$837,000
UF-39	Establish a multi-use trail from the Roeliff-Jansen Kill through the Lafayette Multiple Use Areas and connecting to Lafayetteville, Wilcox Park and Stissing Mountain recreation areas and other trails	Pedestrian/Bicycle	UT	Milan	No	
UF-40	Install new sidewalk and curbing on Washington Ave, Merritt Ave, and Church St, especially by the firehouse	Pedestrian/Bicycle	UT	Millbrook	Partial	\$734,000
UF-41	Develop bicycle paths, particularly between the Bennett complex and the Village of Millbrook	Pedestrian/Bicycle	UT	Millbrook	No	\$33,000
UF-47	Provide a sidewalk or path on CR 71 (West Rd) and continue to evaluate/pursue a reduced speed limit	Pedestrian/Bicycle	UT	Pleasant Valley	Yes	\$2.1 to \$2.9 million
UF-48	Investigate a future Wappinger Creek walkway connection between Pleasant Valley Town parks	Pedestrian/Bicycle	UT	Pleasant Valley	No	
UF-65	Conduct a pedestrian/bicycle infrastructure study for the Stanford Town Center and Stanfordville and Bangall hamlets	Planning Study	UT	Stanford	Yes	
UF-29	Extend the Harlem Valley Rail Trail to the Town park in Wassaic hamlet	Pedestrian/Bicycle	HV	Amenia	Yes	
UF-43	Widen shoulders on Route 22 where possible to promote bicycling	Pedestrian/Bicycle	HV	Multiple	Yes	

**Notes:**

<sup>1</sup> LH: Lower Hudson; UH: Upper Hudson; LT: Lower Taconic; UT: Upper Taconic; HV: Harlem Valley.

<sup>2</sup> Federal-aid eligibility refers to the eligibility of a project to receive federal funding.

\* The Town and Village of Pawling were considered part of the Lower Taconic in Moving Dutchess.

## **Appendix C**

### **Best Practice Bicycle Parking Codes**

Bicycle parking requirements should be based on the square footage, number of employees, or anticipated capacity of the building or use, rather than the number of automobile parking spaces required. Many communities use a simple formula such as one bicycle parking space per ten automobile parking spaces. However, automobile and bicycle parking should not be tied: reducing automobile parking should not (usually) require reducing the amount of bicycle parking, and installing bicycle parking may reduce the amount of automobile parking needed.

Best practice codes outline requirements for both short-term parking (for short stays, usually defined as up to two hours, such as for shopping and eating out) and long-term parking (for longer stays, such as at work, home, schools, and train stations). Long-term parking is typically sheltered and secure, while short term parking is often open to the elements.

The Association of Pedestrian and Bicycle Professionals' (APBP) Bicycle Parking Guidelines, 2nd Edition includes sample bicycle parking requirements suitable for a variety of communities with varying levels of bicycle use. They are summarized in the attached table. Those guidelines are followed by bicycle parking codes from four U.S. cities with high levels of bicycling. They provide additional detail and could be adapted for use in other communities.

1. ABPB Guidelines: from [Bicycle Parking Guidelines, 2<sup>nd</sup> Edition \(2010\)](#)
2. Seattle, Washington: [Municipal Code Chapter 23.54.015 K \(Table E\)](#).
  - See more information about bicycle parking in Seattle here: <http://www.seattle.gov/transportation/bikeparking.htm>
3. Portland, Oregon: [City Code Chapter 33.266.200](#)
  - See more information about bicycle parking in Portland here: <http://www.portlandoregon.gov/transportation/34813>
4. Oakland, California: [Planning Code Chapter 17.117](#)
  - See more information about bicycle parking in Oakland here: <http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycledandPedestrianProgram/OAK024596#ordinance>
5. New York City: [Zoning Resolution Article III, Chapter 6, Section 36-70](#)
  - See more information about bicycle parking in New York here: <http://www.nyc.gov/html/dot/html/bicyclists/bicyclparking.shtml>

## Association of Pedestrian & Bicycle Professionals (APBP) Sample Bicycle Parking Requirements

Source: APBP Bicycle Parking Guidelines, 2nd edition, 2010

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
<b>Residential</b>		
Single-Family Dwelling	No spaces required.	No spaces required.
Multi-Family Dwelling		
a) With private garage for each unit*	No spaces required.	0.05 spaces for each bedroom. Minimum requirement is 2 spaces.
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum requirement is 2 spaces.	0.05 spaces for each bedroom. Minimum requirement is 2 spaces.
c) Senior Housing	0.5 spaces for each bedroom. Minimum requirement is 2 spaces.	0.05 spaces for each bedroom. Minimum requirement is 2 spaces.
<b>Civic: Cultural/Recreational</b>		
Non-Assembly Cultural (library, government buildings, etc.)	1 space for each 10 employees. Minimum requirement is 2 spaces.	1 space for each 10,000 square feet of floor area. Minimum requirement is 2 spaces.
Assembly (church, theaters, stadiums, parks, beaches, etc.)	1 space for each 20 employees. Minimum requirement is 2 spaces.	Spaces for 2% of maximum expected daily attendance.
Health Care/hospitals	1 space for each 20 employees or one space for each 70,000 square feet of floor area, whichever is greater. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
<b>Education</b>		
a) Public, parochial, and private day-care centers for 15 or more children	1 space for each 20 employees. Minimum requirement is 2 spaces.	1 space per each 20 students of planned capacity. Minimum requirement is 2 spaces.
b) Public, parochial, and private nursery schools; kindergartens; and elementary schools (grades 1-3)	1 space for each 10 employees. Minimum requirement is 2 spaces.	1 space per each 20 students of planned capacity. Minimum requirement is 2 spaces.
c) Public, parochial, and elementary (grades 4-6), junior high and high schools.	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.	1 space per each 20 students of planned capacity. Minimum requirement is 2 spaces.
d) Colleges and universities	1 space for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20,000 square feet of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum requirement is 2 spaces.
Rail/bus terminals and stations/airports	Spaces for 5% of projected a.m. peak period daily ridership.	Spaces for 1.5% of a.m. peak period daily ridership.
<b>Commercial</b>		
General food sales or groceries	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 2,000 square feet of floor area. Minimum requirement is 2 spaces.
General retail	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 square feet of floor area. Minimum requirement is 2 spaces.
Office	1 space for each 10,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
Automotive sales, rental and delivery; automotive servicing; automotive repair and cleaning.	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
Off-street parking lots and garages available to the general public either without charge or on a fee basis	1 space for each 20 automobile spaces. Minimum requirement is 2 spaces. Unattended surface parking lots excepted.	Minimum of 6 spaces or 1 per 20 auto spaces. Unattended surface parking lots excepted.
<b>Industrial/Manufacturing</b>		
Manufacturing and production	1 space for each 15,000 square feet of floor area. Minimum requirement is 2 spaces.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance.

\* A private locked storage unit may be considered as a private garage if a bicycle can fit into it.

## Seattle, Washington Bicycle Parking Requirements

Source: [Municipal Code Chapter 23.54.015 K \(Table E\)](#)

<b>Commercial Uses</b>	<b>Long-Term (4 hours or more)</b>	<b>Short Term (less than 4 hours)</b>
Eating and drinking establishments	1 per 12,000 sq ft	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO (2)
Entertainment uses	1 per 12,000 sq ft	1 per 40 seats and 1 per 1000 sq ft of non-seat area; 1 per 20 seats and 1 per 1,000 sq ft of non-seat area in UC/SAO (2)
Lodging uses	1 per 20 rentable rooms	2
Medical services	1 per 12,000 sq ft	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO (2)
Offices and Laboratories, Research and Development	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO (2)	1 per 40,000 sq ft.
Sales and services, general	1 per 12,000 sq ft	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO (2)
Sales and services, heavy	1 per 4,000 sq ft	1 per 40,000 sq ft.
<b>Institutions</b>		
Institutions not listed below	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO (2)	1 per 40,000 sq ft.
Child care centers	1 per 4,000 sq ft	1 per 40,000 sq ft.
Colleges	A number of spaces equal to ten (10) percent of the maximum students present at peak hour plus five (5) percent of employees.	None
Community clubs or centers	1 per 4,000 sq ft	1 per 4,000 sq ft
Hospitals	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO (2)	1 per 40,000 sq ft.
Libraries	1 per 4,000 sq ft	1 per 4,000 sq ft; 1 per 2,000 sq ft in UC/SAO (2)
Museums	1 per 4,000 sq ft	1 per 4,000 sq ft
Religious facilities	1 per 12,000 sq ft	1 per 40 seats or 1 per 1000 sq ft of non-seat area
Schools, elementary	1 per classroom	None
Schools, secondary (Middle and High)	2 per classroom	None
Vocational or fine arts schools	A number of spaces equal to ten (10) percent of the maximum students present at peak hour plus five (5) percent of employees.	None
<b>Manufacturing Uses</b>		
Manufacturing	1 per 4,000 sq ft	None
<b>Residential Uses</b>		
Congregate residences	1 per 20 residents	None
Multi-family structures	1 per 4 units	None
<b>Transportation Facilities</b>		
Park and ride lots	At least 20 (3)	None
Principal use parking except Park and Ride lots	1 per 20 auto spaces	None
Rail transit facilities and Passenger terminals	At least 20 (3)	None

**Notes:**

1. If a use is not shown on this table, there is no minimum bicycle parking requirement.
2. For the purposes of this chart, UC/SAO means Urban Centers or the Station Area Overlay District.
3. The Director in consultation with the Director of Transportation may require more bicycle parking spaces based on the following factors: Area topography; pattern and volume of expected bicycle users; nearby residential and employment density; proximity to Urban Trails system and other existing and planned bicycle facilities; projected transit ridership and expected access to transit by bicycle; and other relevant transportation and land use information.

\*After the first fifty (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Table E, except for rail transit facilities; passenger terminals; and park and ride lots. Spaces within dwelling units or on balconies do not count toward the bicycle parking requirement.

## Portland, Oregon Bicycle Parking Requirements

[Source: City Code Chapter 33.266.200](#)

<i>Use Categories</i>	<i>Specific Uses</i>	<i>Long-Term Spaces</i>	<i>Short Term Spaces</i>
<b>Residential Categories</b>			
Household Living	Multi-dwelling	1.5 per 1 unit in Central City plan district; 1.1 per 1 unit outside Central City plan district	2, or 1 per 20 units
Group Living		2, or 1 per 20 residents	None
	Dormitory	1 per 8 residents	None
<b>Commercial Categories</b>			
Retail Sales and Service		2, or 1 per 12,000 sq. ft. of net building area	2, or 1 per 5,000 sq. ft. of net building area
	Temporary Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms
Office		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 40,000 sq. ft. of net building area
Commercial Parking		10, or 1 per 20 auto spaces	None
Commercial Outdoor Recreation		10, or 1 per 20 auto spaces	None
Major Event Entertainment		10, or 1 per 40 seats or per CU review	None
<b>Industrial Categories</b>			
Manufacturing And Production		2, or 1 per 15,000 sq. ft. of net building area	None
Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of net building area	None
<b>Institutional Categories</b>			
Basic Utilities	Light rail stations, transit centers	8	None
Community Service		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 10,000 sq. ft. of net building area
	Park and ride	10, or 5 per acre	None
Parks And Open Areas		Per CU Review	Per CU Review
Schools	schools- grade 2-5	2 per classroom, or per CU or IMP review	none
	schools- grade 6-12	4 per classroom, or per CU or IMP review	none
Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 10,000 sq. ft. of net building area, or per CU or IMP review
Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 40,000 sq. ft. of net building area, or per CU or IMP review
Religious Institutions		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area
Daycare		2, or 1 per 10,000 sq. ft. of net building area	None
<b>Other Categories</b>			
Aviation And Surface Passenger Terminals, Detention Facilities		Per CU Review	Per CU Review
<b>Notes:</b>			
Wherever this table indicates two numerical standards, such as "2, or 1 per 3,000 sq. ft. of net building area," the larger number applies.			
CU = Conditional use			
IMP = Impact Mitigation Plan			

## Oakland, California Bicycle Parking Requirements

[Source: Planning Code Chapter 17.117](#)

### 17.117.090 Required bicycle parking—Residential activities.

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
<b><i>Permanent and Semi-Transient Residential Activities occupying the specified facilities:</i></b>		
1) One-Family Dwelling.	No spaces required.	No spaces required.
2) One-Family Dwelling with Secondary Unit.	No spaces required.	No spaces required.
3) Two-Family Dwelling.	No spaces required.	No spaces required.
4) Multifamily Dwelling.		
a) With private garage for each unit.	No spaces required.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
b) Without private garage for each unit.	1 space for each 4 dwelling units. Minimum requirement is 2 spaces.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
c) Senior Housing.	1 space for each 10 dwelling units. Minimum requirement is 2 spaces.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
5) Rooming House.	1 space for each 8 residents. Minimum requirement is 2 spaces.	No spaces required.
6) Mobile Home.	1 per 20 units.	No spaces required.
<b><i>Residential Care, Service-Enriched Permanent, Transitional Housing, and Emergency Shelter Residential Activities occupying the specified facilities:</i></b>		
7) Residential Care.	1 space for each 20 employees or 1 space for each 70,000 square feet, whichever is greater. Minimum requirement is 2 spaces.	2 spaces.
8) Service-Enriched Permanent Housing.	1 space for each 20 employees or 1 space for each 70,000 square feet, whichever is greater. Minimum requirement is 2 spaces.	2 spaces.
9) Transitional Housing.	1 space for each 8 residents. Minimum requirement is 2 spaces.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
10) Emergency Shelter Residential.	1 space for each 20 employees or 1 space for each 70,000 square feet, whichever is greater. Minimum requirement is 2 spaces.	1 space for each 5,000 square feet of floor area. Minimum requirement is 2 spaces.

### 17.117.100 Required bicycle parking—Civic activities.

Civic Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
1) Essential Service.	<a href="#">Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040</a>	<a href="#">Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040</a>
2) Limited Childcare.		
3) Community Assembly.		
a) Churches, temples, and synagogues.	1 space for each 40 fixed seats, or one space for each 4,000 square feet of floor area, whichever is greater. Minimum requirement is 2 spaces.	1 space for each 40 fixed seats, or one space for each 2,000 square feet of floor area, whichever is greater. Minimum requirement is 2 spaces.
b) Other.	<a href="#">Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040</a>	<a href="#">Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040</a>
4) Non-Assembly Cultural.	1 space for each 20 employees. Minimum requirement is 2 spaces.	Spaces for 2% of maximum expected daily attendance.
5) Administrative.	1 space for each 20 employees. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
6) Health Care.	1 space for each 20 employees; or one space for each 70,000 square feet of floor area, whichever	1 space for each 40,000 square feet of floor area. Minimum requirement is 2 spaces.
7) Special Health Care.		
8) Utility and Vehicular.		
a) Communications equipment installations and exchanges, electrical substations, emergency hospitals operated by a public agency, gas substations, neighborhood newscarrrier distribution centers.	No spaces required.	No spaces required.
b) Fire Stations and Police Stations.	1 space for each 10 employees. Minimum requirement is 2 spaces	6 spaces.
c) Post offices, excluding major mail-processing centers.		

d) Publicly operated off-street parking lots and garages available to the general public either without charge or on a fee basis.	No spaces required.	Minimum of 6 spaces or 1 per 20 auto spaces (parking lots excepted).
9) Community Education.		
a) Public, parochial, and private day-care centers for fifteen (15) or more children.	1 space for each 10 employees. Minimum requirement is 2 spaces.	1 space per each 20 students of planned capacity. Minimum requirement is 2 spaces.
b) Public, parochial, and private nursery schools, and kindergartens.	1 space for each 10 employees. Minimum requirement is 2 spaces.	1 space per each 20 students of planned capacity. Minimum requirement is 2 spaces.
c) Public parochial and private elementary, junior high and high schools.	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.	1 space per each 20 students of planned capacity. Minimum requirement is 2 spaces.
10) Extensive impact.		
a) Colleges and universities.	1 space for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20,000 square feet of floor area, whichever is greater.	1 space for each 10 students of planned capacity.
b) Railroad and bus terminals.	Spaces for 3.5% of projected maximum daily ridership.	Spaces for 1.5% of projected maximum daily ridership.
c) Other.	<a href="#">Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040</a>	<a href="#">Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040</a>
<b>17.117.110 Required bicycle parking—Commercial activities.</b>		
Commercial Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
<b>Retail</b>		
1. General Food Sales.	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 2,000 square feet of floor area. Minimum requirement is 2 spaces.
2. Full Service Restaurant		
3. Limited Service Restaurant and Cafe	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 square feet of floor area. Minimum requirement is 2 spaces.
4. Fast-Food Restaurant.		
5. Convenience Market		
6. Alcoholic Beverage Sales.		
7. Mechanical or Electronic Games.		
8. General Retail Sales.		
9. Large-scale combined retail and grocery sales.		
10. Consumer Service.		
11. Consumer Cleaning and Repair Service.	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
12. Consumer Dry Cleaning Plant.		
13. Check Cashier and Check Cashing.		
14. General Wholesale Sales.	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
15. Building Material Sales.		
<b>Office</b>		
1. Consultative and Financial Service.	1 space for each 10,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
2. Administrative Commercial.		
3. Business, Communication, and Media Service.		
4. Broadcasting and Recording Service.		
<b>Medical</b>		
1. Medical Service.	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 square feet of floor area. Minimum requirement is 2 spaces.
2. Animal Care.		
<b>Auto Related</b>		
1. Automobile and Other Light Vehicle Sales and Rental.	1 space for each 12,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
2. Automobile and Other Light Vehicle Gas Station and Servicing.	1 space for each 20 employees. Minimum requirement is 2 spaces.	No spaces required.
3. Automotive Repair and Cleaning.		
<b>Other Commercial</b>		
1. Group Assembly.	<a href="#">Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.117.040</a>	<a href="#">Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.117.040</a>

2. Personal Instruction and Improvement and Small Scale Entertainment	<a href="#">Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.117.040</a>	<a href="#">Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.117.040</a>
3. Research Service.	1 space for each 10,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 40,000 square feet of floor area. Minimum requirement is 2 spaces.
4. Transient Habitation.	1 space for each 20 rentable rooms. Minimum requirement is 2 spaces.	1 space for each 20 rentable rooms. Minimum requirement is 2 spaces.
5. Automotive Fee Parking.	1 space for each 20 automobile spaces. Minimum requirement is 2 spaces.	Minimum of 6 spaces or 1 per 20 auto spaces (parking lots excepted)
6. Undertaking Service.	1 space for each 12,000 square feet of floor area.	2 spaces.
7. Animal Boarding.	Minimum requirement is 2 spaces.	
<b>17.117.120 Required bicycle parking—Industrial and all other activities.</b>		
Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
<b>Industrial</b>		
1. Custom Manufacturing.	1 space for each 15,000 square feet of floor area. Minimum requirement is 2 spaces.	No spaces required.
2. Light Manufacturing.		
3. General Manufacturing.		
4. Heavy High/Impact Manufacturing.		
5. Research and Development	1 space for each 10,000 square feet of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 square feet of floor area. Minimum requirement is 2 spaces.
6. Construction Operations	1 space for each 15,000 square feet of floor area. Minimum requirement is 2 spaces.	No spaces required.
7. Warehousing, Storage and Distribution.	1 space for each 40,000 square feet of floor area. Minimum requirement is 2 spaces.	No spaces required.
A. General Warehousing, Storage and Distribution		
B. General Outdoor Storage		
C. Self or Mini-Storage		
D. Container Storage		
E. Automobile Salvage/Junk Yards		
8. Regional Freight Transportation.	1 space for each 40,000 square feet of floor area. Minimum requirement is 2 spaces.	No spaces required.
A. Seaport		
B. Rail yard		
9. Trucking and Truck-Related.	1 space for each 40,000 square feet of floor area. Minimum requirement is 2 spaces.	No spaces required.
A. Freight/Truck Terminal		
B. Truck Yard		
C. Truck Weigh Stations		
D. Truck and Other Heavy Vehicle Sales, Rental and Leasing		
E. Truck and Other Heavy Vehicle Service, Repair and Refueling		
10. Recycling and Waste Related.	1 space for each 15,000 square feet of floor area. Minimum requirement is 2 spaces.	No spaces required.
A. Satellite Recycling Collection Centers		
B. Primary Recycling Collection Centers		
C. Intermediate Recycling Processing Facility		
11. Hazardous Material Production, Storage and Waste Management.	1 space for each 15,000 square feet of floor area. Minimum requirement is 2 spaces.	No spaces required.
A. Small Scale Transfer and Storage Hazardous Waste Management		
B. Industrial Transfer/Storage Hazardous Waste Management		
C. Residual Repositories Hazardous Waste Management		
D. Oil and Gas Storage		
<b>Agricultural and Extractive</b>		
1. Plant Nursery Agricultural.	<a href="#">Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.117.040</a>	<a href="#">Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.117.040</a>
2. Crop and Animal Raising Agricultural	No spaces required.	No spaces required.
3. Mining and Quarrying Extractive.		

**17.117.130 Required shower and locker facilities.**

Type of Activity	Shower Requirement (per gender)	Locker Requirement
Residential	None required	None required
Civic	None required	None required
Commercial: Less than 150,000 s.f. of floor area	None required	None required
Commercial: 150,000 s.f. of floor area or greater	A minimum of two showers per gender plus one shower per gender for each 150,000 s.f. above 150,000 s.f.	Four lockers per shower
Industrial	None required	None required
Agricultural and Extractive	None required	None required

## New York City Bicycle Parking Requirements

[Source: Zoning Resolution Article III, Chapter 6, Section 36-70 \(see also Article II, Chapter 5 and Article IV, Chapter 4\)](#)

<b>Commercial Uses</b>	<b>Enclosed Bicycle Parking Required</b>
Use Group 6B (offices)~	1 per 7,500 square feet of floor area
General retail or service uses; eating and drinking establishments; auto rental establishments	1 per 10,000 square feet of floor area
Use Groups 8A & 12A (amusements/entertainment)~	1 per 20,000 square feet of floor area
Public parking garages	1 per 10 automobile parking spaces
All other commercial uses	None
<b>Community Facilities</b>	
College or school student dormitories	1 per 2,000 square feet of floor area
College classrooms, labs, student centers or offices*	1 per 5,000 square feet of floor area
College theaters, auditoriums, gyms or stadiums*	1 per 20,000 square feet of floor area
Libraries, museums, or non-commercial art galleries	1 per 20,000 square feet of floor area
Monestaries, houses of worship, parish houses	None
All other Use Group 3 and Use Group 4 uses (nursing homes, health facilities, schools, community centers, etc.)~	1 per 10,000 square feet of floor area
<b>Residential Uses</b>	
Use Group 1 (single-family detached)~	None
Use Group 2 (all other residential types)~	1 per 2 dwelling units
Residences for the elderly	1 per 10,000 square feet of floor area
<b>Parking areas</b>	<b>Unenclosed Bicycle Parking Required</b>
Open parking areas accessory to commercial or community facility uses with 18 or more parking spaces or greater than 6,000 square feet in area	1 unenclosed space per every 10 automobile parking spaces up to 200; thereafter, 1 space per every 100 automobile parking spaces.
<b>Notes:</b>	
1. Any fraction of a space 50 percent or greater shall be counted as an additional space.	
2. Where any building or zoning lot contains two or more uses having different bicycle parking requirements as set forth in the table, the bicycle parking requirements for each type of use shall apply to the extent of that use.	
3. Where an enclosed accessory group parking facility is provided, the required number of bicycle parking spaces for the use to which such facility is accessory shall be the amount set forth for such use in the table, or one for every 10 automobile parking spaces that are enclosed within a building or other structure or located on the roof of a building, whichever will require a greater number of bicycle parking spaces.	
*Up to half of required spaces may be provided as unenclosed bicycle parking spaces.	
~See Chapter 2 of Articles II, III, and IV for information about Use Groups.	

**Appendix D**

**New York Vehicle and Traffic Law (VAT) Related to Walking & Bicycling<sup>1</sup>**

**Article 1 - Words and phrases defined.**

**§ 102. Bicycle.**

Every two or three wheeled device upon which a person or persons may ride, propelled by human power through a belt, a chain or gears, with such wheels in a tandem or tricycle, except that it shall not include such a device having solid tires and intended for use only on a sidewalk by pre-teenage children.

**§ 102-a. Bicycle lane.**

A portion of the roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicycles.

**§ 102-b. Bicycle path.**

A path physically separated from motorized vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way and which is intended for the use of bicycles.

**§ 110. Crosswalk.**

- a. That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway between the curbs or, in the absence of curbs, between the edges of the traversable roadway.

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<sup>1</sup> Source:

<http://public.leginfo.state.ny.us/MENUGETF.cgi?COMMONQUERY=LAWS+&TARGET=VIEW>

- b. Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

**§ 130. Pedestrian.**

Any person afoot or in a wheelchair.

**§ 130-a. Wheelchair.**

- a. A wheelchair is any manual or electrically driven mobility assistance device, scooter, tricycle or similar device used by a person with a disability as a substitute for walking.
- b. An electrically driven mobility assistance device means any wheeled, electrically powered device designed to enable a person with a disability to move from place to place.

**§ 140-a. In-line skate.**

A manufactured or assembled device consisting of an upper portion that is intended to be secured to a human foot, with a frame or chassis attached along the length of the bottom of such upper portion, with such frame or chassis holding two or more wheels that are longitudinally aligned and used to skate or glide, by means of human foot and leg power while having such device attached to each such foot or leg.

**§ 140-b. Roller skate.**

A manufactured or assembled device consisting of a frame or shoe having clamps or straps or both for fastening, with a pair of small wheels near the toe and another pair at the heel mounted or permanently attached thereto, for skating or gliding by means of human foot and leg power.

**§ 140-c. Skate board.**

A manufactured or assembled device consisting of a platform having a pair of small wheels near the front and another pair at the rear mounted

## ***Walk Bike Dutchess***

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or permanently attached thereto, for skating or gliding by means of human foot and leg power.

### **§ 143-a. *Shoulder.***

That improved portion of a highway contiguous with the roadway.

### **§ 144. *Sidewalk.***

That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.

## **Article 24 - TRAFFIC SIGNS, SIGNALS AND MARKINGS**

### **§ 1110. *Obedience to and required traffic-control devices.***

- a. Every person shall obey the instructions of any official traffic-control device applicable to him placed in accordance with the provisions of this chapter, unless otherwise directed by a traffic or police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this title.
- b. No provision of this title for which signs are required shall be enforced against an alleged violator if at the time and place of the alleged violation an official sign is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state that signs are required, such section shall be effective even though no signs are erected or in place.
- c. Whenever official traffic-control devices are placed in position approximately conforming to the requirements of this chapter, such devices shall be presumed to have been so placed by the official act or direction of lawful authority, unless the contrary shall be established by competent evidence.

- d. Any official traffic-control device placed pursuant to the provisions of this chapter and purporting to conform to the lawful requirements pertaining to such devices shall be presumed to comply with the requirements of this chapter, unless the contrary shall be established by competent evidence.
- e. For purposes of this article, "intersection" shall include the area embracing the juncture of a highway with a private road or driveway and "intersecting roadway" shall include an intersecting private road or driveway.

### **§ 1112. *Pedestrian-control signal indications.***

Whenever pedestrians are controlled by pedestrian-control signals exhibiting the words "WALK" or "DON'T WALK", or exhibiting symbols of a walking person or upraised hand, such signals shall indicate and apply to pedestrians as follows:

- a. Steady WALK or walking person. Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right of way by other traffic.
- b. Flashing DON'T WALK or upraised hand. No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrians who have partially completed their crossing on the WALK or walking person signal shall proceed to a sidewalk or safety island while the flashing DON'T WALK or upraised hand signal is showing.
- c. Steady DON'T WALK or upraised hand. No pedestrians shall start to cross the roadway in the direction of such signal, but any pedestrians who have partially completed their crossing on the WALK or flashing DON'T WALK signal shall proceed to a sidewalk or safety island while the steady DON'T WALK signal is showing.

**Article 25 - DRIVING ON RIGHT SIDE OF ROADWAY, OVERTAKING AND PASSING, ETC.**

**§ 1120. Drive on right side of roadway; exceptions.**

- a. Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:
  1. When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;
  2. When overtaking or passing bicyclists, pedestrians, animals or obstructions on the right half of the roadway;
  3. When an obstruction exists making it necessary to drive to the left of the center of the highway; provided, any person so doing shall yield the right of way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;
  4. Where travel on the shoulder or slope is permitted by section eleven hundred thirty-one of this article;
  5. Upon a roadway divided into three marked lanes for traffic under the rules applicable thereon; or
  6. Upon a roadway restricted to one-way traffic.
- b. In addition, upon all roadways, any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and

passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.

- c. Upon any roadway having four or more lanes for moving traffic and providing for two way movement of traffic, no vehicle shall be driven to the left of the center line of the roadway, except when authorized by signs or markings designating certain lanes to the left side of the center of the roadway for use by traffic not otherwise permitted to use such lanes, or except as permitted under subsection (a) (2) hereof.

**§ 1122-a. Overtaking a bicycle.**

The operator of a vehicle overtaking, from behind, a bicycle proceeding on the same side of a roadway shall pass to the left of such bicycle at a safe distance until safely clear thereof.

**§ 1128. Driving on roadways laned for traffic.**

Whenever any roadway has been divided into two or more clearly marked lanes for traffic the following rules in addition to all others consistent herewith shall apply:

- a. A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.
- b. Upon a roadway which is divided into three lanes and provides for two-way movement of traffic a vehicle shall not be driven in the center lane except when overtaking and passing another vehicle traveling in the same direction when such center lane is clear of traffic within a safe distance, or in preparation for making a left turn or where such center lane is at the time allocated exclusively to traffic moving in the same direction that

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the vehicle is proceeding and such allocation is designated by official traffic-control devices.

- c. When official traffic-control devices direct slow-moving traffic, trucks, buses or specified types of vehicles to use a designated lane or designate those lanes to be used by traffic moving in a particular direction regardless of the center of the roadway, drivers of vehicles shall obey the directions of every such sign, signal or marking.
- d. When official markings are in place indicating those portions of any roadway where crossing such markings would be especially hazardous, no driver of a vehicle proceeding along such highway shall at any time drive across such markings.

- b. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impractical for the driver to yield.
- c. Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

### **§ 1151-A. Pedestrians' right of way on sidewalks.**

The driver of a vehicle emerging from or entering an alleyway, building, private road or driveway shall yield the right of way to any pedestrian approaching on any sidewalk extending across such alleyway, building entrance, road or driveway.

### **§ 1152. Crossing at other than crosswalks.**

- a. Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway.
- b. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway.
- c. No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

### **§ 1153. Provisions relating to blind or visually impaired persons.**

- a. Notwithstanding the foregoing provisions of this article every driver of a vehicle approaching an intersection or crosswalk shall

## **Article 27 - PEDESTRIANS' RIGHTS AND DUTIES**

### **§ 1150. Pedestrians subject to traffic regulations.**

Pedestrians shall be subject to traffic-control signals as provided in section eleven hundred eleven of this title, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this article.

### **§ 1151. Pedestrians' right of way in crosswalks.**

- a. When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk on the roadway upon which the vehicle is traveling, except that any pedestrian crossing a roadway at a point where a pedestrian tunnel or overpass has been provided shall yield the right of way to all vehicles.

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yield the right of way to a pedestrian crossing or attempting to cross the roadway when such pedestrian is accompanied by a guide dog or using a cane which is metallic or white in color or white with a red tip.

- b. No person, unless blind or visually impaired, shall use on any street or highway a cane which is metallic or white in color or white with a red tip.
- c. This section shall not be construed as making obligatory the employment of the use of a guide dog or of a cane or walking stick of any kind by a person blind or visually impaired.

### **§ 1155. Pedestrians to use right half of crosswalks.**

Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

### **§ 1156. Pedestrians on roadways.**

- a. Where sidewalks are provided and they may be used with safety it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.
- b. Where sidewalks are not provided any pedestrian walking along and upon a highway shall when practicable walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction. Upon the approach of any vehicle from the opposite direction, such pedestrian shall move as far to the left as is practicable.

### **§ 1157. Pedestrians soliciting rides, or business.**

- a. No person shall stand in a roadway for the purpose of soliciting a ride, or to solicit from or sell to an occupant of any vehicle.
- b. No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any

vehicle while parked or about to be parked on a street or highway.

- c. No person shall occupy any part of a state highway, except in a city or village, in any manner for the purpose of selling or soliciting.

## **Article 33 – MISCELLANEOUS RULES**

### **§ 1229-a. Pedestrians, animals, and non-motorized vehicles prohibited on state expressway highways or state interstate route highways including the entrances thereto and exits therefrom.**

No person, unless otherwise directed by a police officer shall:

- a. As a pedestrian, occupy any space within the limits of a state expressway highway or state interstate route highway, including the entrances thereto and exits therefrom, except: in a rest area, parking area, or scenic overlook; in the performance of public works or official duties; as a result of an emergency caused by an accident or breakdown of a motor vehicle or to obtain assistance; where a sidewalk, footpath or pedestrian crossing of such a highway is provided;
- b. Occupy any space of a state expressway highway or state interstate route highway, including the entrances thereto and exits therefrom, with: an animal-drawn vehicle; herded animals, a pushcart; a bicycle; except in the performance of public works or official duties, or on paths or parts of such highway provided for such uses.

**Article 34 - OPERATION OF BICYCLES AND PLAY DEVICES**

**§ 1230. Effect of regulations.**

- a. The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this article.
- b. These regulations applicable to bicycles or to in-line skates shall apply whenever a bicycle is, or in-line skates are, operated upon any highway, upon private roads open to public motor vehicle traffic and upon any path set aside for the exclusive use of bicycles, or in-line skates, or both.

**§ 1231. Traffic laws apply to persons riding bicycles or skating or gliding on in-line skates.**

Every person riding a bicycle or skating or gliding on in-line skates upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this title, except as to special regulations in this article and except as to those provisions of this title which by their nature can have no application.

**§ 1232. Riding on bicycles.**

- a. A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto, nor shall he ride with his feet removed from the pedals.
- b. No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

**§ 1233. Clinging to vehicles.**

1. No person riding upon any bicycle, coaster, in-line skates, roller skates, skate board, sled, or toy vehicle shall attach the same or himself or herself to any vehicle being operated upon a roadway.

2. No person shall ride on or attach himself to the outside of any vehicle being operated upon a roadway. The provisions of this section shall not apply to:
  - (i) vehicles in an emergency operation as defined in section one hundred fourteen-b of this chapter; and
  - (ii) farm type tractors used exclusively for agricultural purposes or other farm equipment; and
  - (iii) riding on the open, uncovered cargo area of a truck with the permission of the operator of such truck; and
  - (iv) vehicles employed by a municipality for local garbage collection; and
  - (v) vehicles participating in a parade pursuant to a municipal permit.
3. No vehicle operator shall knowingly permit any person to attach any device or himself to such operator's vehicle in violation of subdivision one or subdivision two of this section.

**§ 1234. Riding on roadways, shoulders, bicycle or in-line skate lanes and bicycle or in-line skate paths.**

- a. Upon all roadways, any bicycle or in-line skate shall be driven either on a usable bicycle or in-line skate lane or, if a usable bicycle or in-line skate lane has not been provided, near the right-hand curb or edge of the roadway or upon a usable right-hand shoulder in such a manner as to prevent undue interference with the flow of traffic except when preparing for a left turn or when reasonably necessary to avoid conditions that would make it unsafe to continue along near the right-hand curb or edge. Conditions to be taken into consideration include, but are not limited to, fixed or moving objects, vehicles, bicycles, in-line skates, pedestrians, animals, surface hazards or traffic lanes too narrow for a bicycle or person on in-line skates and a vehicle to travel safely side-by-side within the lane.

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- b. Persons riding bicycles or skating or gliding on in-line skates upon a roadway shall not ride more than two abreast. Persons riding bicycles or skating or gliding on in-line skates upon a shoulder, bicycle or in-line skate lane, or bicycle or in-line skates path, intended for the use of bicycles or in-line skates may ride two or more abreast if sufficient space is available, except that when passing a vehicle, bicycle or person on in-line skates, or pedestrian, standing or proceeding along such shoulder, lane or path, persons riding bicycles or skating or gliding on in-line skates shall ride, skate, or glide single file. Persons riding bicycles or skating or gliding on in-line skates upon a roadway shall ride, skate, or glide single file when being overtaken by a vehicle.
- c. Any person operating a bicycle or skating or gliding on in-line skates who is entering the roadway from a private road, driveway, alley or over a curb shall come to a full stop before entering the roadway.

### **§ 1235. Carrying articles.**

No person operating a bicycle shall carry any package, bundle, or article which prevents the driver from keeping at least one hand upon the handle bars. No person skating or gliding on in-line skates shall carry any package, bundle, or article which obstructs his or her vision in any direction. No person operating a skate board shall carry any package, bundle, or article which obstructs his or her vision in any direction.

### **§ 1236. Lamps and other equipment on bicycles.**

- a. Every bicycle when in use during the period from one-half hour after sunset to one-half hour before sunrise shall be equipped with a lamp on the front which shall emit a white light visible during hours of darkness from a distance of at least five hundred feet to the front and with a red light visible to the rear for three hundred feet. Effective July first, nineteen hundred seventy-six,

at least one of these lights shall be visible for two hundred feet from each side.

- b. No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred feet, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.
- c. Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.
- d. Every new bicycle shall be equipped with reflective tires or, alternately, a reflex reflector mounted on the spokes of each wheel, said tires and reflectors to be of types approved by the commissioner. The reflex reflector mounted on the front wheel shall be colorless or amber, and the reflex reflector mounted on the rear wheel shall be colorless or red.
- e. Every bicycle when in use during the period from one-half hour after sunset to one-half hour before sunrise shall be equipped with reflective devices or material meeting the standards established by rules and regulations promulgated by the commissioner; provided, however, that such standards shall not be inconsistent with or otherwise conflict with the requirements of subdivisions (a) and (d) of this section.

### **§ 1237. Method of giving hand and arm signals by bicyclists.**

All signals herein required to be given by bicyclists by hand and arm shall be given in the following manner and such signals shall indicate as follows:

1. Left turn. Left hand and arm extended horizontally.

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2. Right turn. Left hand and arm extended upward or right hand and arm extended horizontally.
3. Stop or decrease speed. Left hand and arm extended downward.

**§ 1238. Passengers on bicycles under one year of age prohibited; passengers and operators under fourteen years of age to wear protective headgear.**

1. No person operating a bicycle shall allow a person who is under one year of age to ride as a passenger on a bicycle nor shall such person be carried in a pack fastened to the operator. A first violation of the provisions of this subdivision shall result in no fine. A second violation shall result in a civil fine not to exceed fifty dollars.
2. No person operating a bicycle shall allow a person one or more years of age and less than five years of age to ride as a passenger on a bicycle unless:
  - a. Such passenger is wearing a helmet meeting standards established by the commissioner. For the purposes of this subdivision wearing a helmet means having a helmet of good fit fastened securely upon the head with the helmet straps; and
  - b. Such passenger is placed in a separate seat attached to the bicycle and such seat shall have adequate provision for retaining the passenger in place and for protecting the passenger from the moving parts of the bicycle.
- 2-a. The commissioner shall promulgate rules and regulations establishing standards for helmets required to be worn while bicycling, in-line skating, or operating a skate board. Such standards, to the extent practicable, shall reflect the standards recommended by the Snell Memorial Foundation, Safety

Equipment Institute, or United States Consumer Product Safety Commission.

3. Any person who violates the provisions of subdivision two of this section shall pay a civil fine not to exceed fifty dollars.
4. The court shall waive any fine for which a person who violates the provisions of paragraph (a) of subdivision two of this section would be liable if such person supplies the court with proof that between the date of violation and the appearance date for such violation such person purchased or rented a helmet, which meets the requirements of paragraph (a) of subdivision two of this section. Further, the court shall waive any fine for which a person who violates the provisions of paragraph (b) of subdivision two of this section would be liable if such person supplies the court with proof that between the date of violation and the appearance date for such violation such person purchased or rented a seat which meets the requirements of paragraph (b) of subdivision two of this section. The court may waive any fine for which a person who violates the provisions of subdivision two of this section would be liable if the court finds that due to reasons of economic hardship such person was unable to purchase a helmet or seat. Such waiver of fine shall not apply to a second or subsequent conviction under paragraph (a) or (b) of subdivision two of this section.
5.
  - a. No person operating a bicycle shall allow a person five or more years of age and less than fourteen years of age to ride as a passenger on a bicycle unless such passenger is wearing a helmet meeting standards established by the commissioner.

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- b. No person, one or more years of age and less than fourteen years of age, shall operate a bicycle unless such person is wearing a helmet meeting standards established by the commissioner.
  - c. For the purposes of this subdivision wearing a helmet means having a helmet of good fit fastened securely upon the head with the helmet straps.
- 5-a. No person, one or more years of age and less than fourteen years of age, shall skate or glide on in-line skates or a skate board unless such person is wearing a helmet meeting standards established by the commissioner. For the purposes of this subdivision, wearing a helmet means having a helmet of good fit fastened securely on the head of such wearer with the helmet straps securely fastened.
- 5-b. No person less than fourteen years of age shall ride upon, propel or otherwise operate a two-wheeled vehicle commonly called a scooter unless such person is wearing a helmet meeting standards established by the commissioner. As used in this subdivision, wearing a helmet means having a properly fitting helmet fixed securely on the head of such wearer with the helmet straps securely fastened.
- 6.
- a. Any person who violates the provisions of subdivision five, five-a or five-b of this section shall pay a civil fine not to exceed fifty dollars.
  - b. The court shall waive any fine for which a person who violates the provisions of subdivision five of this section would be liable if such person supplies the court with proof that between the date of violation and the appearance date for such violation such person purchased or rented a helmet.
- c. The court may waive any fine for which a person who violates the provisions of subdivision five, five-a, or five-b of this section would be liable if the court finds that due to reasons of economic hardship such person was unable to purchase a helmet or due to such economic hardship such person was unable to obtain a helmet from the statewide in-line skate and bicycle helmet distribution program, as established in section two hundred six of the public health law, or a local distribution program.
7. The failure of any person to comply with the provisions of this section shall not constitute contributory negligence or assumption of risk, and shall not in any way bar, preclude or foreclose an action for personal injury or wrongful death by or on behalf of such person, nor in any way diminish or reduce the damages recoverable in any such action.
8. A police officer shall only issue a summons for a violation of subdivision two, five, or five-a of this section by a person less than fourteen years of age to the parent or guardian of such person if the violation by such person occurs in the presence of such person's parent or guardian and where such parent or guardian is eighteen years of age or more. Such summons shall only be issued to such parent or guardian, and shall not be issued to the person less than fourteen years of age.
9. Subdivisions five, five-a, five-b, and six of this section shall not be applicable to any county, city, town or village that has enacted a local law or ordinance prior to the effective date of this subdivision that prohibits a person who is one or more

years of age and less than fourteen years of age from operating a bicycle or skating or gliding on in-line skates or a skate board without wearing a bicycle helmet meeting the standards of the American National Standards Institute (ANSI Z 90.4 bicycle helmet standards), the Snell Memorial Foundation's Standards for Protective Headgear for use in Bicycling, or the American Society of Testing and Materials (ASTM) bike helmet standards, or that prohibits a person operating a bicycle from allowing a person five or more years of age and less than fourteen years of age to ride as a passenger on a bicycle unless such passenger is wearing a bicycle helmet that meets such standards. The failure of any person to comply with any such local law or ordinance shall not constitute contributory negligence or assumption of risk, and shall not in any way bar, preclude or foreclose an action for personal injury or wrongful death by or on behalf of such person, nor in any way diminish or reduce the damages recoverable in any such action. The legislative body of a county, city, town or village may enact a local law or ordinance that prohibits a person who is fourteen or more years of age from skating or gliding on in-line skates, operating a skate board, or operating or riding as a passenger on a bicycle without wearing a bicycle helmet.

10. No person shall skate or glide on in-line skates or a skate board outside during the period of time between one-half hour after sunset and one-half hour before sunrise unless such person is wearing readily visible reflective clothing or material which is of a light or bright color.

### **Article 37 - REGULATION OF TRAFFIC BY DEPARTMENT OF TRANSPORTATION AND OTHER STATE AUTHORITIES**

**§ 1622. *Speed limits on county roads and town highways.*** The department of transportation upon the request of the county superintendent of highways of a county and the town board of the town or towns affected with respect to county roads and town highways in such town or towns outside of cities or villages, may by order, rule or regulation:

1. Establish maximum speed limits at which vehicles may proceed on or along such highways higher or lower than the fifty-five miles per hour statutory maximum speed limit. No such limit shall be established at less than twenty-five miles per hour, except that school speed limits may be established at not less than fifteen miles per hour, for a distance not to exceed one thousand three hundred twenty feet, on a highway passing a school building, entrance or exit of a school abutting on the highway.
2. Establish maximum speed limits at which vehicles may proceed on or along all such highways lying within an area or areas as designated by a description of the boundaries of such area or areas submitted by the county superintendent of highways of a county and the town board of the town or towns affected lower than fifty-five miles per hour statutory maximum speed limit. No such limit shall be established at less than thirty miles per hour.

### Census Data Summary

[MOE = Margin of Error]

Walking to Work in Dutchess County							
Place	2007-2011						2000
	Workers (Age 16+)		Walk to Work				% Walk to Work
	Estimate	MOE	Estimate	MOE	%	MOE	
<b>Dutchess County</b>	<b>137,968</b>	<b>1,647</b>	<b>5,775</b>	<b>743</b>	<b>4</b>	<b>1</b>	<b>4</b>
Arlington CDP	1,632	391	347	205	21	11	21
Village of Millbrook	730	116	91	38	13	5	11
Town of Red Hook	5,099	370	519	153	10	3	9
Village of Pawling	1,223	162	127	68	10	6	7
Village of Rhinebeck	1,220	119	116	56	10	4	5
Town of Poughkeepsie	20,424	795	1,736	491	9	2	9
City of Poughkeepsie	13,826	624	928	239	7	2	7
Town of North East	1,328	154	86	55	7	4	9
Town of Stanford	1,908	216	131	79	7	4	8
Town of Rhinebeck	3,538	335	220	85	6	2	3
Town of Clinton	2,136	221	106	69	5	3	3
Town of Hyde Park	10,486	558	388	172	4	2	2
Town of Pawling	4,007	272	175	81	4	2	3
Town of Wappinger	13,536	558	266	135	2	1	1

Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08301: Means of Transportation to Work; U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table S0801: Commuting Characteristics By Sex; U.S. Census Bureau, 2000 U.S. Census SF3, Table P030: Means of Transportation to Work for Workers 16 Years and Over.

*Italics:* Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). *The American Community Survey: An ESRI White Paper*. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>

Bicycling to Work in Dutchess County							
Place	2007-2011						2000
	Workers (Age 16+)		Bicycle to Work				% Bike to Work
	Estimate	MOE	Estimate	MOE	%	MOE	
<b>Dutchess County</b>	<b>137,968</b>	<b>1,647</b>	<b>395</b>	<b>163</b>	<b>0.4</b>	<b>0.2</b>	<b>0.3</b>

Sources: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08301: Means of Transportation to Work; U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table S0801: Commuting Characteristics By Sex; U.S. Census Bureau, 2000 U.S. Census SF3, Table P030: Means of Transportation to Work for Workers 16 Years and Over.

*Italics:* Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). *The American Community Survey: An ESRI White Paper*. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>

## Census Data Summary

[MOE = Margin of Error]

Walking to Work in Dutchess County, by Sex								
Place	Male Workers (Age 16+)		Female Workers (Age 16+)		Male - % Walked		Female - % Walked	
	Estimate	MOE	Estimate	MOE	Estimate (%)	MOE	Estimate (%)	MOE
<b>Dutchess County</b>	<b>73,661</b>	<b>1,096</b>	<b>64,307</b>	<b>979</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>1</b>
Arlington CDP	738	246	894	200	25	14	19	9
Village of Millbrook	388	76	342	61	13	6	12	6
Town of Poughkeepsie	10,448	534	9,976	561	9	3	8	2
Town of Red Hook	2,739	247	2,360	267	8	3	13	4
City of Poughkeepsie	7,196	434	6,630	444	7	3	7	2
Town of Hyde Park	5,492	359	4,994	375	5	3	3	1
Town of Rhinebeck	1,880	231	1,658	221	4	2	9	5

*Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table S0801: Commuting Characteristics By Sex*

*Italics: Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). The American Community Survey: An ESRI White Paper. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>*

Walking to Work in Dutchess County, by Age							
Place	Age of Workers	Total	MOE	Walk to Work	MOE	% Walk to Work	MOE
Dutchess County	16 to 19 years	6,075	519	<i>802</i>	<i>228</i>	<i>13</i>	<i>4</i>
	20 to 24 years	12,304	527	<i>1,671</i>	<i>440</i>	<i>14</i>	<i>4</i>
	25 to 44 years	52,804	915	<i>1,820</i>	<i>351</i>	<i>3</i>	<i>1</i>
	45 to 54 years	38,274	786	<i>718</i>	<i>163</i>	<i>2</i>	<i>0</i>
	55 to 59 years	13,999	571	<i>337</i>	<i>150</i>	<i>2</i>	<i>1</i>
	60 to 64 years	8,128	503	<i>236</i>	<i>104</i>	<i>3</i>	<i>1</i>
	65 years and over	6,384	480	<i>191</i>	<i>77</i>	<i>3</i>	<i>1</i>

*Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08101: Means of Transportation to Work By Age*

*Italics: Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). The American Community Survey: An ESRI White Paper. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>*

## Census Data Summary

[MOE = Margin of Error]

Walking to Work in Dutchess County, by Median Age						
Place	Median Age of All Workers Age 16+ (in years)		Median Age of Workers who Walk to Work (in years)		Difference (in years)	
	Estimate	MOE	Estimate	MOE	Estimate	MOE
<b>Dutchess County</b>	<b>44</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>16</b>	<b>3</b>
Village of Millbrook	49	2	36	8	13	8
City of Poughkeepsie	40	1	36	2	5	2
Town of Hyde Park	46	2	25	4	20	5
Arlington CDP	37	8	22	2	15	8
Town of Red Hook	46	2	22	1	24	2
Town of Poughkeepsie	42	1	21	1	21	1

*Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08103: Median Age By Means of Transportation to Work.*

*Italics: Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). The American Community Survey: An ESRI White Paper. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>*

Walking to Work in Dutchess County, by Race							
Place	Race <sup>1</sup>	Total		Walk to Work		% Walk to Work	
		Estimate	MOE	Estimate	MOE	Estimate (%)	MOE
Dutchess County	Asian Alone	12,515	525	1,120	300	8.9	2.4
	Hispanic or Latino	5,142	318	438	236	8.5	4.6
	Black or African-American Alone	10,805	593	462	151	4.3	1.4
	White Alone, Not Hispanic or Latino	114,013	1,434	4,298	643	3.8	0.6
	County-wide Average	137,968	1,647	5,775	743	4.2	0.5

*Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08105B: Means of Transportation to Work (Black or African American Alone); U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates, Table B08105D: Means of Transportation to Work (Asian Alone); U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates, Table B08105D: Means of Transportation to Work (White Alone, Not Hispanic or Latino); U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates, Table B08105I: Means of Transportation to Work (Hispanic or Latino).*

<sup>1</sup>*The Census categorizes "Hispanic or Latino" as an ethnicity. The "Black or African-American Alone" and "Asian Alone" categories may contain persons of Hispanic or Latino origin.*

*Italics: Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). The American Community Survey: An ESRI White Paper. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>*

## Census Data Summary

[MOE = Margin of Error]

Walking to Work in Dutchess County, by Median Earnings				
Place	Median Earnings for All Workers Age 16+ (in USD)		Median Earnings for Workers who Walk to Work (in USD)	
	Estimate	MOE	Estimate	MOE
<b>Dutchess County</b>	<b>\$40,420</b>	<b>\$691</b>	<b>\$10,802</b>	<b>\$3,814</b>
Town of Clinton	\$54,467	\$6,827	\$63,152	\$28,872
City of Beacon	\$35,829	\$5,452	\$41,034	\$19,046
Town of Pawling	\$42,885	\$4,052	\$40,089	\$7,503
Town of Stanford	\$35,521	\$6,528	\$39,964	\$16,621
Village of Pawling	\$36,927	\$8,248	\$39,943	\$13,731
Town of La Grange	\$50,463	\$3,651	\$37,782	\$7,689
Town of Washington	\$41,343	\$2,926	\$37,292	\$15,014
Village of Millbrook	\$37,900	\$5,697	\$30,625	\$16,492
Town of North East	\$30,573	\$6,445	\$22,895	\$14,163
City of Poughkeepsie	\$30,654	\$1,998	\$15,590	\$6,301
Town of Pleasant Valley	\$43,045	\$2,863	\$14,130	\$6,827
Town of Union Vale	\$50,320	\$9,076	\$8,646	\$4,415
Town of Poughkeepsie	\$36,747	\$2,516	\$3,178	\$1,565

*Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08121: Median Earnings in the Past 12 Months (In 2010 Inflation-Adjusted Dollars) By Means of Transportation to Work.*

*Italics: Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). The American Community Survey: An ESRI White Paper. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>*

Walking to Work in Dutchess County, by Vehicles Available							
Place	Vehicles Available	Workers 16 Years+ in Households		Workers 16 Years+ in Households who Walk to Work			
		Estimate	MOE	Estimate (#)	MOE (#)	Estimate (%)	MOE (%)
Dutchess County	<b>Total</b>	<b>134,305</b>	<b>1,668</b>	<b>3,718</b>	<b>520</b>	<b>3</b>	<b>0</b>
	0	3,992	501	795	242	20	6
	1	24,456	1,169	1,114	360	5	1
	2	58,168	1,594	1,013	239	2	0
	3+	47,689	1,556	796	282	2	1
	1 or more	130,313	2,516	2,923	516	2	0

*Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08141: Means of Transportation to Work by Vehicles Available*

*Italics: Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). The American Community Survey: An ESRI White Paper. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>*

## Census Data Summary

[MOE = Margin of Error]

Households by Vehicles Available in Dutchess County							
Place	Total Households		Vehicles Available	Estimate (#)	MOE (#)	Estimate (%)	MOE (%)
	Estimate	MOE					
Dutchess County	107,151	781	0	8,161	578	8	1
			1	32,766	989	31	1
			2	42,492	1,001	40	1
			3	15,941	710	15	1
			4+	7,791	505	7	0
City of Poughkeepsie	13,044	431	0	3,459	344	27	3
			1	5,144	417	39	3
			2	3,256	286	25	2
			3	881	227	7	2
			4+	304	85	2	1
City of Beacon	5,570	312	0	537	154	10	3
			1	2,259	252	41	4
			2	1,768	259	32	4
			3	699	167	13	3
			4+	307	114	6	2
Town of Amenia	1,741	160	0	UNR	UNR	UNR	UNR
			1	552	174	32	10
			2	742	138	43	7
			3	199	80	11	4
			4+	108	60	6	3
Town of Clinton	1,606	121	0	UNR	UNR	UNR	UNR
			1	361	102	23	6
			2	730	140	46	8
			3	366	94	23	6
			4+	141	54	9	3
Town of Beekman	4,218	201	0	103	59	2	1
			1	696	216	17	5
			2	2,162	259	51	6
			3	950	157	23	4
			4+	307	106	7	2
Town of Dover	3,343	169	0	UNR	UNR	UNR	UNR
			1	920	189	28	6
			2	1,589	193	48	5
			3	428	113	13	3
			4+	314	105	9	3
Town of East Fishkill	9,317	293	0	180	86	2	1
			1	1,601	267	17	3
			2	4,328	295	47	3
			3	2,013	235	22	2
			4+	1,195	186	13	2

## Census Data Summary

[MOE = Margin of Error]

Town of Fishkill	8,553	381	0	583	173	7	2
			1	2,942	339	34	4
			2	3,504	322	41	3
			3	1,056	198	12	2
			4+	468	153	6	2
Town of Hyde Park	7,826	356	0	276	103	4	1
			1	2,458	342	31	4
			2	3,321	269	42	3
			3	1,208	216	15	3
			4+	563	130	7	2
Town of La Grange	5,208	228	0	99	58	2	1
			1	1,010	206	19	4
			2	2,401	221	46	4
			3	1,002	168	19	3
			4+	696	167	13	3
Town of Milan	930	71	0	UNR	UNR	UNR	UNR
			1	281	87	30	9
			2	309	75	33	8
			3	224	68	24	7
			4+	83	39	9	4
Town of North East	1,107	118	0	UNR	UNR	UNR	UNR
			1	400	109	36	9
			2	449	102	41	8
			3	149	58	14	5
			4+	65	31	6	3
Town of Pawling	3,048	134	0	118	59	4	2
			1	790	150	26	5
			2	1,310	185	43	6
			3	491	102	16	3
			4+	339	116	11	4
Town of Pine Plains	913	87	0	UNR	UNR	UNR	UNR
			1	200	59	22	6
			2	408	71	45	7
			3	147	61	16	7
			4+	131	45	14	5
Town of Pleasant Valley	3,634	178	0	UNR	UNR	UNR	UNR
			1	1,050	208	29	6
			2	1,325	173	37	4
			3	791	148	22	4
			4+	361	122	10	3
Town of Poughkeepsie	15,050	507	0	1,150	246	8	2
			1	5,093	414	34	3
			2	6,100	410	41	2
			3	1,913	278	13	2
			4+	794	185	5	1

## Census Data Summary

[MOE = Margin of Error]

Town of Red Hook	3,761	179	0	167	63	4	2
			1	1,126	191	30	5
			2	1,480	183	39	4
			3	685	138	18	4
			4+	303	92	8	2
Town of Rhinebeck	3,177	270	0	212	96	7	3
			1	1,228	225	39	6
			2	1,269	160	40	4
			3	299	97	9	3
			4+	169	83	5	3
Town of Stanford	1,537	118	0	UNR	UNR	UNR	UNR
			1	501	134	33	8
			2	672	128	44	8
			3	295	89	19	6
			4+	69	41	5	3
Town of Union Vale	1,688	141	0	104	66	6	4
			1	320	110	19	6
			2	653	125	39	7
			3	381	120	23	7
			4+	230	83	14	5
Town of Wappinger	9,941	321	0	497	161	5	2
			1	2,998	333	30	3
			2	4,189	307	42	3
			3	1,595	244	16	2
			4+	662	144	7	1
Town of Washington	1,939	126	0	225	97	12	5
			1	836	157	43	8
			2	527	125	27	6
			3	169	78	9	4
			4+	182	97	9	5
Village of Fishkill	1,111	90	0	121	62	11	6
			1	426	93	38	7
			2	460	106	41	9
			3	66	36	5.9	3
			4+	UNR	UNR	UNR	UNR
Village of Millbrook	715	85	0	74	35	10	5
			1	410	66	57	6
			2	164	48	23	6
			3	52	30	7	4
			4+	UNR	UNR	UNR	UNR

## Census Data Summary

[MOE = Margin of Error]

Village of Millerton	296	62	0	UNR	UNR	8	6
			1	129	55	44	16
			2	106	39	36	11
			3	UNR	UNR	UNR	UNR
			4+	UNR	UNR	UNR	UNR
Village of Pawling	933	59	0	92	53	10	6
			1	308	75	33	8
			2	401	88	43	9
			3	82	42	9	4
			4+	50	29	5	3
Village of Red Hook	853	73	0	121	54	14	6
			1	324	77	38	8
			2	296	91	35	10
			3	80	41	9	5
			4+	UNR	UNR	UNR	UNR
Village of Rhinebeck	1,195	144	0	82	41	7	3
			1	617	150	52	11
			2	408	83	34	6
			3	76	41	6	3
			4+	UNR	UNR	UNR	UNR
Village of Tivoli	411	82	0	36	20	9	5
			1	177	63	43	13
			2	133	43	32	8
			3	54	29	13	7
			4+	UNR	UNR	UNR	UNR
Village of Wappingers Falls	2,255	259	0	257	112	11	5
			1	911	243	40	10
			2	819	246	36	10
			3	172	101	8	4
			4+	96	55	4	2
Arlington CDP	1,245	176	0	246	107	20	8
			1	538	145	43	10
			2	389	126	31	9
			3	UNR	UNR	UNR	UNR
			4+	UNR	UNR	UNR	UNR
<i>Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08201: Household_Size_By_Vehicles_Available</i>							
<i>Italics: Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). The American Community Survey: An ESRI White Paper. Retrieved from <a href="http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf">http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf</a></i>							
UNR: Estimates classified as "unreliable" in accordance ESRI (2011) for having sampling errors greater than 40 percent.							

## Census Data Summary

[MOE = Margin of Error]

Disability Characteristics for Dutchess County										
Place	Total Population		Disabled Population		% Disabled		# With an Ambulatory Difficulty		% With an Ambulatory Difficulty	
	Estimate	MOE	Estimate	MOE	Estimate	MOE	Estimate	MOE	Estimate	MOE
<b>Dutchess County</b>	<b>289,672</b>	<b>923</b>	<b>36,664</b>	<b>1,767</b>	<b>13</b>	<b>1</b>	<b>18,512</b>	<b>1,279</b>	<b>6</b>	<b>1</b>
City of Poughkeepsie	31,907	400	4,987	645	16	2	2,314	505	6	2
Town of Hyde Park	21,193	240	3,058	504	14	2	1,692	451	9	2
Town of Fishkill	20,031	484	2,361	491	12	3	1,706	431	8	2
Town of Poughkeepsie	43,074	28	4,929	525	9	2	2,258	422	5	1
Town of East Fishkill	28,996	28	3,230	638	11	2	1,870	505	6	2
Town of Wappinger	26,981	75	2,475	525	9	2	1,275	345	5	1

*Source: U.S. Census Bureau. 2009-2011 American Community Survey 3-Year Estimates. Table S1810: Disability Characteristics*

*Italics: Estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Estimates with sampling errors great than 40 percent were not included in the table. See ESRI (2011). The American Community Survey: An ESRI White Paper. Retrieved from <http://www.esri.com/library/whitepapers/pdfs/the-american-community-survey.pdf>*

Driver's Licenses on File in Dutchess County & Surrounding Counties					
County	# of Driver's Licenses (2010)	Population 16+	% 16+ With Driver's License	% 16+ Without Driver's License	Population 16+ Without License (estimated)
Putnam	76,356	79,206	96%	4%	2,850
Columbia	47,732	52,157	92%	8%	4,425
Greene	37,548	41,079	91%	9%	3,531
Ulster	133,637	150,684	89%	11%	17,047
Orange	249,847	283,474	88%	12%	33,627
<b>Dutchess</b>	<b>210,853</b>	<b>240,541</b>	<b>88%</b>	<b>12%</b>	<b>29,688</b>
Rockland	204,672	234,262	87%	13%	29,590
Westchester	639,218	749,397	85%	15%	110,179
Rensselaer	110,532	129,736	85%	15%	19,204
Albany	199,666	251,442	79%	21%	51,776
<b>NYS Total</b>	<b>11,285,831</b>	<b>15,588,804</b>	<b>72%</b>	<b>28%</b>	<b>4,302,973</b>

*Sources: U.S. Census Bureau, 2010 U.S. Census. Table QT-P1: Age Groups & Sex; NYS DMV. (2011). NYS Driver's Licenses on File. <http://www.dmv.ny.gov/Statistics/stat11.htm>*

## Census Data Summary

[MOE = Margin of Error]

Population of Dutchess County, by Age												
Place	Total Population*	Under 5 (%)	5 - 9 (%)	10 - 15 (%)	16 - 24 (%)	25 - 34 (%)	35 - 44 (%)	45 - 54 (%)	55 - 64 (%)	65 - 74 (%)	75 - 84 (%)	85+ (%)
<b>Dutchess County</b>	<b>297,488</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>14</b>	<b>11</b>	<b>13</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>
Town of Poughkeepsie	43,341	5	5	8	20	10	12	15	11	7	5	2
City of Poughkeepsie	32,736	7	6	7	18	15	12	12	10	6	4	3
Town of East Fishkill	29,029	5	8	11	11	7	15	19	13	7	3	1
Town of Wappinger	27,048	5	6	8	11	12	14	17	13	8	4	1
Town of Fishkill	22,107	6	5	6	10	14	15	16	12	8	5	3
Town of Hyde Park	21,571	4	5	7	18	11	11	16	13	8	5	2
Town of La Grange	15,730	5	7	10	11	7	14	20	13	8	4	1
City of Beacon	15,541	5	5	7	11	15	16	18	12	6	4	2
Town of Beekman	14,621	5	7	9	10	11	18	20	12	5	2	1
Town of Red Hook	11,319	4	5	8	25	7	10	16	13	7	5	1
Town of Pleasant Valley	9,672	5	6	9	11	10	14	19	14	7	4	1
Town of Dover	8,699	6	7	8	12	10	15	19	13	7	3	1
Town of Pawling	8,463	5	6	9	12	8	13	19	13	8	5	2
Town of Rhinebeck	7,548	3	5	7	8	9	11	16	16	11	9	6
Village of Wappingers Falls	5,522	7	6	7	12	17	14	13	10	7	5	2
Town of Union Vale	4,877	4	7	11	11	7	14	20	14	6	4	3
Town of Washington	4,741	4	6	8	10	9	12	17	15	10	7	3
Town of Amenia	4,436	5	6	8	11	9	13	16	15	10	6	2
Town of Clinton	4,312	5	6	8	9	6	13	21	17	9	4	2
Arlington CDP	4,061	5	5	6	37	10	11	11	7	4	3	2
Town of Stanford	3,823	4	5	9	13	8	12	19	16	9	4	1
Town of North East	3,031	6	5	7	10	11	11	18	17	10	4	2
Village of Rhinebeck	2,657	3	5	7	8	9	10	15	16	11	10	6
Town of Pine Plains	2,473	5	6	7	10	10	12	17	16	9	6	2
Town of Milan	2,370	5	6	9	9	8	13	21	16	9	5	1
Village of Pawling	2,347	5	5	9	18	10	12	16	12	7	6	2
Village of Fishkill	2,171	6	5	5	7	18	17	14	12	8	5	3
Village of Red Hook	1,961	4	6	7	14	10	12	15	12	8	9	3
Hyde Park CDP	1,908	5	6	8	11	11	12	15	15	9	7	3
Village of Millbrook	1,452	5	5	8	9	9	13	14	14	10	9	5
Pine Plains CDP	1,353	5	7	7	11	10	12	17	15	10	5	2
Dover Plains CDP	1,323	5	5	7	13	13	12	14	14	10	6	2
Pleasant Valley CDP	1,145	4	5	6	12	12	13	19	13	9	6	2
Village of Tivoli	1,118	3	5	7	27	7	10	15	13	6	4	1
Village of Millerton	958	6	6	8	11	14	12	17	13	7	4	1
Amenia CDP	955	7	5	7	12	10	15	15	13	8	6	3
Rhinecliff CDP	425	5	5	4	8	12	13	19	19	10	4	2
Staatsburg CDP	377	5	7	8	10	9	14	16	19	7	6	2

Sources: U.S. Census Bureau, 2010 U.S. Census. Table QT-P1: Age Groups & Sex; Table QT-P2: Single Years of Age & Sex.  
 \*Town populations include population of villages and Census Designated Places (CDPs).

**Appendix F**

12. If equally good facilities existed, how would you prefer to travel? (For each trip type, choose by bicycle, walking, public transit, or car.)

	By Bicycle	By Walking	By Public Transit	By Car
To/from parks/recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from the gym/exercise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from social activities/entertainment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from local errands/appointments/shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from the bus or train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. What is the best location for walking in your area? (Be as specific as possible.) Why?

14. What is the best location for bicycling in your area? (Be as specific as possible.) Why?

15. What is the most problematic location for walking in your area? (Be as specific as possible.) Why?

16. What is the most problematic location for bicycling in your area? (Be as specific as possible.) Why?

17. What Town, City or Village do you live in?

- |  |  |   |  |
|--|--|---|--|
| <input type="checkbox"/> City of Beacon        | <input type="checkbox"/> Town of Hyde Park       | <input type="checkbox"/> Town of Poughkeepsie | <input type="checkbox"/> Village of Fishkill         |
| <input type="checkbox"/> City of Poughkeepsie  | <input type="checkbox"/> Town of LaGrange        | <input type="checkbox"/> Town of Red Hook     | <input type="checkbox"/> Village of Millbrook        |
| <input type="checkbox"/> Town of Amenia        | <input type="checkbox"/> Town of Milan           | <input type="checkbox"/> Town of Rhinebeck    | <input type="checkbox"/> Village of Millerton        |
| <input type="checkbox"/> Town of Beekman       | <input type="checkbox"/> Town of North East      | <input type="checkbox"/> Town of Stanford     | <input type="checkbox"/> Village of Pawling          |
| <input type="checkbox"/> Town of Clinton       | <input type="checkbox"/> Town of Pawling         | <input type="checkbox"/> Town of Union Vale   | <input type="checkbox"/> Village of Red Hook         |
| <input type="checkbox"/> Town of Dover         | <input type="checkbox"/> Town of Pine Plains     | <input type="checkbox"/> Town of Wappinger    | <input type="checkbox"/> Village of Rhinebeck        |
| <input type="checkbox"/> Town of East Fishkill | <input type="checkbox"/> Town of Pleasant Valley | <input type="checkbox"/> Town of Washington   | <input type="checkbox"/> Village of Tivoli           |
| <input type="checkbox"/> Town of Fishkill      | <input type="checkbox"/> Other _____             |   | <input type="checkbox"/> Village of Wappingers Falls |

18. What is your ZIP Code? \_\_\_\_\_

19. What is your age?  Under 16  16-24  25-34  35-44  45-54  55-64  65-74  75-84  85+

20. What is your gender?  Female  Male  Prefer not to answer

21. What is your race/ethnicity? (Select as many as apply).

- White  Black/African American  Hispanic/Latino  American Indian/Alaska Native  
 Asian, Native Hawaiian, or other Pacific Islander  Other : \_\_\_\_\_  Prefer not to answer

22. What is your household's approximate income for the current year?

- Less than \$25,000  \$25,000-\$50,000  \$50,000-\$75,000  \$75,000-\$100,000  
 More than \$100,000  Not sure /Prefer not to answer

23. Do you have access to an automobile that you can use?  Yes  No

24. Do you have any additional comments?

**Dutchess County Walking & Bicycling Survey**  
**Poughkeepsie-Dutchess County Transportation Council**

The Poughkeepsie-Dutchess County Transportation Council (PDCTC) is updating our Bicycle and Pedestrian Plan for Dutchess County. We would like your feedback on walking and bicycling patterns, needs, and priorities. Your answers are anonymous. The survey takes 10-15 minutes to complete. Thank you!

**Please return this form by April 15 by mail, fax or email to the PDCTC:**  
 Poughkeepsie-Dutchess County Transportation Council-- Attn: Moving Dutchess Survey  
 27 High Street, 2nd Floor, Poughkeepsie, NY 12601  
 Fax: (845) 486-3610, Email: [pdctc@dutchessny.gov](mailto:pdctc@dutchessny.gov)

For more information about the PDCTC and our Bicycle-Pedestrian Plan, see our website: <http://www.dutchessny.gov/pdctc.htm> and click on "Walking & Bicycling Resources."

If you have questions about the survey, contact us at (845) 486-3600 or [pdctc@dutchessny.gov](mailto:pdctc@dutchessny.gov)

1. On average, how often do you walk and/or ride a bicycle? (Select one response for each.)

	Every Day	5-6 Days/Week	3-4 Days/Week	1-2 Days/Week	A few times/Month	Rarely	Never	Weekends Only	Not Physically Able
Walk	<input type="checkbox"/>								
Ride a Bicycle	<input type="checkbox"/>								

2. For which of the following purposes do you usually walk/ride a bicycle? (Select all that apply.)

	Walk Trip Purposes	Bicycling Trip Purposes
To get to a park/recreational area	<input type="checkbox"/>	<input type="checkbox"/>
For exercise	<input type="checkbox"/>	<input type="checkbox"/>
To visit family/friends	<input type="checkbox"/>	<input type="checkbox"/>
For errands/shopping	<input type="checkbox"/>	<input type="checkbox"/>
To/from work	<input type="checkbox"/>	<input type="checkbox"/>
To/from school	<input type="checkbox"/>	<input type="checkbox"/>
To/from the bus or train	<input type="checkbox"/>	<input type="checkbox"/>
To walk my pet	<input type="checkbox"/>	<input type="checkbox"/>
To enjoy my community/be outside	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below):	<input type="checkbox"/>	<input type="checkbox"/>

3. When you choose to walk or ride a bicycle, why do you? (For each, select all that apply.)

	Why I Walk	Why I Bicycle
Destinations are relatively close by	<input type="checkbox"/>	<input type="checkbox"/>
It's healthy/good exercise	<input type="checkbox"/>	<input type="checkbox"/>
It's environmentally friendly	<input type="checkbox"/>	<input type="checkbox"/>
It's economical	<input type="checkbox"/>	<input type="checkbox"/>
It's pleasant/fun	<input type="checkbox"/>	<input type="checkbox"/>
To be with my family/friends	<input type="checkbox"/>	<input type="checkbox"/>
I don't drive/don't have access to a car	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below):	<input type="checkbox"/>	<input type="checkbox"/>

**4. Where do you walk/ride a bicycle? (Select all that apply.)**

	Where I Walk	Where I Ride a Bicycle
On rail trails/paths	<input type="checkbox"/>	<input type="checkbox"/>
On roads/shoulders	<input type="checkbox"/>	<input type="checkbox"/>
In local parks	<input type="checkbox"/>	<input type="checkbox"/>
On sidewalks	<input type="checkbox"/>	<input type="checkbox"/>
In regional/state parks	<input type="checkbox"/>	<input type="checkbox"/>
Indoor or outdoor athletic facilities	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below):	<input type="checkbox"/>	<input type="checkbox"/>
_____		

**5. When you choose *not* to walk or ride a bicycle, why do you? (For each, select up to 4 reasons.)**

	Why I Don't Walk	Why I Don't Bicycle
It takes too long	<input type="checkbox"/>	<input type="checkbox"/>
Road pavement or sidewalk conditions are bad	<input type="checkbox"/>	<input type="checkbox"/>
There's too much traffic	<input type="checkbox"/>	<input type="checkbox"/>
Drivers are inconsiderate	<input type="checkbox"/>	<input type="checkbox"/>
Inadequate road shoulders, sidewalks, or paths	<input type="checkbox"/>	<input type="checkbox"/>
It's too difficult for me physically	<input type="checkbox"/>	<input type="checkbox"/>
The walking/riding environment is unappealing	<input type="checkbox"/>	<input type="checkbox"/>
It's hard to walk/ride with kids, bags, etc.	<input type="checkbox"/>	<input type="checkbox"/>
I don't feel safe	<input type="checkbox"/>	<input type="checkbox"/>
There's no safe place to park my bike	<input type="checkbox"/>	<input type="checkbox"/>
I don't know how to ride on the road/in traffic	<input type="checkbox"/>	<input type="checkbox"/>
I don't have access to a bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below):	<input type="checkbox"/>	<input type="checkbox"/>
_____		

**6. When walking & bicycling, what issues do you encounter most often? (For each, select up to 4 issues.)**

	Issues Encountered while Walking	Issues Encountered while Bicycling
Poor road or sidewalk condition (broken/cracked)	<input type="checkbox"/>	<input type="checkbox"/>
Poorly lit streets	<input type="checkbox"/>	<input type="checkbox"/>
Distracted/Inattentive motorists (on cell phones, not looking for me, etc.)	<input type="checkbox"/>	<input type="checkbox"/>
Motorists passing too close to me	<input type="checkbox"/>	<input type="checkbox"/>
Lack of sidewalks/bike paths or inadequate road shoulders	<input type="checkbox"/>	<input type="checkbox"/>
Motorists driving too fast and/or aggressively	<input type="checkbox"/>	<input type="checkbox"/>
Too much traffic	<input type="checkbox"/>	<input type="checkbox"/>
Large trucks	<input type="checkbox"/>	<input type="checkbox"/>
Motorists not obeying traffic laws	<input type="checkbox"/>	<input type="checkbox"/>
Difficulty crossing intersections/ roads safely	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify below):	<input type="checkbox"/>	<input type="checkbox"/>
_____		

**7. Please indicate how strongly you agree with each of the following statements:**

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
There are many places to go within walking distance of my home.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It is easy to walk to a transit stop (bus or train) from my home.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are many interesting things to look at while walking in my neighborhood.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stores are within walking distance of my home.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are many alternative routes for walking from place to place in my neighborhood.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**8. How satisfied are you with how the community where you live is designed for safe walking and bicycling?**

	Very Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Very Dissatisfied
Community designed for walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community designed for bicycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**9. In your opinion, what are the 4 most important improvements that should be made? (Select up to 4.)**

<input type="checkbox"/> Add bicycle lanes and/or shared lane markings	<input type="checkbox"/> Add more sidewalks	<input type="checkbox"/> Install better crosswalks and/or pedestrian crossing signals
<input type="checkbox"/> Increase width of road shoulders	<input type="checkbox"/> Upgrade traffic signals to detect bicycles	<input type="checkbox"/> Provide more street trees, benches, and other sidewalk amenities
<input type="checkbox"/> Add more bicycle racks/parking for bicycles	<input type="checkbox"/> Implement traffic calming to slow vehicle speeds	<input type="checkbox"/> Provide smoother road pavement
<input type="checkbox"/> Add more rail trails/shared-use paths	<input type="checkbox"/> Enforce traffic safety laws more strongly	<input type="checkbox"/> Maintain existing walking/bicycling facilities more regularly
<input type="checkbox"/> Provide safety-related and directional signage	<input type="checkbox"/> Expand safety education for drivers, bicyclists, and pedestrians	<input type="checkbox"/> Other:

**10. Where is bicycle parking (racks, lockers, etc.) needed? (Select the 3 most important locations.)**

<input type="checkbox"/> At bus stops/train stations	<input type="checkbox"/> At job sites	<input type="checkbox"/> In parking lots
<input type="checkbox"/> On sidewalks adjacent to local destinations	<input type="checkbox"/> At Town Halls, libraries, and other municipal facilities	<input type="checkbox"/> At schools
<input type="checkbox"/> At parks	<input type="checkbox"/> At stores	<input type="checkbox"/> Other:

**11. What factors should be used to prioritize improvements? (Select up to 4 factors.)**

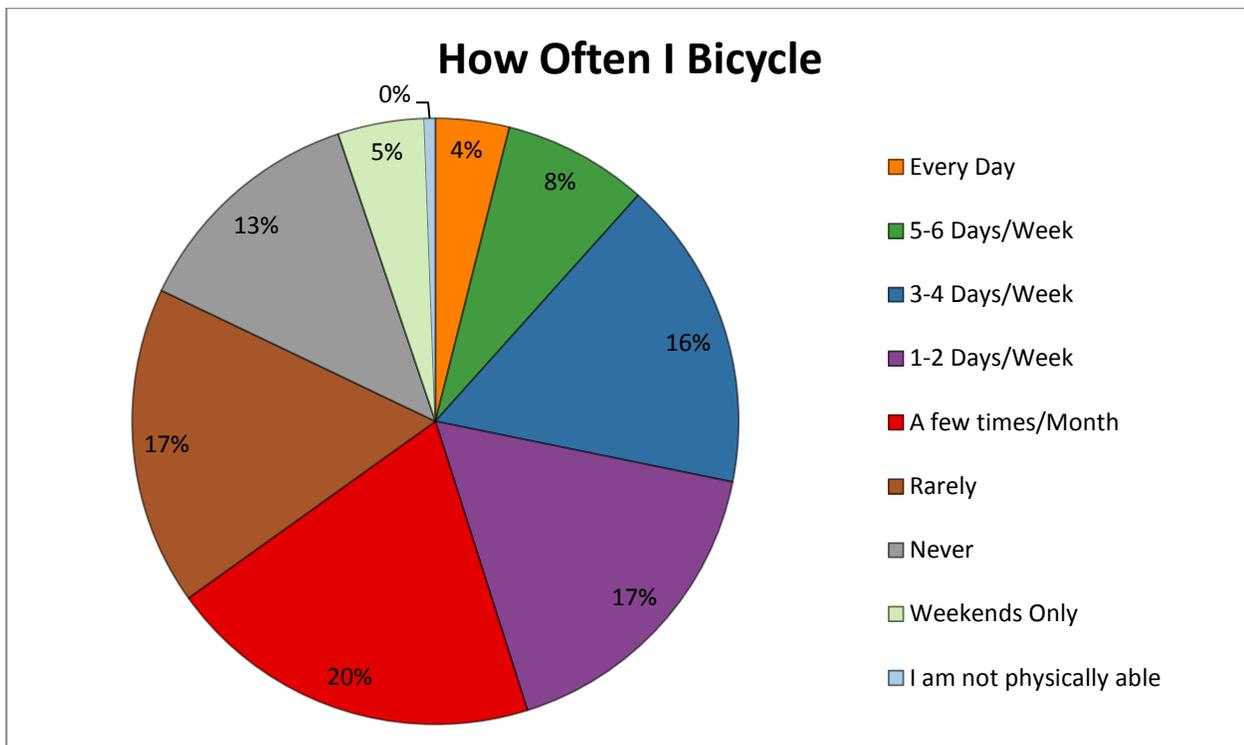
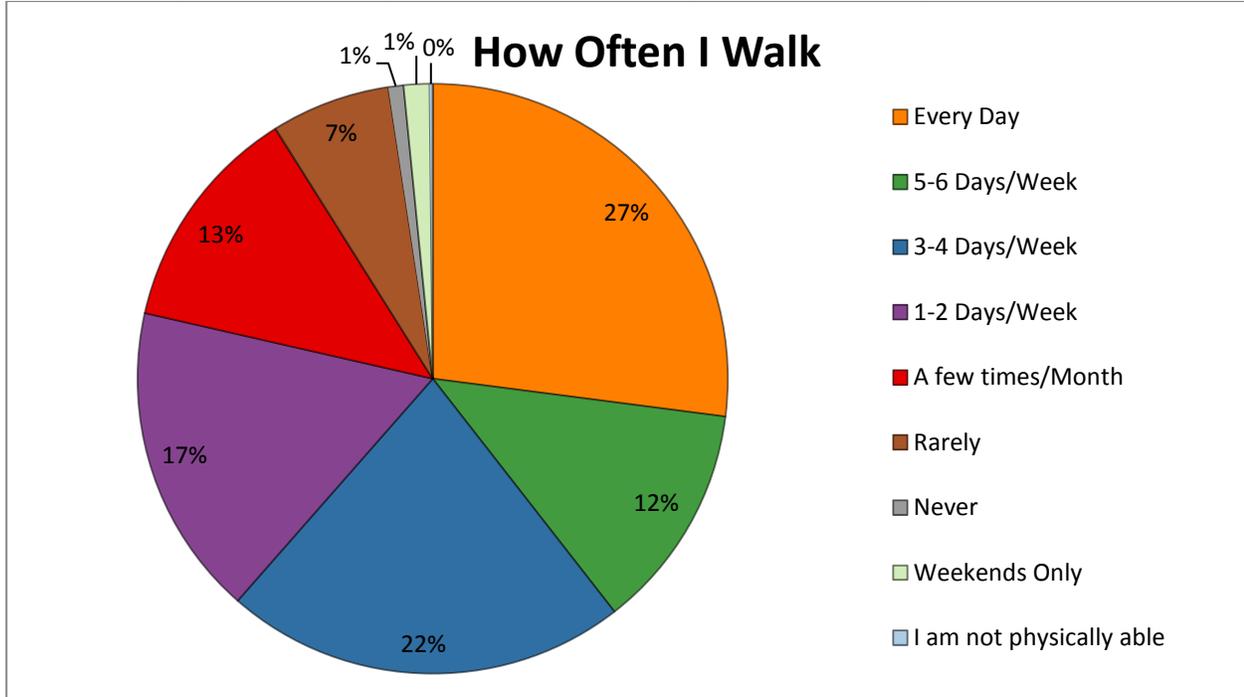
	Most Important Factors
Safety - Address locations where crashes have occurred or are likely	<input type="checkbox"/>
Complete missing pieces - Create longer continuous walkways and bikeways	<input type="checkbox"/>
Most users - Build facilities that will serve the most users	<input type="checkbox"/>
Local Connections - Facilitate trips to shopping, restaurants, and local services	<input type="checkbox"/>
Equity - Spend similarly in various municipalities	<input type="checkbox"/>
Transit - Provide easy walking and bicycling access to bus stops and train stations	<input type="checkbox"/>
Schools - Facilitate walking and bicycling to school	<input type="checkbox"/>
Maintenance - Maintain existing walking and bicycling facilities	<input type="checkbox"/>
Economic Development/Tourism - Provide tourists and residents with access to regional destinations	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>
_____	

## Walk-Bike Dutchess Survey Results

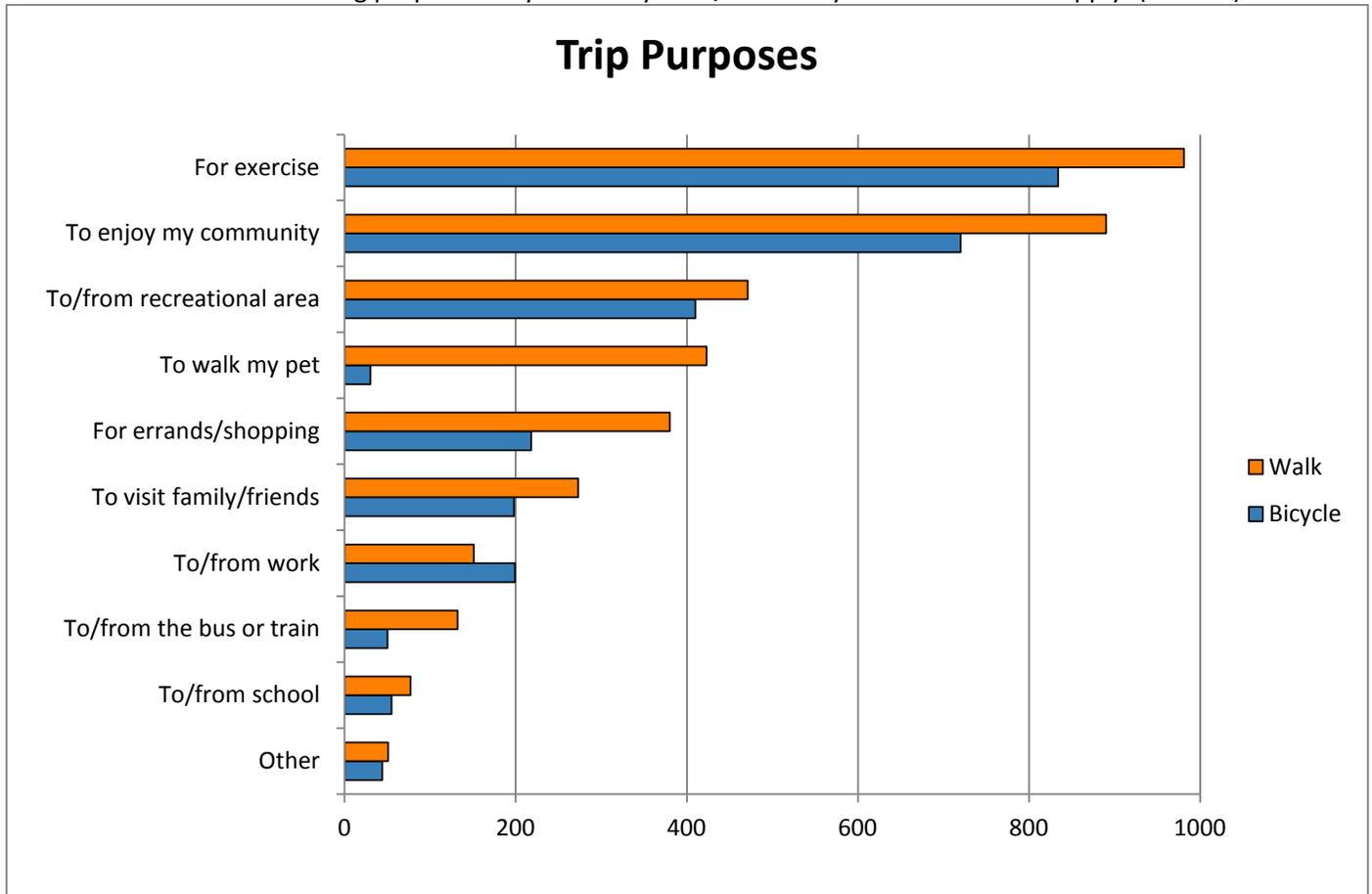
Responses: 1,319 (this includes 5 paper versions and 1,314 online: 1,312 in English and 2 in Spanish).

Note: Not all respondents answered each question, and some questions allowed more than one response.

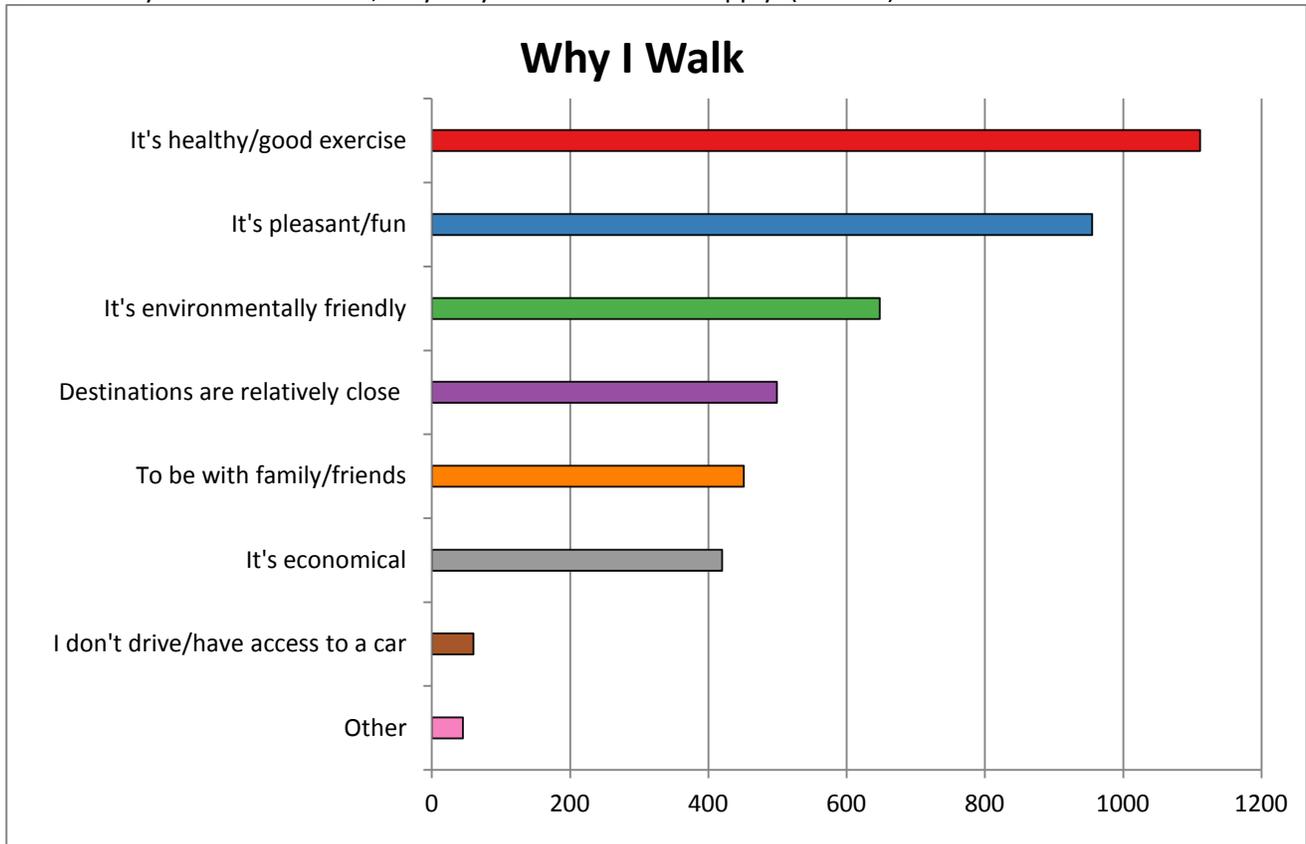
Q31. On average, how often do you walk and/or ride a bicycle? Select one response for each. (n =1265)



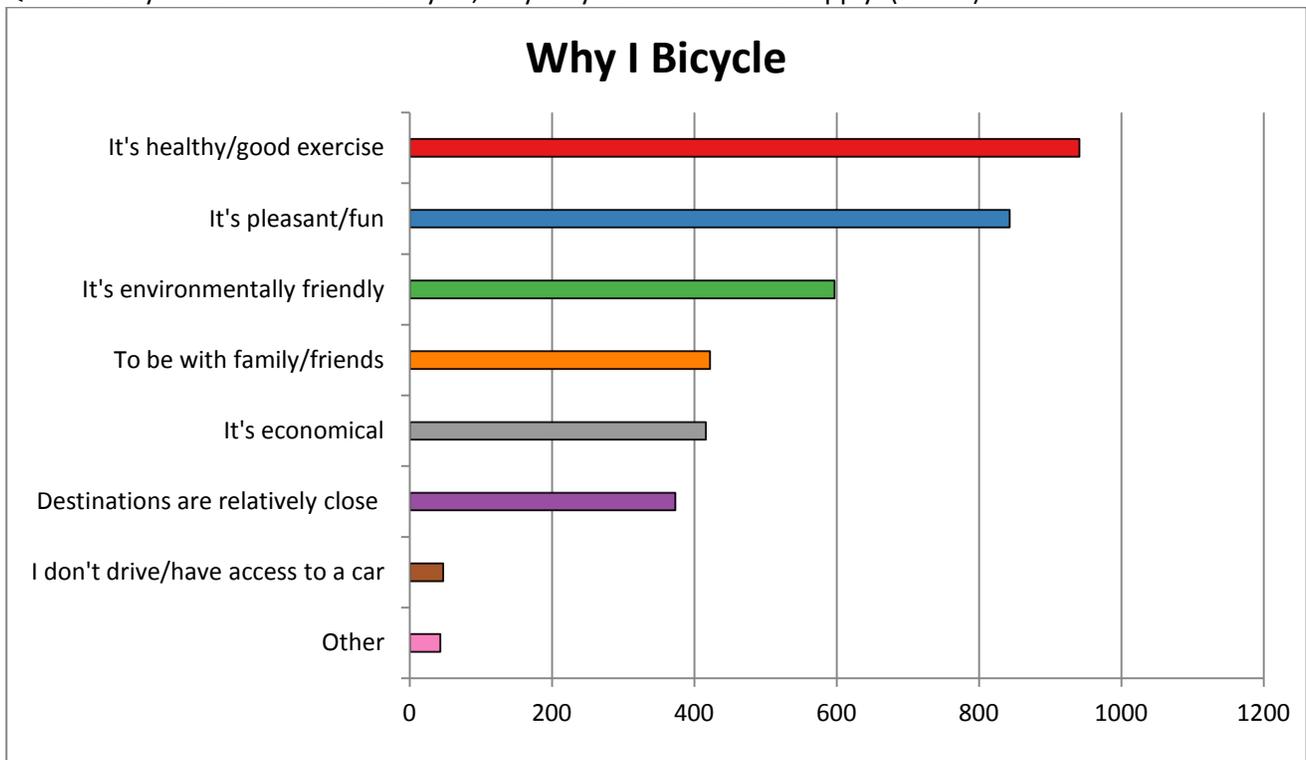
Q32. For which of the following purposes do you usually walk/ride a bicycle? Select all that apply. (n=1218)



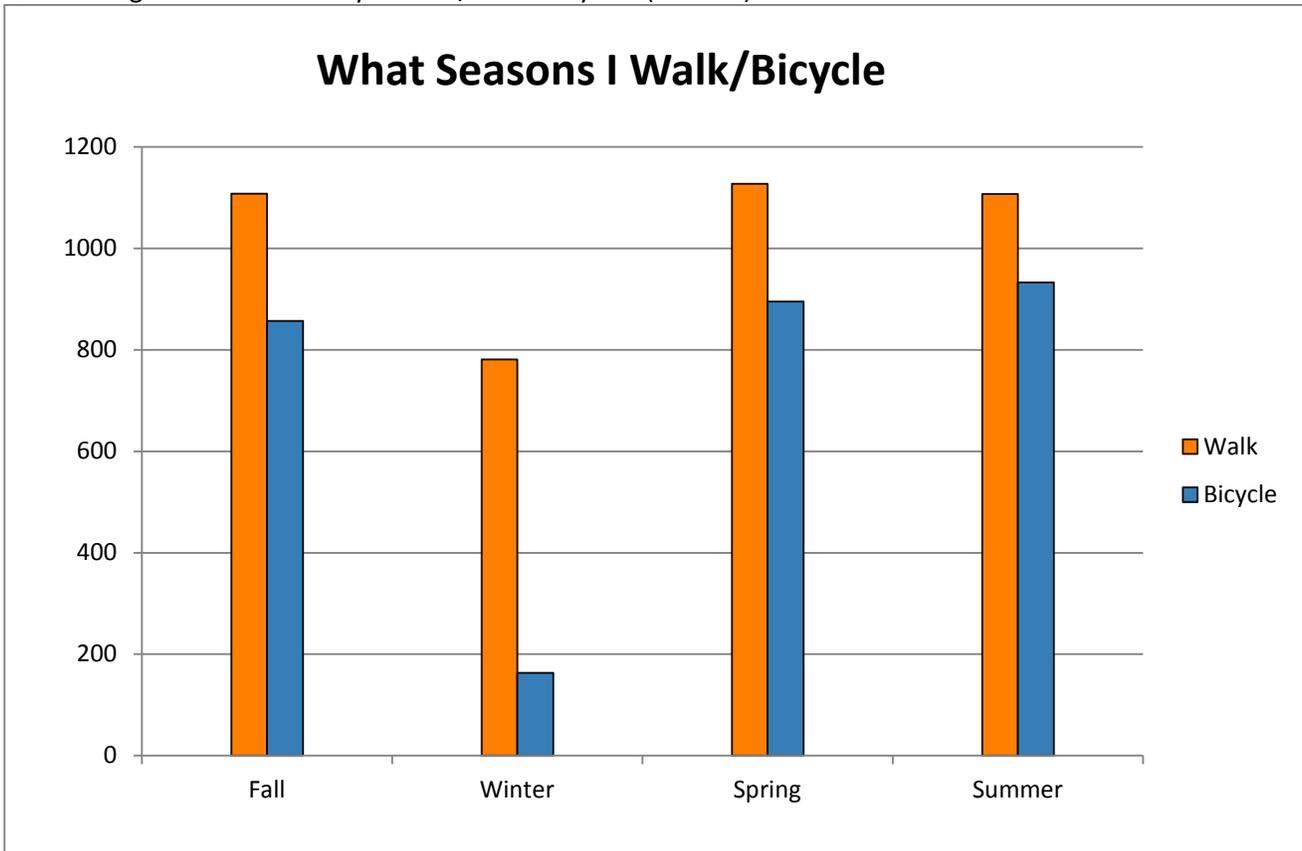
Q33. When you choose to walk, why do you? Select all that apply. (n=1185)



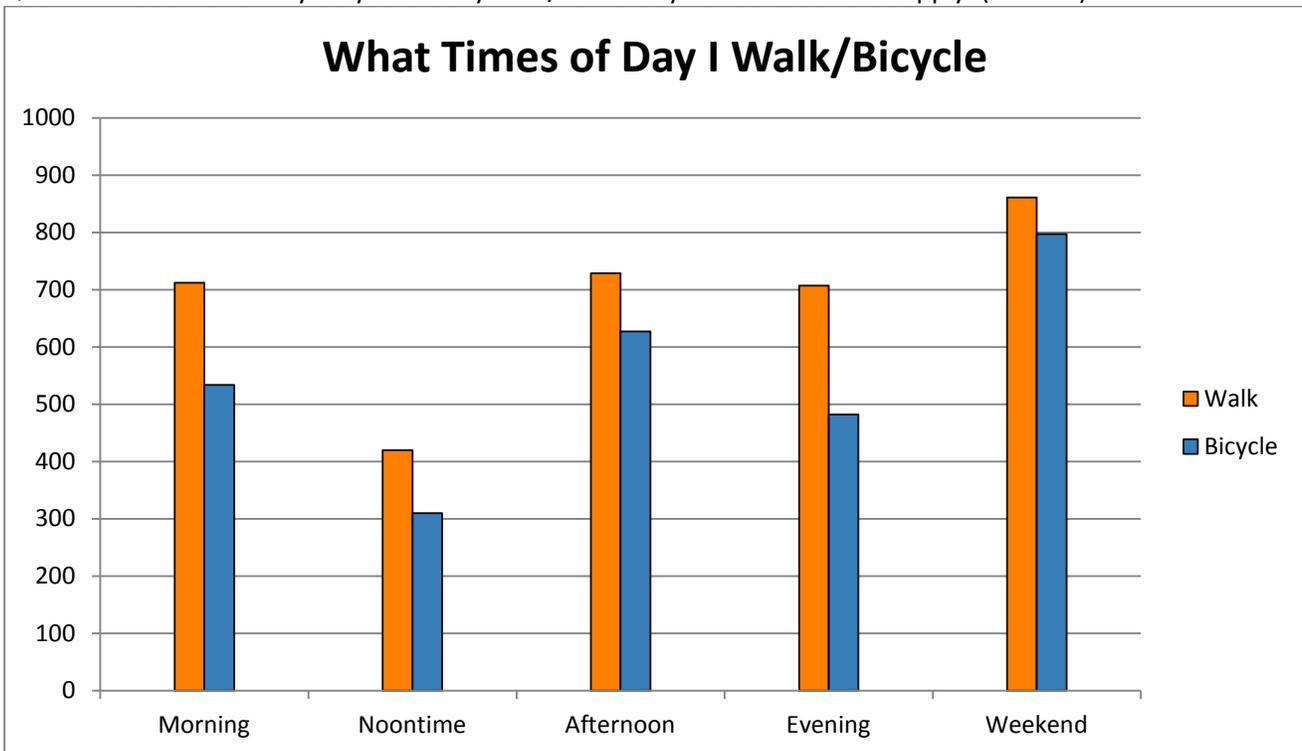
Q34. When you choose to ride a bicycle, why do you? Select all that apply. (n=999)



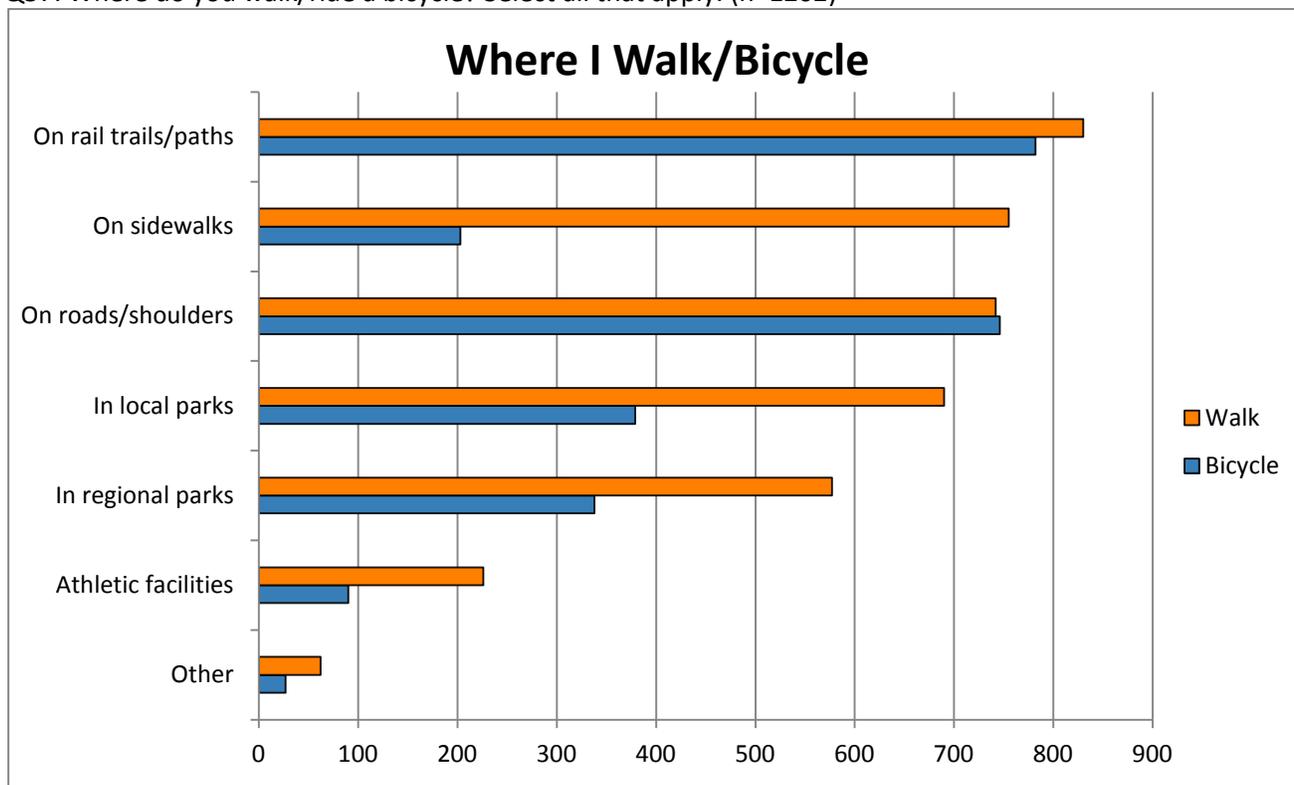
Q35. During what seasons do you walk/ride a bicycle? (n=1202)



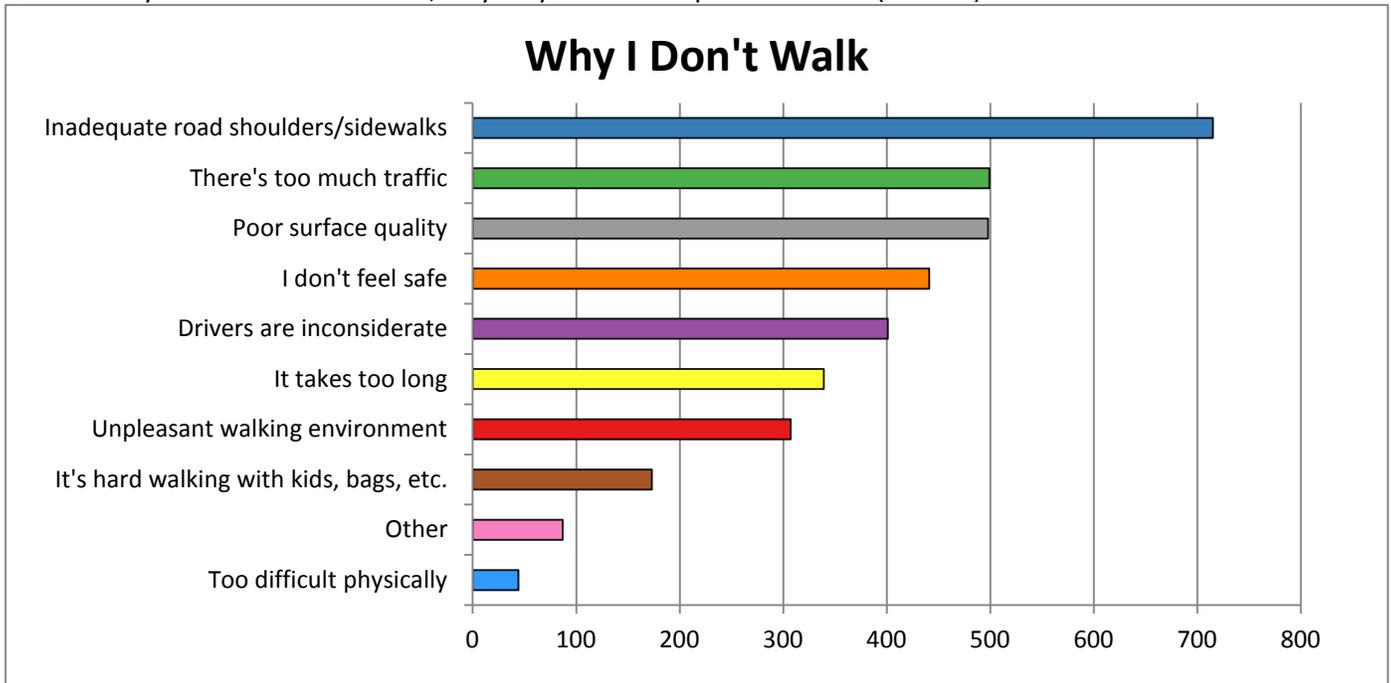
Q36. At what times of day do you usually walk/ride a bicycle? Select all that apply. (n=1186)



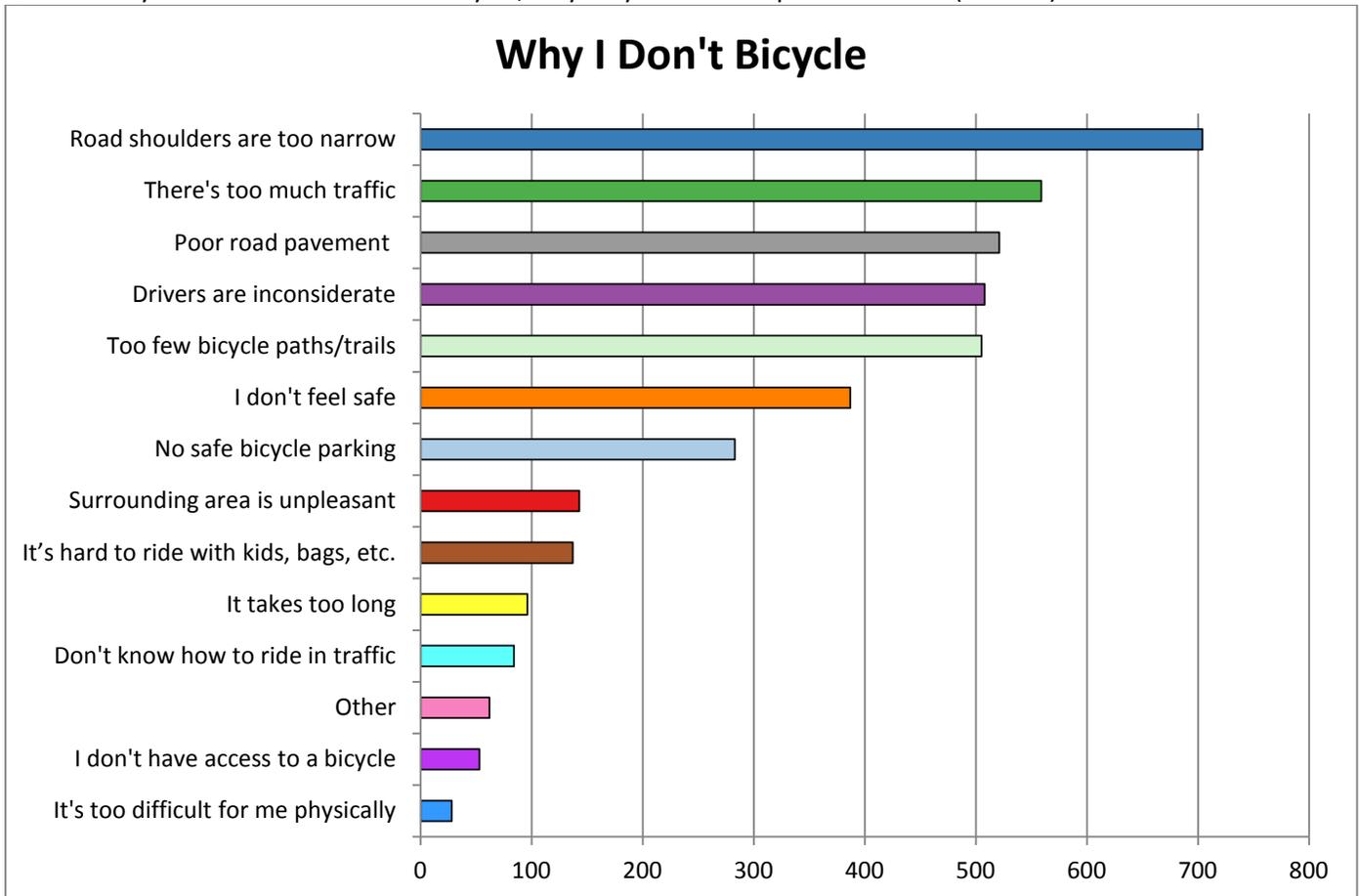
Q37. Where do you walk/ride a bicycle? Select all that apply. (n=1202)



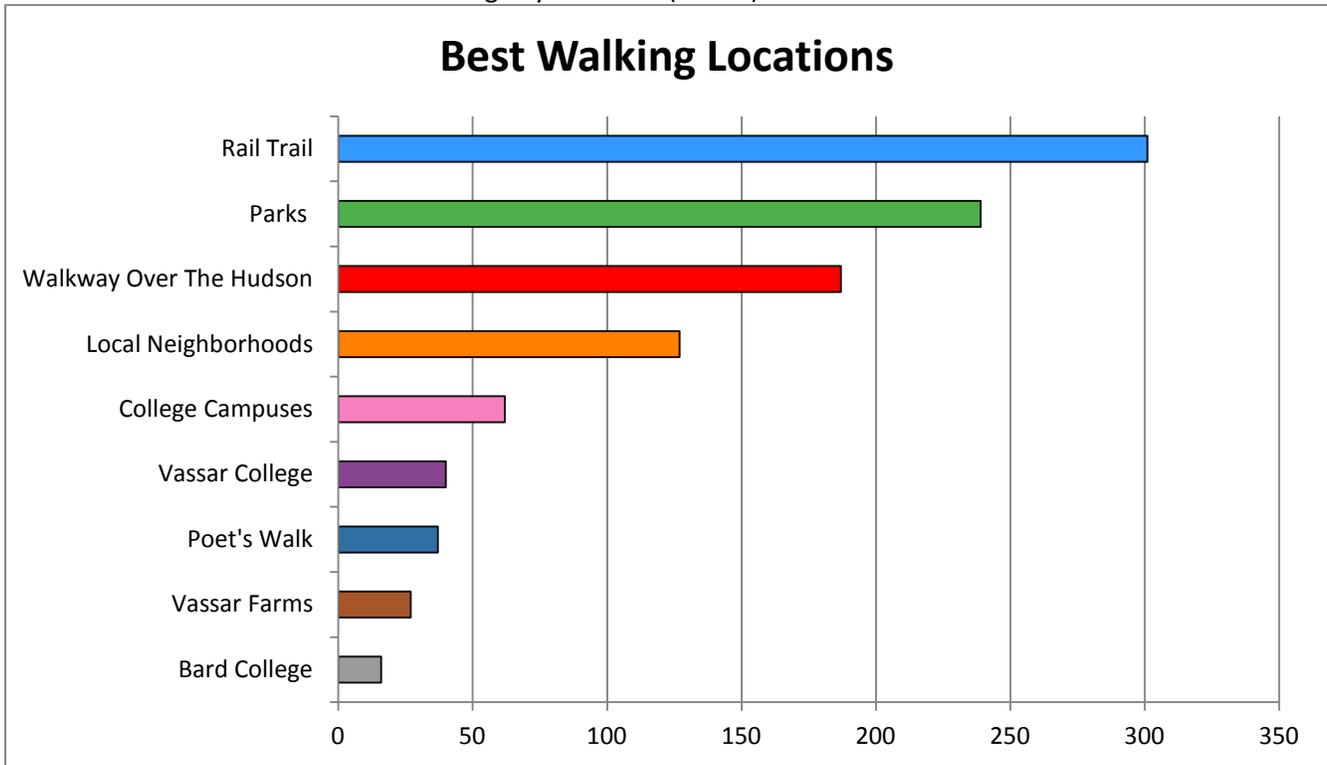
Q38. When you choose NOT to walk, why do you? Select up to 4 reasons. (n=1073)



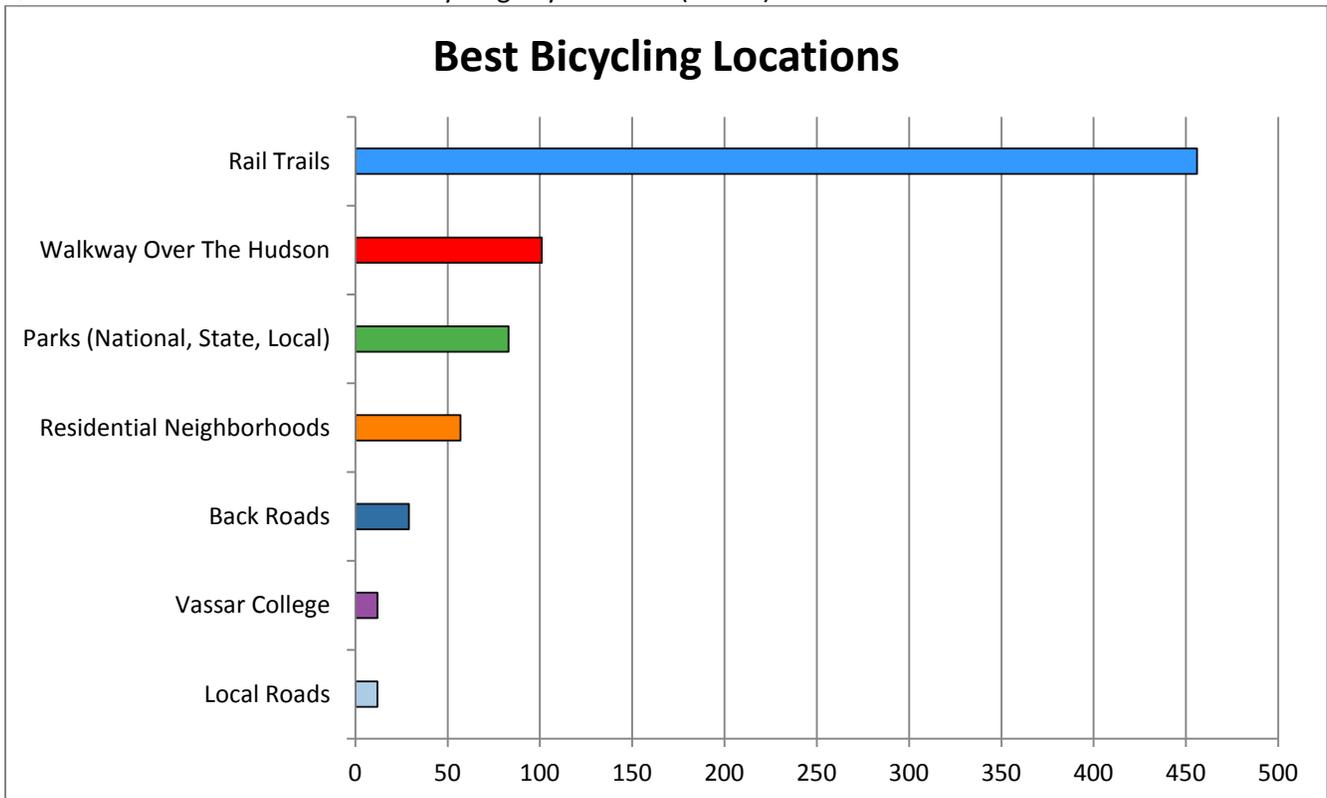
Q39. When you choose NOT to ride a bicycle, why do you? Select up to 4 reasons. (n=1002)



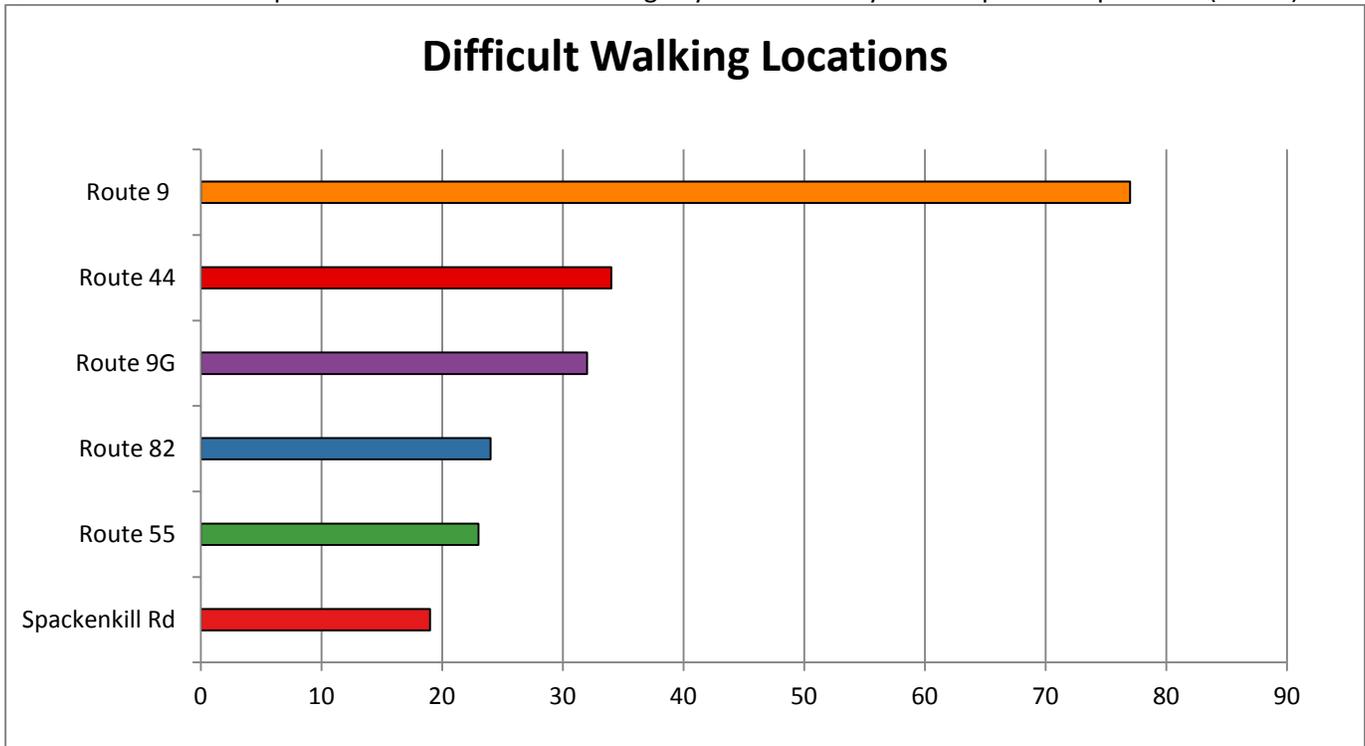
Q40. What is the best location for walking in your area? (n=980)



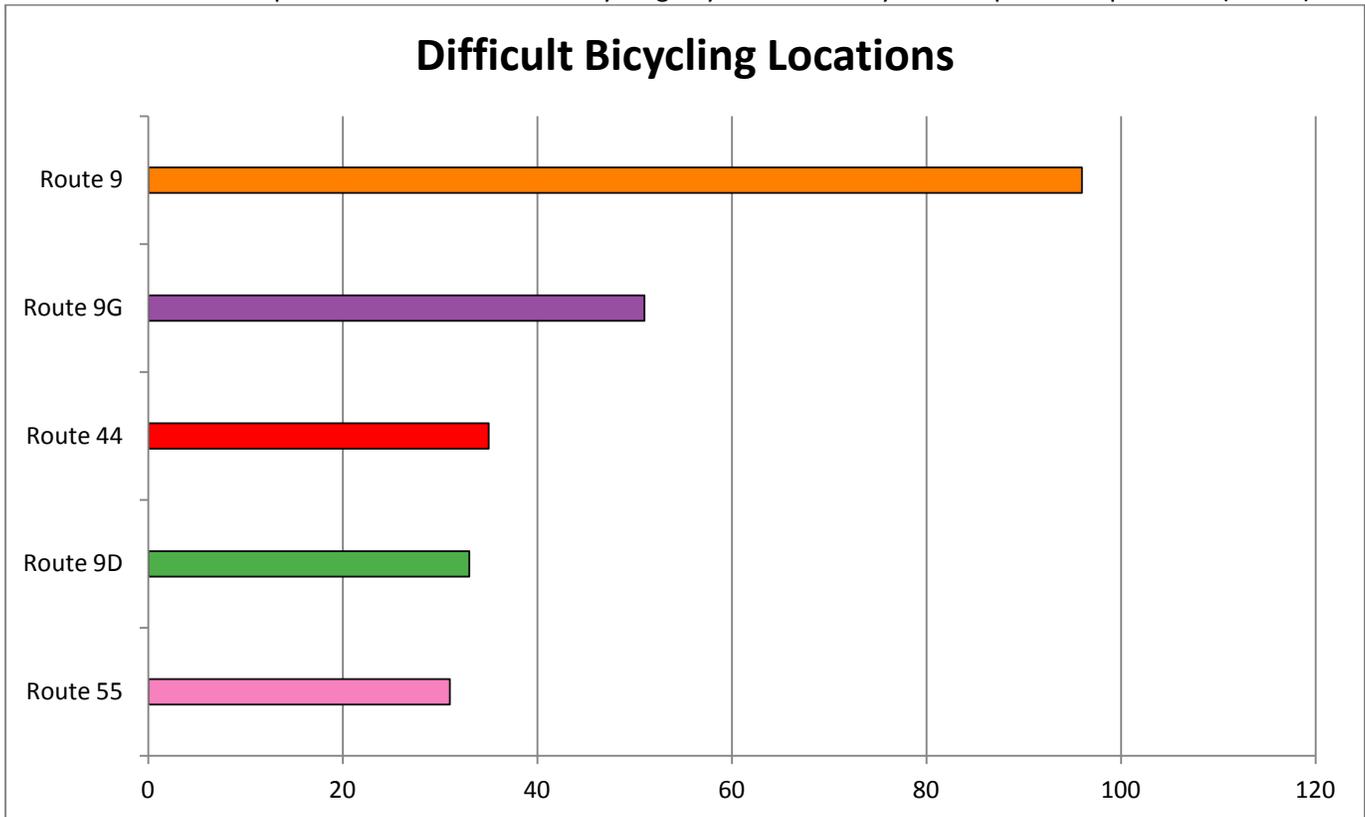
Q41. What is the best location for bicycling in your area? (n=878)



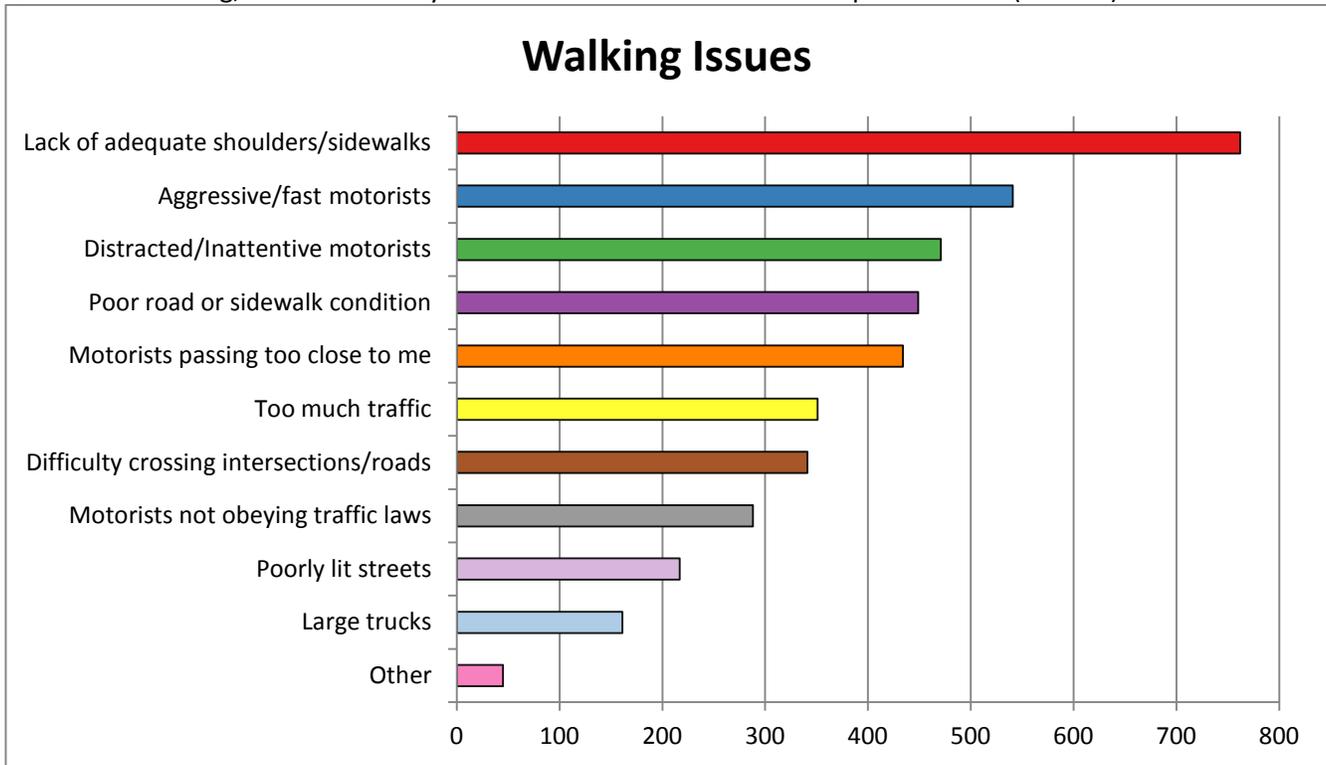
Q42. What is the most problematic location for walking in your area? Why? Be as specific as possible. (n=852)



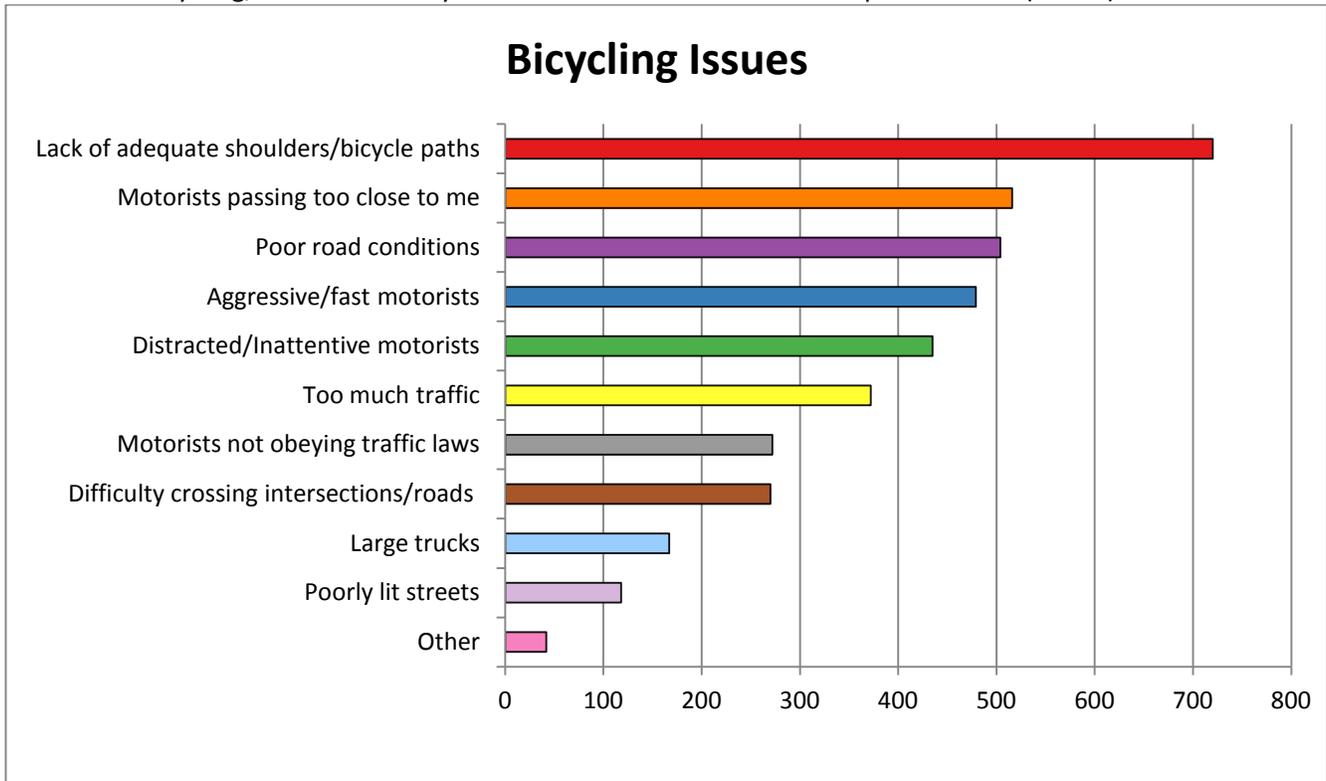
Q43. What is the most problematic location for bicycling in your area? Why? Be as specific as possible. (n=822)



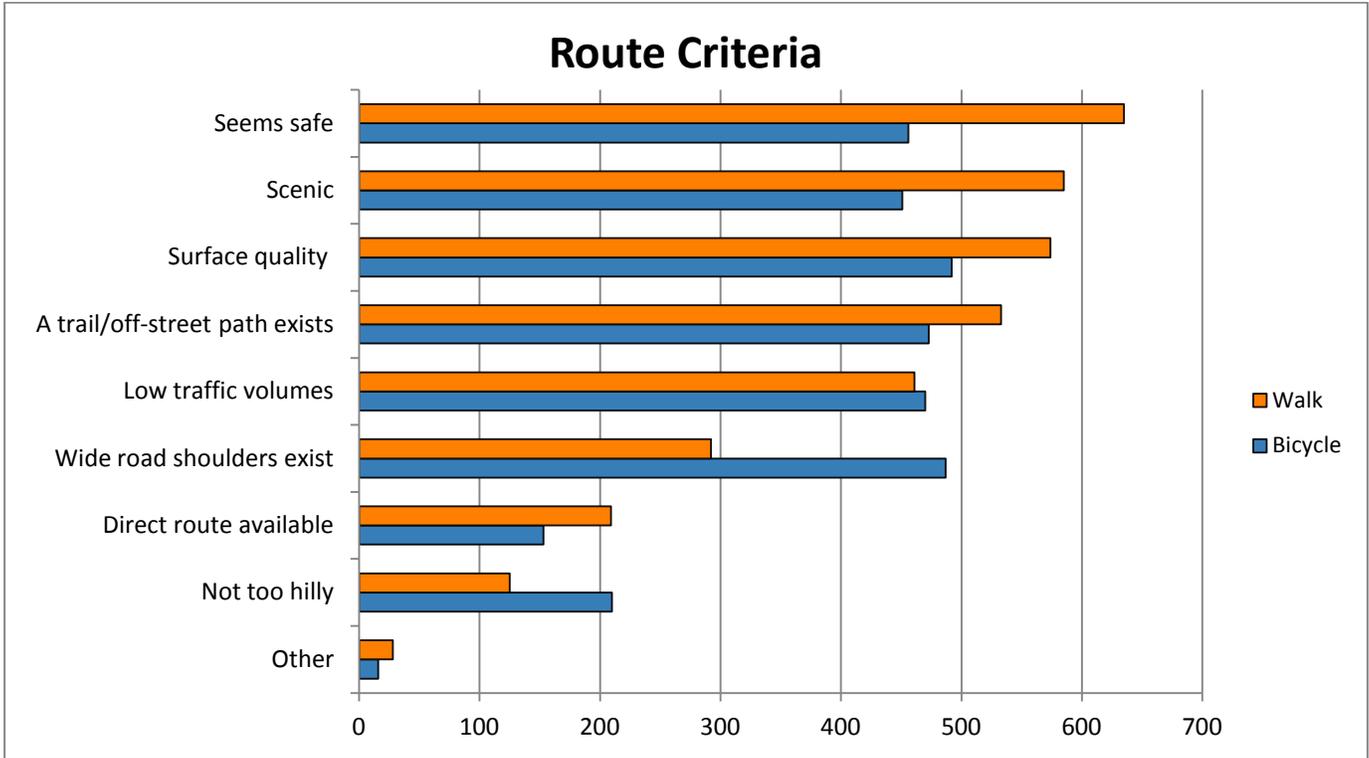
Q44. When walking, what issues do you encounter most often? Select up to 4 issues. (n=1040)



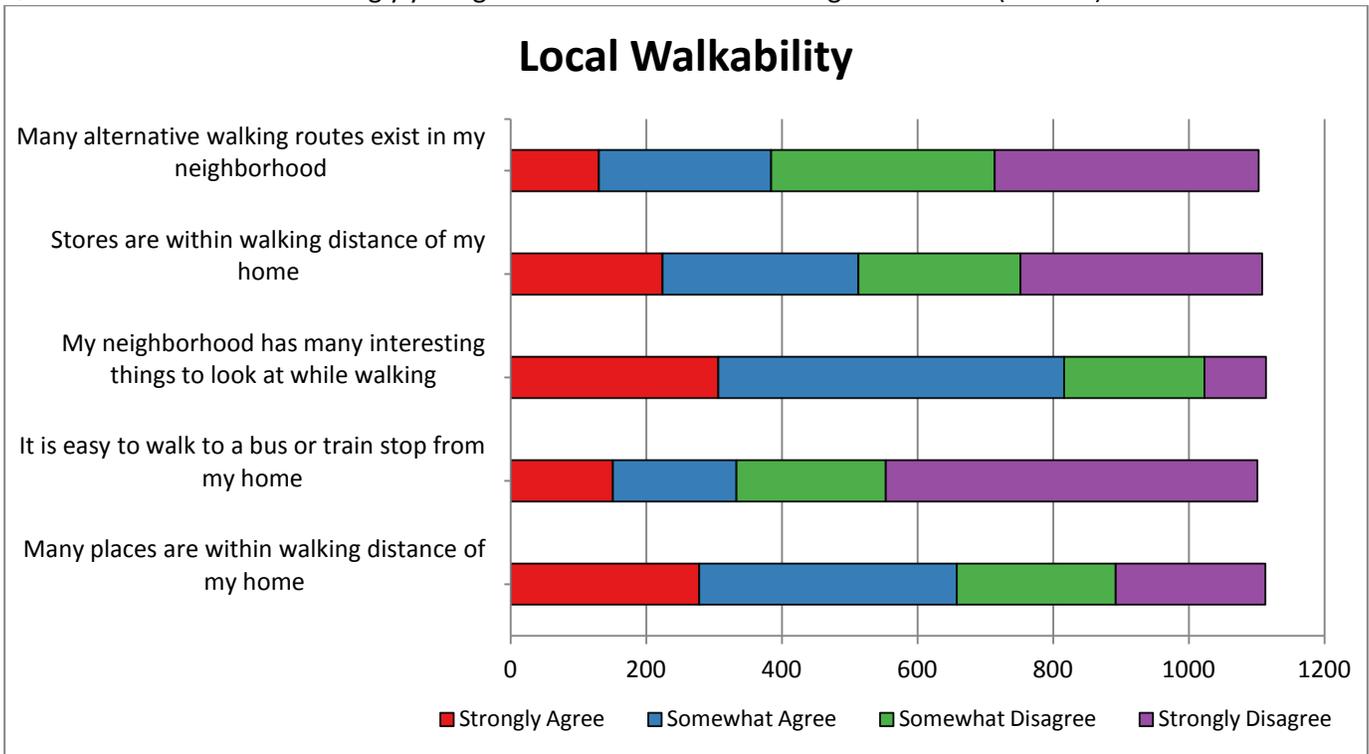
Q45. When bicycling, what issues do you encounter most often? Select up to 4 issues. (n=922)



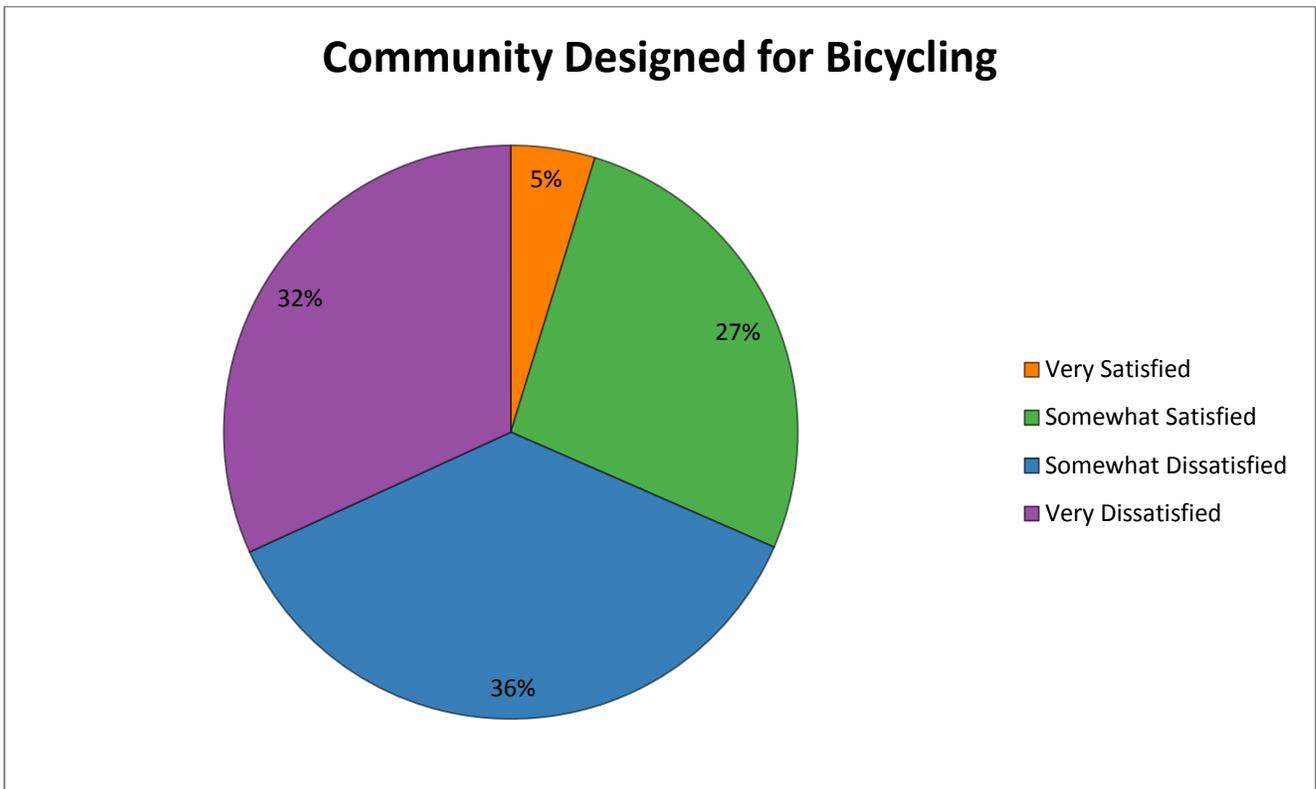
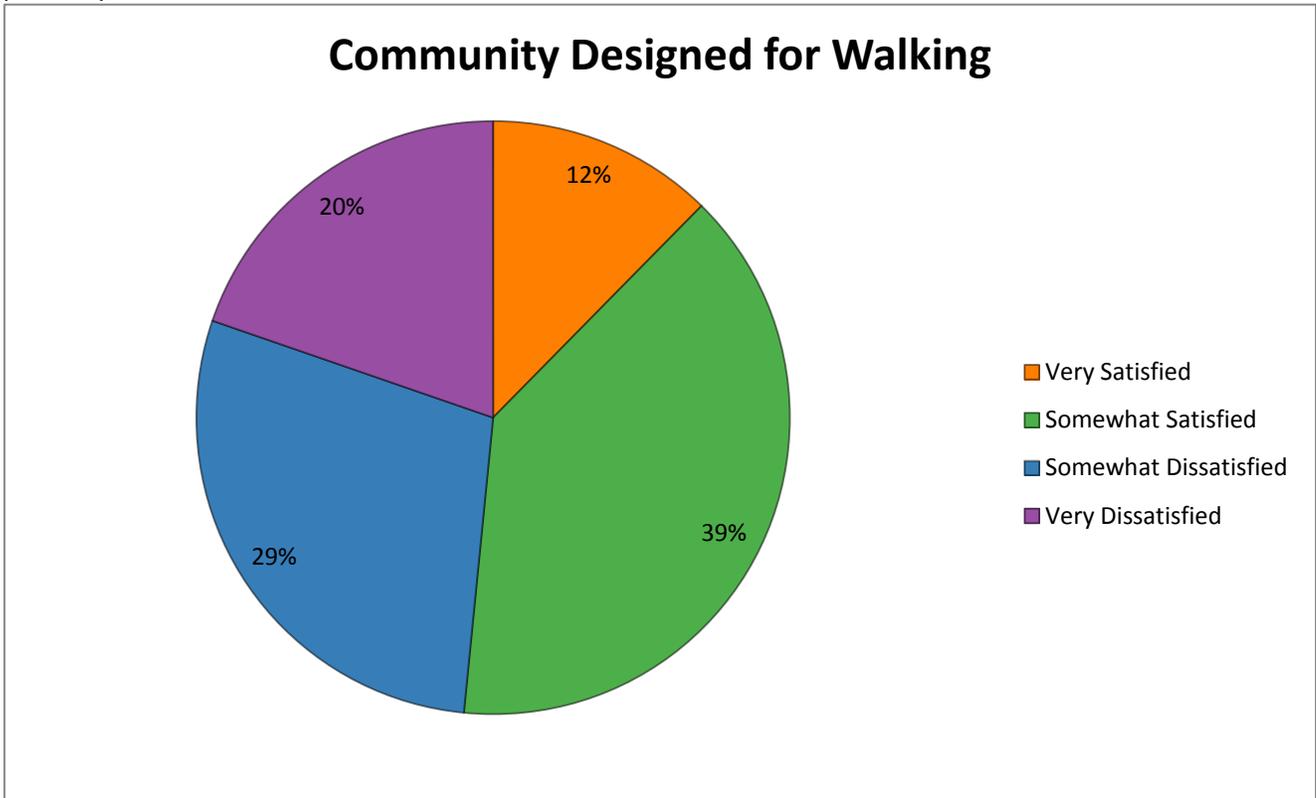
Q46. What is most important when you choose where to walk/ride a bicycle? (Select up to 3 criteria for each.) (n=1125)



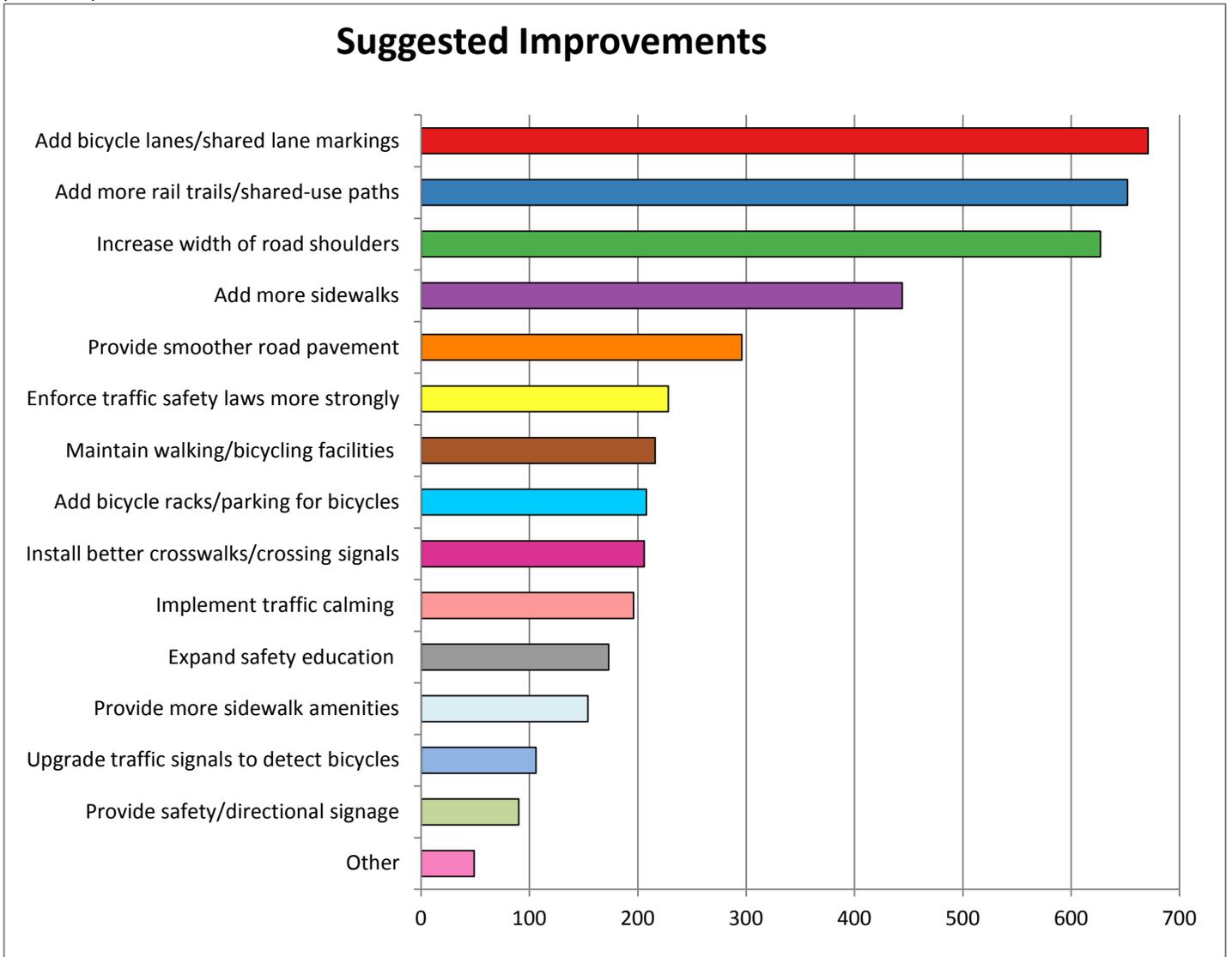
Q47. Please indicate how strongly you agree with each of the following statements: (n=1122)



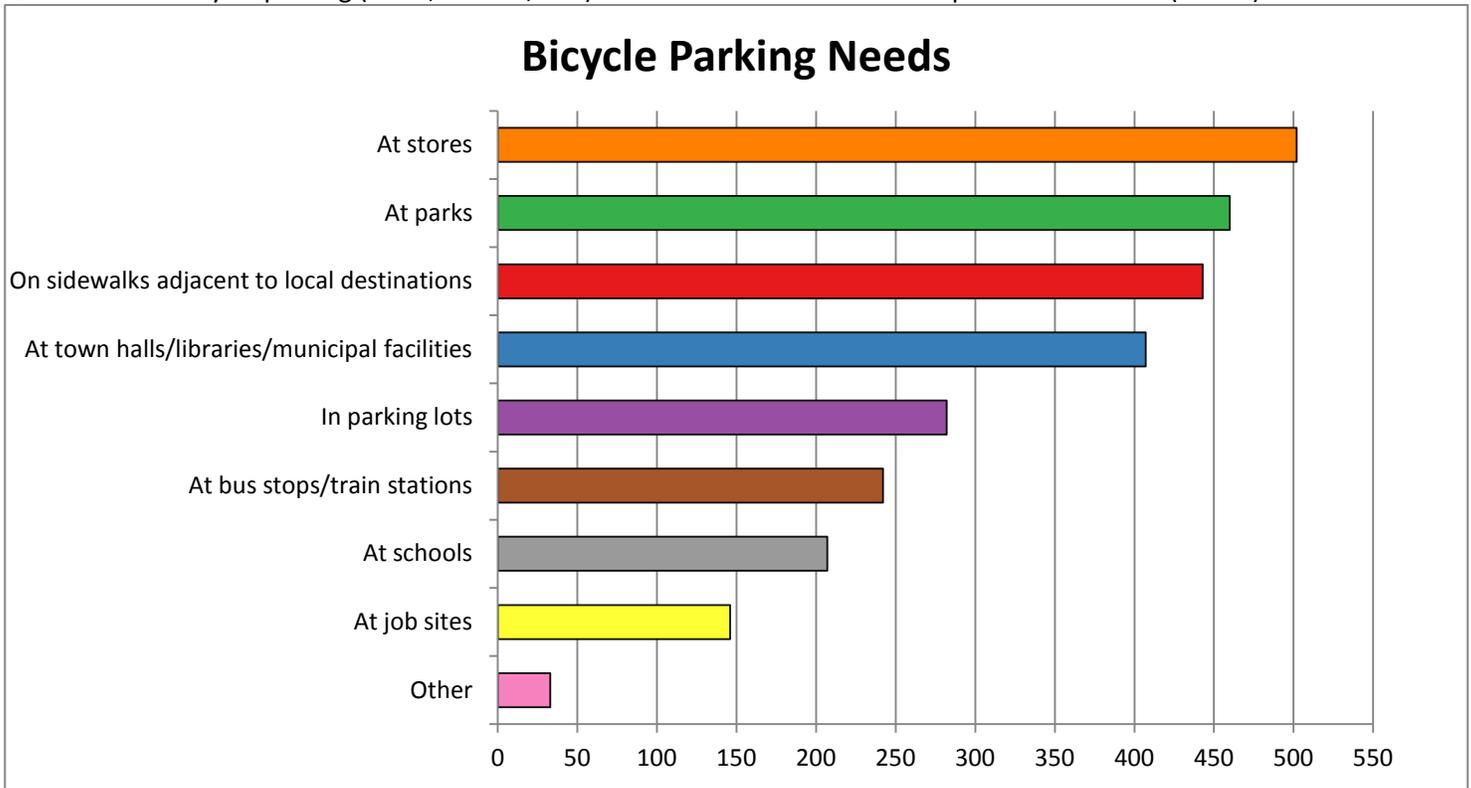
Q48. How satisfied are you with how the community where you live is designed for safe walking and bicycling?  
(n=1117)



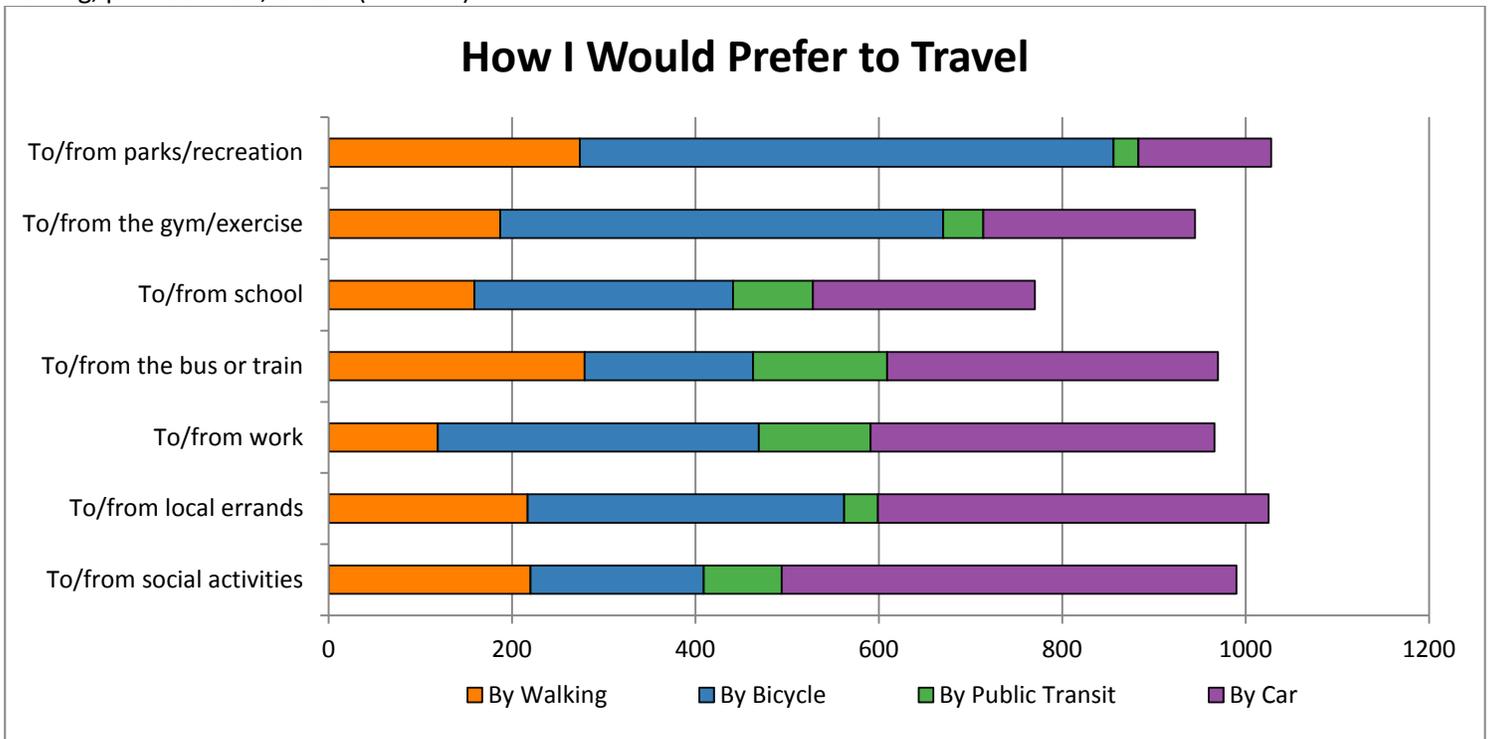
Q49. In your opinion, what are the 4 most important improvements to be made? Select up to 4 improvements.  
(n= 1094)



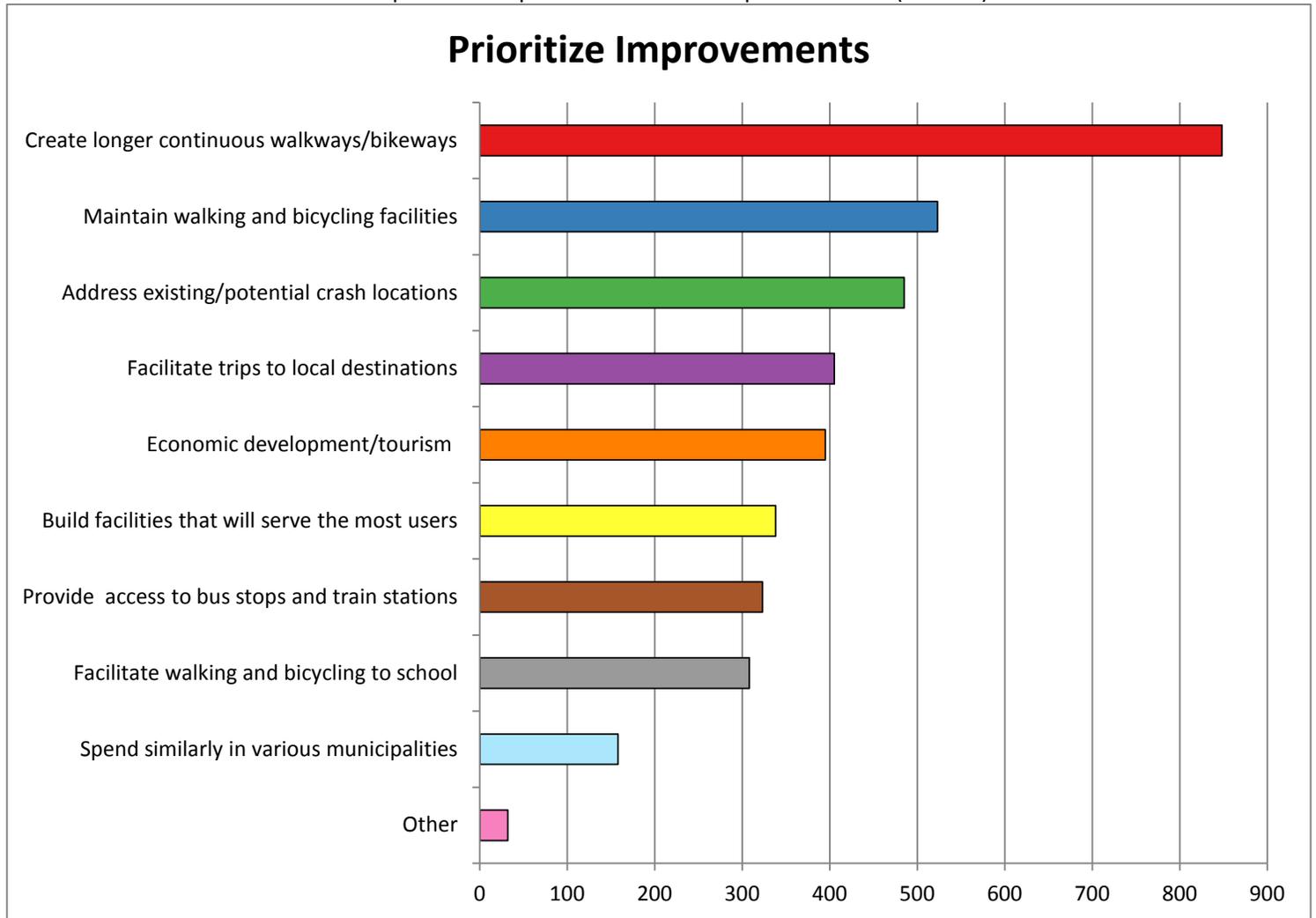
Q50. Where is bicycle parking (racks, lockers, etc.) needed? Select the 3 most important locations. (n=923)



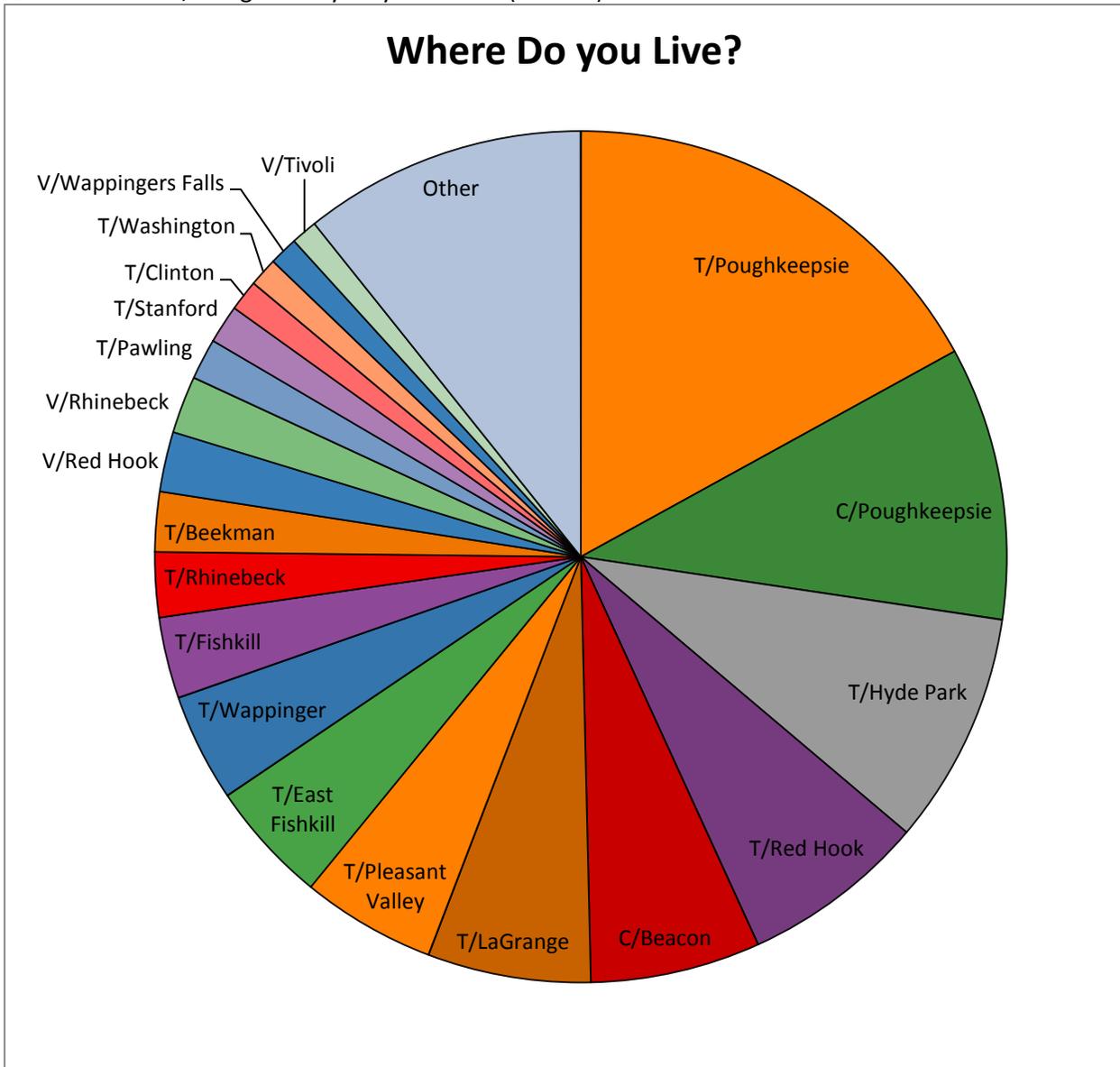
Q51. If equally good facilities existed, how would you prefer to travel? For each trip type, choose by bicycle, walking, public transit, or car. (n= 1067)



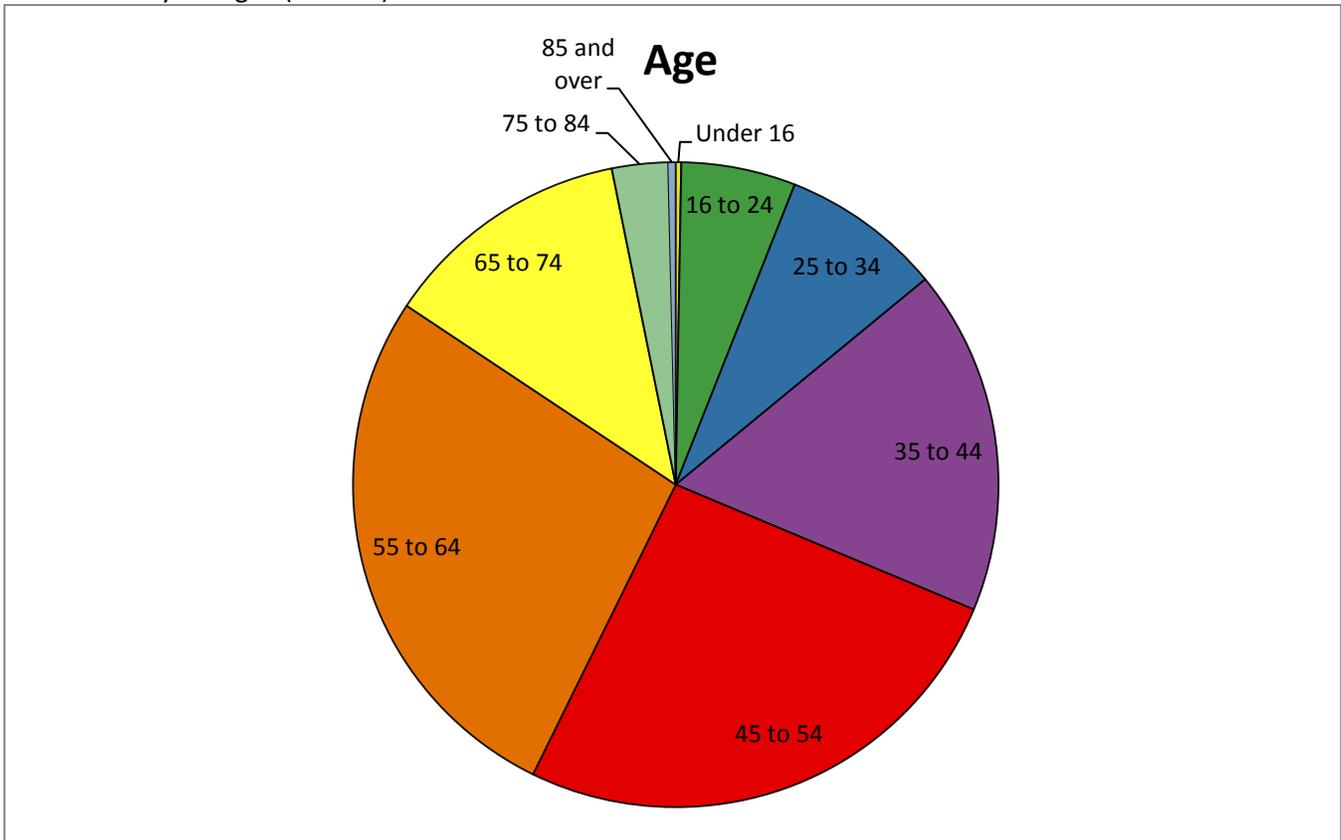
Q52. What factors should be used to prioritize improvements? Select up to 4 factors. (n=1085)



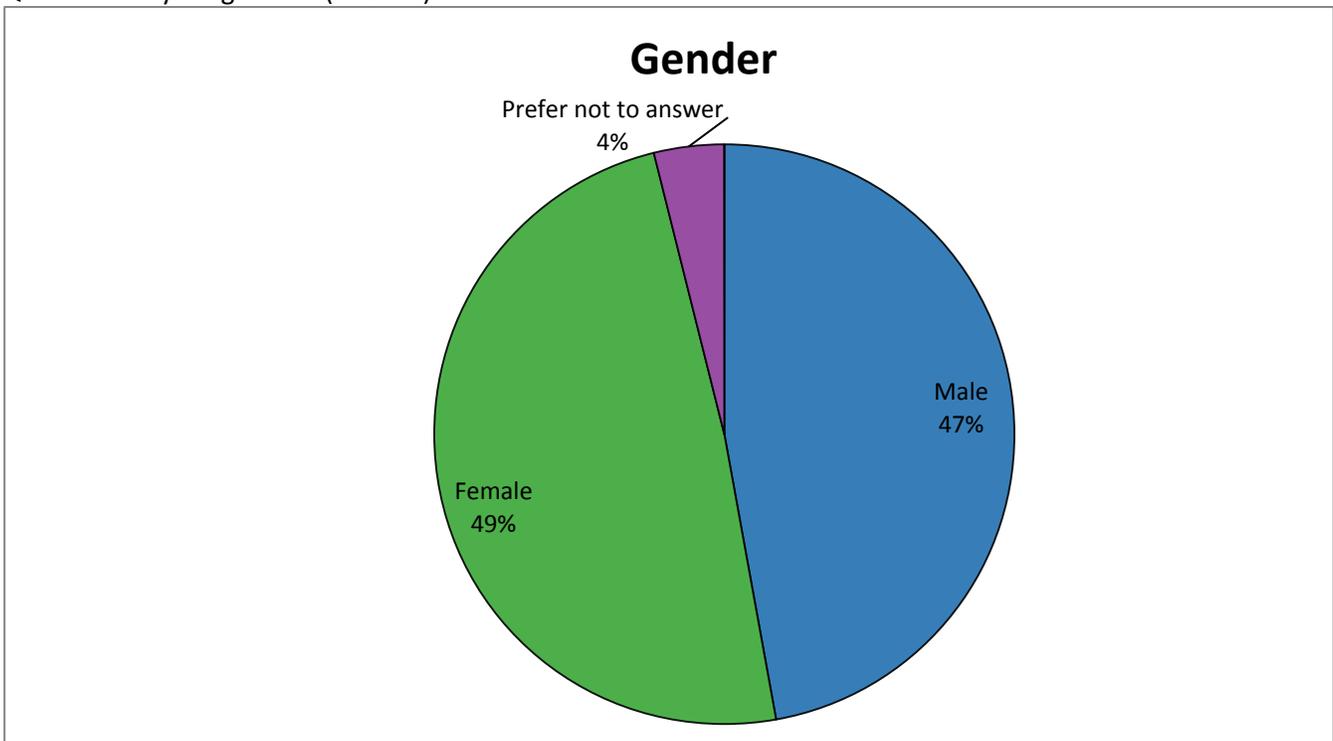
Q53. What Town, Village or City do you live in? (n=1100)



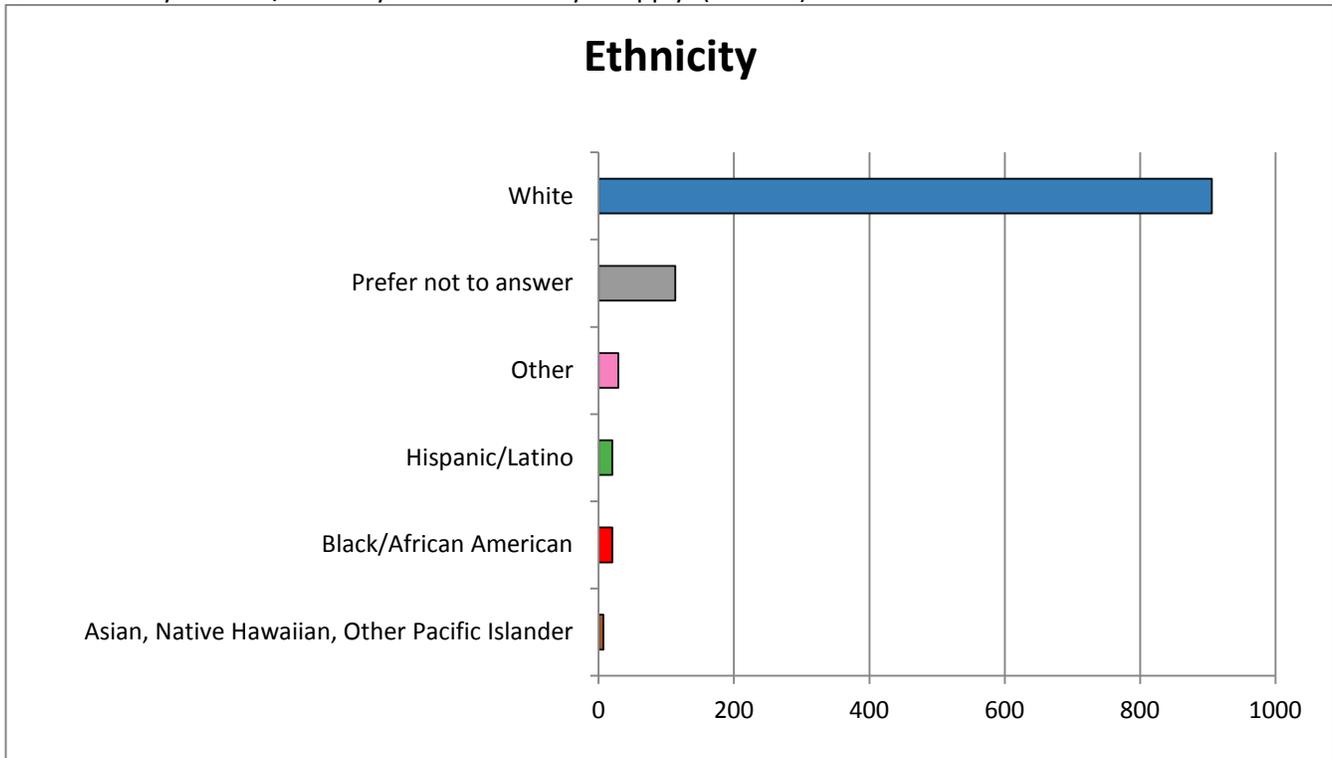
Q55. What is your age? (n=1098)



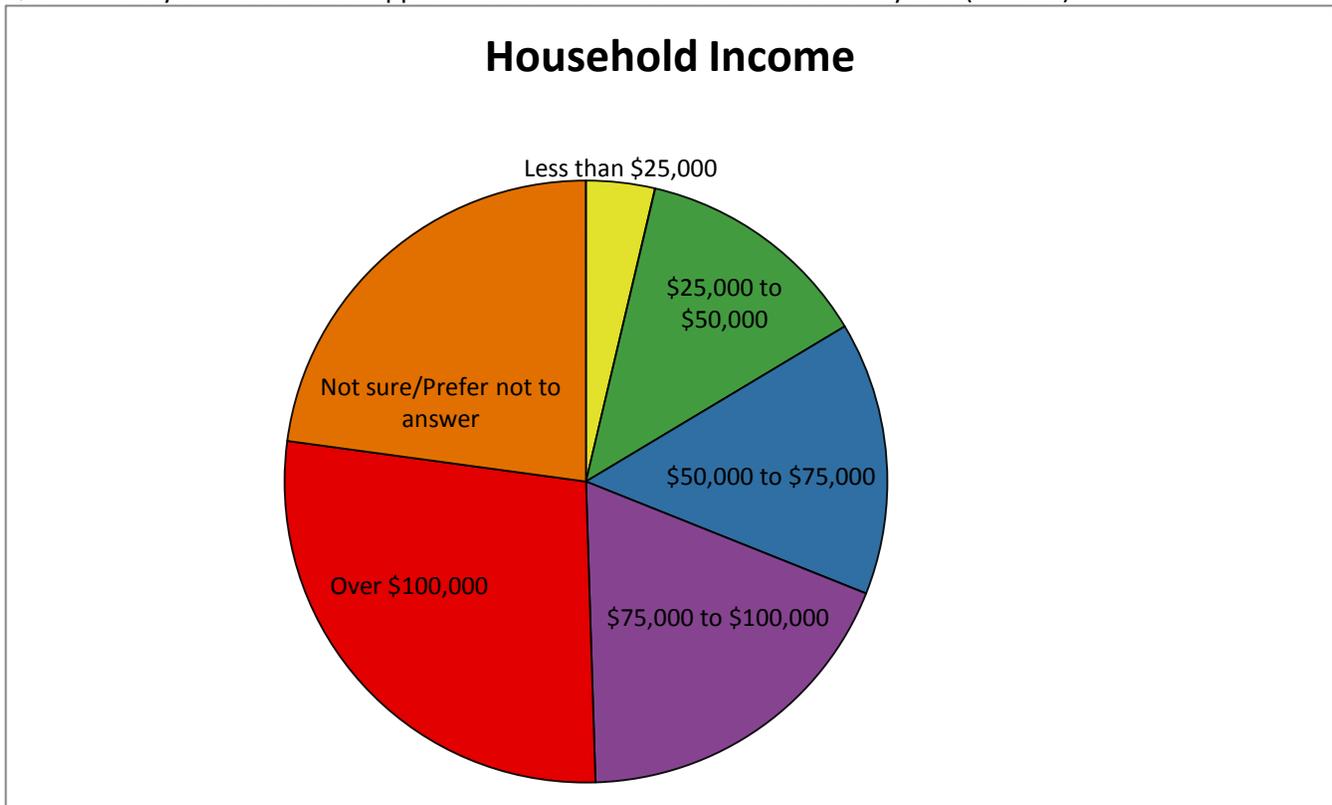
Q56. What is your gender? (n=1101)



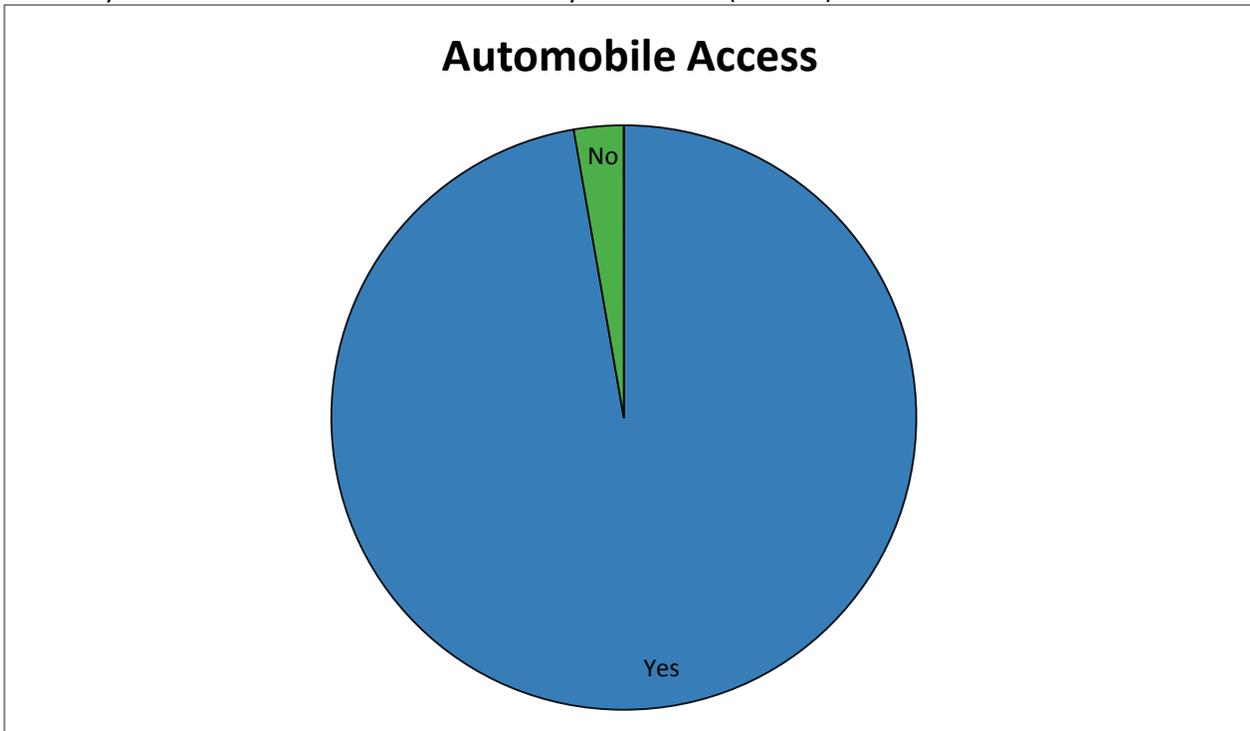
Q57. What is your race/ethnicity? Select as many as apply. (n=1095)



Q58. What is your household's approximate annual income for the current year? (n=1085)



Q59. Do you have access to an automobile that you can use? (n=1094)



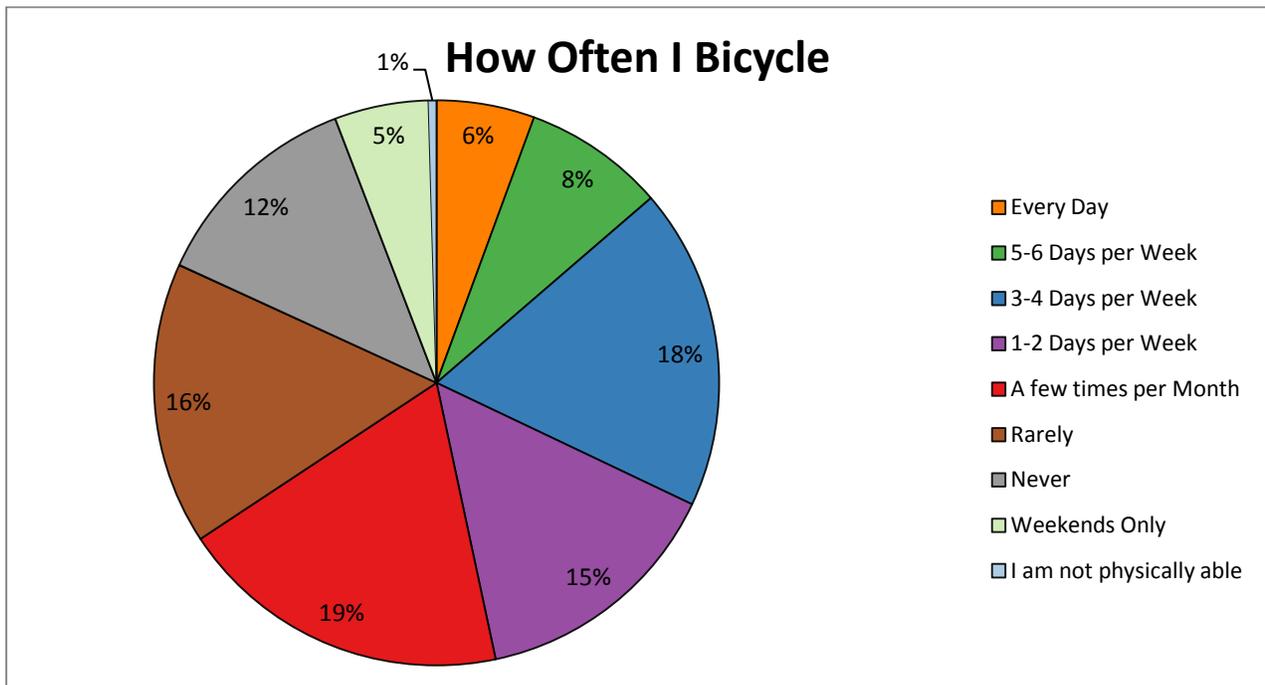
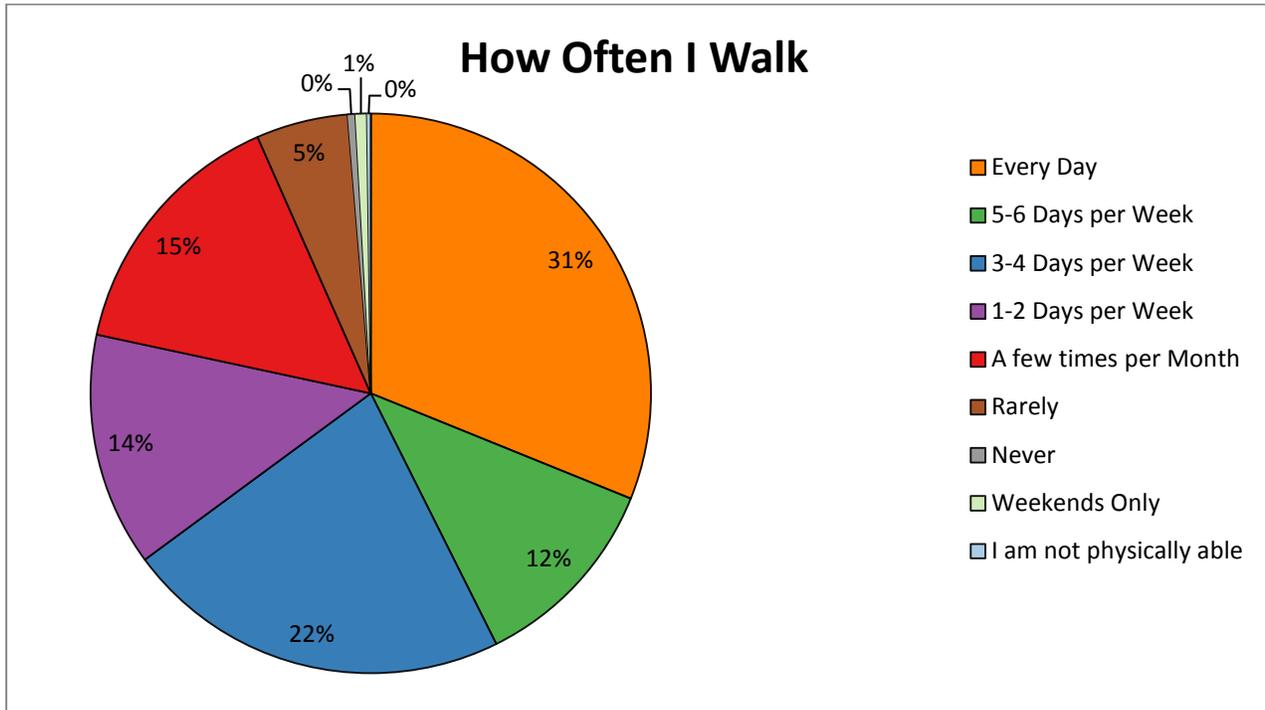


## WalkBikeDutchess Survey: Lower Hudson

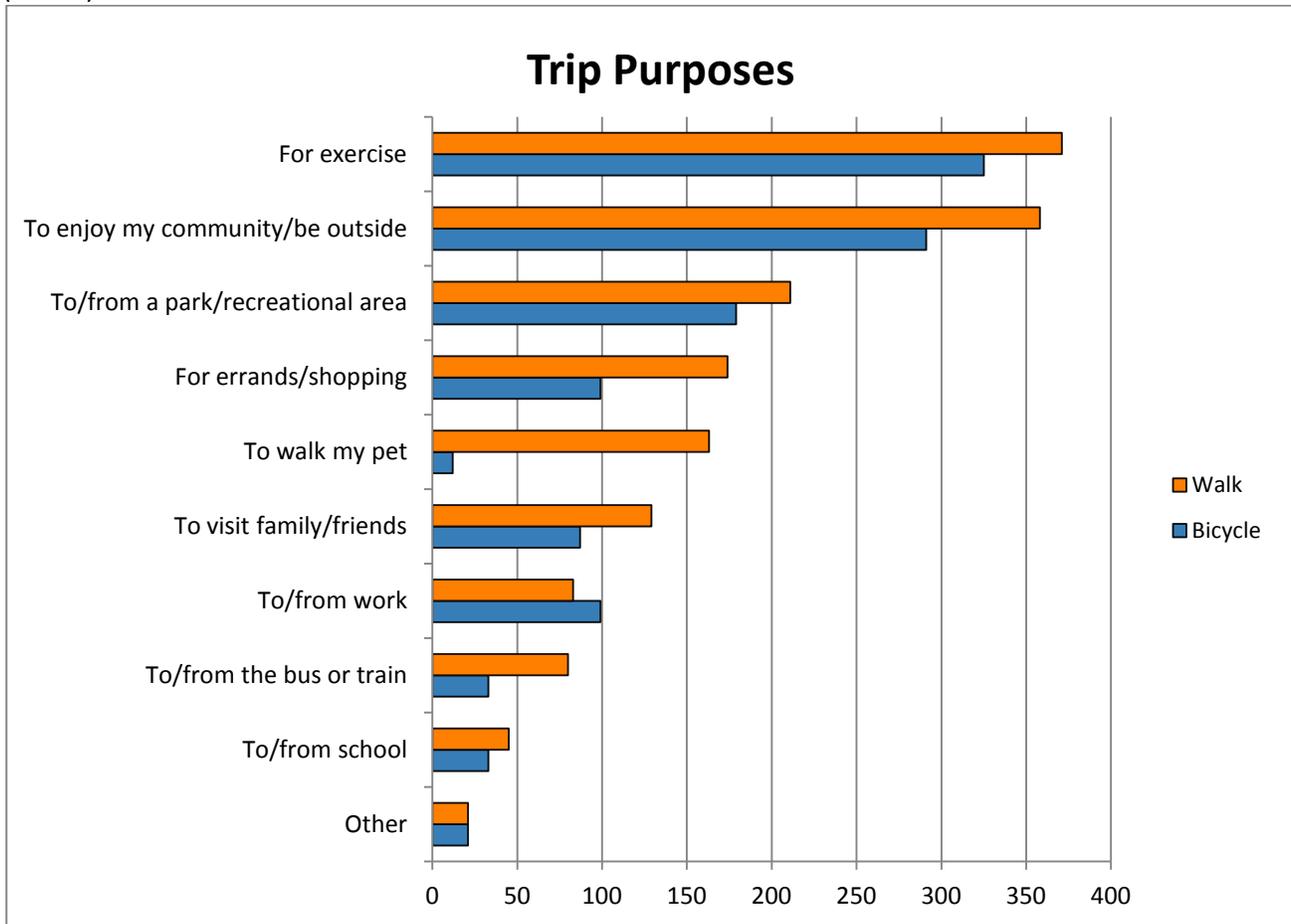
Responses: 470 from Lower Hudson Planning Area (Cities of Poughkeepsie and Beacon; Towns of Poughkeepsie, Wappinger, and Fishkill; and Villages of Wappingers Falls and Fishkill).

Note: Not all respondents answered each question.

Q31. On average, how often do you walk and/or ride a bicycle? Select one response for each. (n= 470)



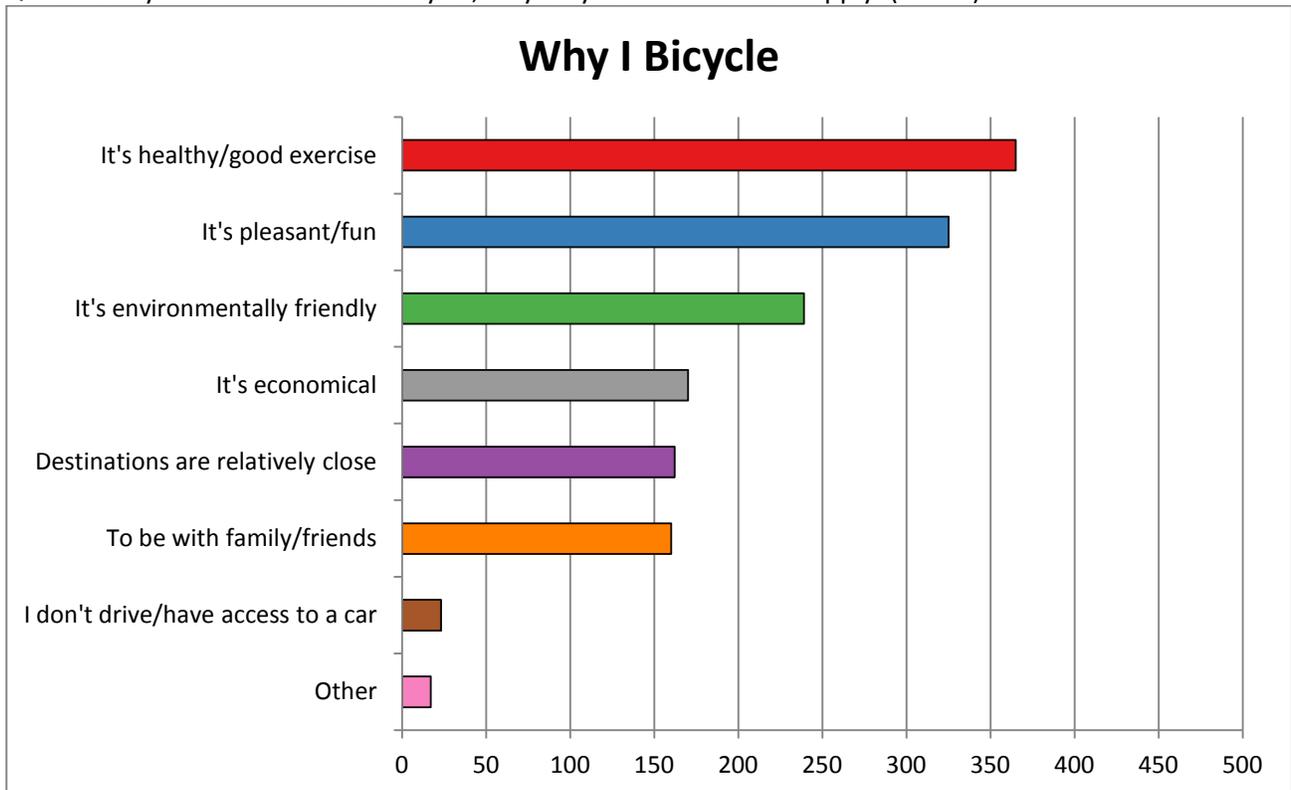
Q32. For which of the following purposes do you usually walk/ride a bicycle? Select all that apply.  
(n=469)



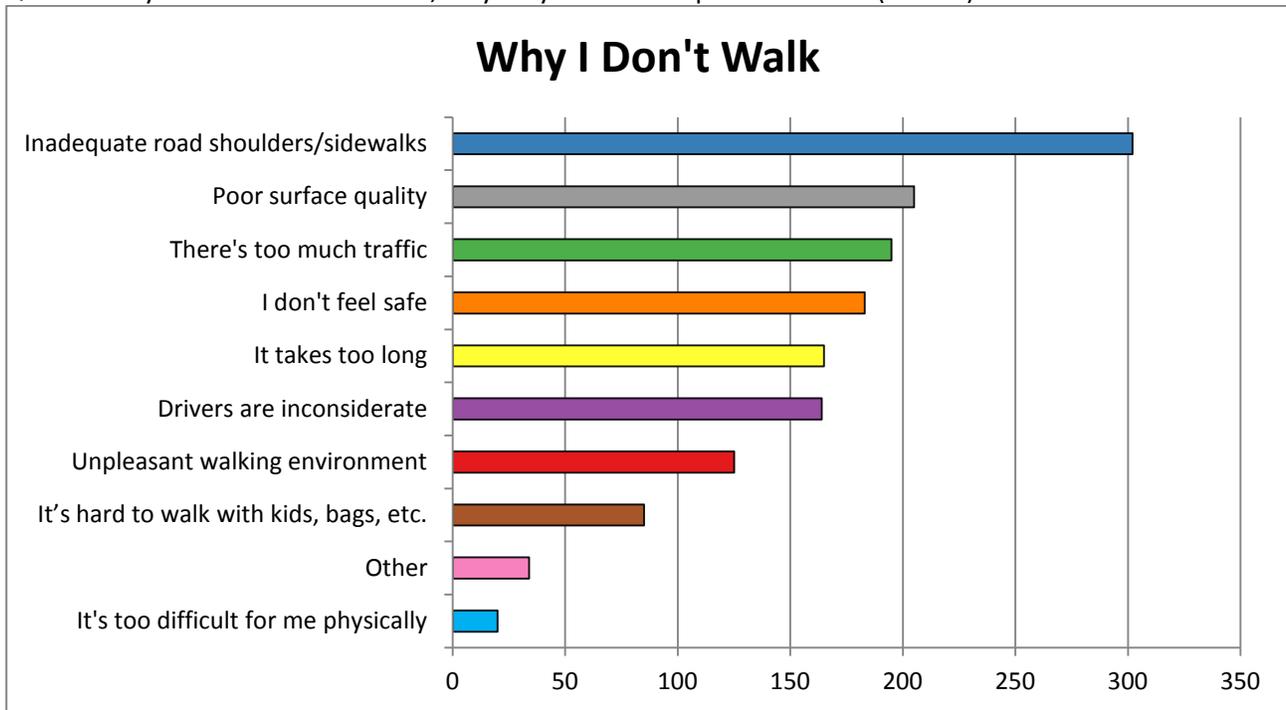
Q33. When you choose to walk, why do you? Select all that apply. (n=459)



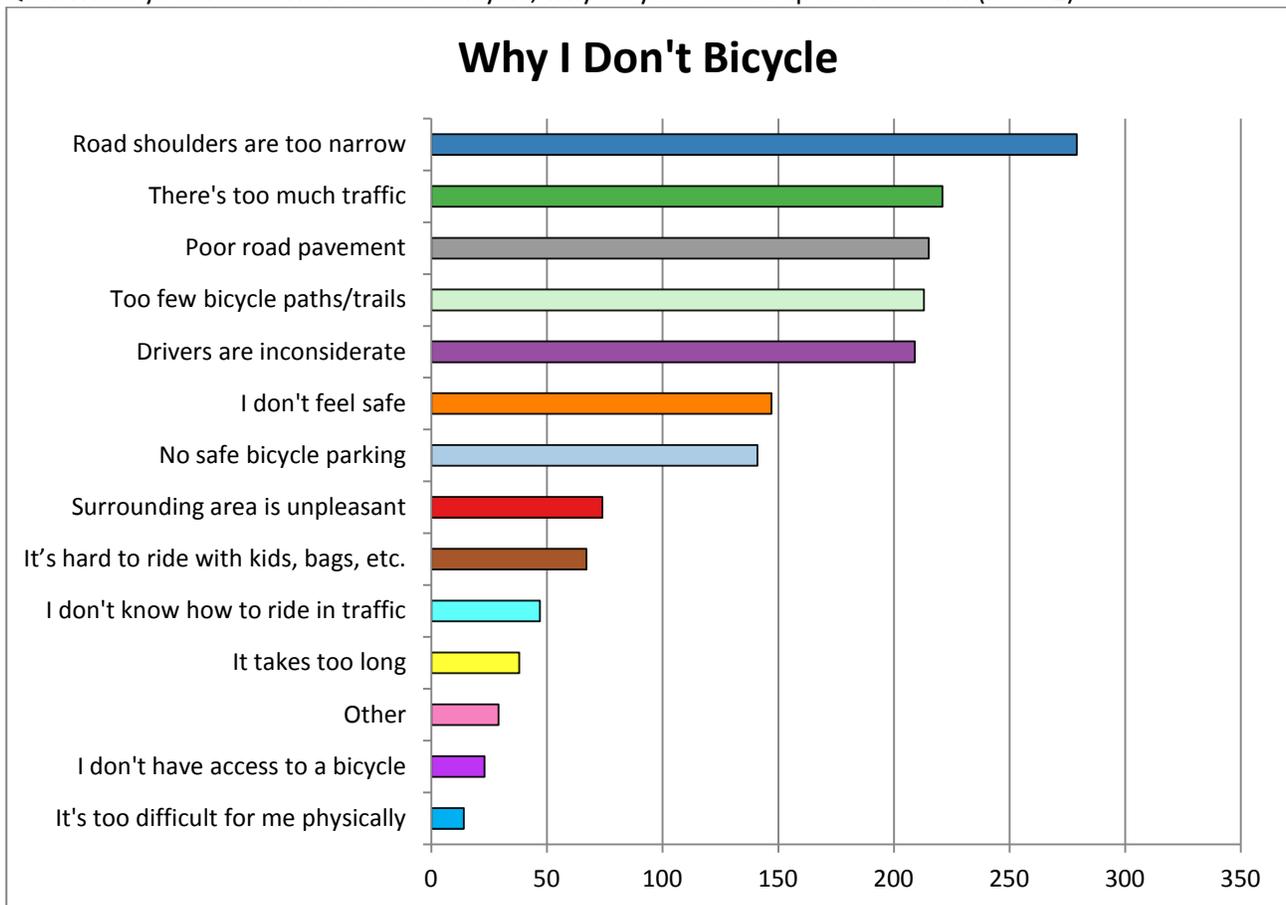
Q34. When you choose to ride a bicycle, why do you? Select all that apply. (n=390)



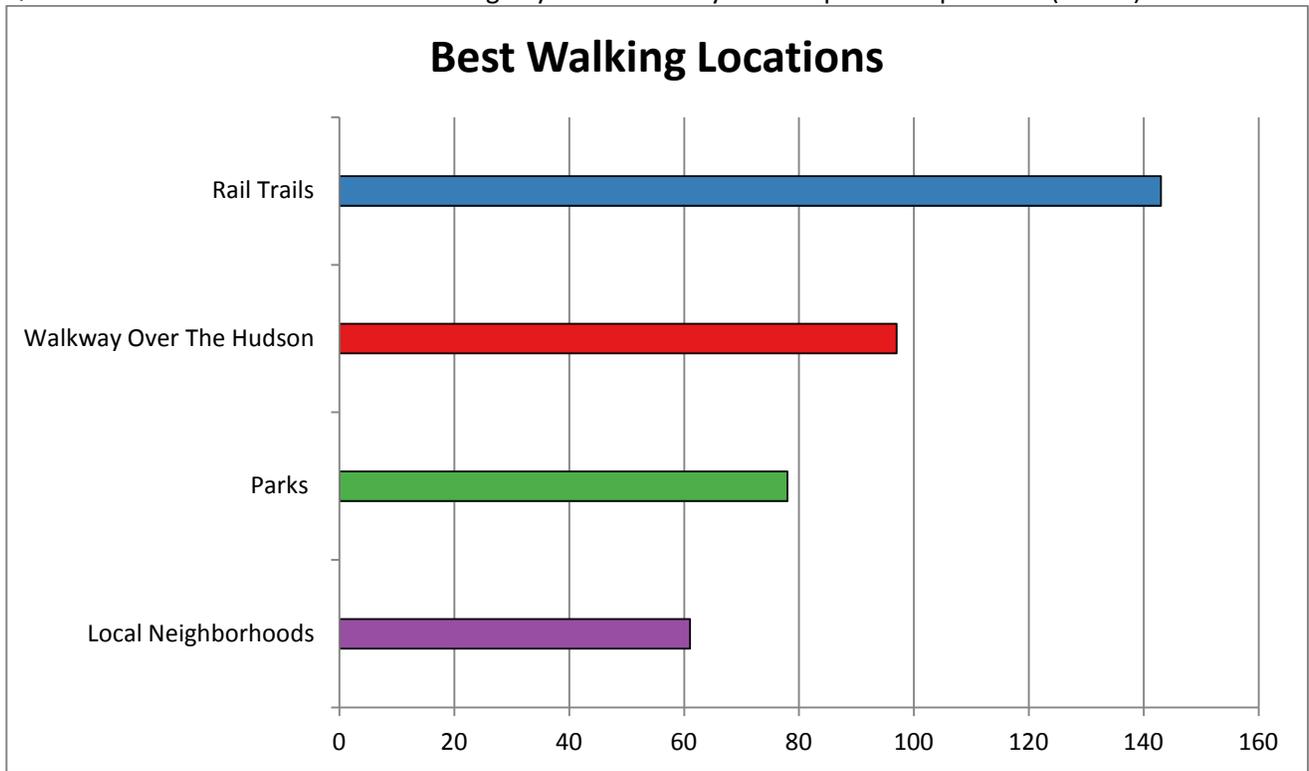
Q38. When you choose NOT to walk, why do you? Select up to 4 reasons. (n= 438)



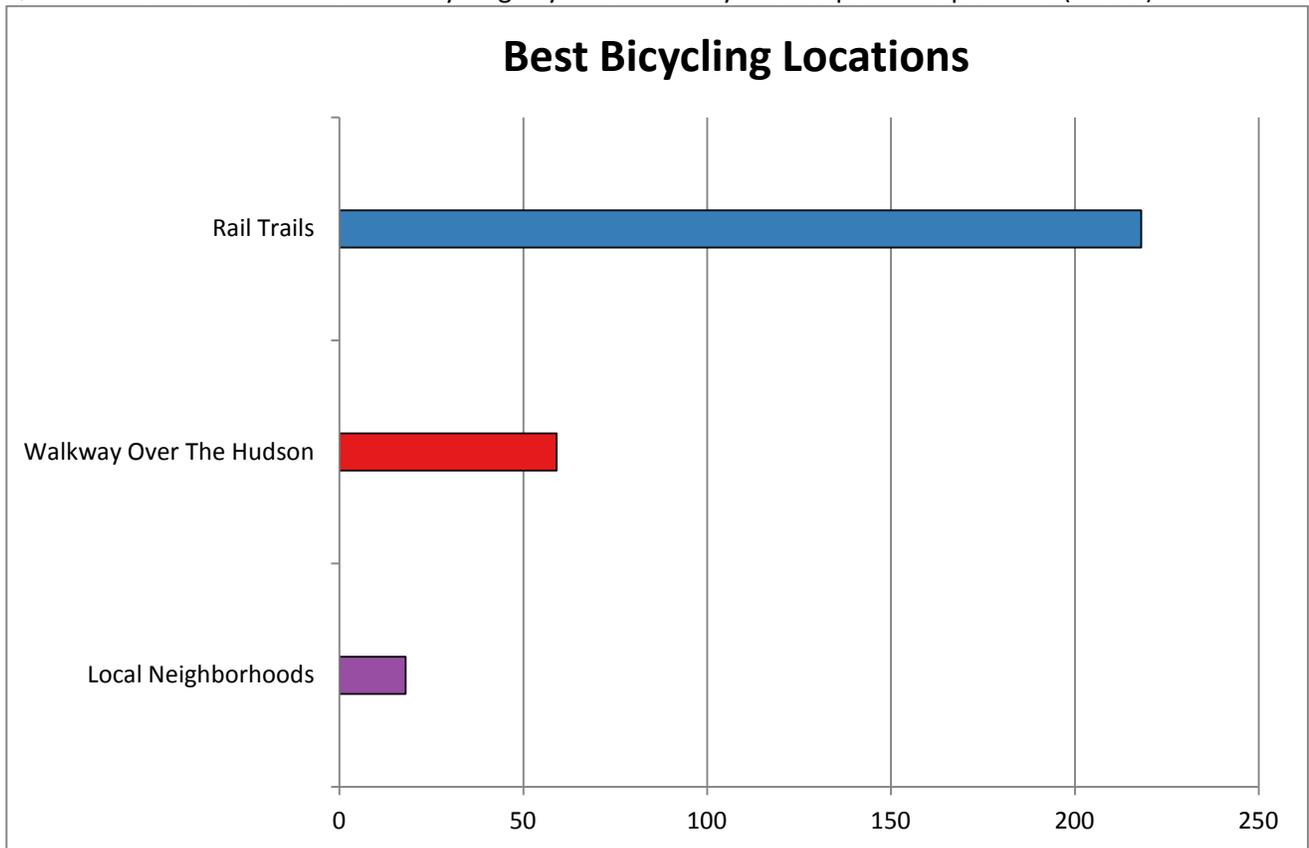
Q39. When you choose NOT to ride a bicycle, why do you? Select up to 4 reasons. (n= 401)



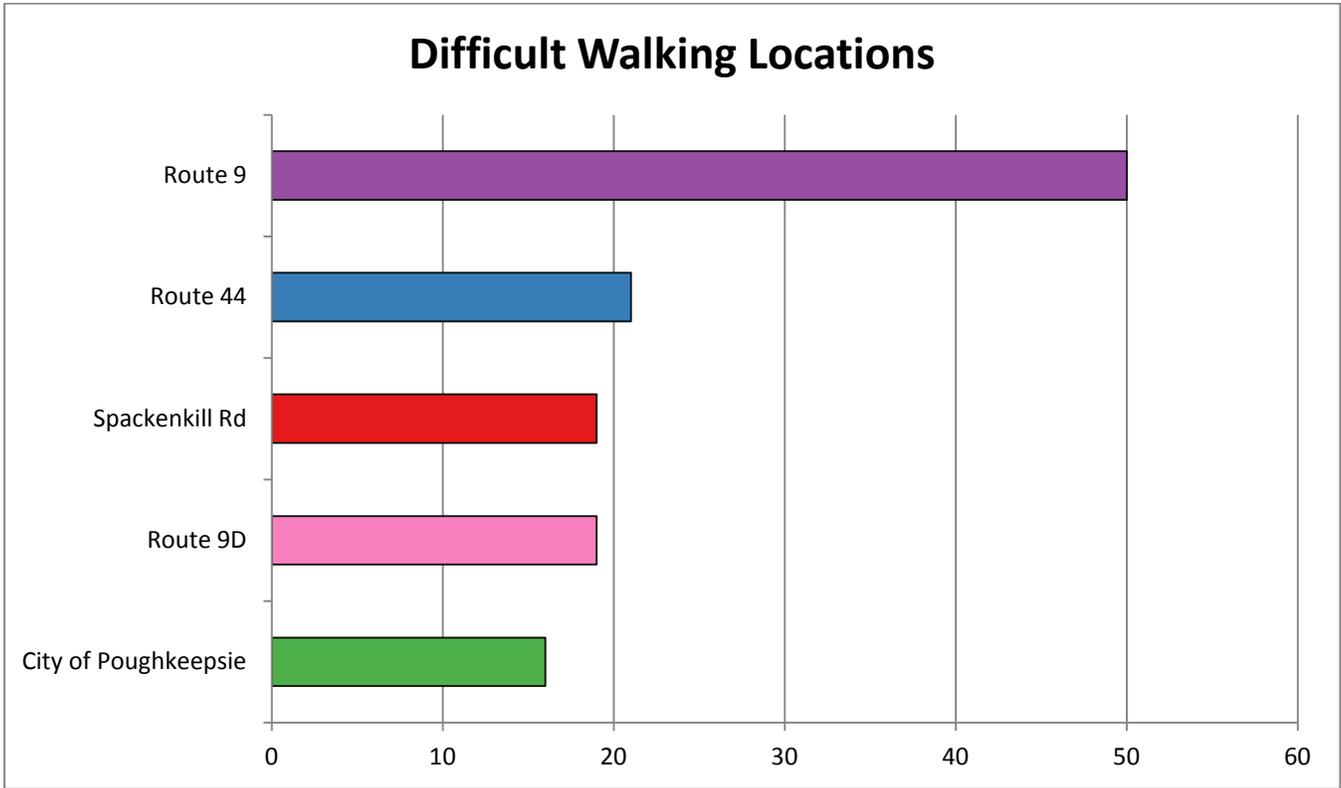
Q40. What is the best location for walking in your area? Why? Be as specific as possible. (n=407)



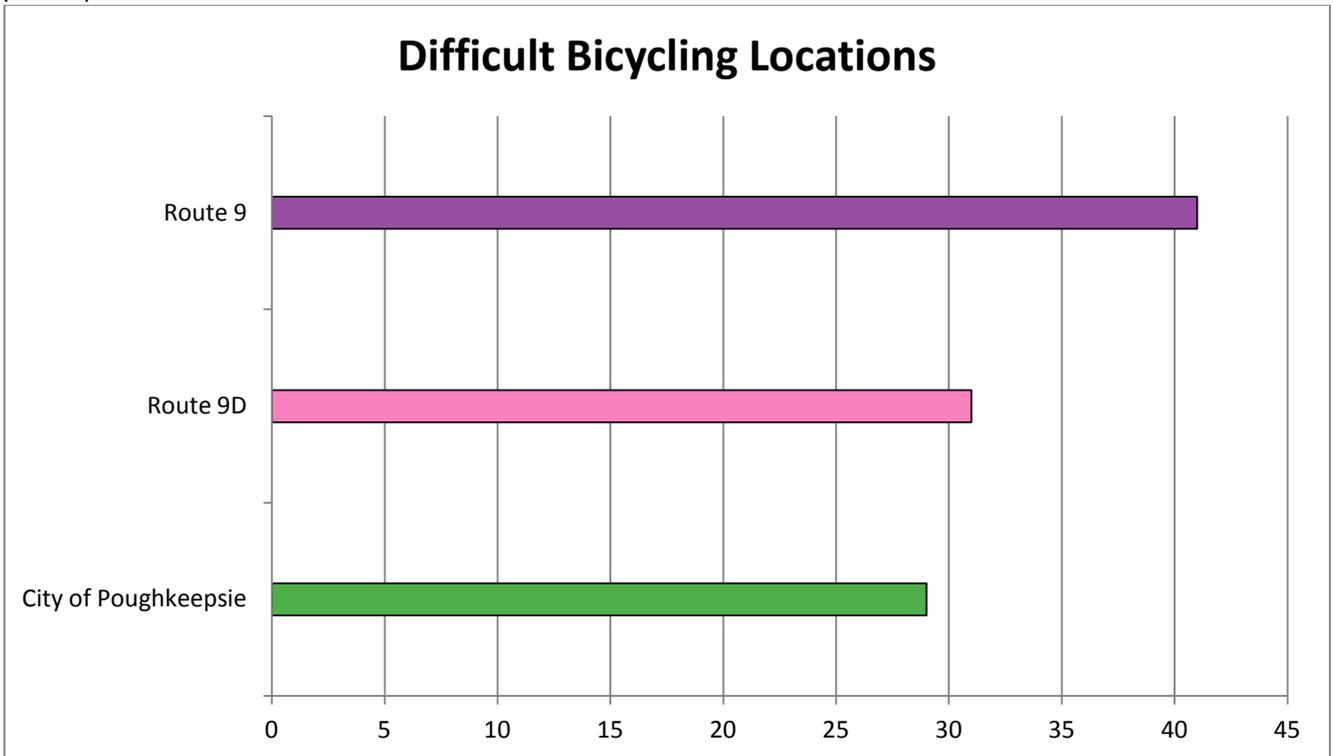
Q41. What is the best location for bicycling in your area? Why? Be as specific as possible. (n=368)



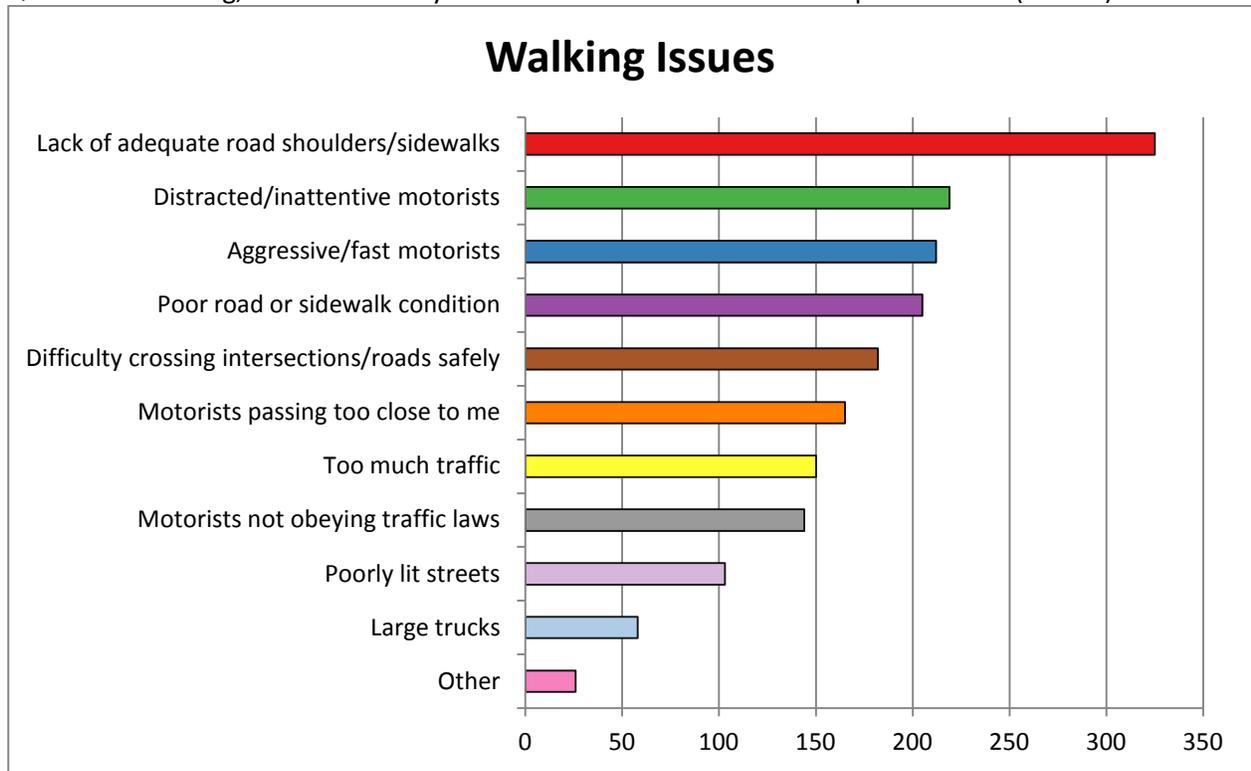
Q42. What is the most problematic location for walking in your area? Why? Be as specific as possible.  
(n=355)



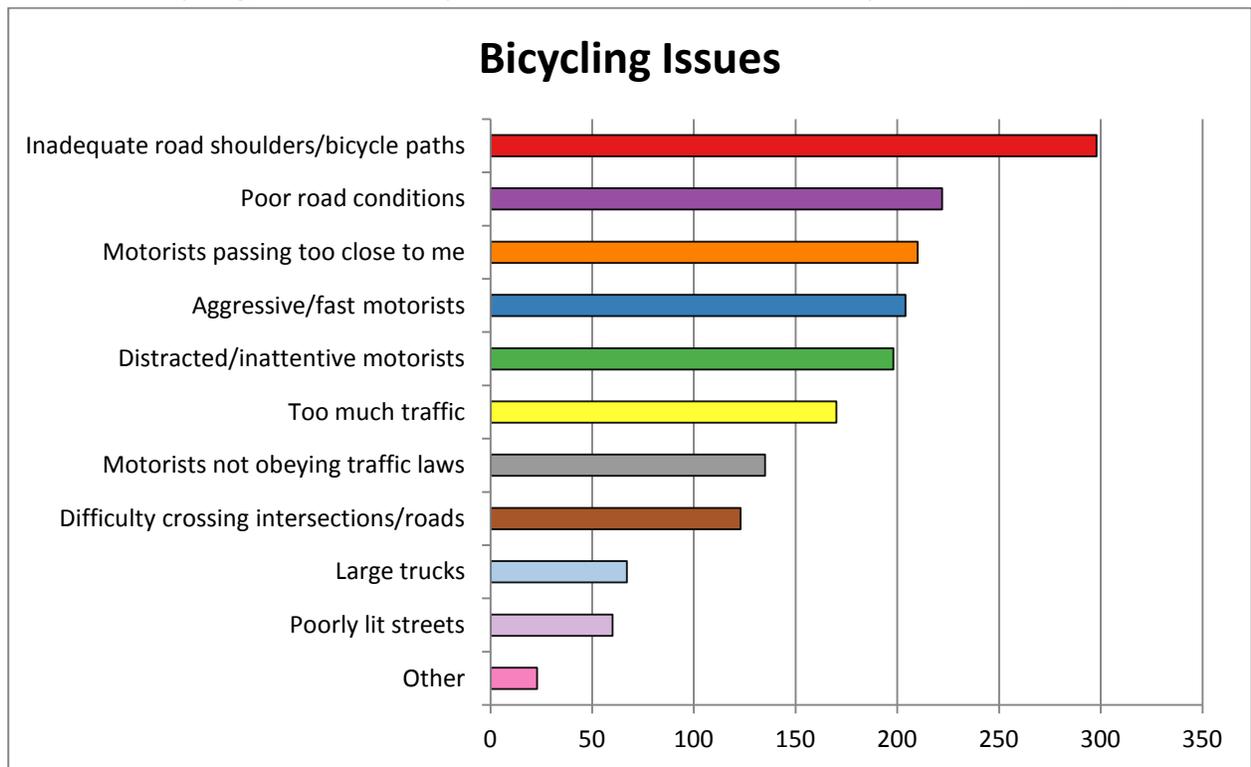
Q43. What is the most problematic location for bicycling in your area? Why? Be as specific as possible.  
(n=330)



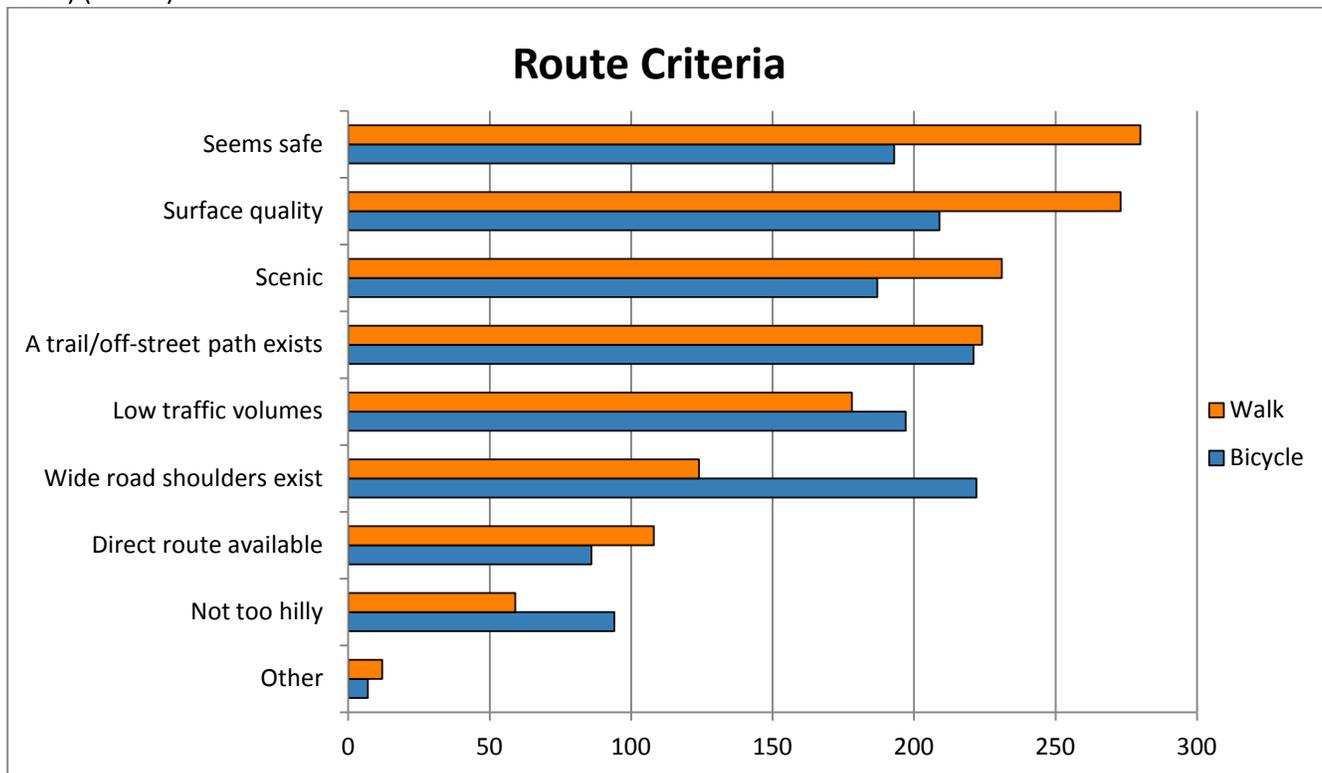
Q44. When walking, what issues do you encounter most often? Select up to 4 issues. (n= 437)



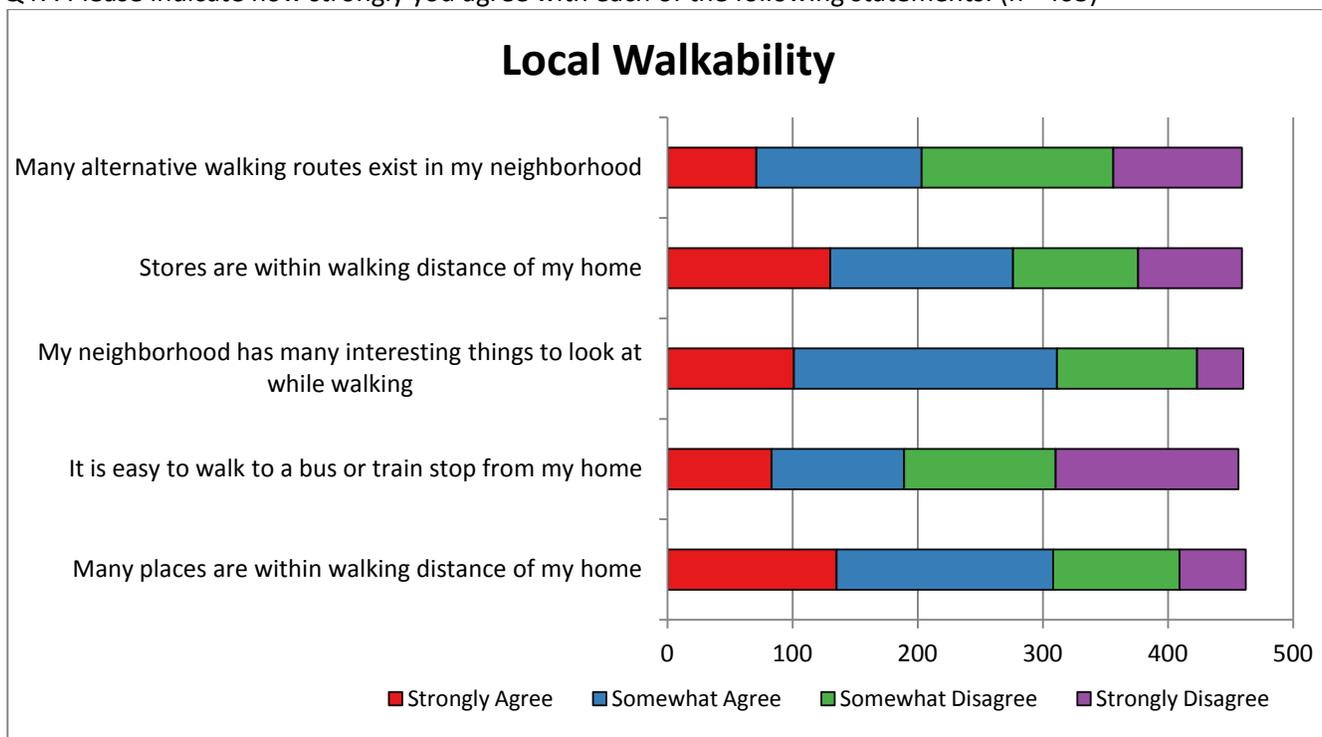
Q45. When bicycling, what issues do you encounter most often? Select up to 4 issues. (n= 386)



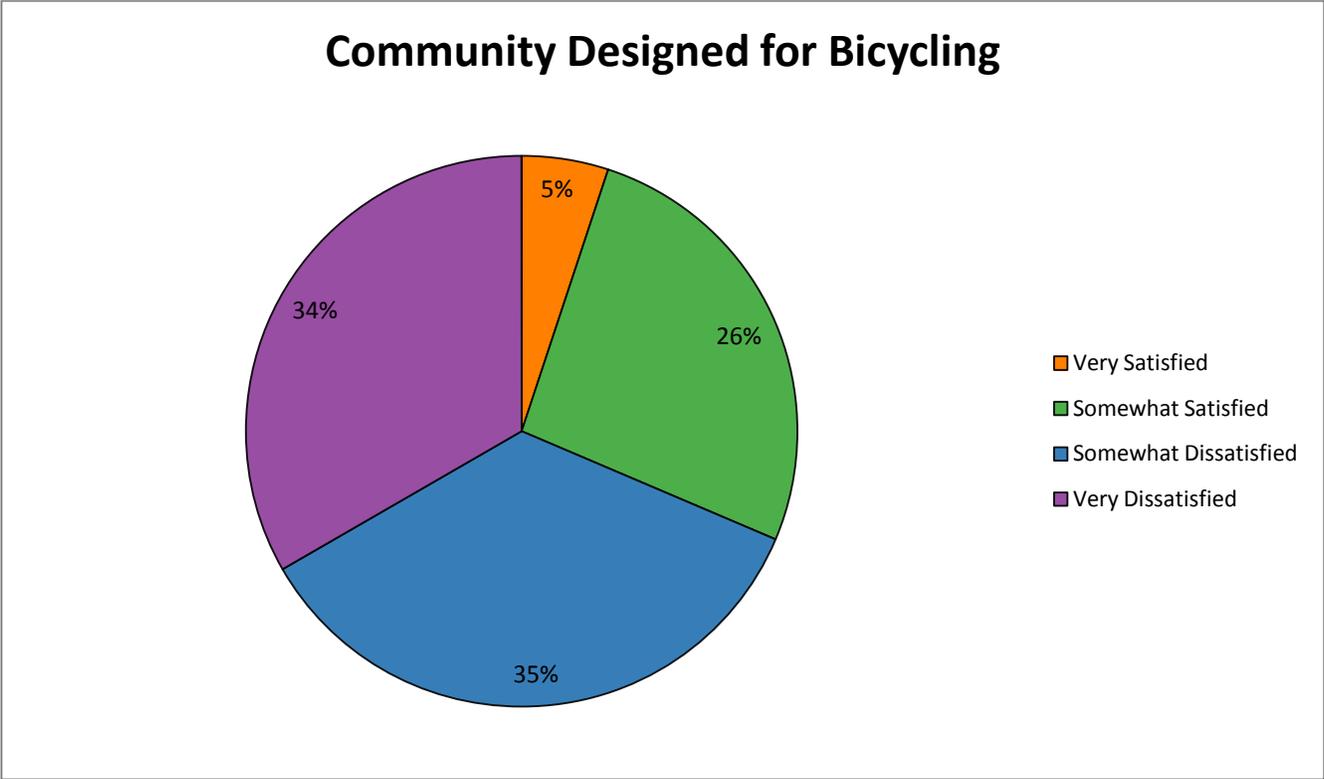
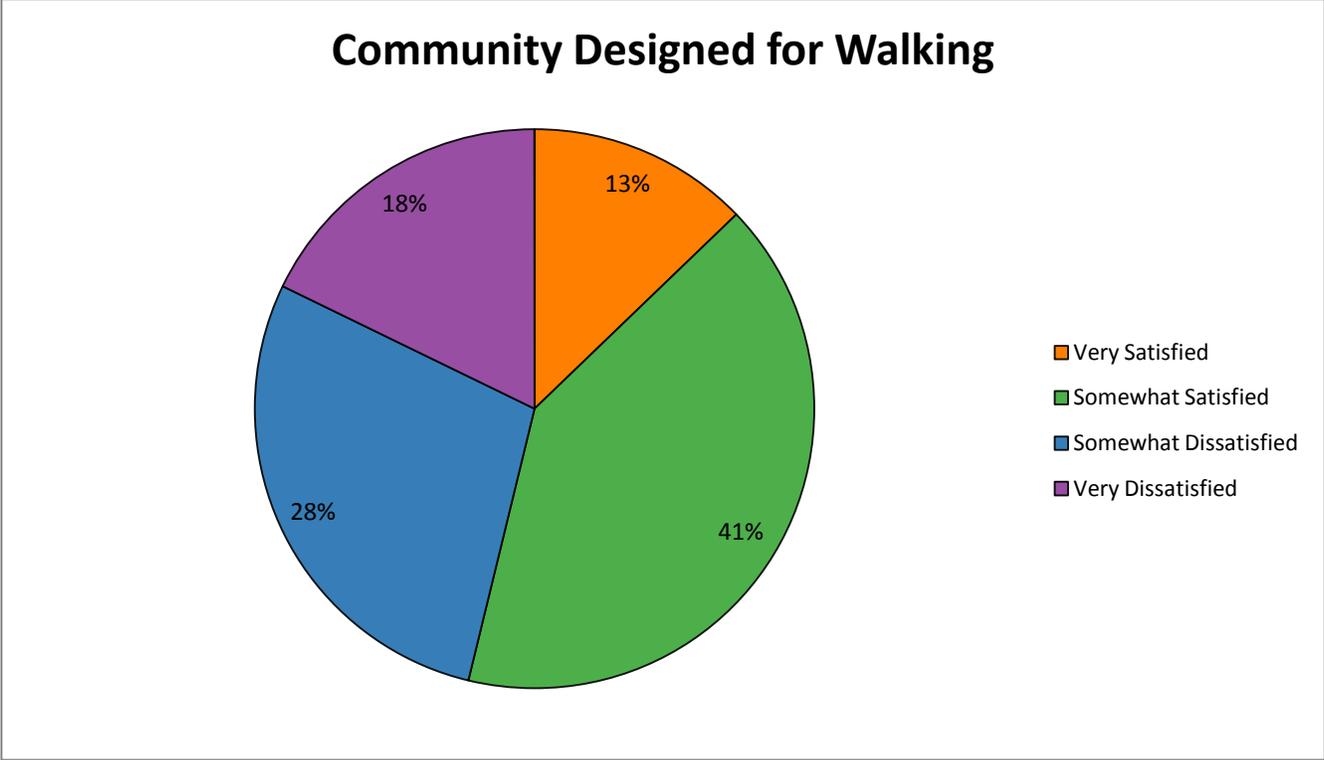
Q46. What is most important when you choose where to walk/ride a bicycle? (Select up to 3 criteria for each.) (n=467)



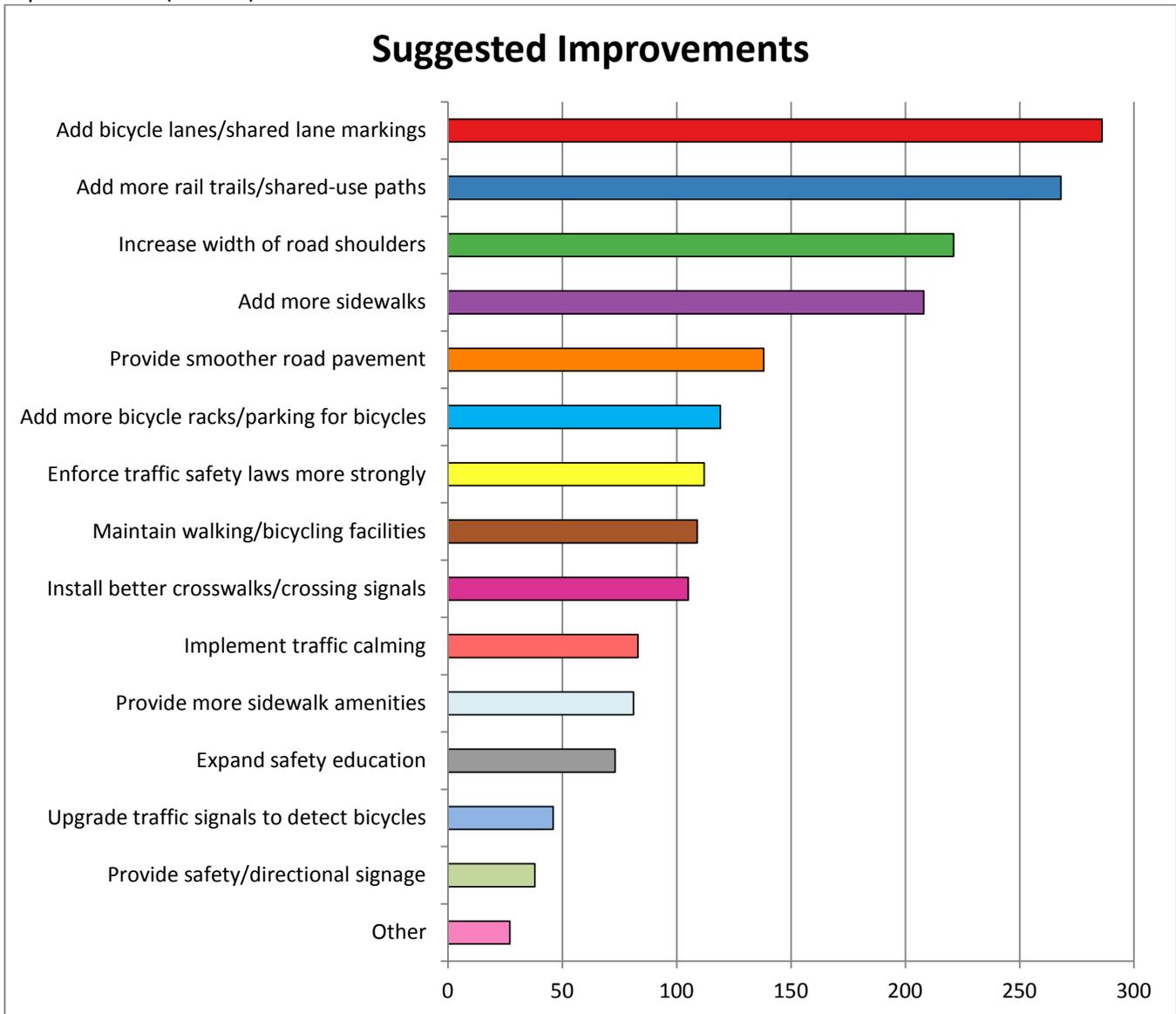
Q47. Please indicate how strongly you agree with each of the following statements: (n= 463)



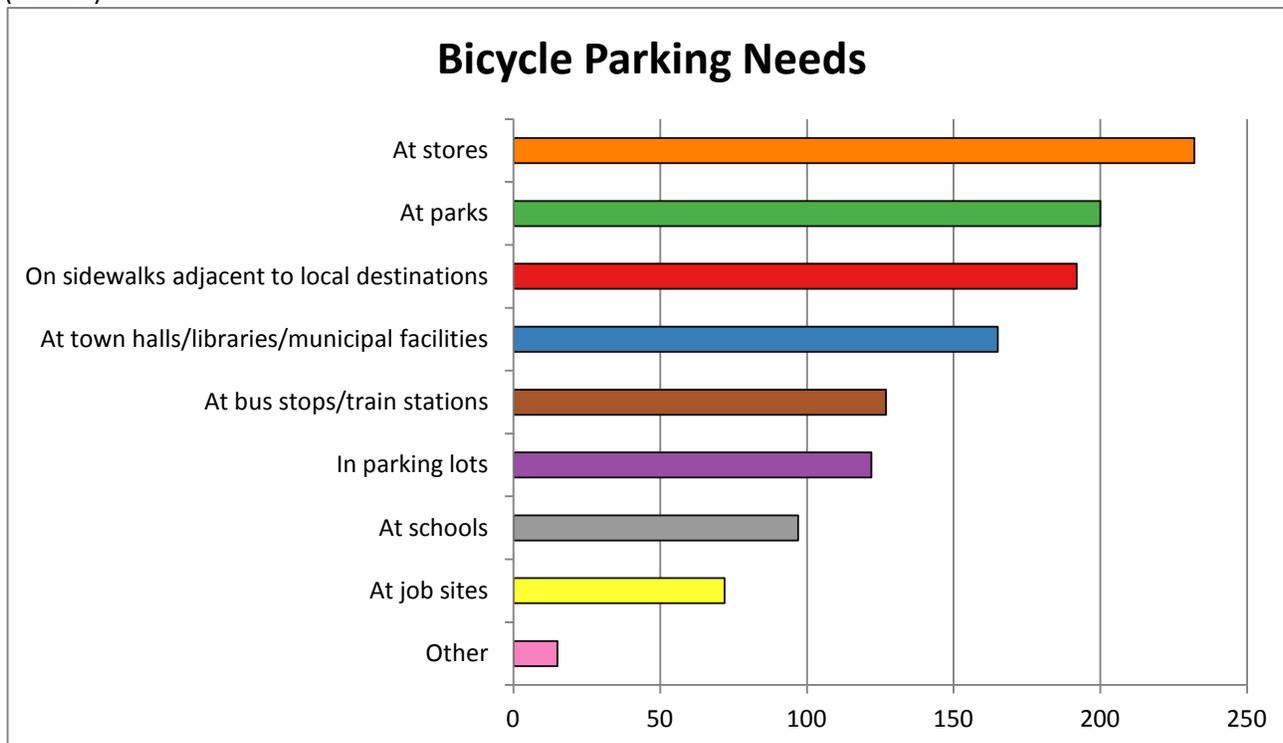
Q48. How satisfied are you with how the community where you live is designed for safe walking and bicycling? (n= 465)



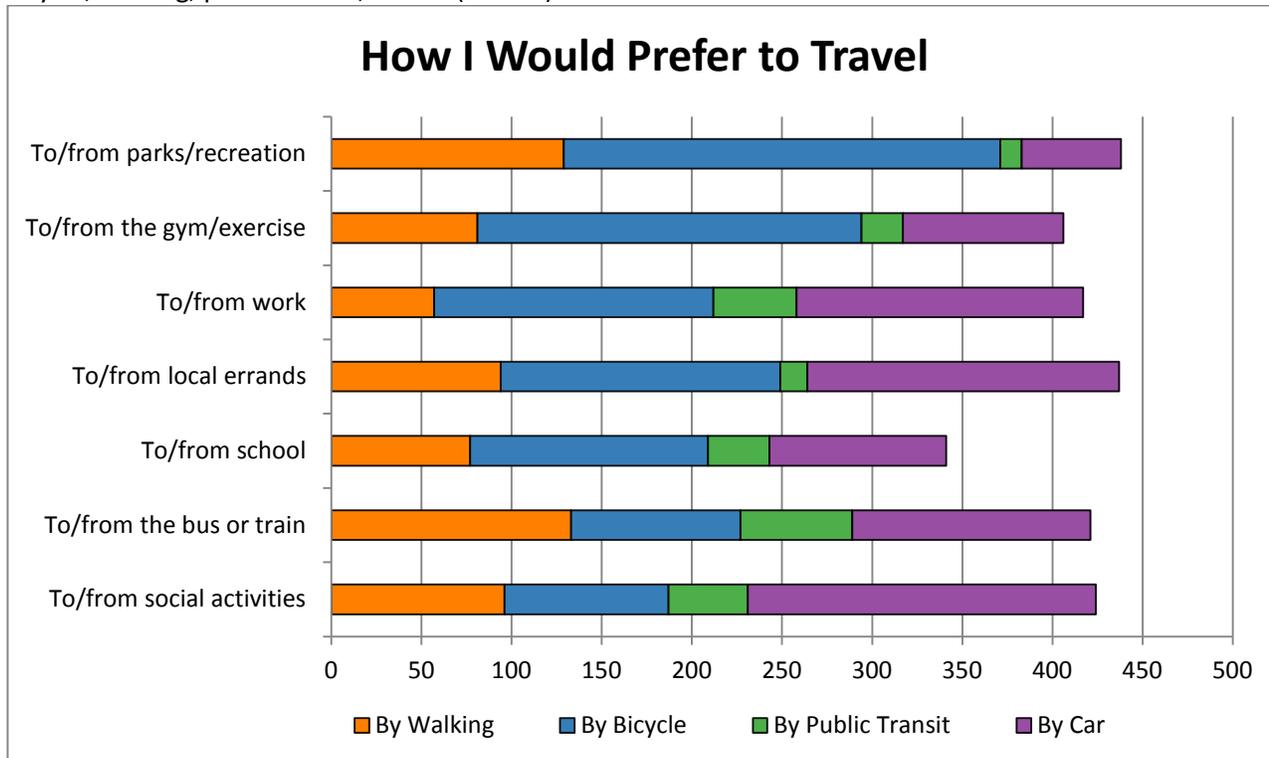
Q49. In your opinion, what are the 4 most important improvements to be made? Select up to 4 improvements. (n = 463)



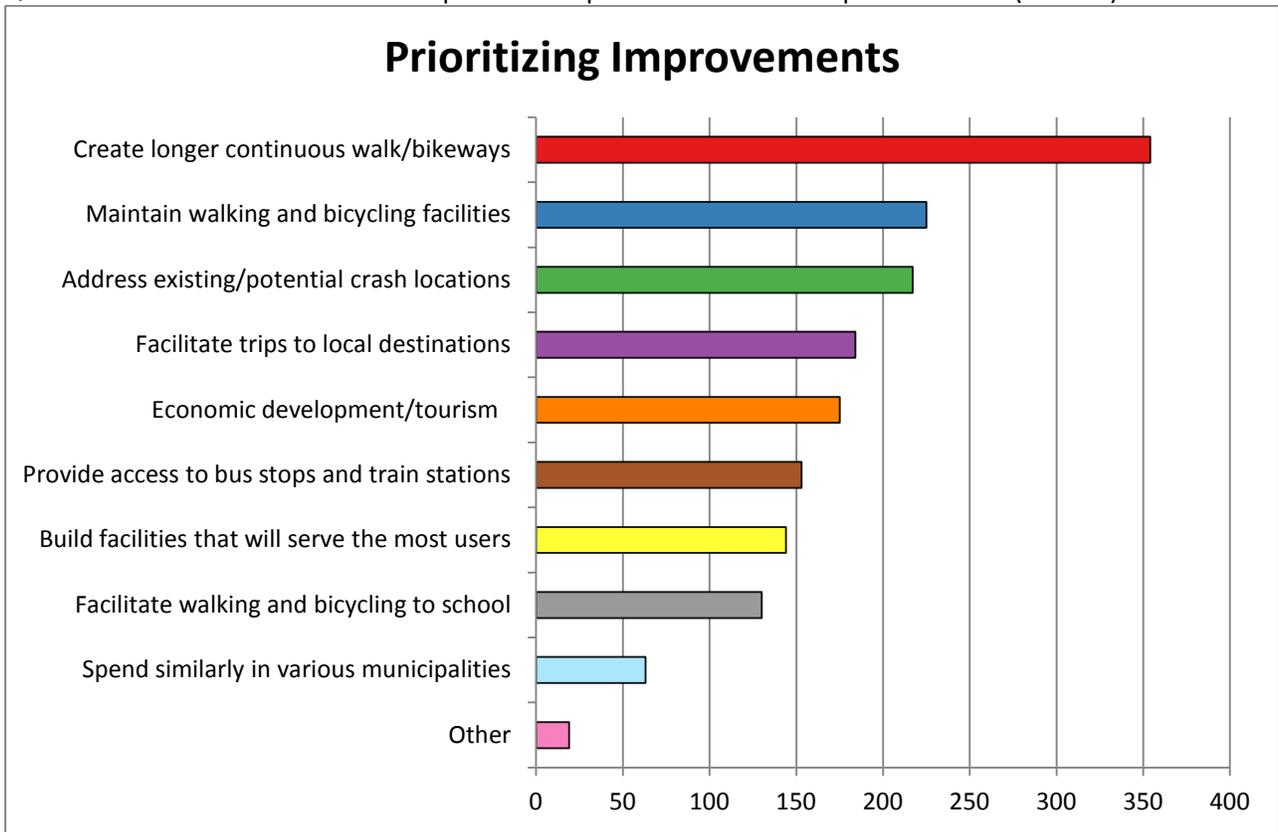
Q50. Where is bicycle parking-- racks, lockers, etc. needed? Select the 3 most important locations. (n= 399)



Q51. If equally good facilities existed, how would you prefer to travel? For each trip type, choose by bicycle, walking, public transit, or car. (n= 450)



Q52. What factors should be used to prioritize improvements? Select up to 4 factors. (n = 458)

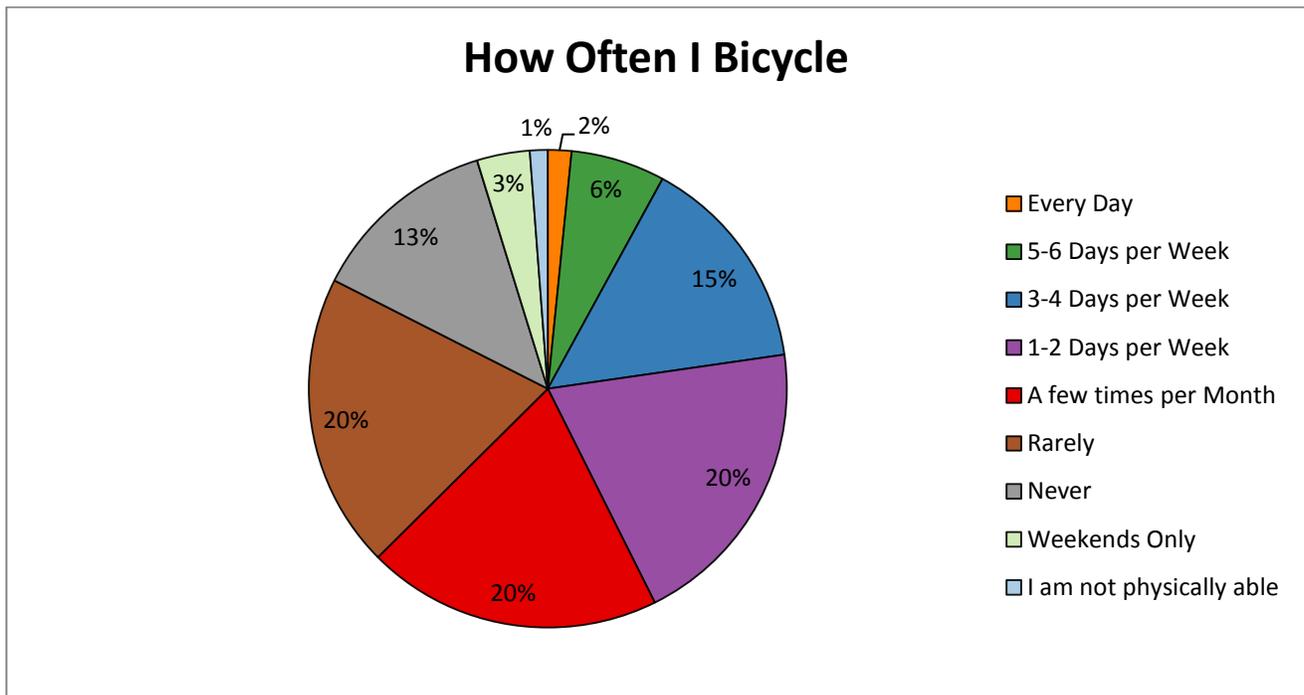
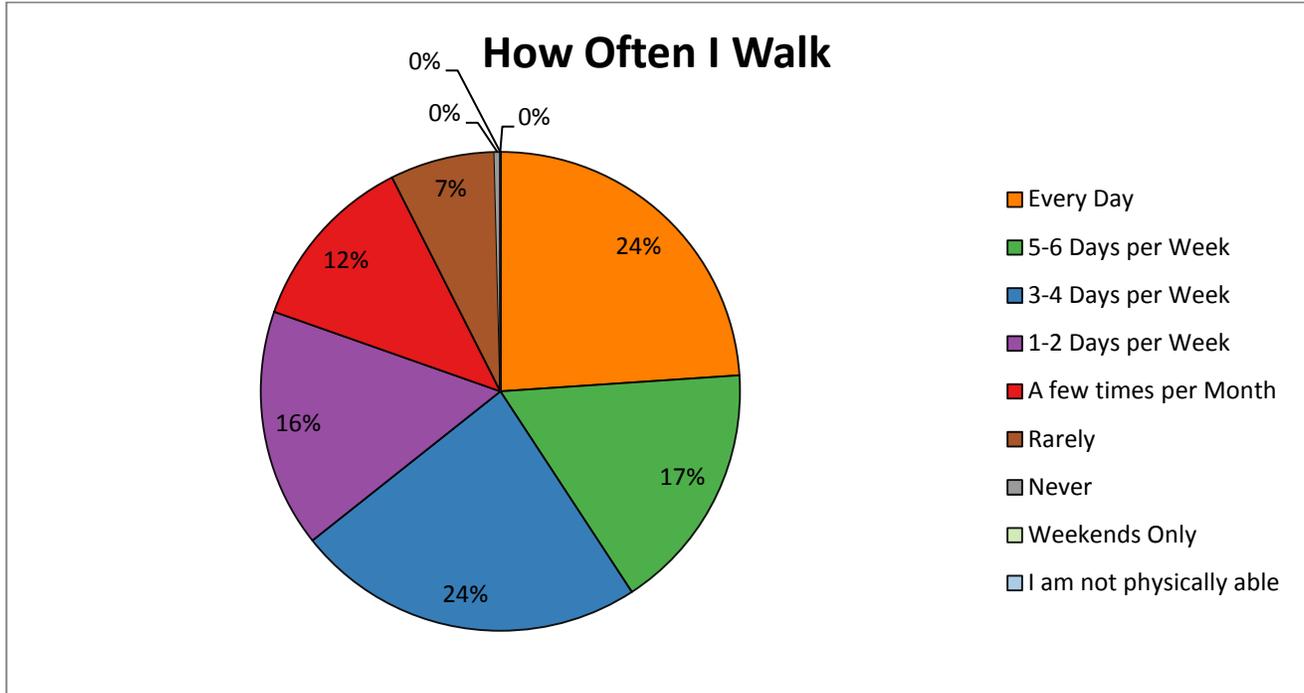


## WalkBikeDutchess Survey: Upper Hudson

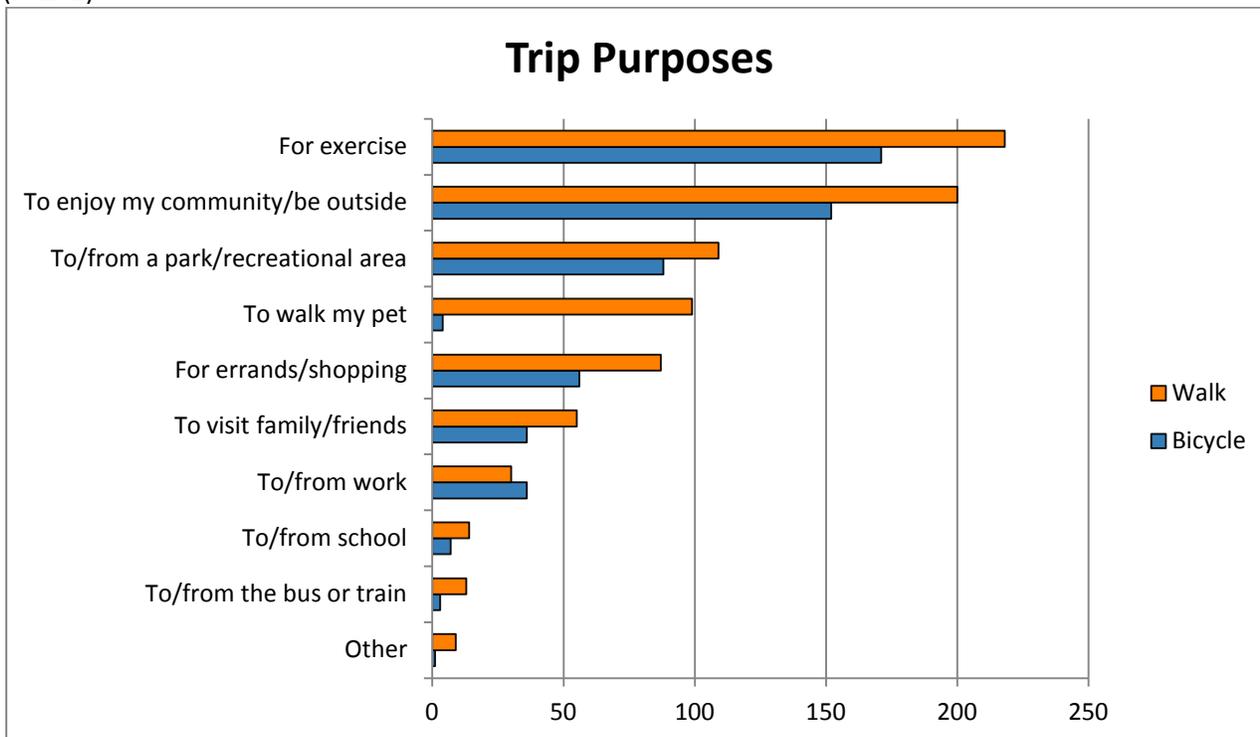
Responses: 261 from Upper Hudson Planning Area (Towns of Hyde Park, Red Hook, and Rhinebeck, and Villages of Red Hook, Rhinebeck and Tivoli).

Note: Not all respondents answered each question.

Q31. On average, how often do you walk and/or ride a bicycle? Select one response for each. (n=261)



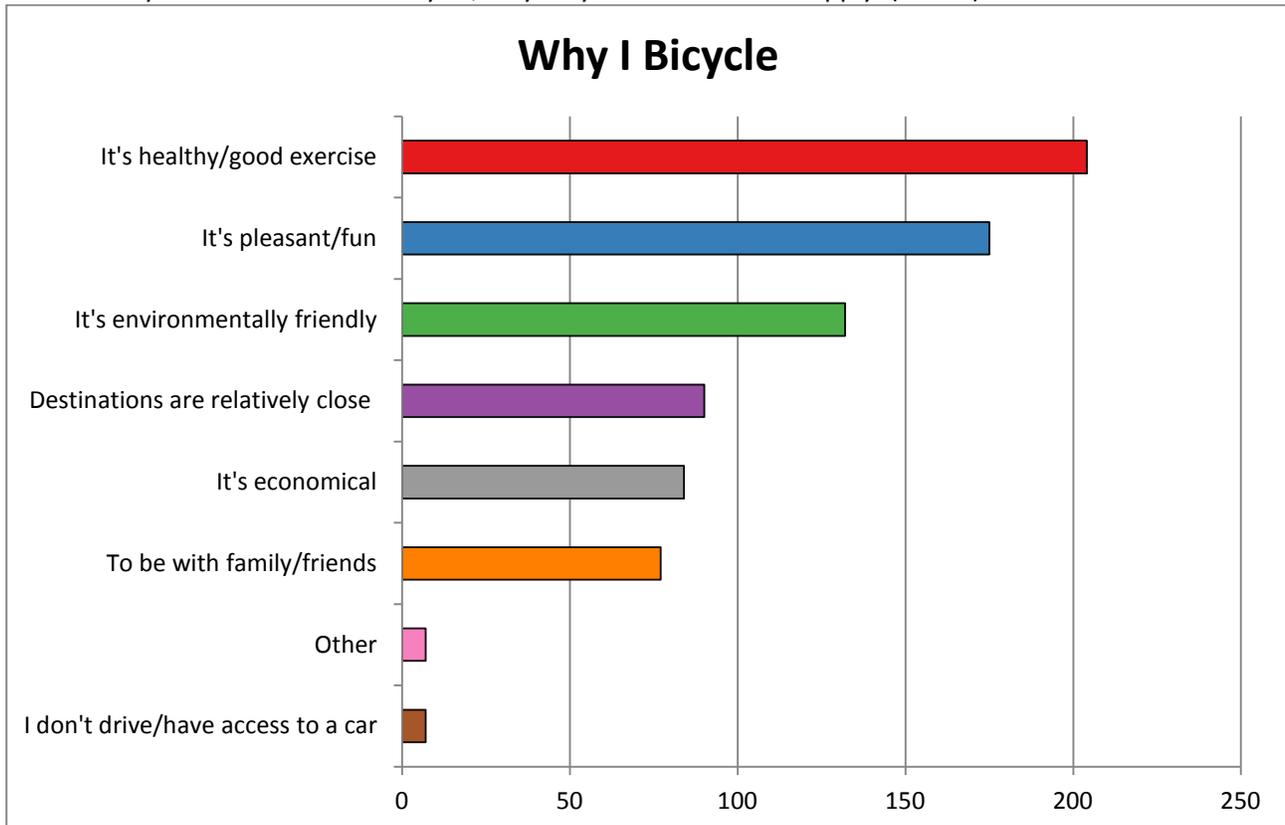
Q32. For which of the following purposes do you usually walk/ride a bicycle? Select all that apply.  
 (n=261)



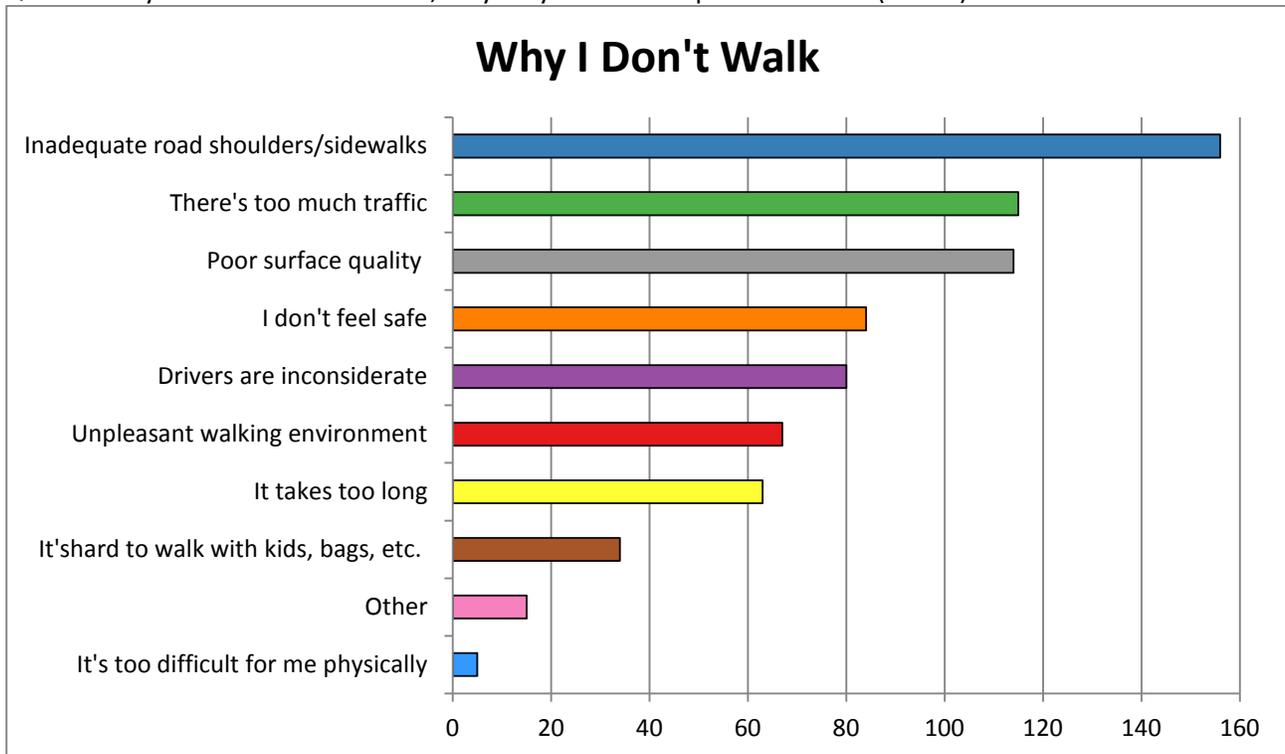
Q33. When you choose to walk, why do you? Select all that apply. (n=257)



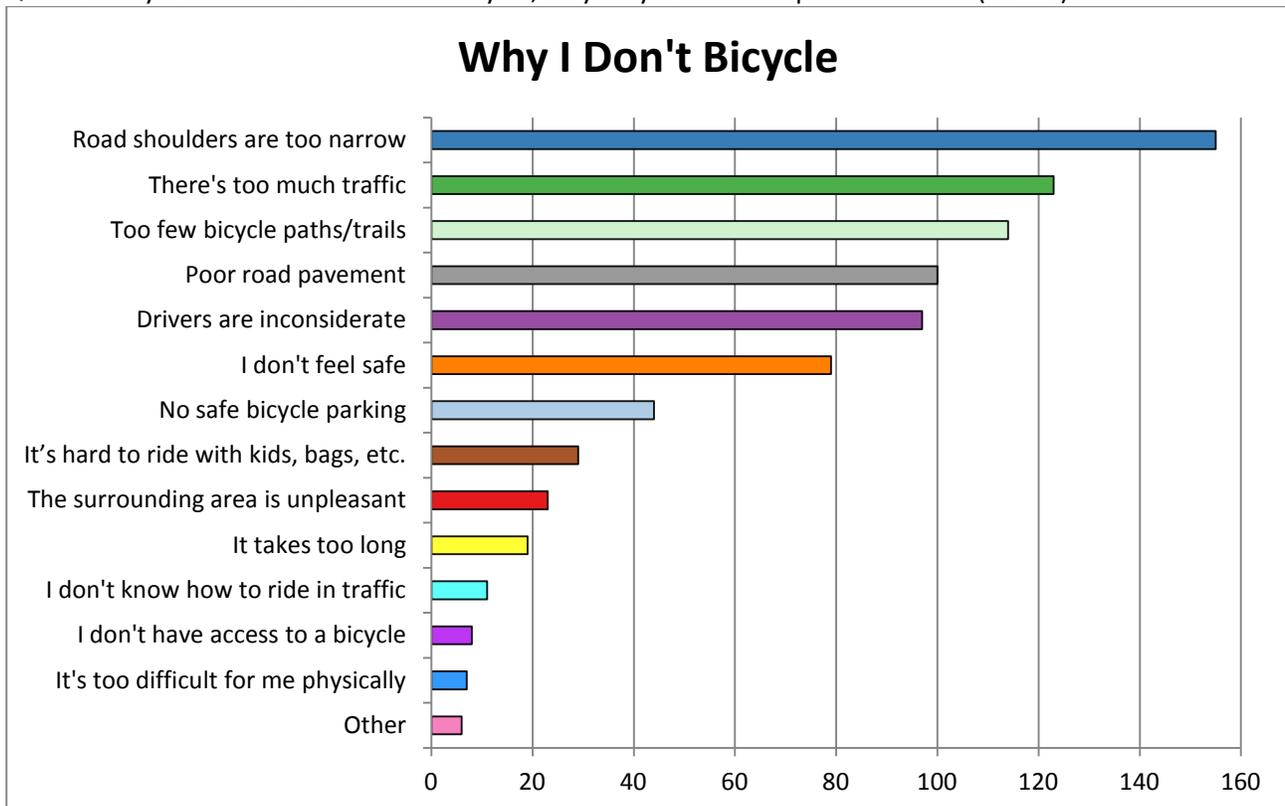
Q34. When you choose to ride a bicycle, why do you? Select all that apply. (n=215)



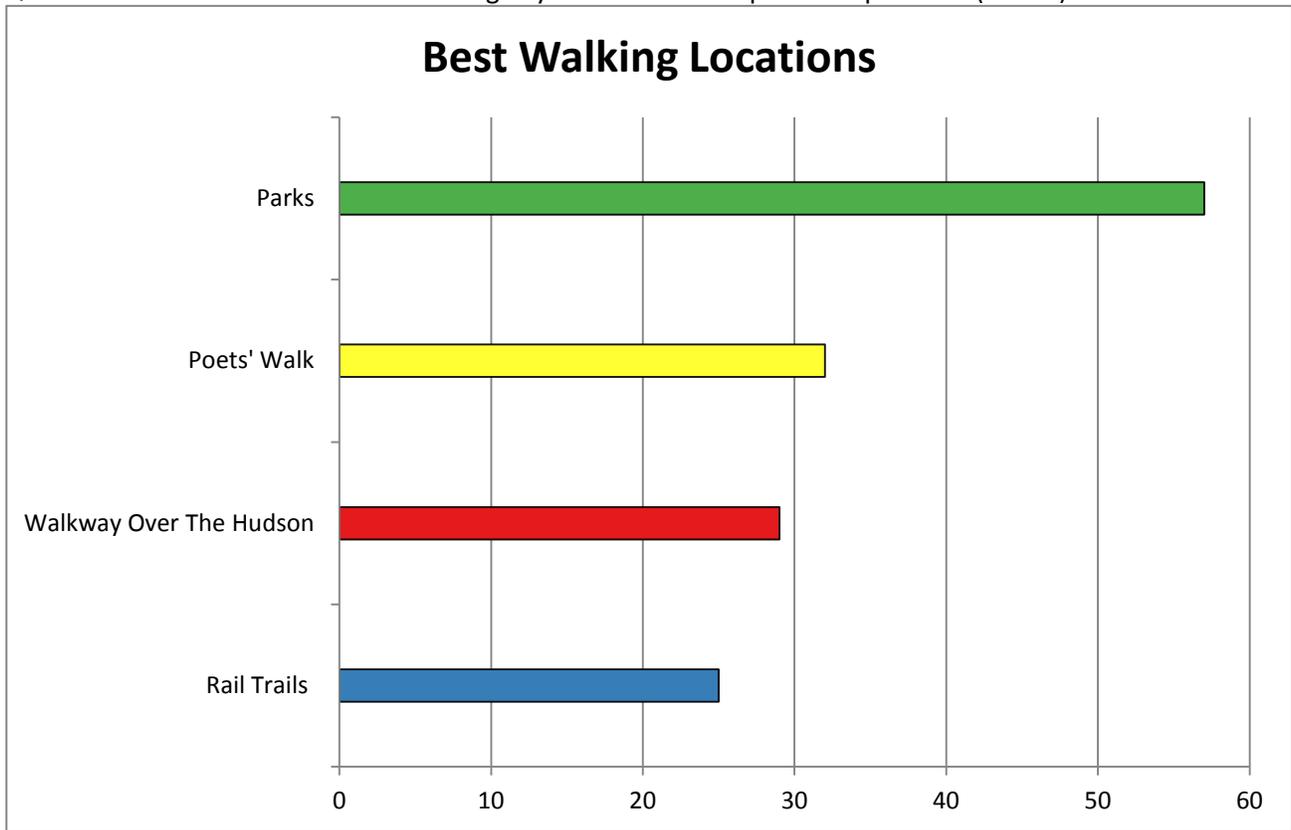
Q38. When you choose NOT to walk, why do you? Select up to 4 reasons. (n=228)



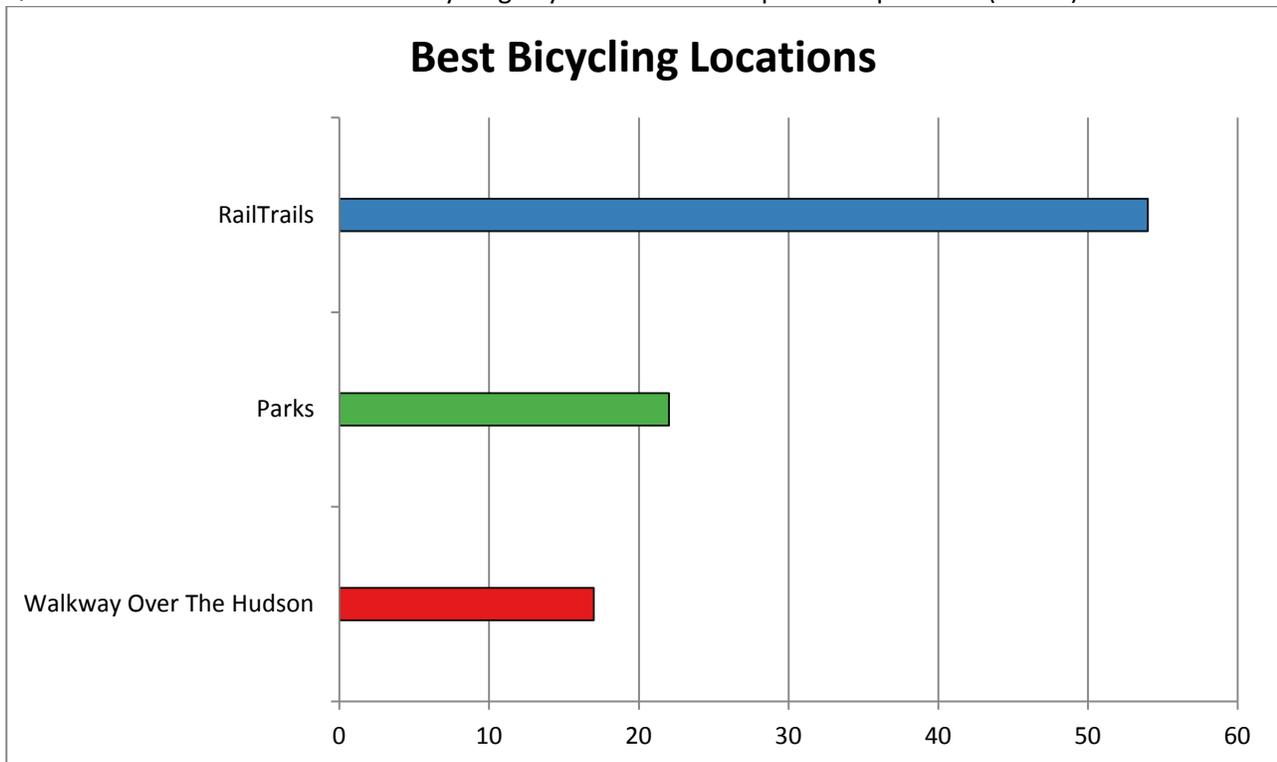
Q39. When you choose NOT to ride a bicycle, why do you? Select up to 4 reasons. (n=215)



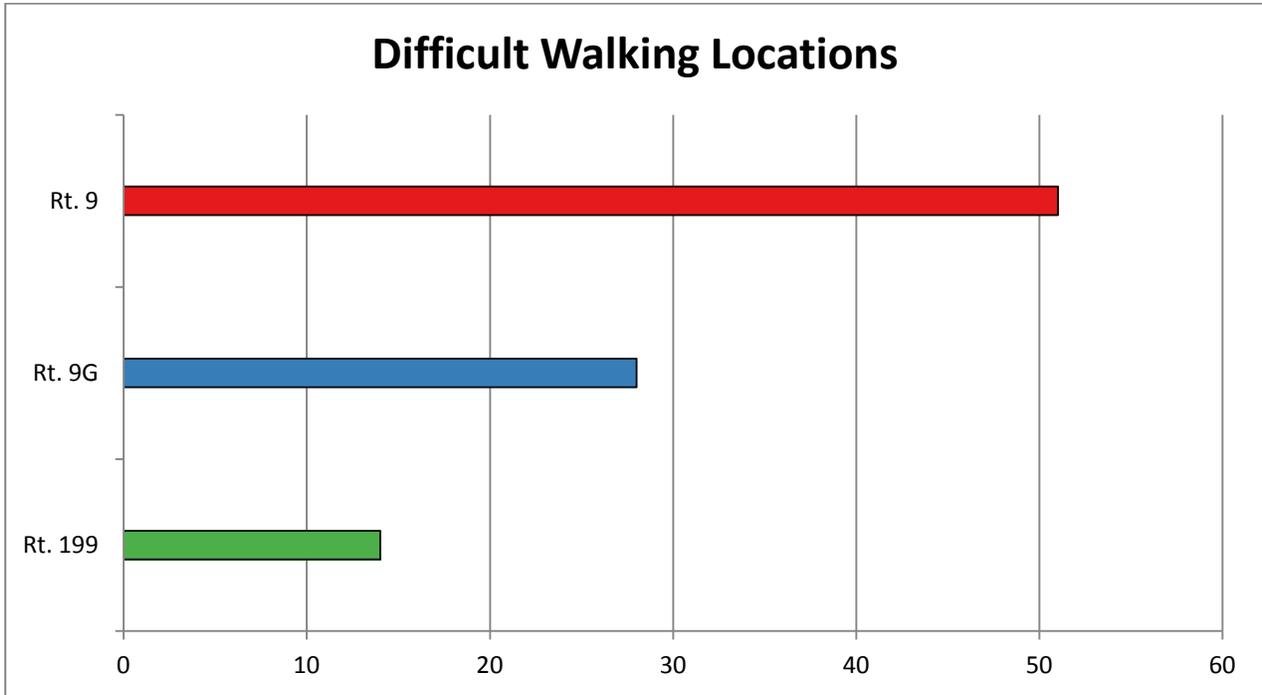
Q40. What is the best location for walking in your area? Be as specific as possible. (n=226)



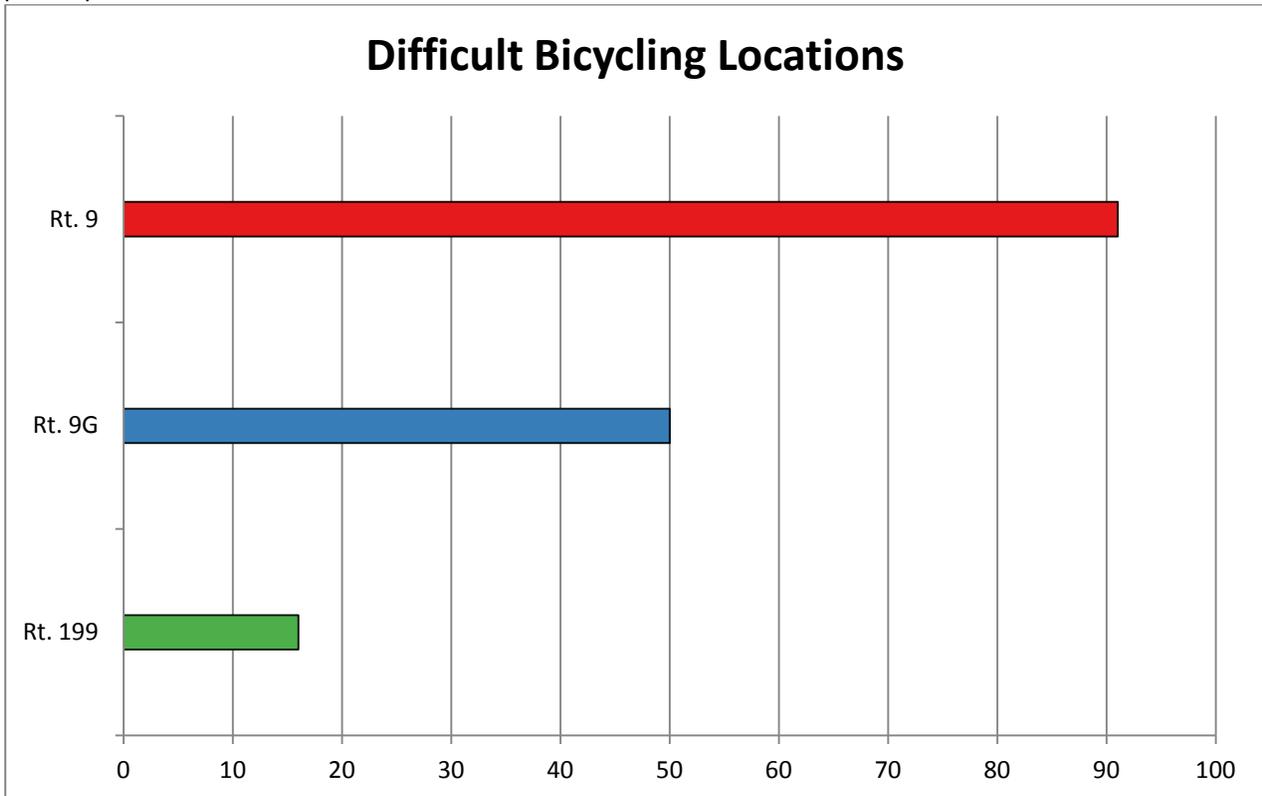
Q41. What is the best location for bicycling in your area? Be as specific as possible. (n=198)



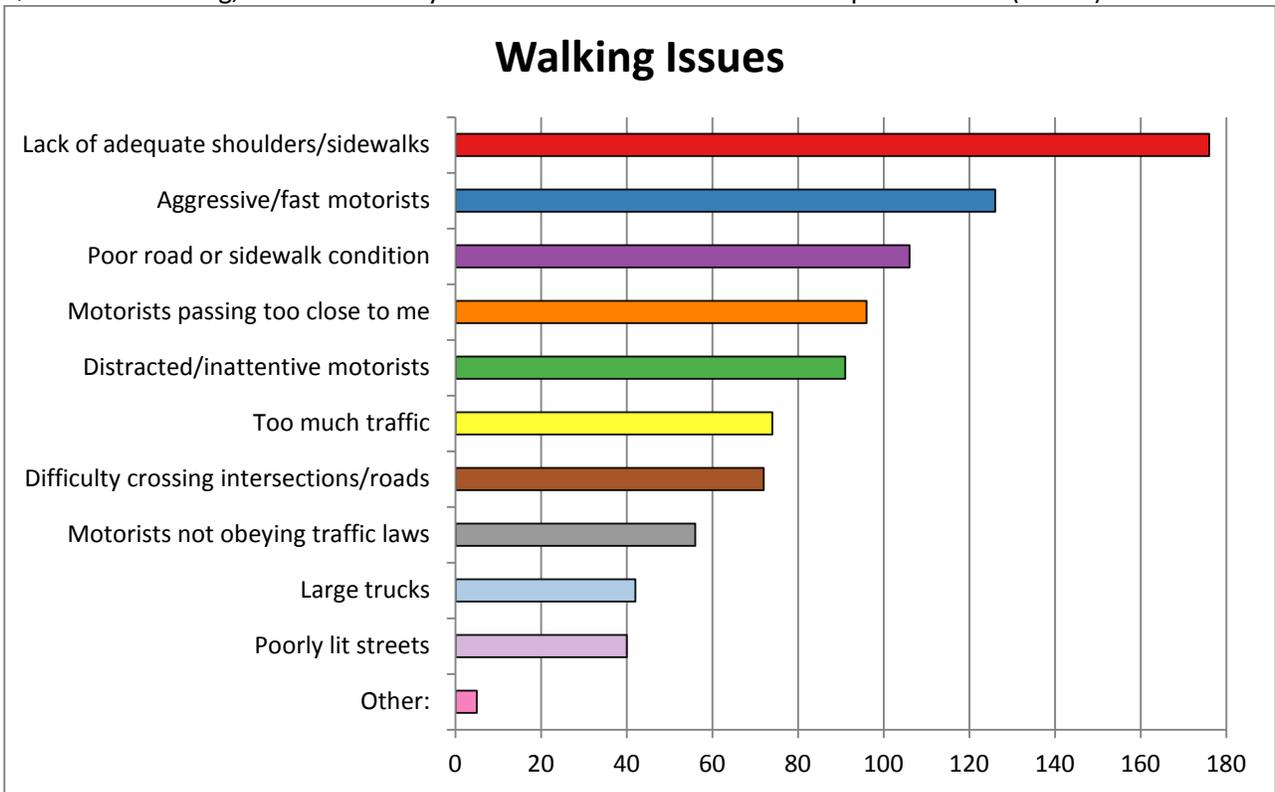
Q42. What is the most problematic location for walking in your area? Why? Be as specific as possible. (n=205)



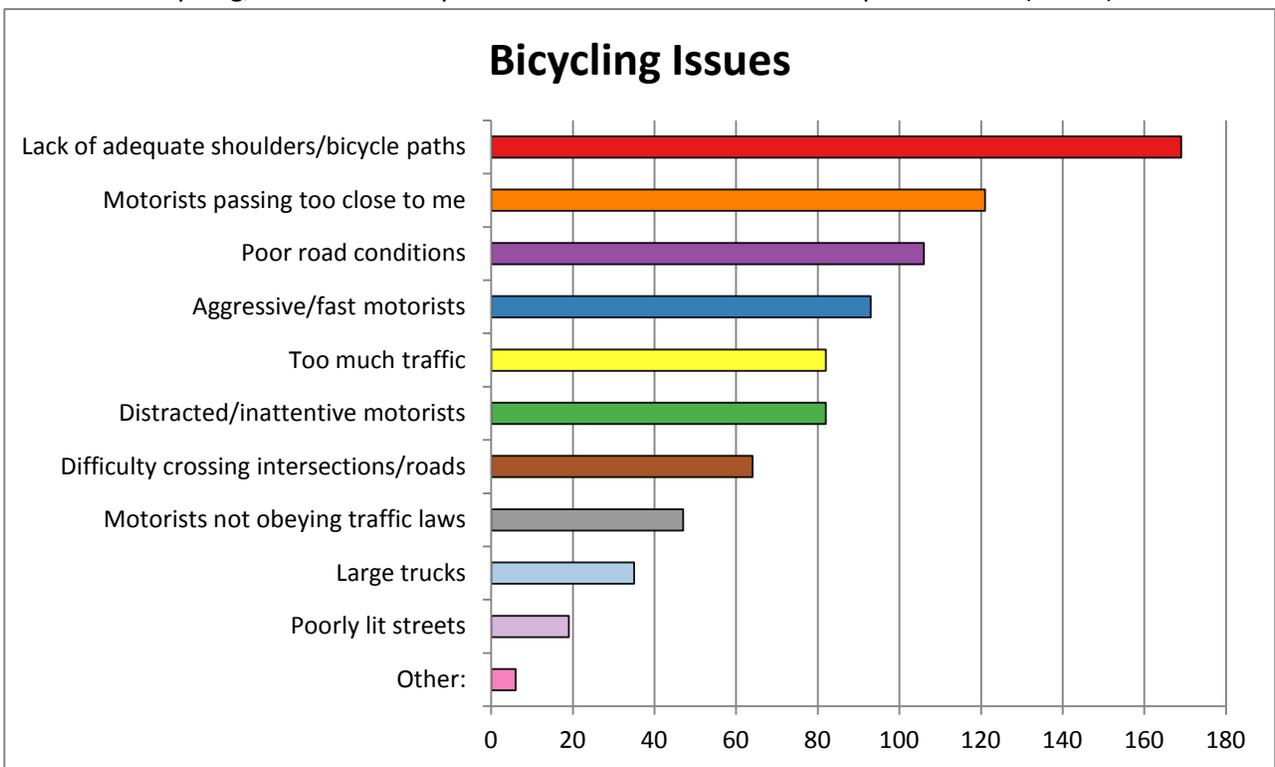
Q43. What is the most problematic location for bicycling in your area? Why? Be as specific as possible. (n=198)



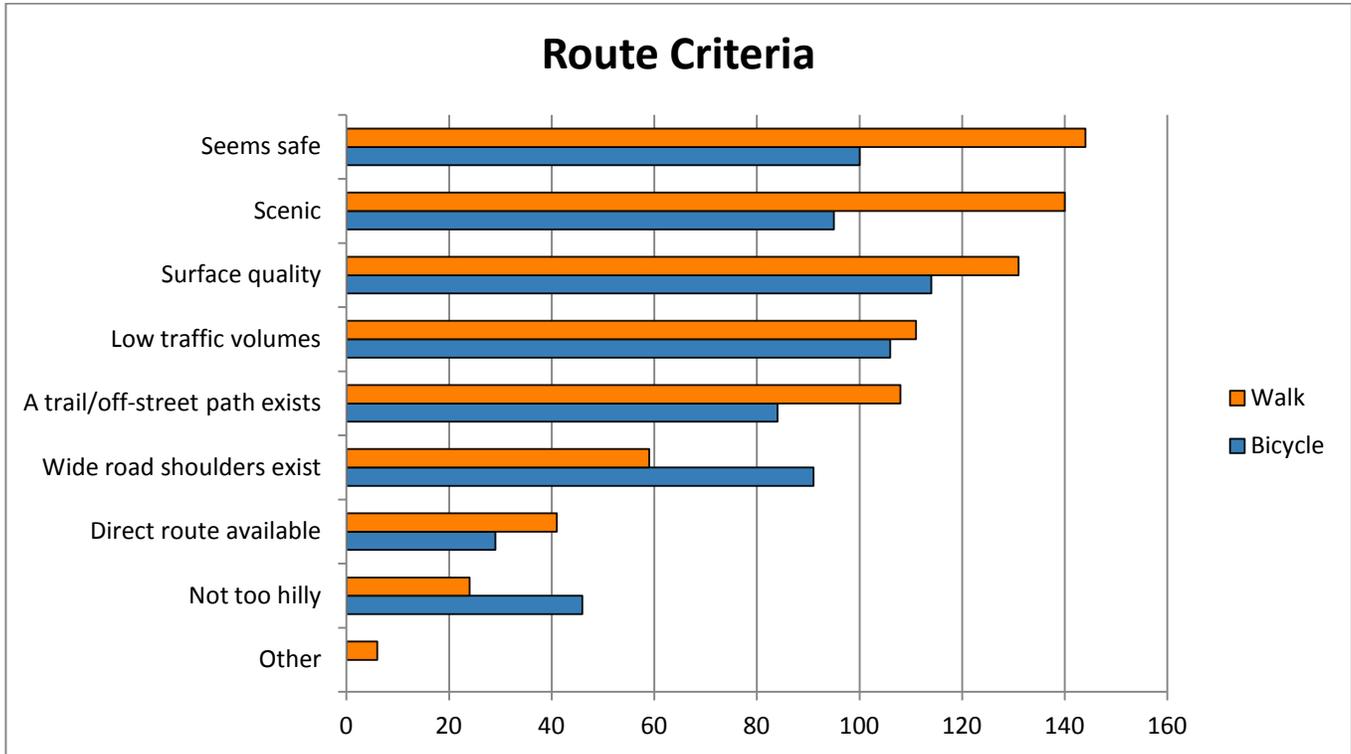
Q44. When walking, what issues do you encounter most often? Select up to 4 issues. (n=245)



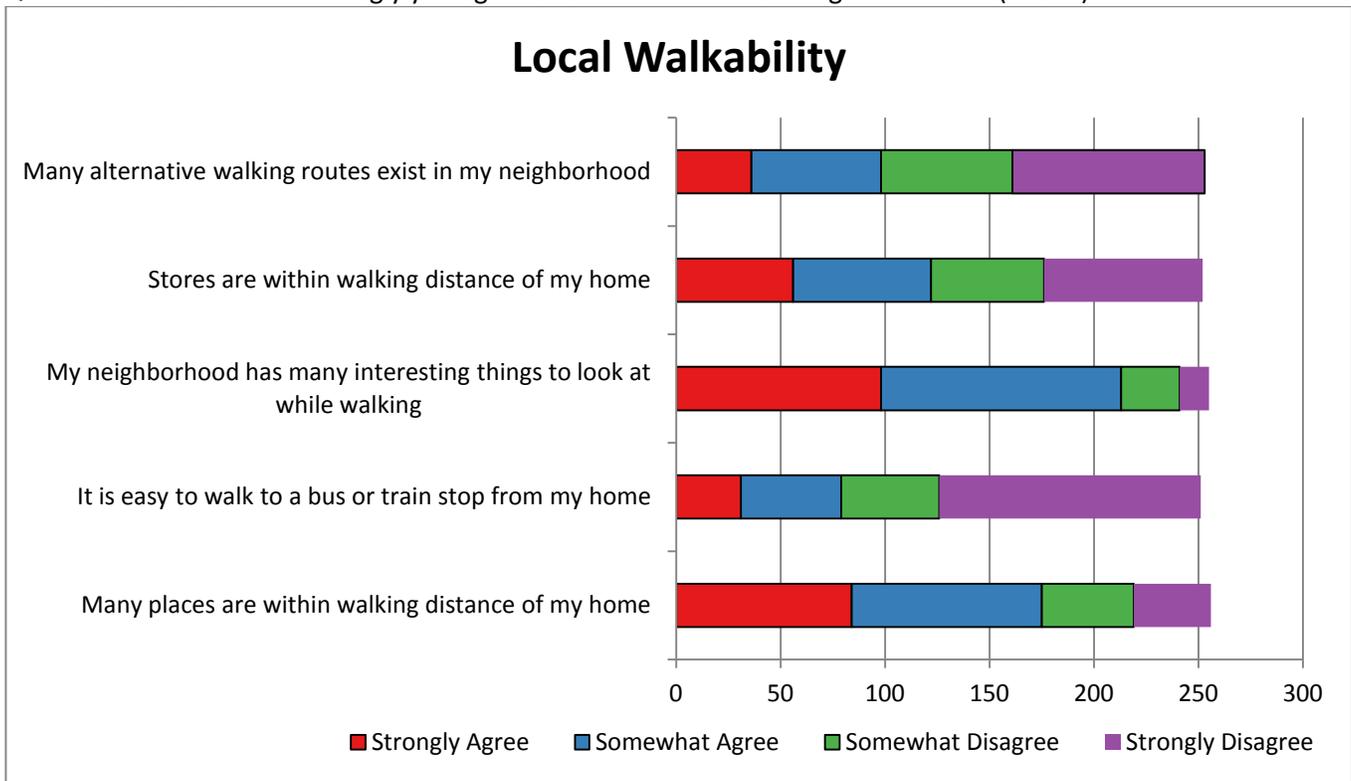
Q45. When bicycling, what issues do you encounter most often? Select up to 4 issues. (n=210)



Q46. What is most important when you choose where to walk/ride a bicycle? (Select up to 3 criteria for each.) (n=255)

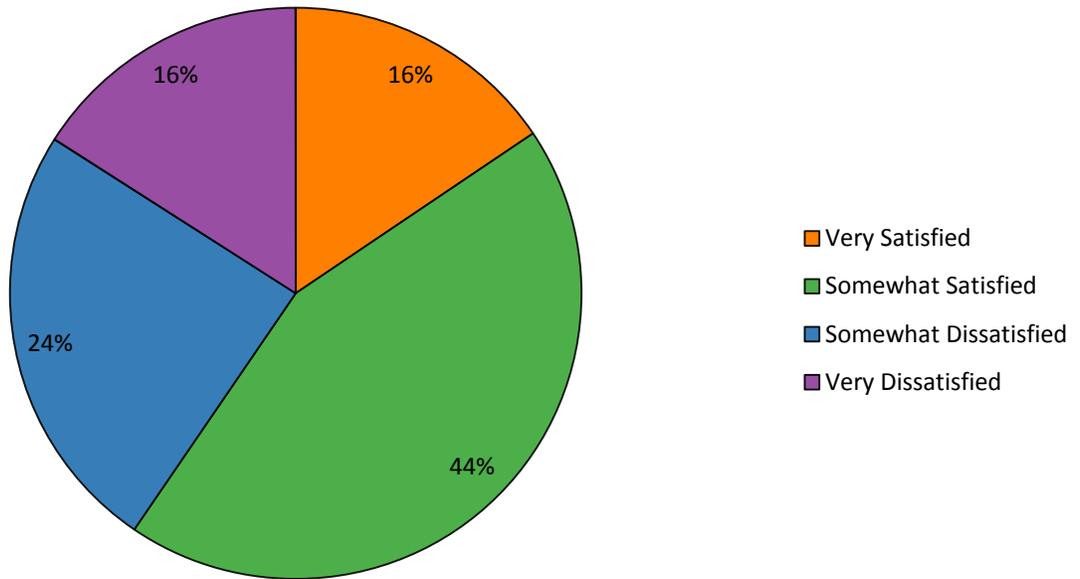


Q47. Please indicate how strongly you agree with each of the following statements: (n=257)

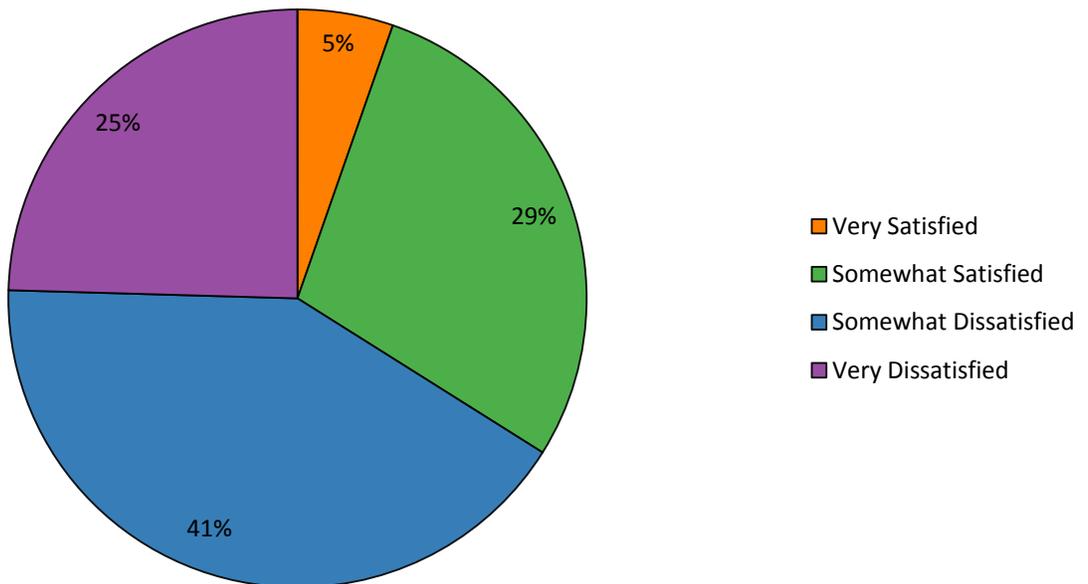


Q48. How satisfied are you with how the community where you live is designed for safe walking and bicycling? (n=259)

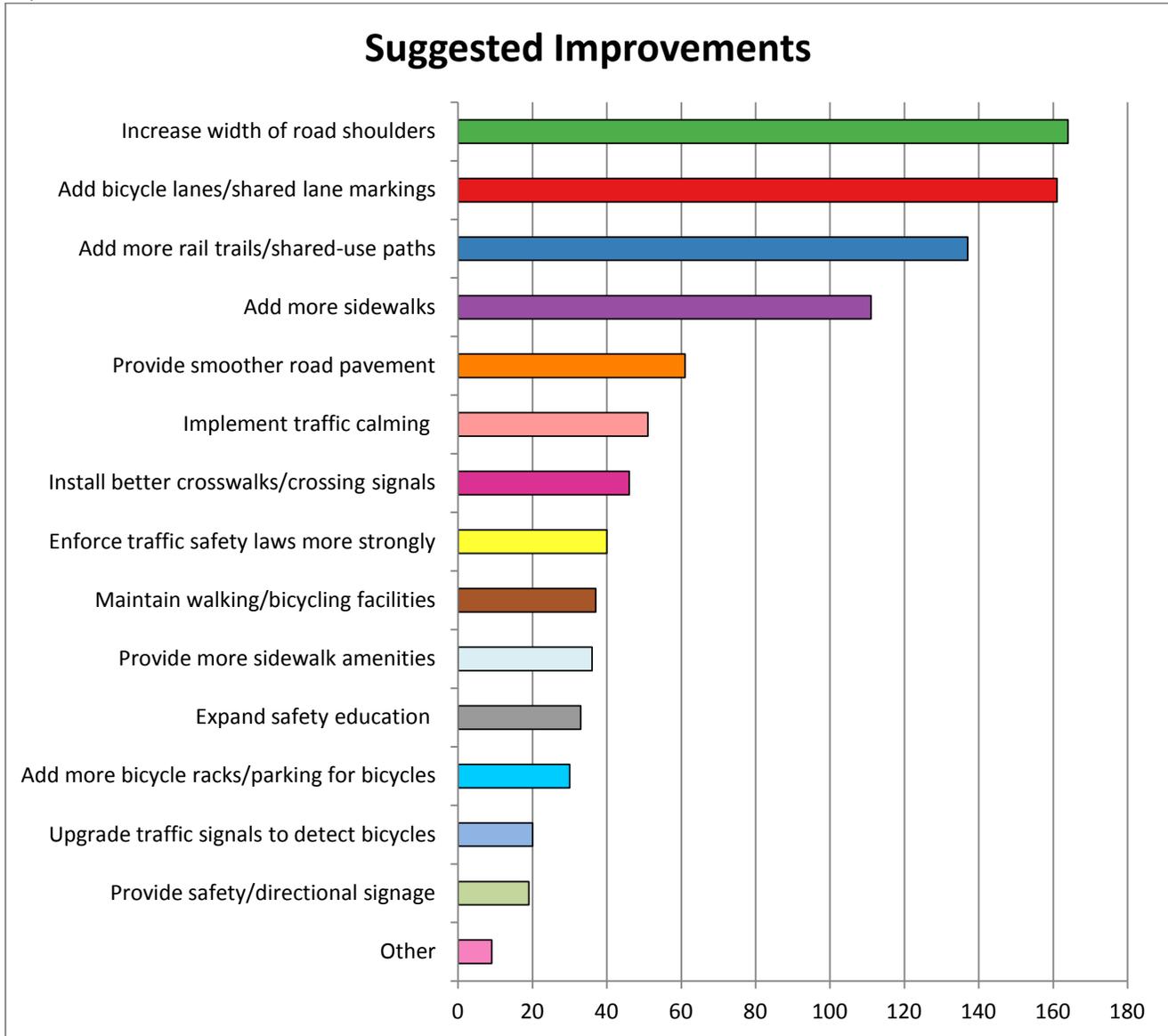
### Community Designed for Walking



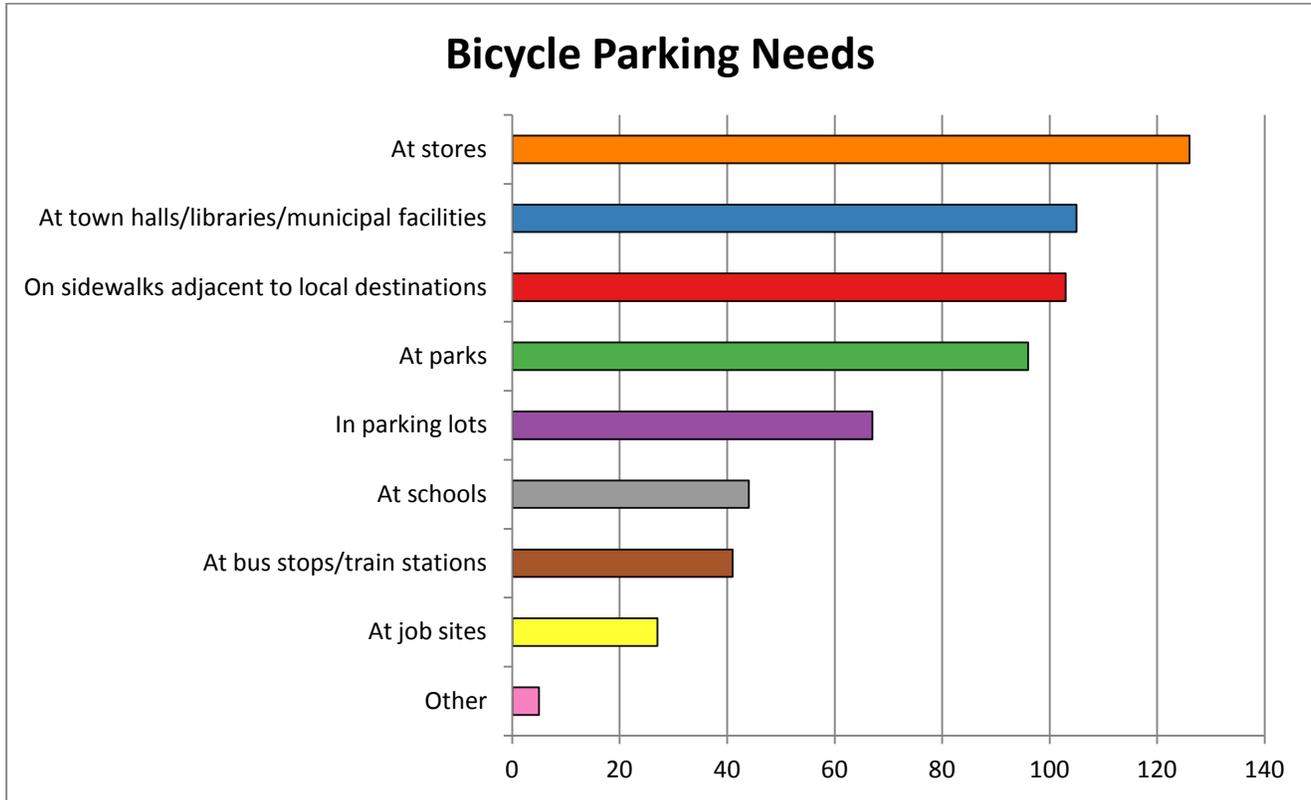
### Community Designed for Bicycling



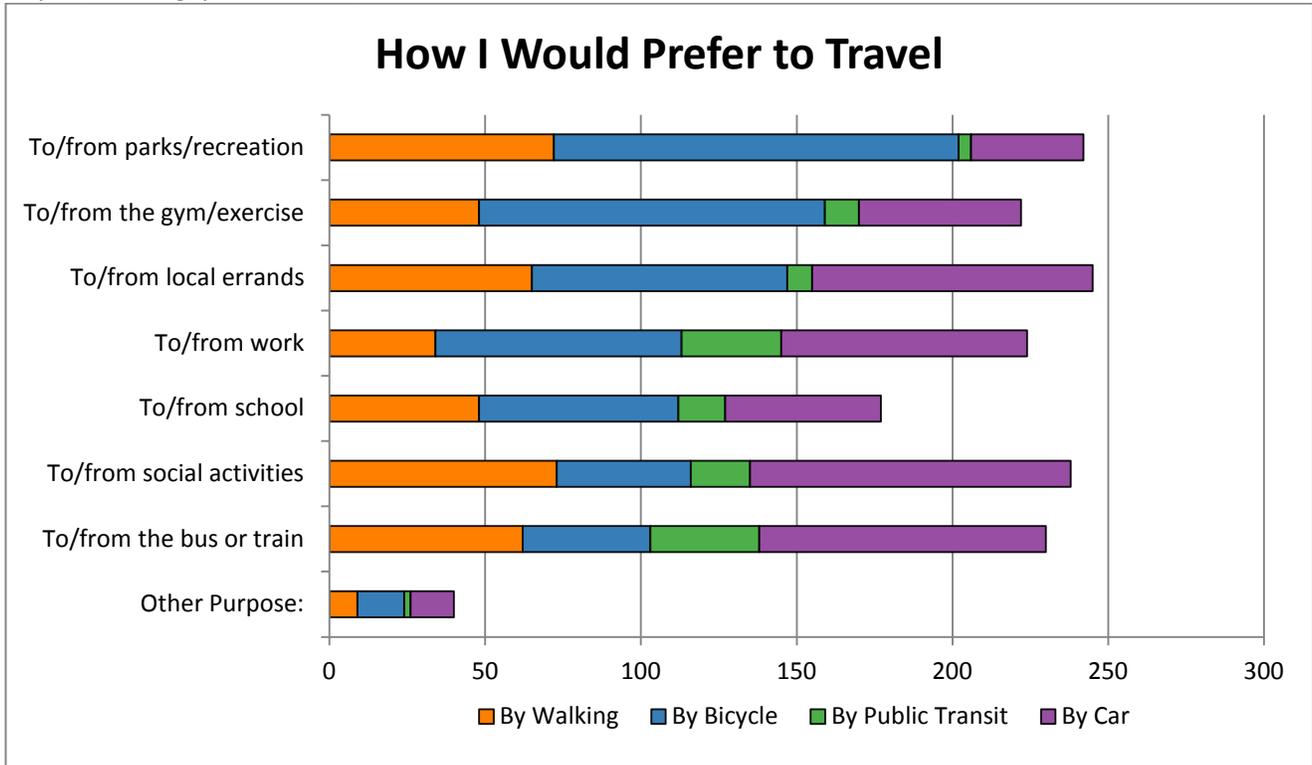
Q49. In your opinion, what are the 4 most important improvements to be made? Select up to 4 improvements. (n=256)



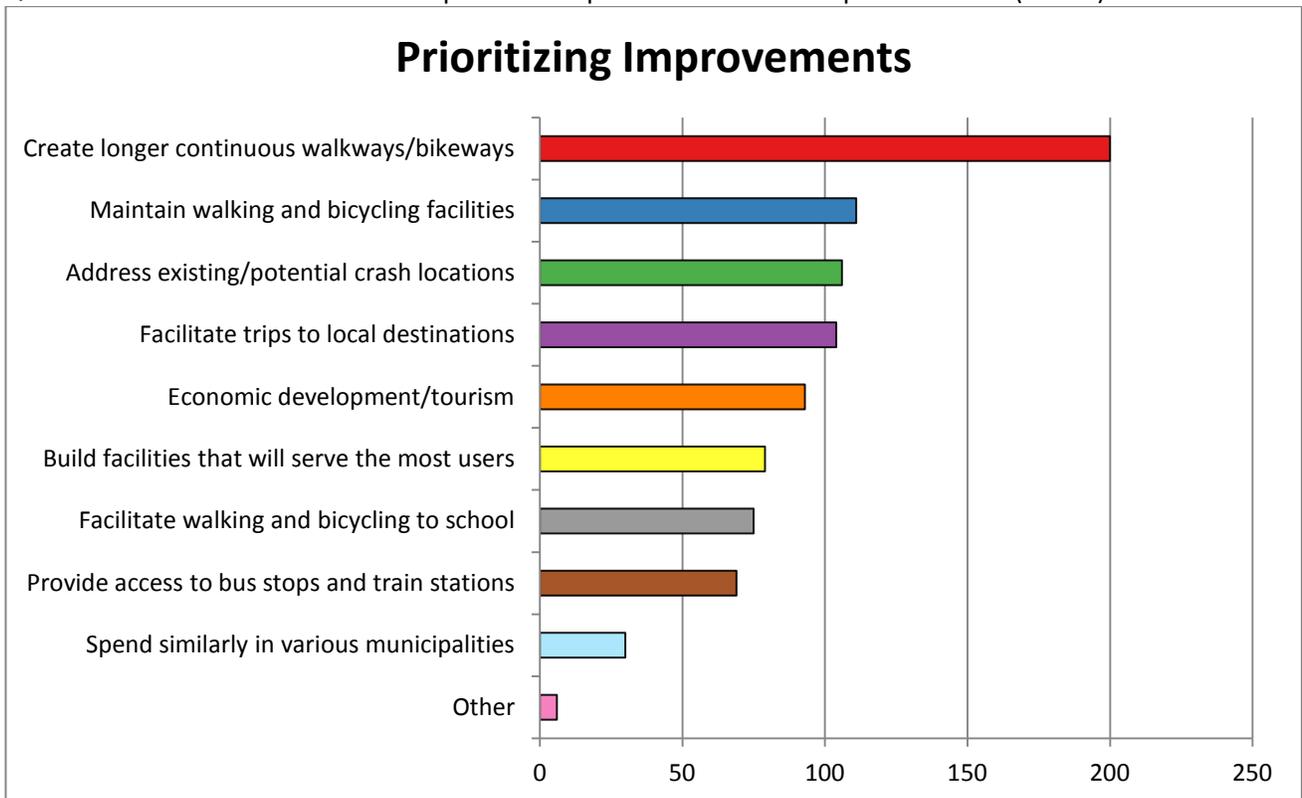
Q50. Where is bicycle parking-- racks, lockers, etc. needed? Select the 3 most important locations.  
(n= 212)



Q51. If equally good facilities existed, how would you prefer to travel? For each trip type, choose by bicycle, walking, public transit, or car. (n=252)



Q52. What factors should be used to prioritize improvements? Select up to 4 factors. (n=254)

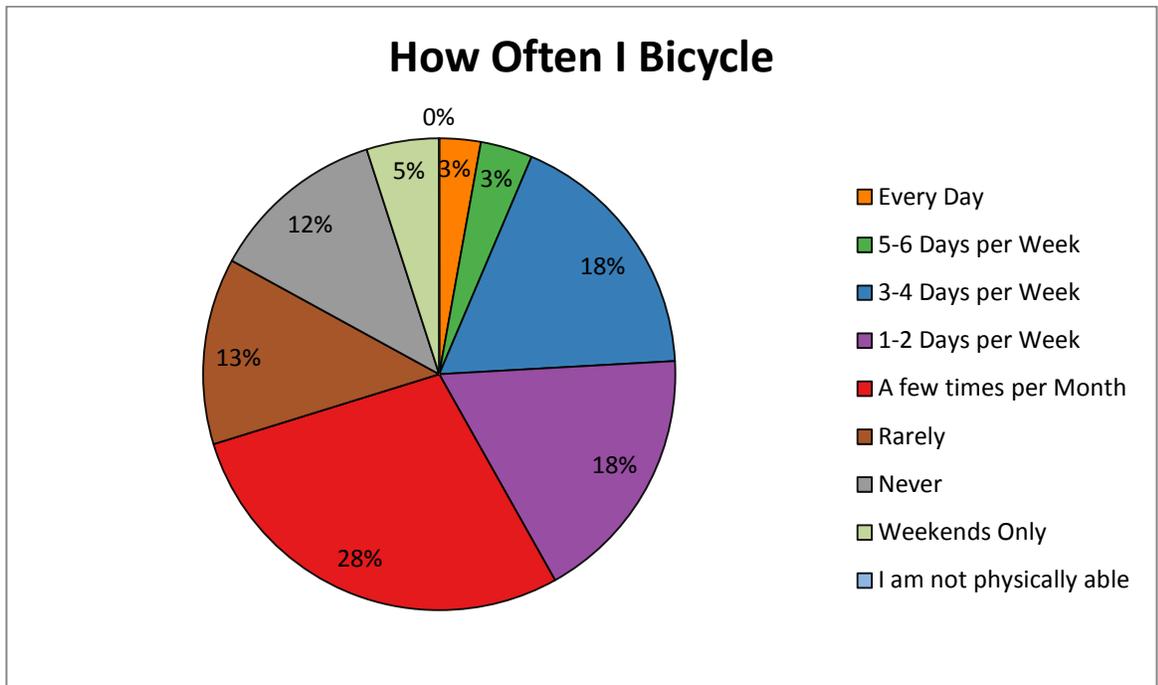
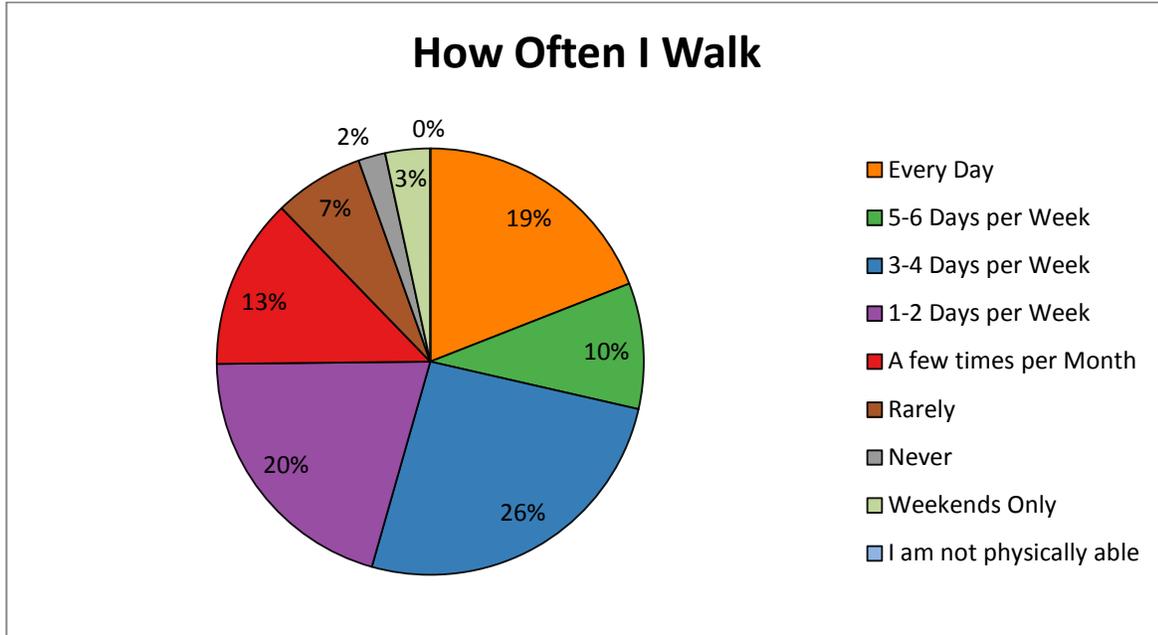


## WalkBikeDutchess Survey: Lower Taconic

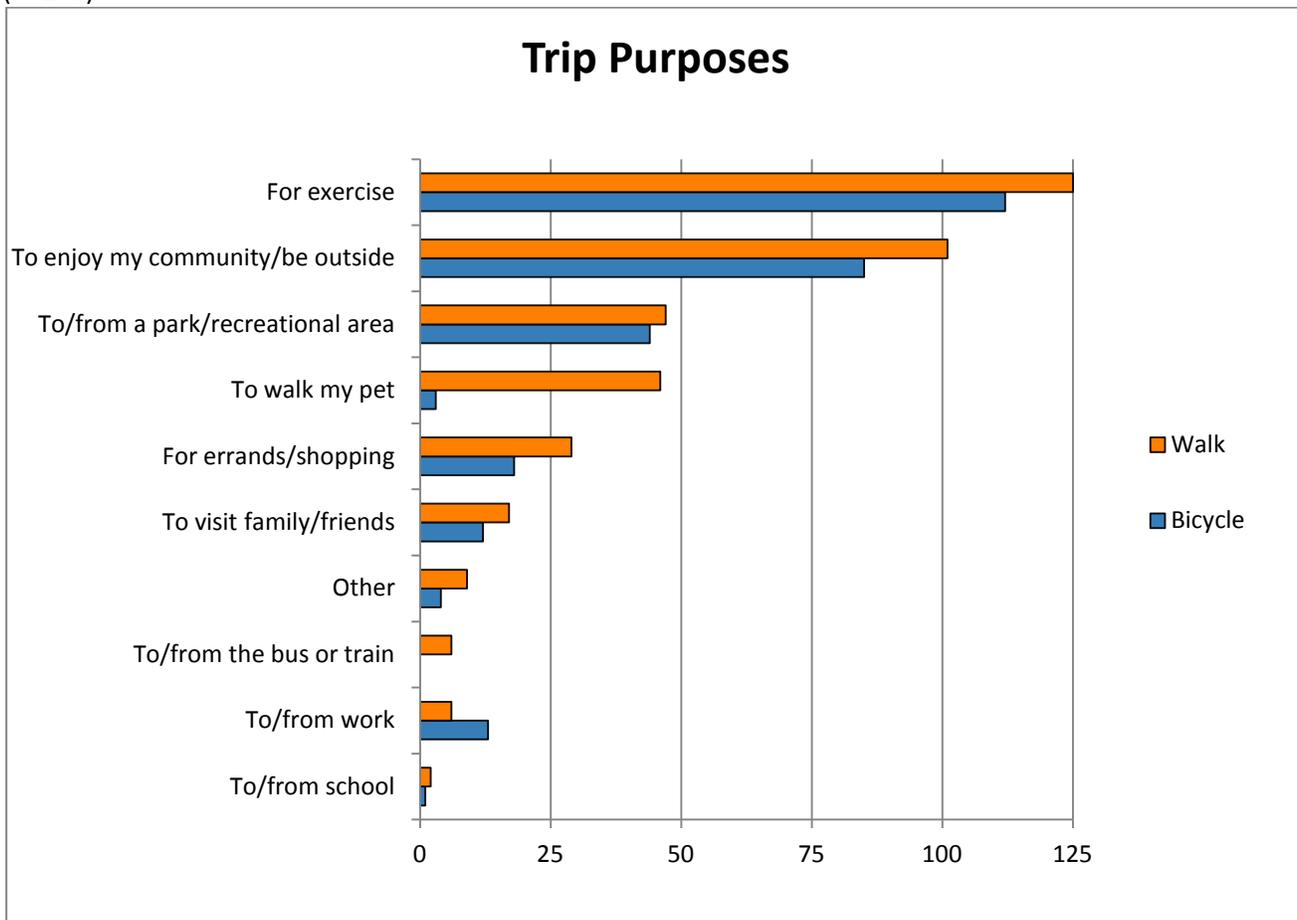
Responses: 154 from Lower Taconic Planning Area (Towns of Beekman, East Fishkill, La Grange and Union Vale).

Note: Not all respondents answered each question.

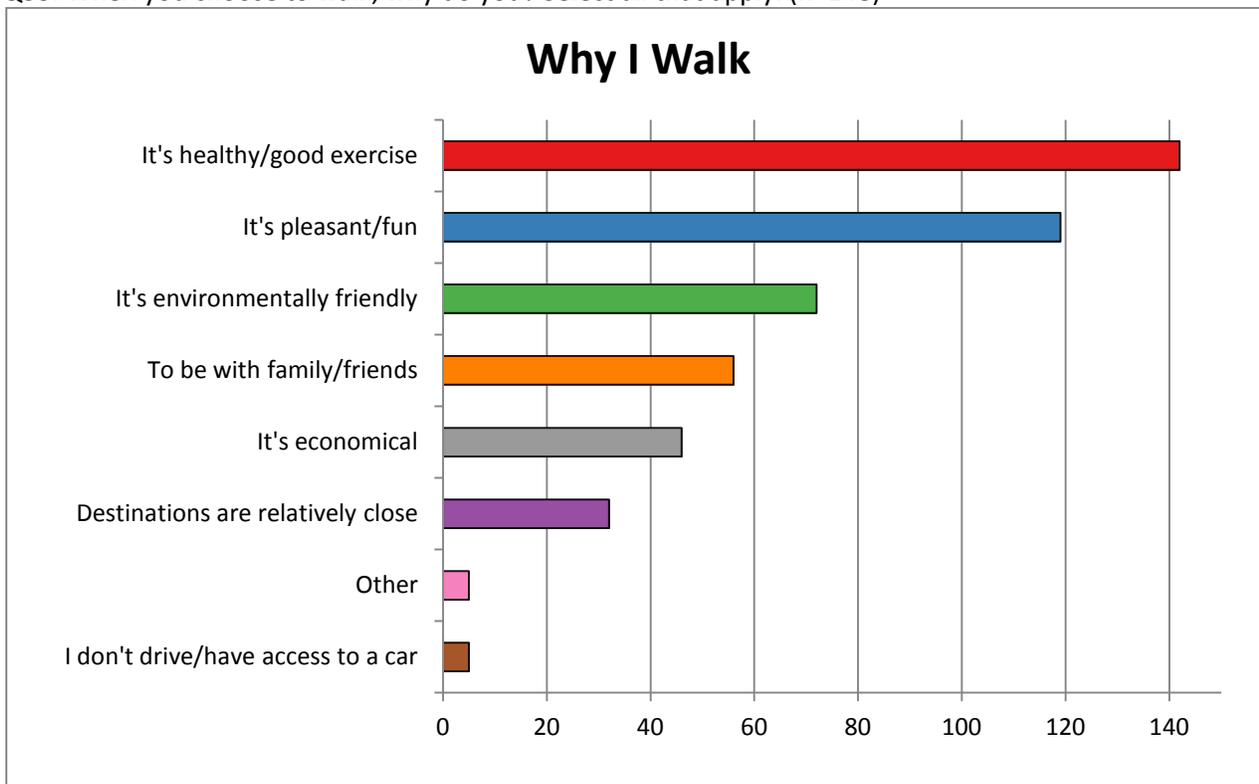
Q31. On average, how often do you walk and/or ride a bicycle? Select one response for each. (n=154)



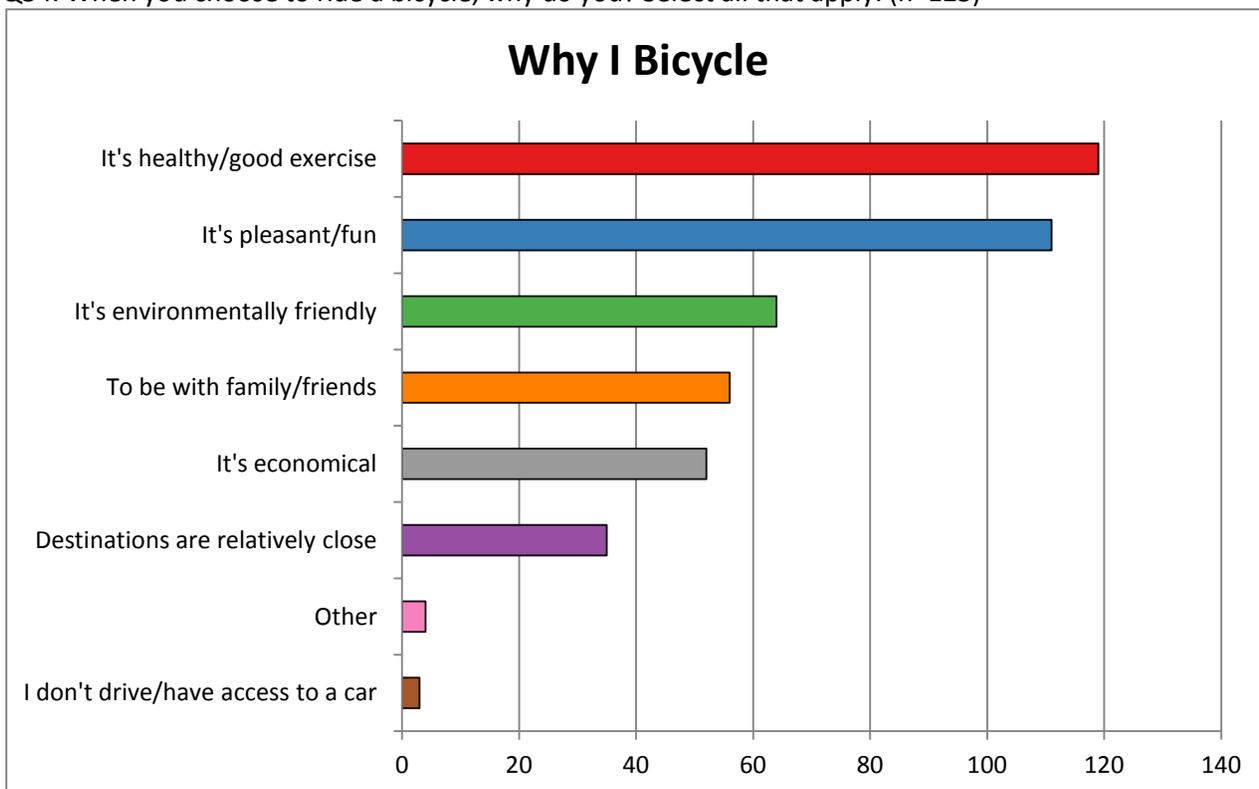
Q32. For which of the following purposes do you usually walk/ride a bicycle? Select all that apply.  
(n=153)



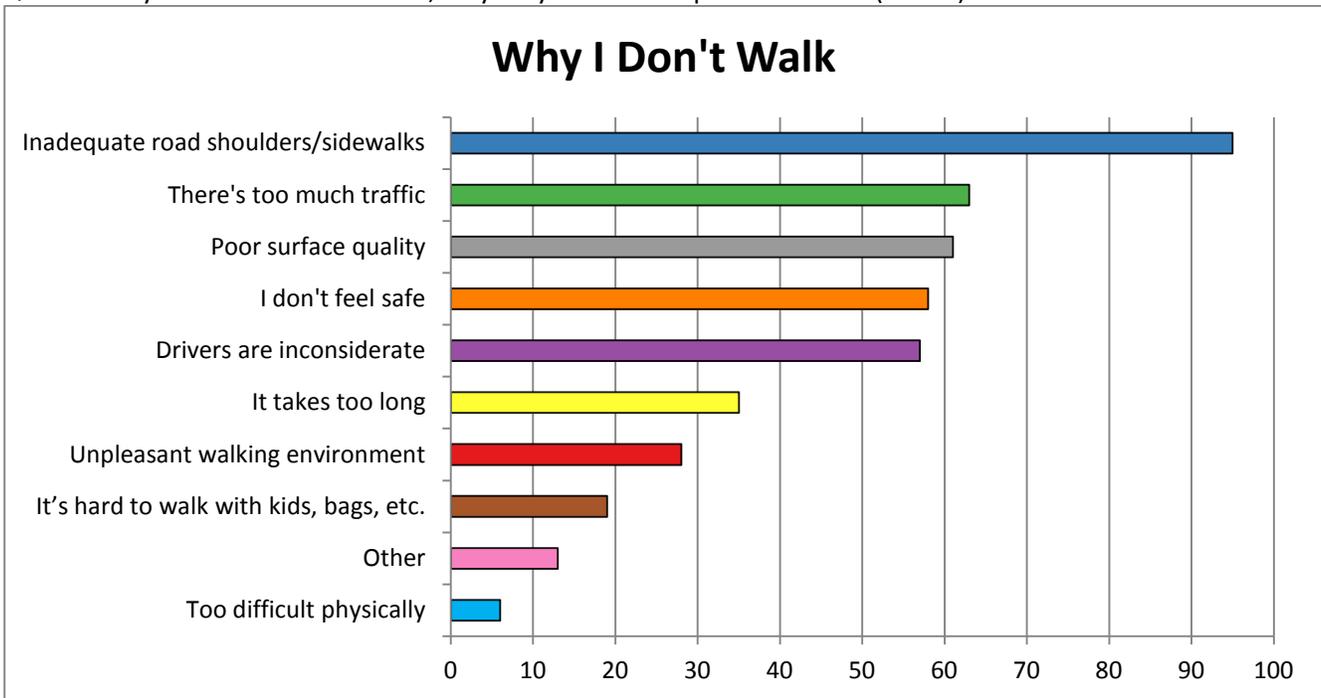
Q33. When you choose to walk, why do you? Select all that apply. (n=148)



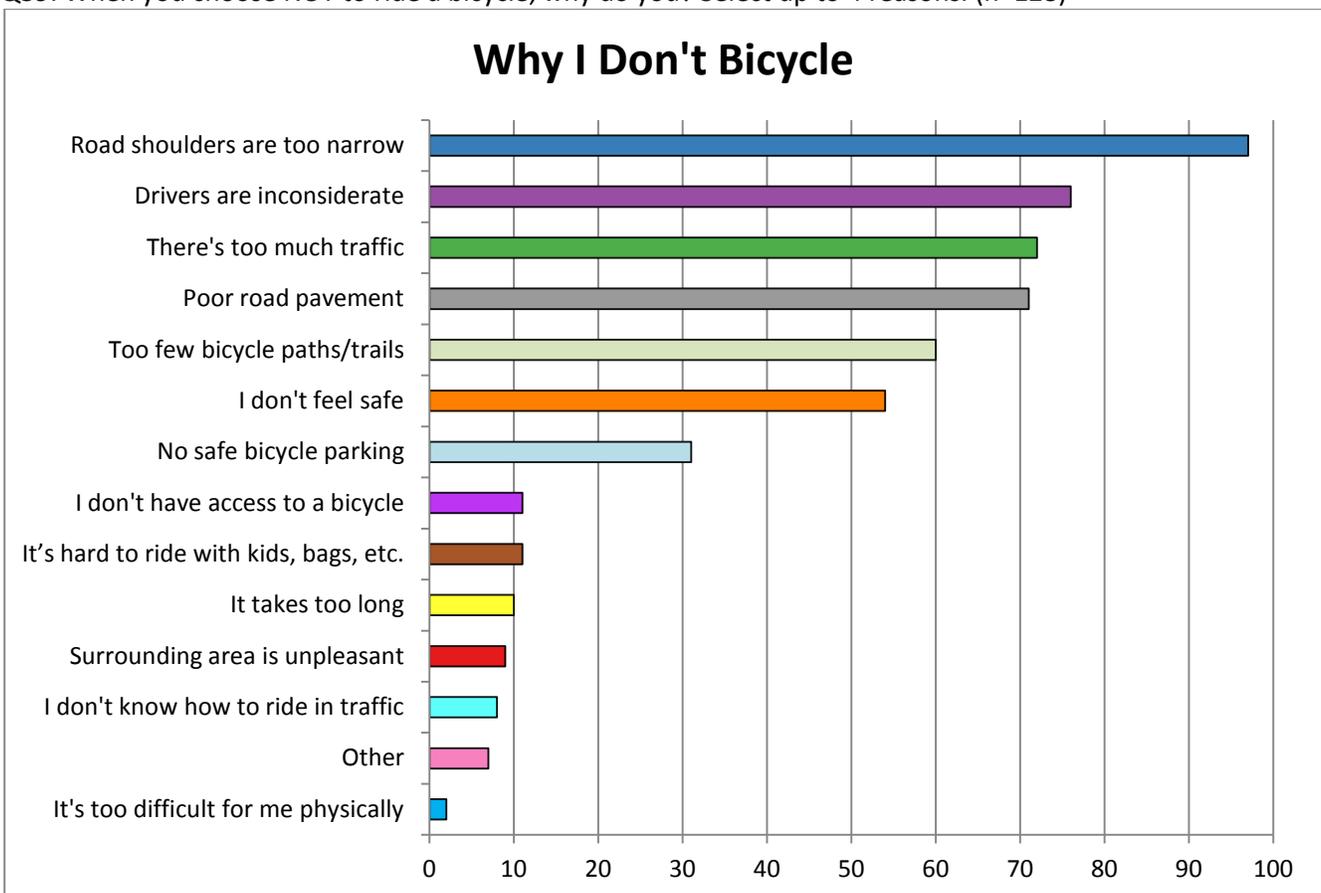
Q34. When you choose to ride a bicycle, why do you? Select all that apply. (n=123)



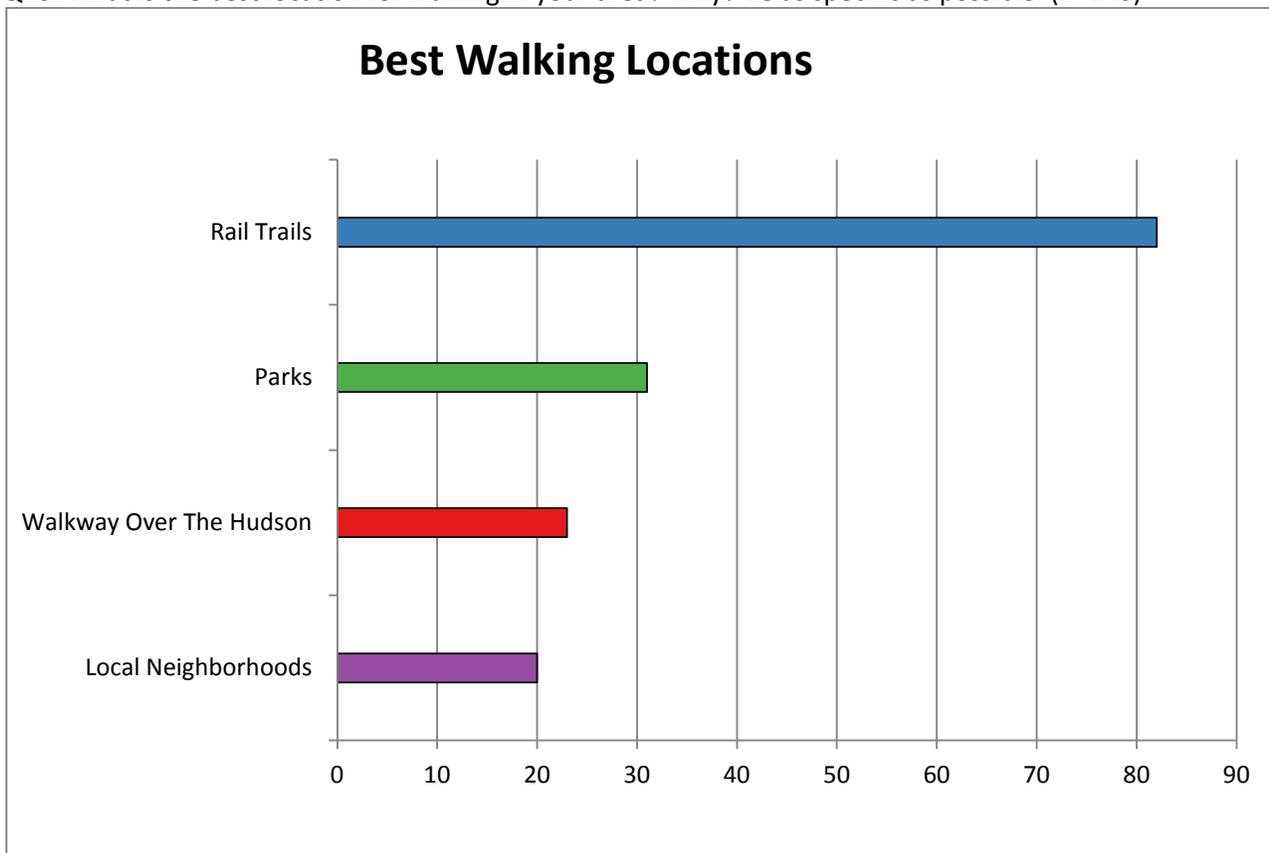
Q38. When you choose NOT to walk, why do you? Select up to 4 reasons. (n=137)



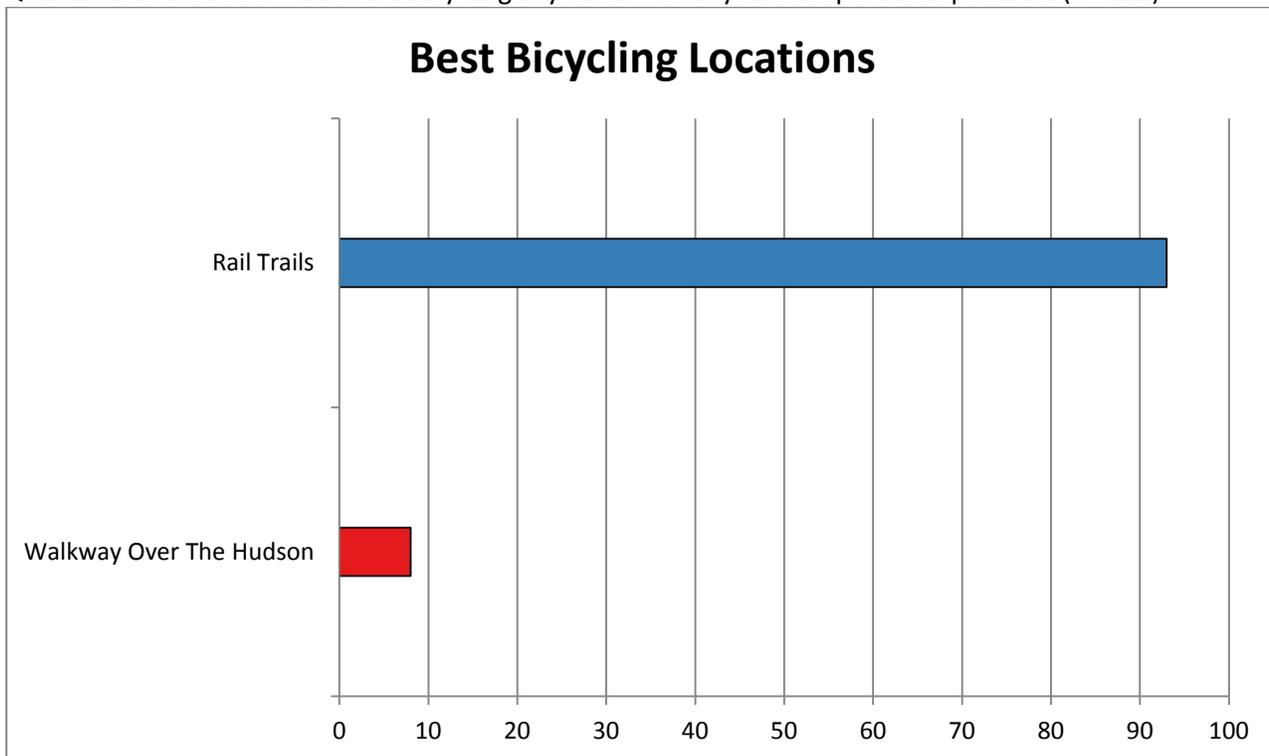
Q39. When you choose NOT to ride a bicycle, why do you? Select up to 4 reasons. (n=128)



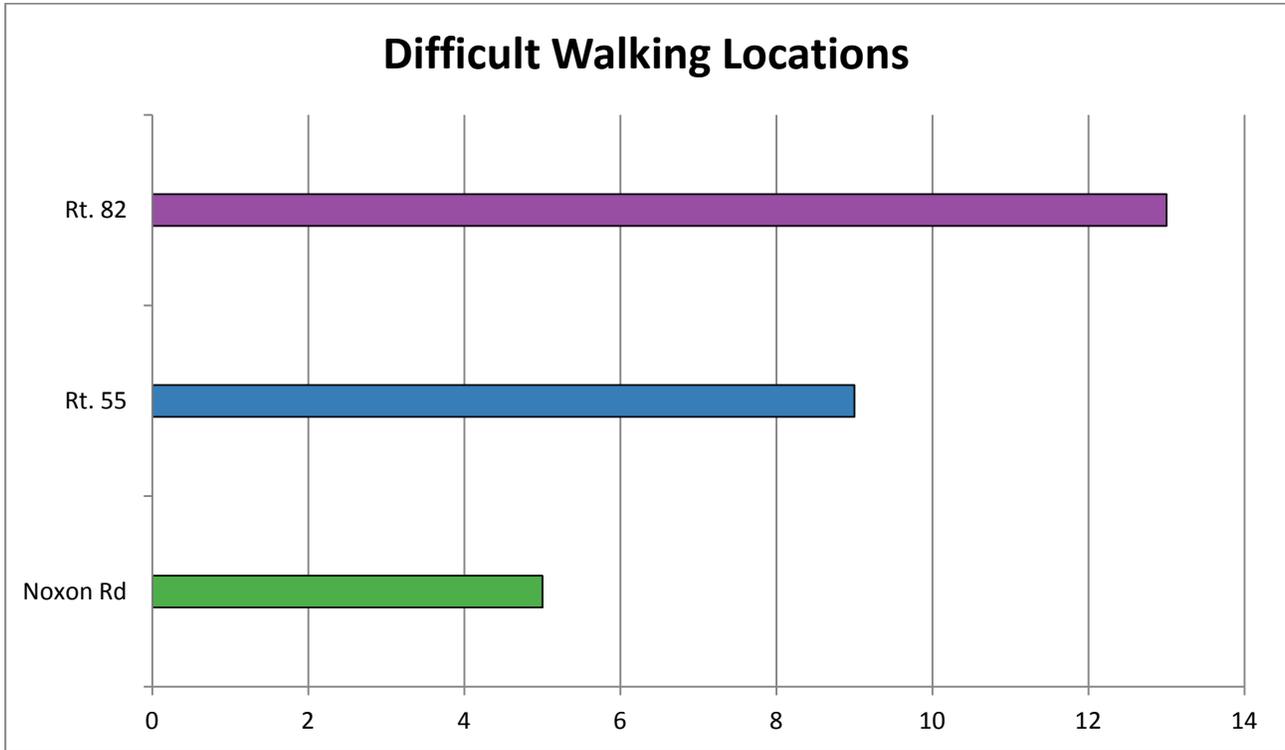
Q40. What is the best location for walking in your area? Why? Be as specific as possible. (n=140)



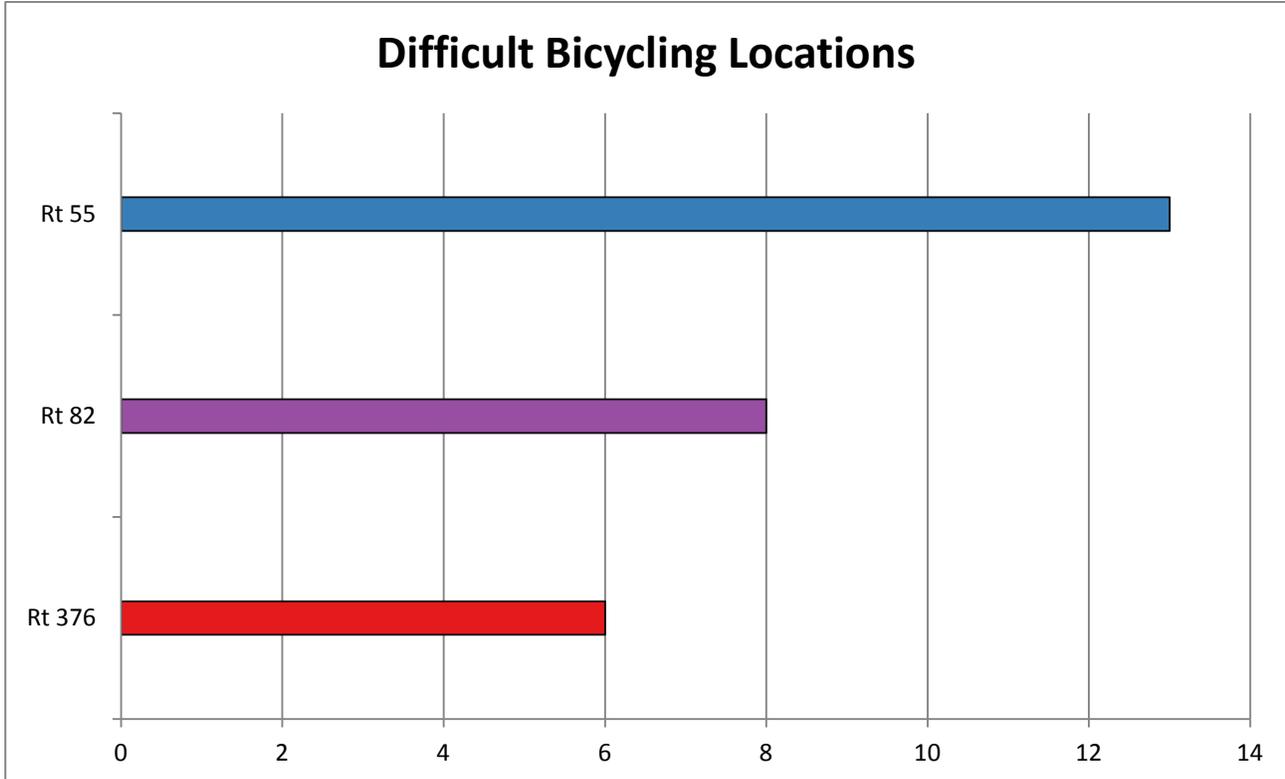
Q41. What is the best location for bicycling in your area? Why? Be as specific as possible. (n= 122)



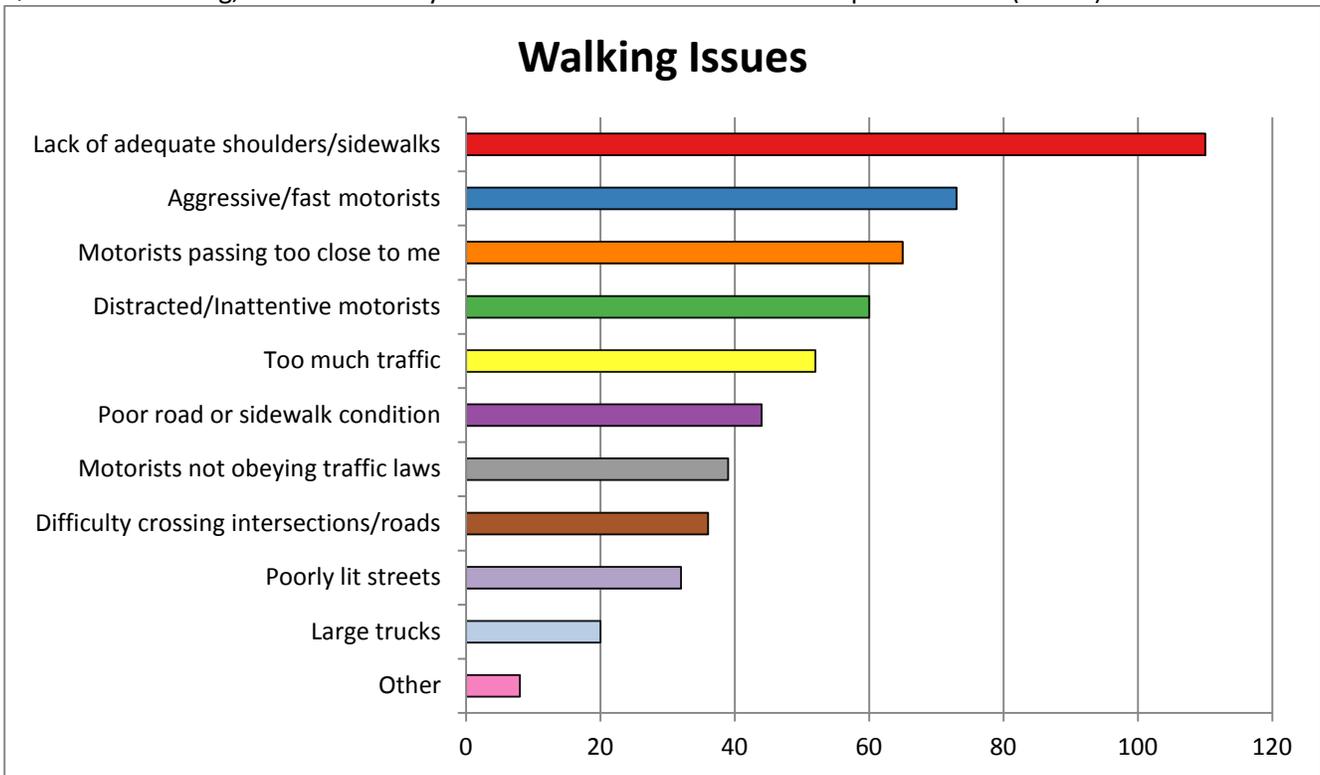
Q42. What is the most problematic location for walking in your area? Why? Be as specific as possible.  
(n = 124)



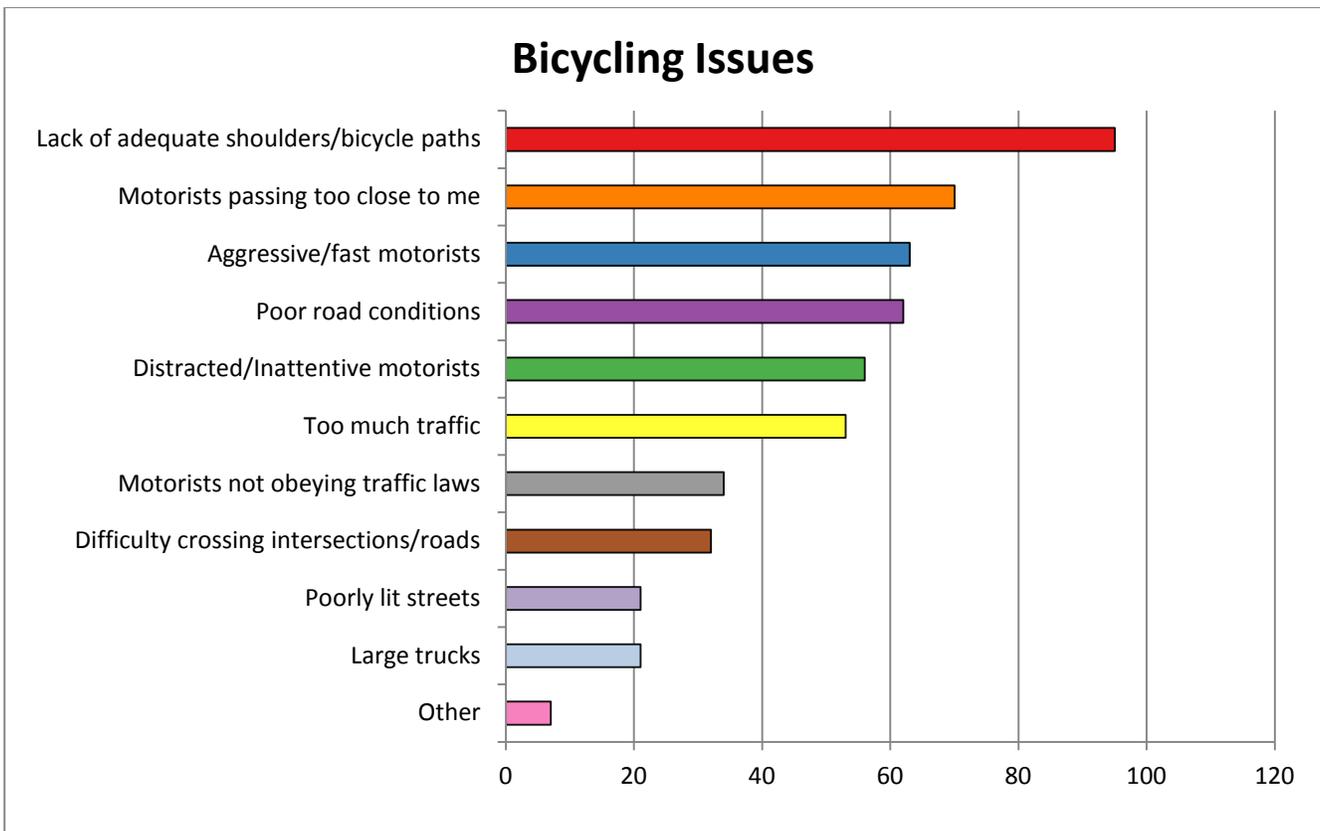
Q43. What is the most problematic location for bicycling in your area? Why? Be as specific as possible.  
(n=119)



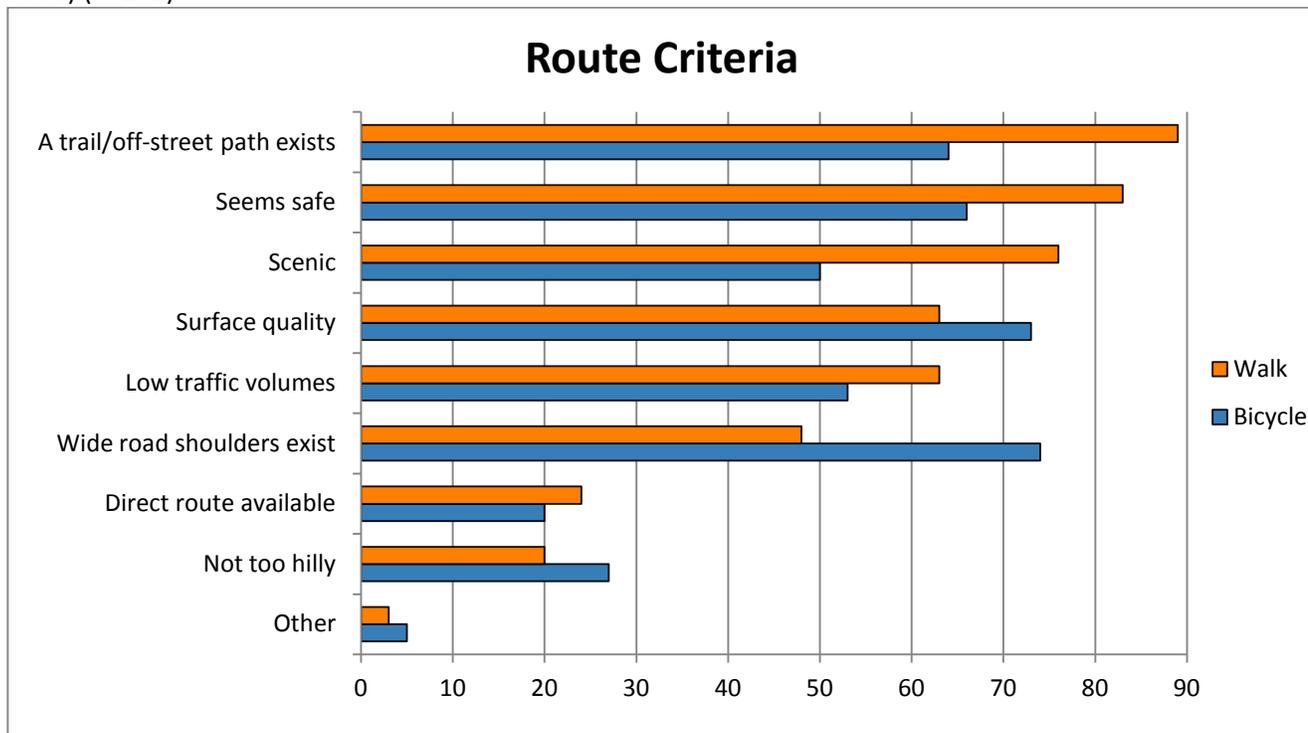
Q44. When walking, what issues do you encounter most often? Select up to 4 issues. (n=144)



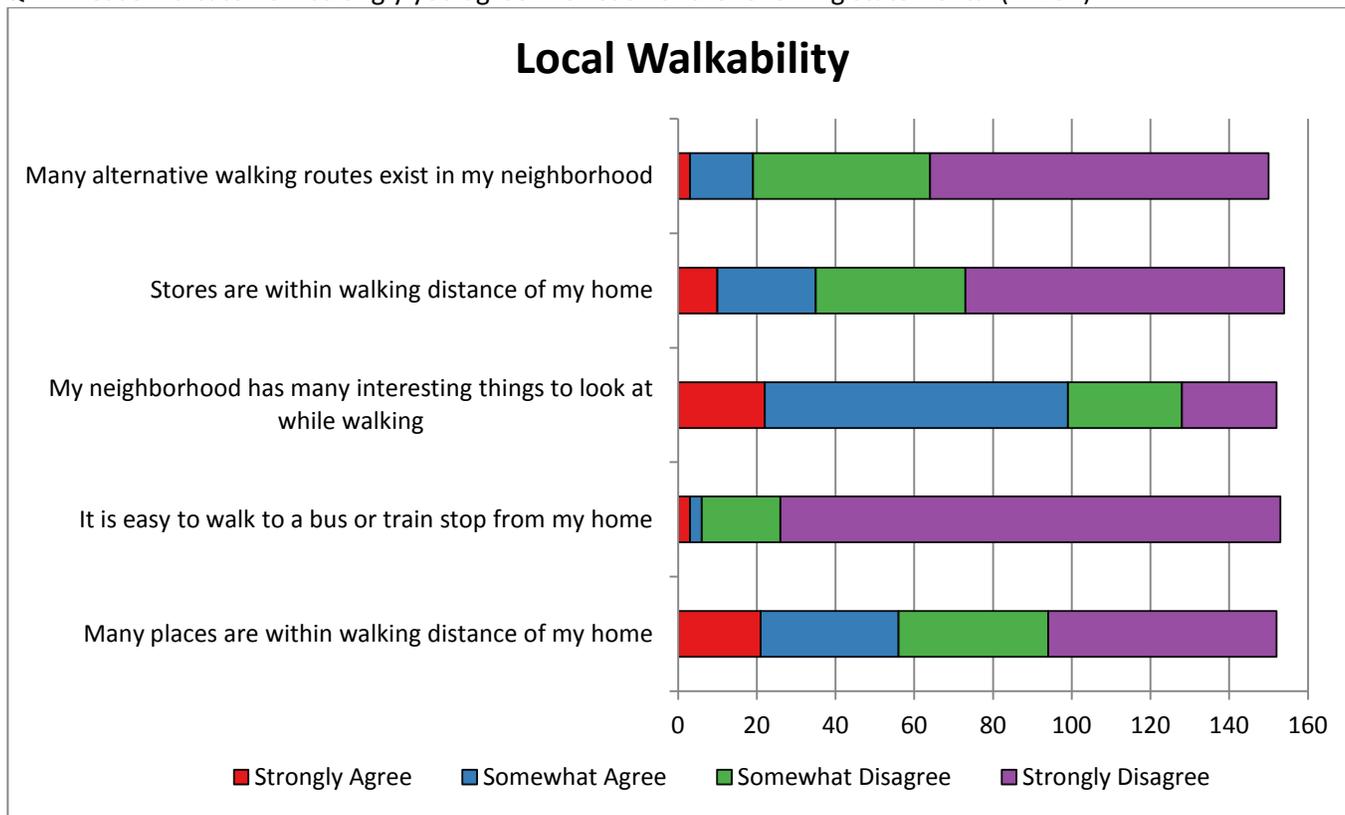
Q45. When bicycling, what issues do you encounter most often? Select up to 4 issues. (n=118)



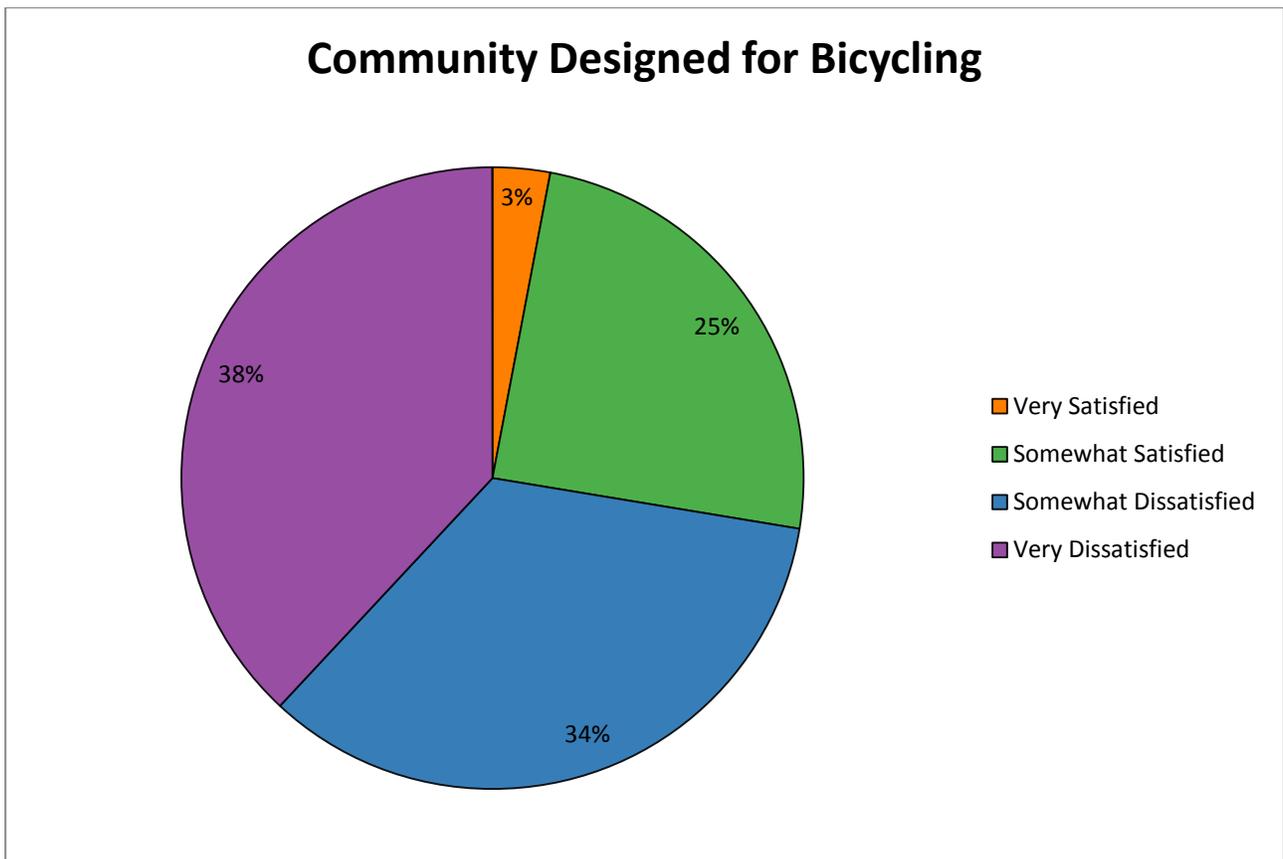
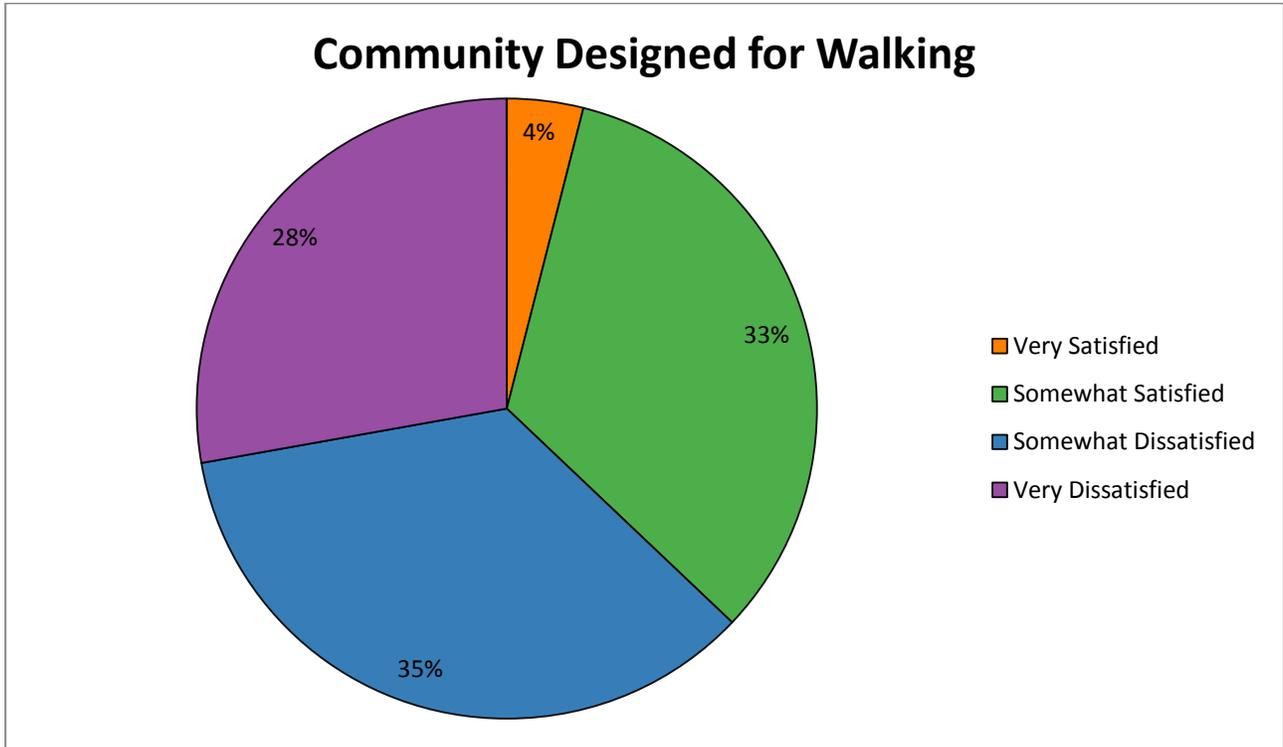
Q46. What is most important when you choose where to walk/ride a bicycle? (Select up to 3 criteria for each.) (n=152)



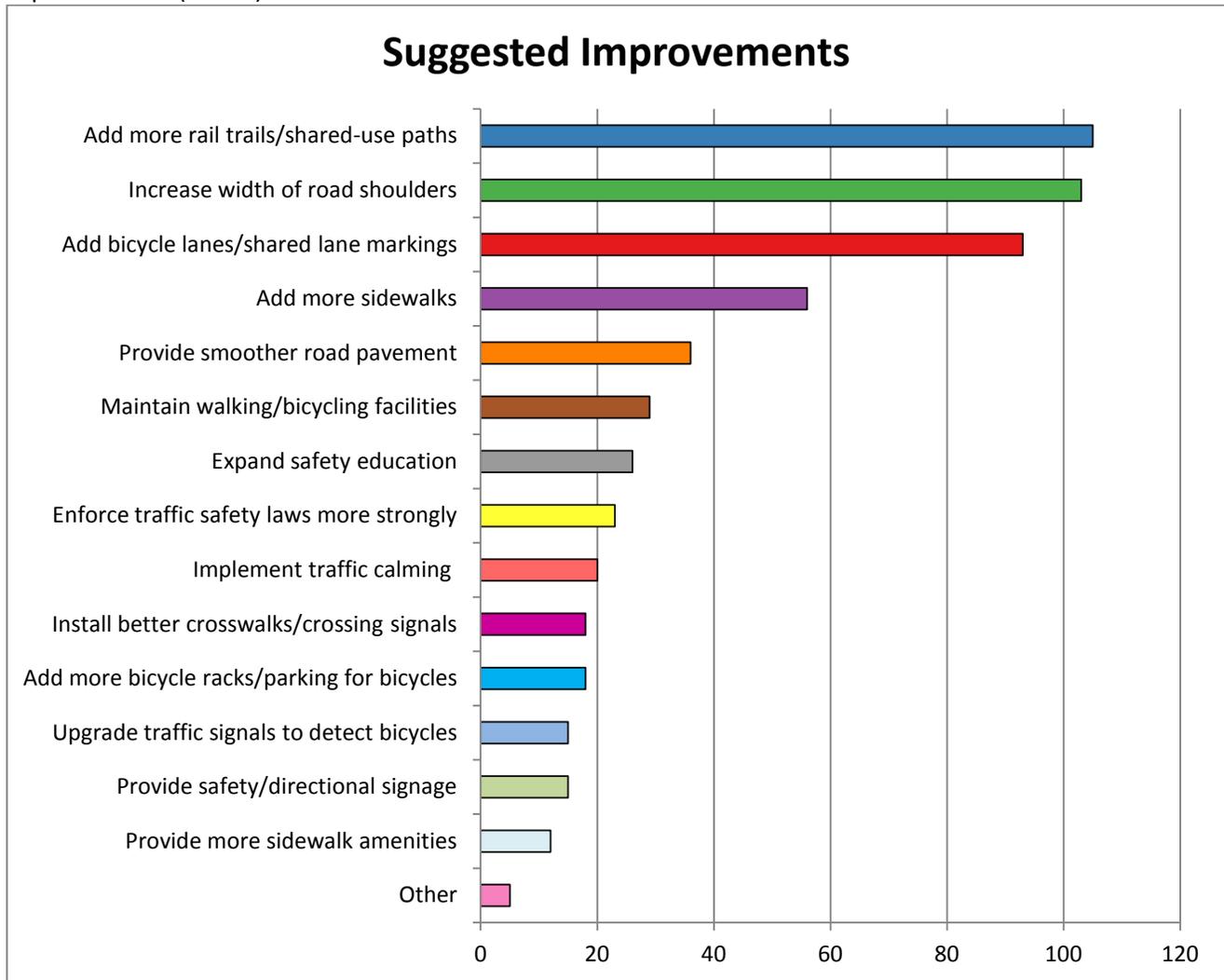
Q47. Please indicate how strongly you agree with each of the following statements: (n=154)



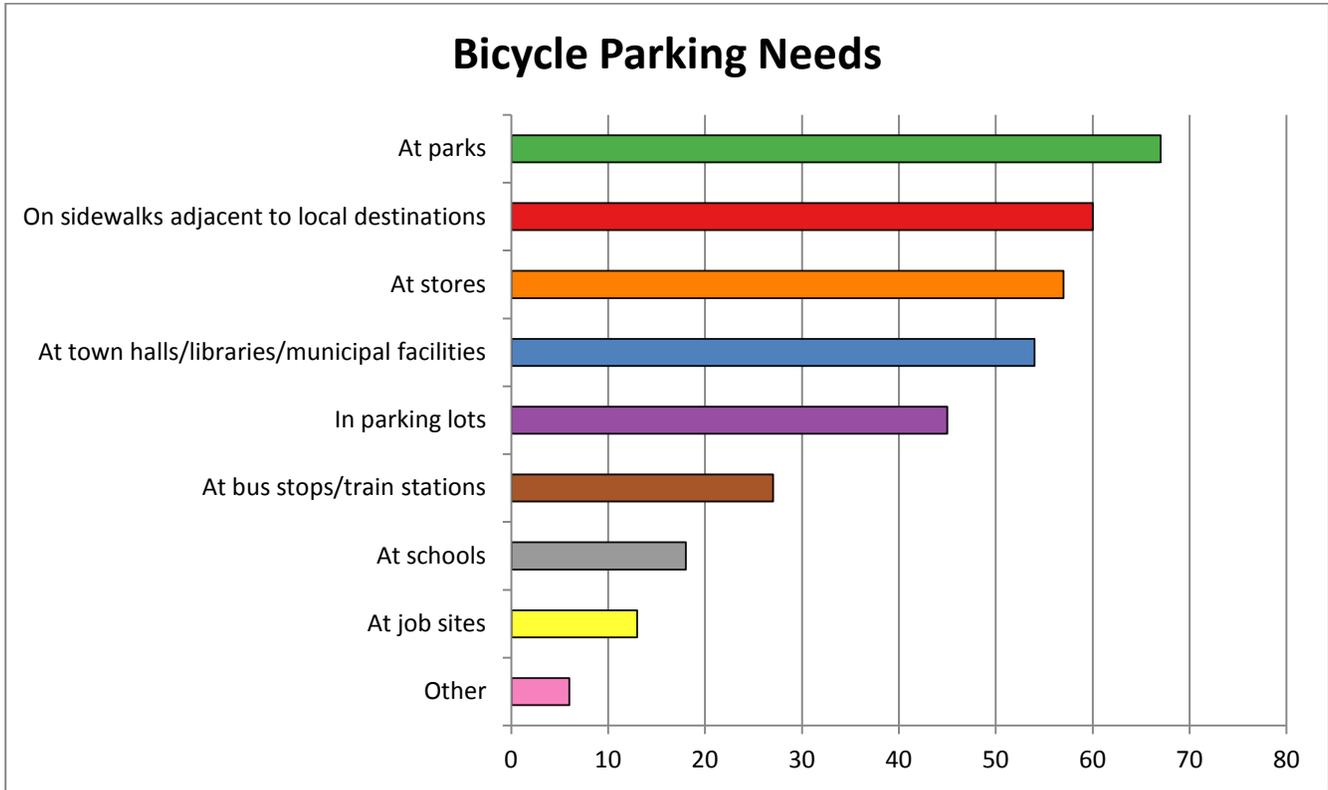
Q48. How satisfied are you with how the community where you live is designed for safe walking and bicycling? (n=152)



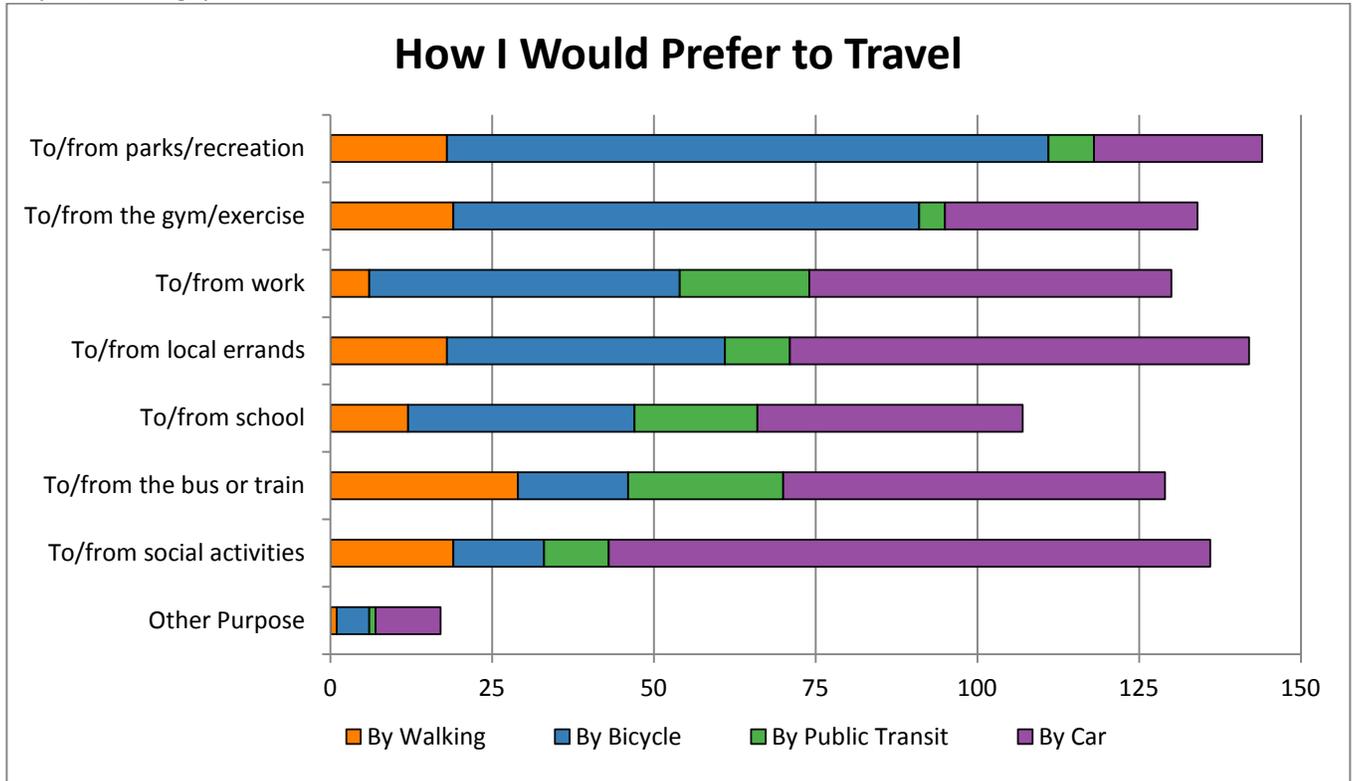
Q49. In your opinion, what are the 4 most important improvements to be made? Select up to 4 improvements. (n=147)



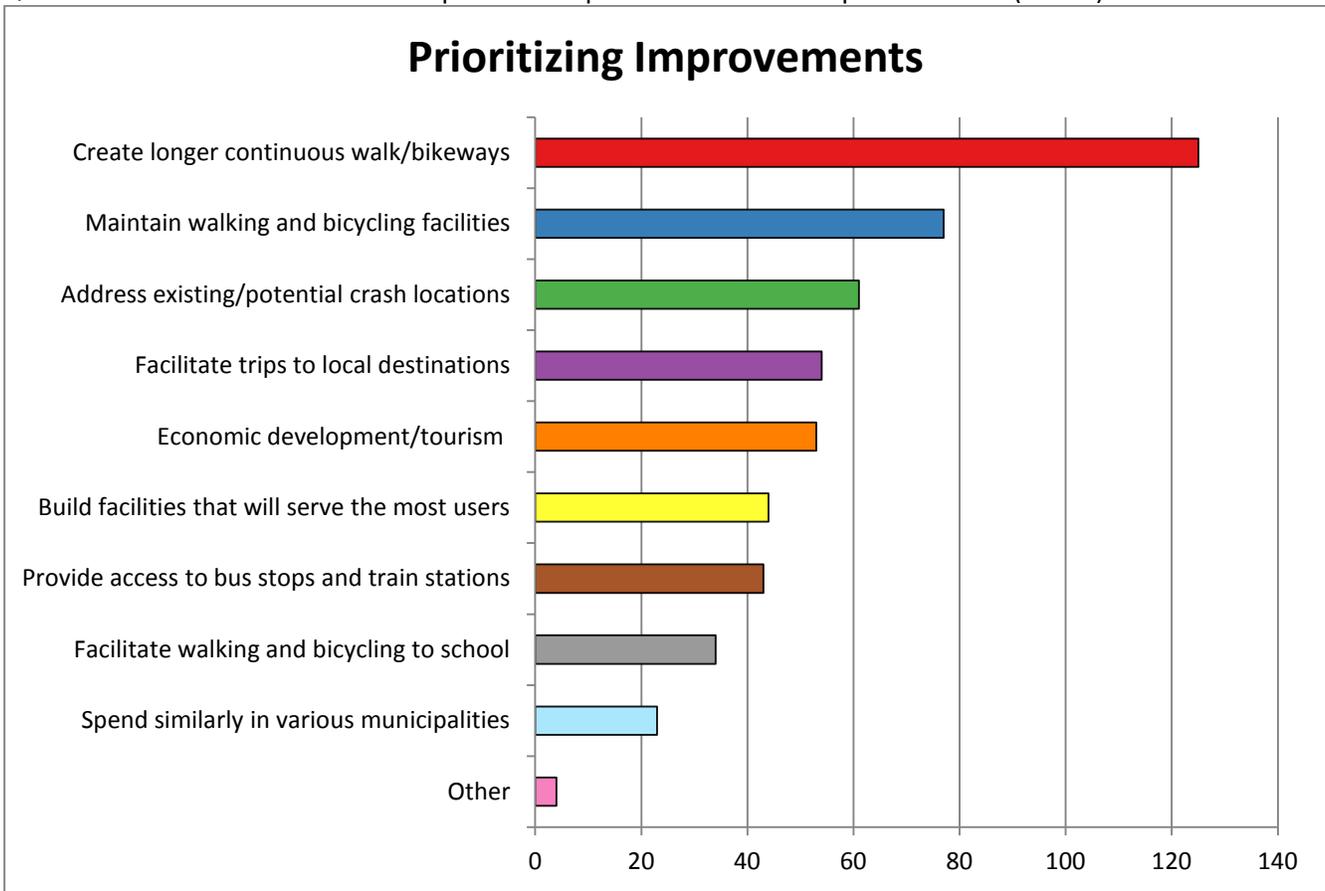
Q50. Where is bicycle parking-- racks, lockers, etc. needed? Select the 3 most important locations.  
(n=124)



Q51. If equally good facilities existed, how would you prefer to travel? For each trip type, choose by bicycle, walking, public transit, or car. (n=148)



Q52. What factors should be used to prioritize improvements? Select up to 4 factors. (n=152)

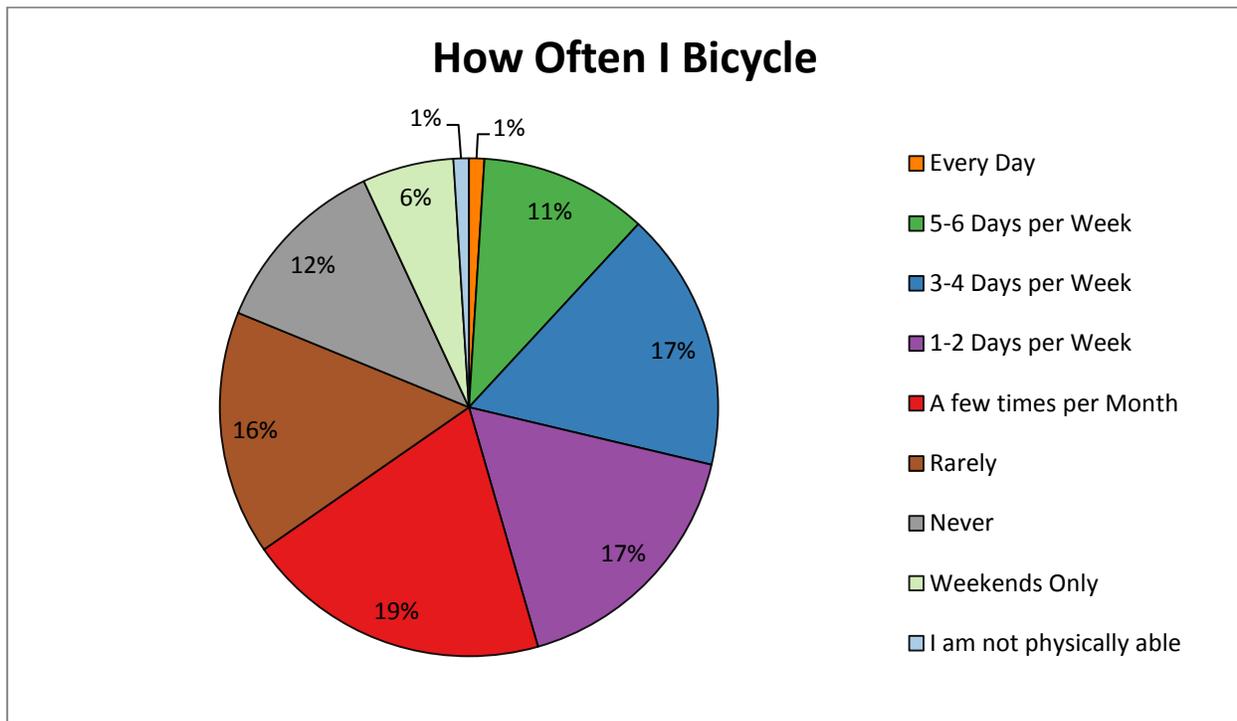
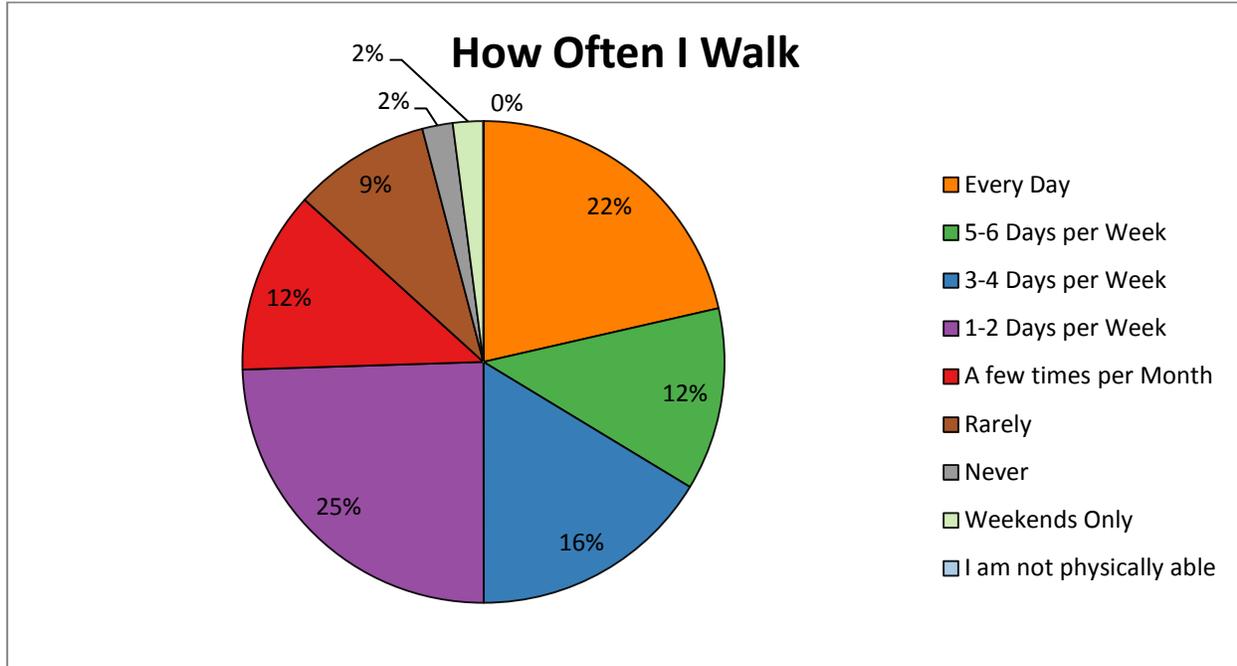


## WalkBikeDutchess Survey: Upper Taconic

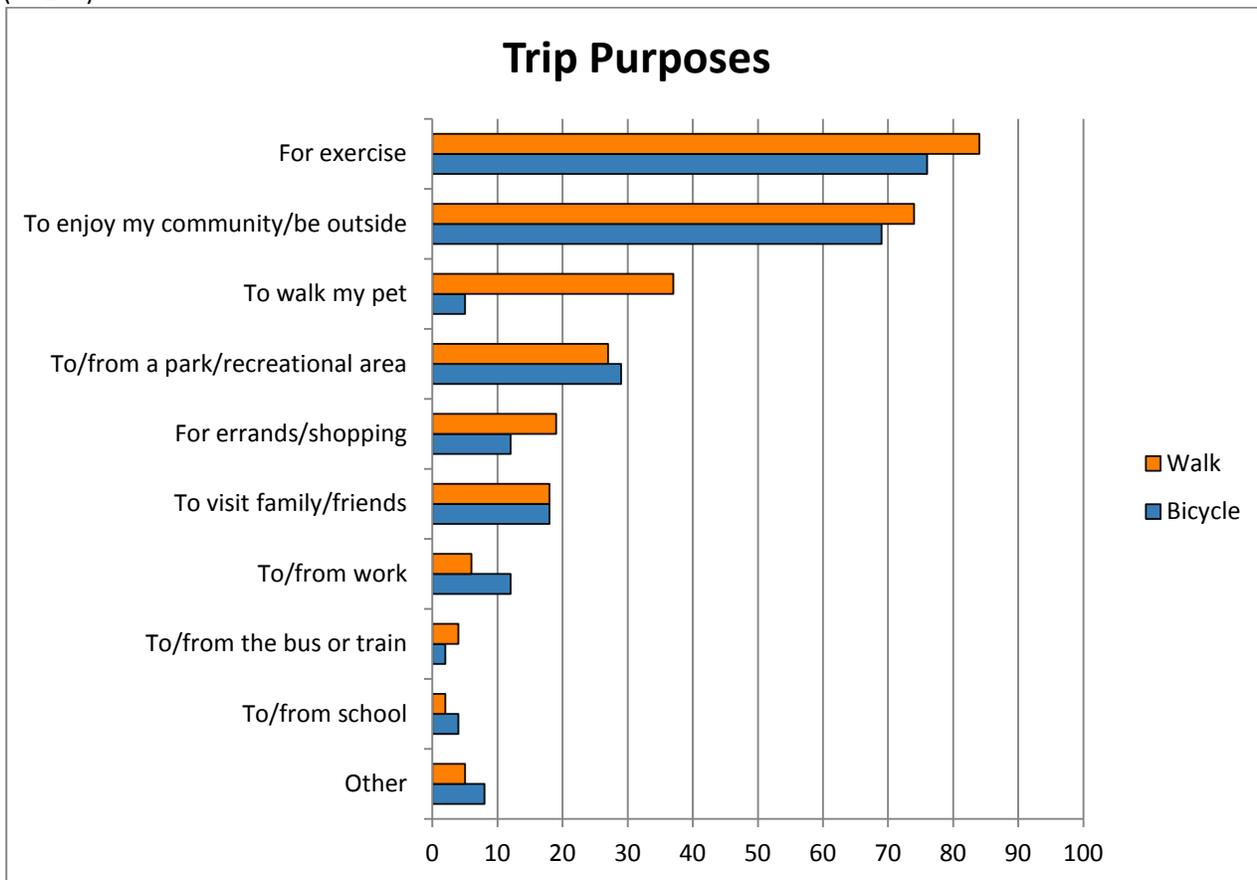
Responses: 105 from Upper Taconic Planning Area (Towns of Clinton, Milan, Pine Plains, Pleasant Valley, Stanford, Washington, and the Village of Millbrook)

Note: Not all respondents answered each question.

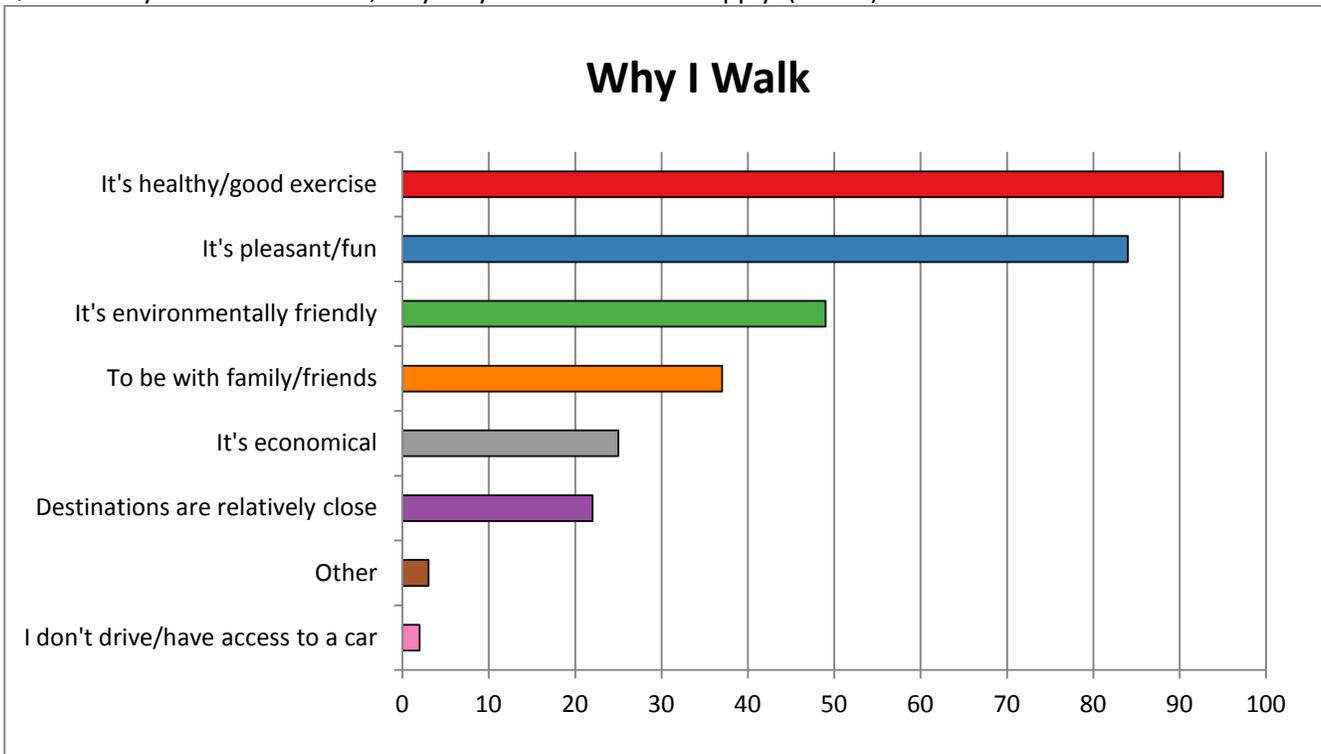
Q31. On average, how often do you walk and/or ride a bicycle? Select one response for each. (n=104)



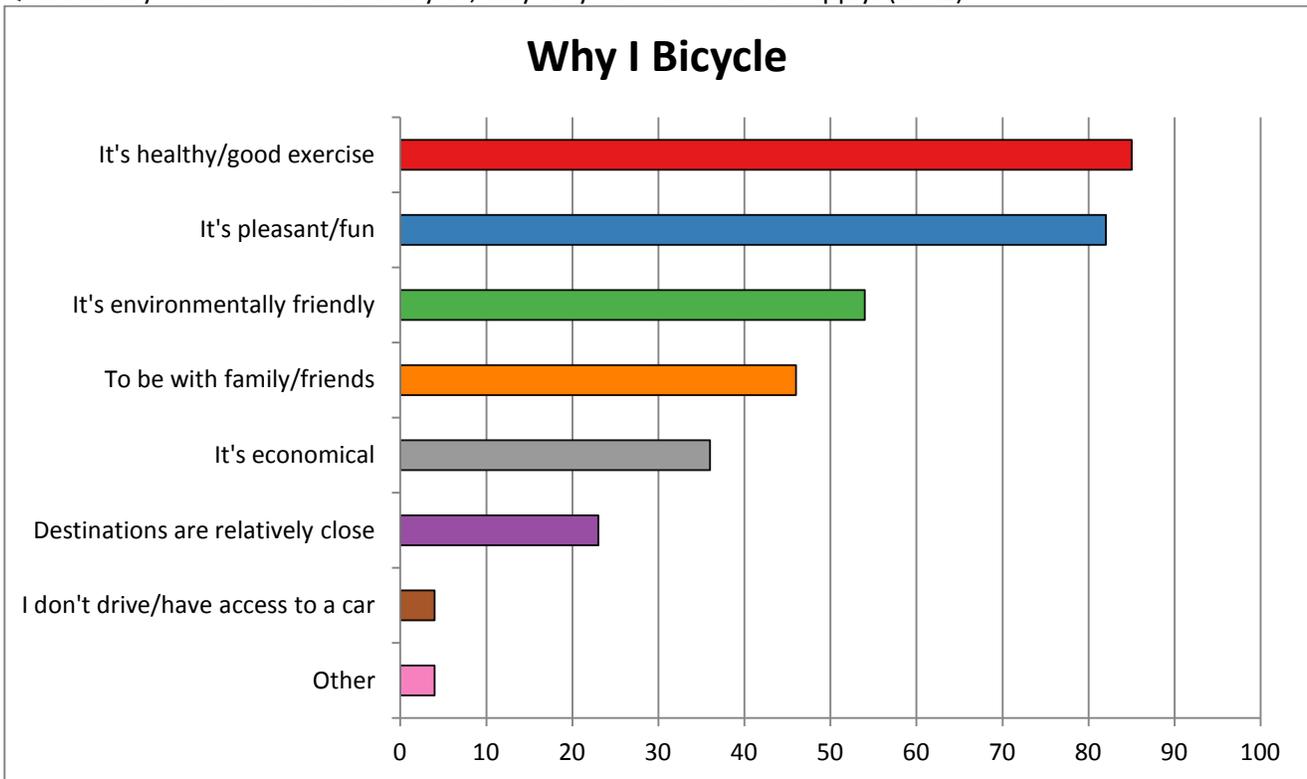
Q32. For which of the following purposes do you usually walk/ride a bicycle? Select all that apply.  
(n=104)



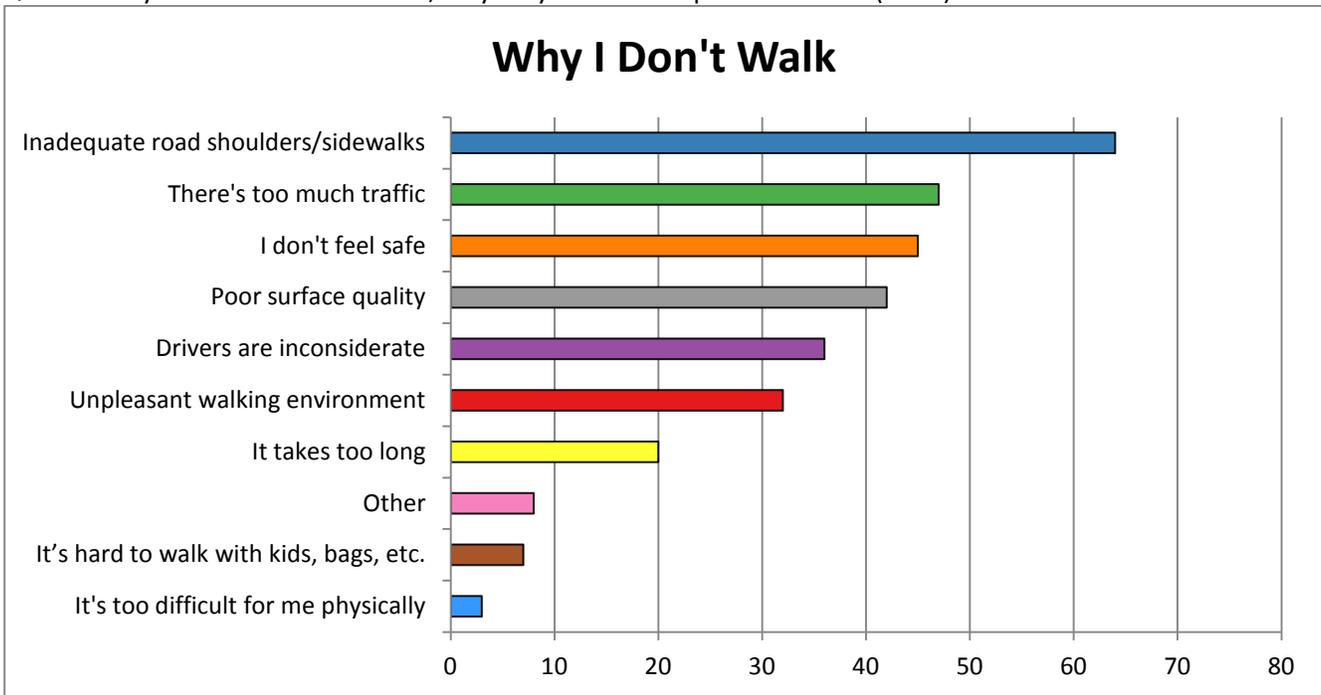
Q33. When you choose to walk, why do you? Select all that apply. (n=101)



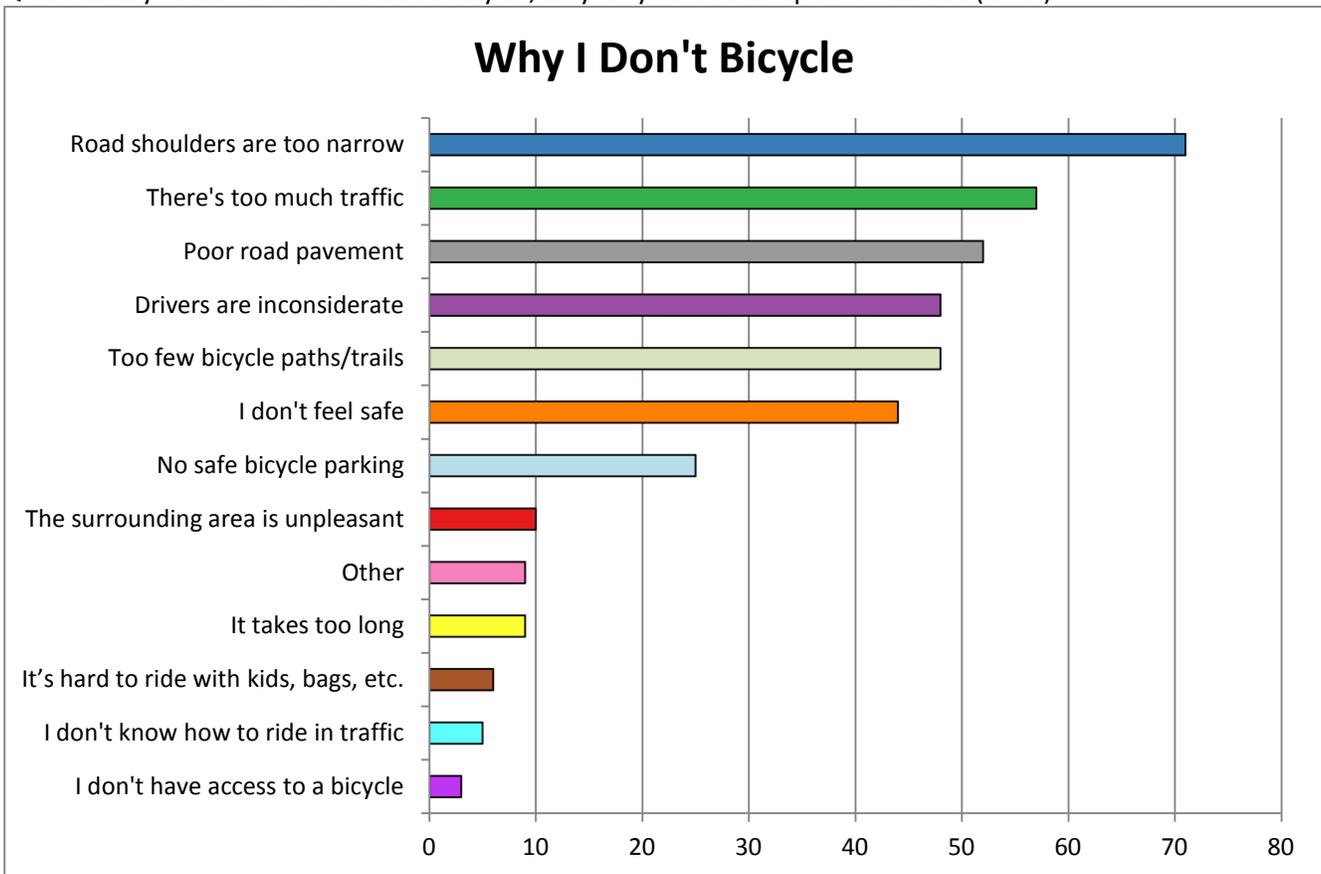
Q34. When you choose to ride a bicycle, why do you? Select all that apply. (n=92)



Q38. When you choose NOT to walk, why do you? Select up to 4 reasons. (n=89)



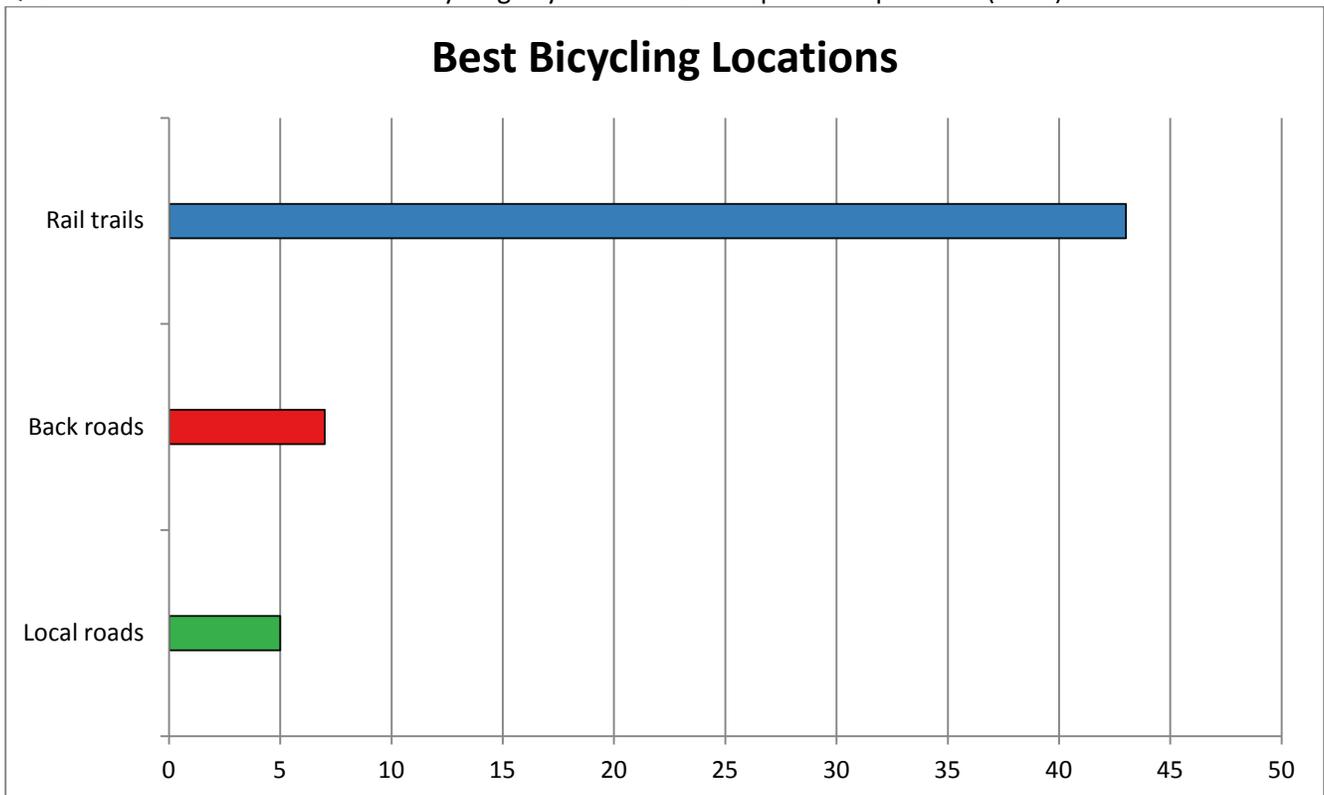
Q39. When you choose NOT to ride a bicycle, why do you? Select up to 4 reasons. (n=95)



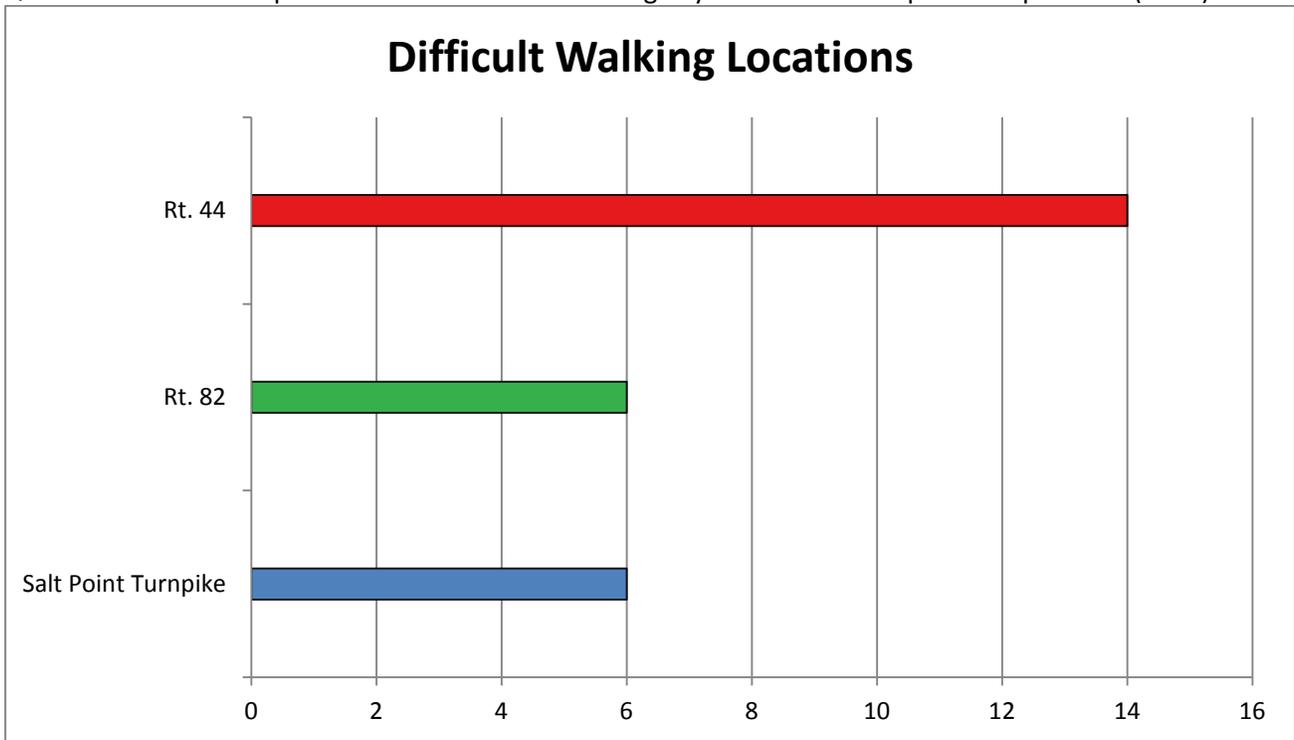
Q40. What is the best location for walking in your area? Be as specific as possible. (n=87)



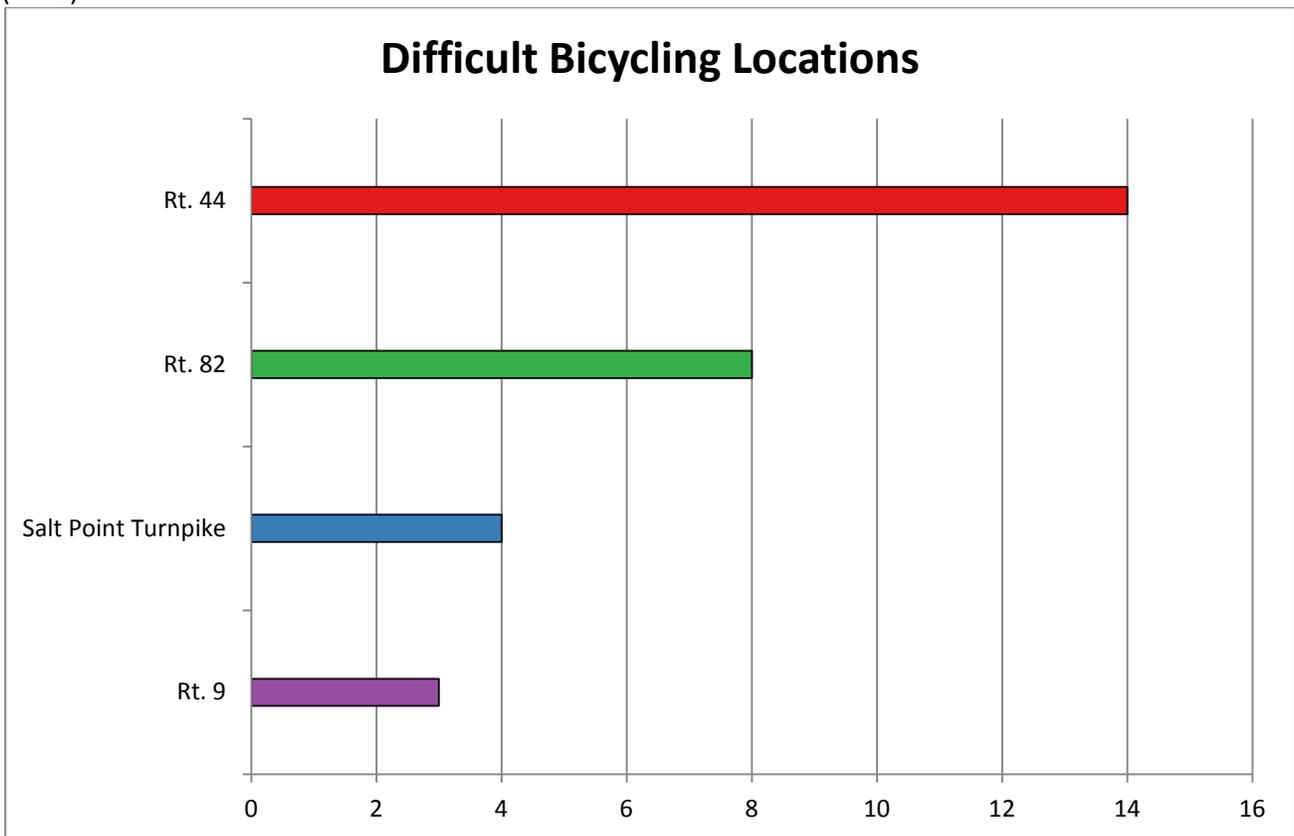
Q41. What is the best location for bicycling in your area? Be as specific as possible. (n=78)



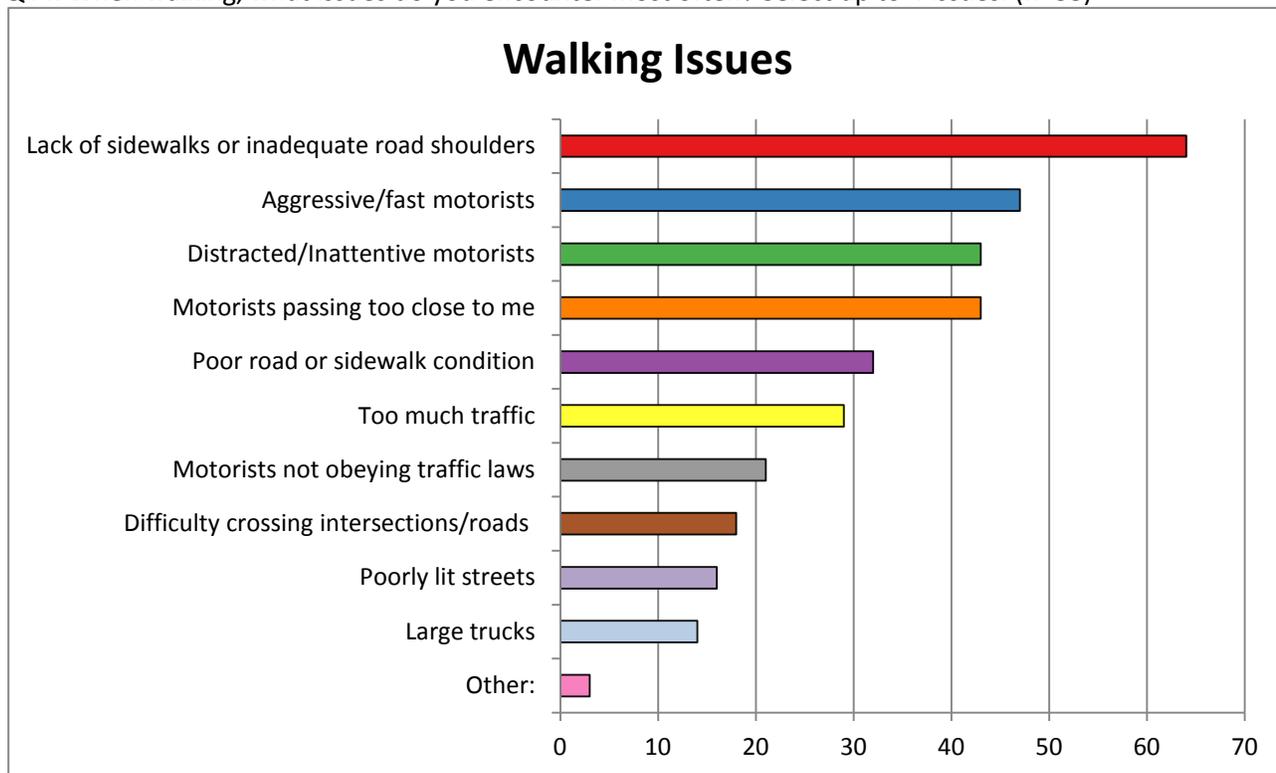
Q42. What is the most problematic location for walking in your area? Be as specific as possible. (n=73)



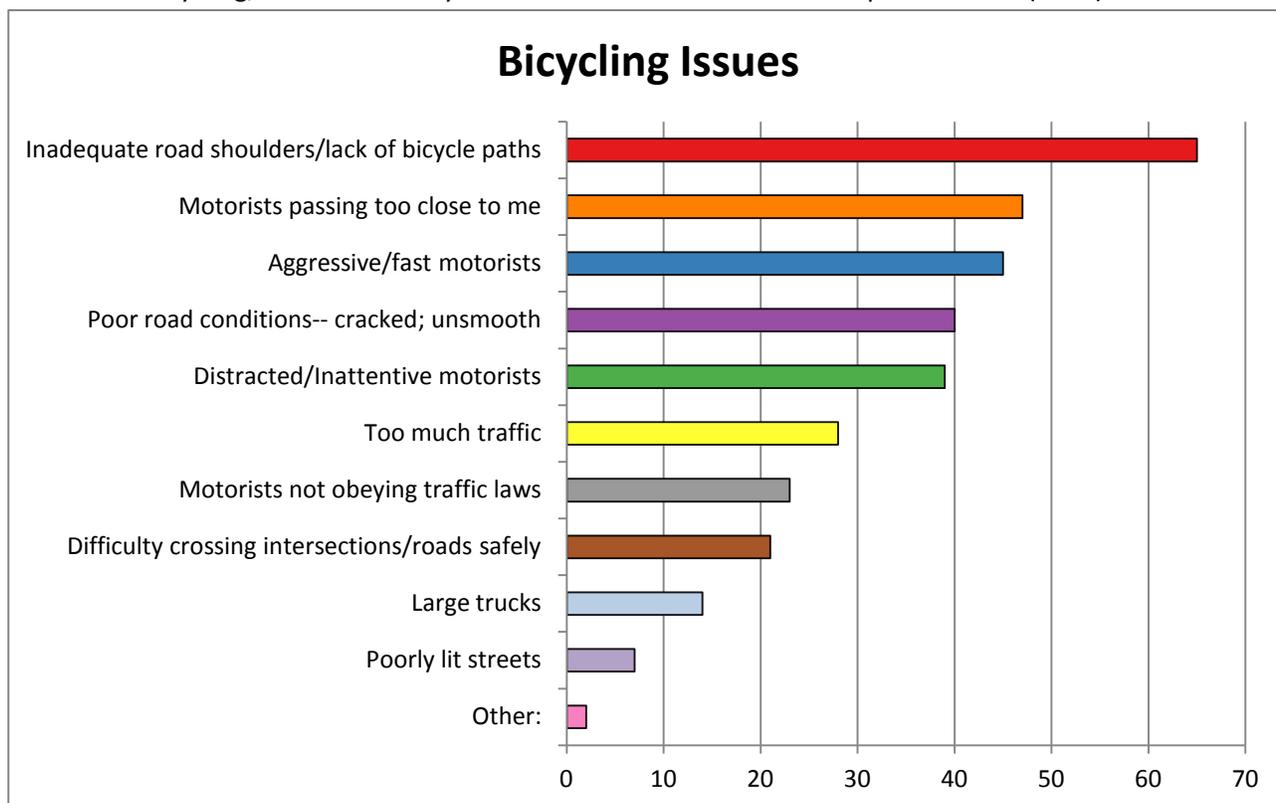
Q43. What is the most problematic location for bicycling in your area? Why? Be as specific as possible. (n=75)



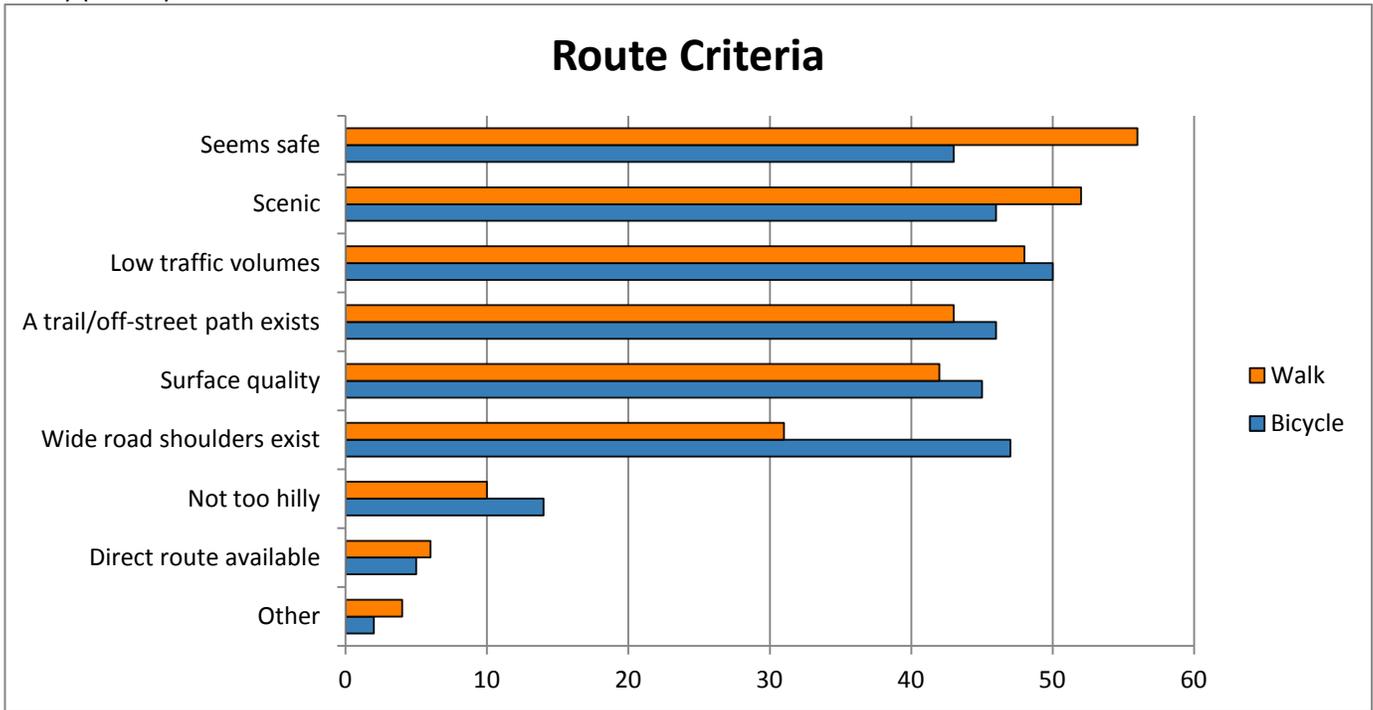
Q44. When walking, what issues do you encounter most often? Select up to 4 issues. (n=88)



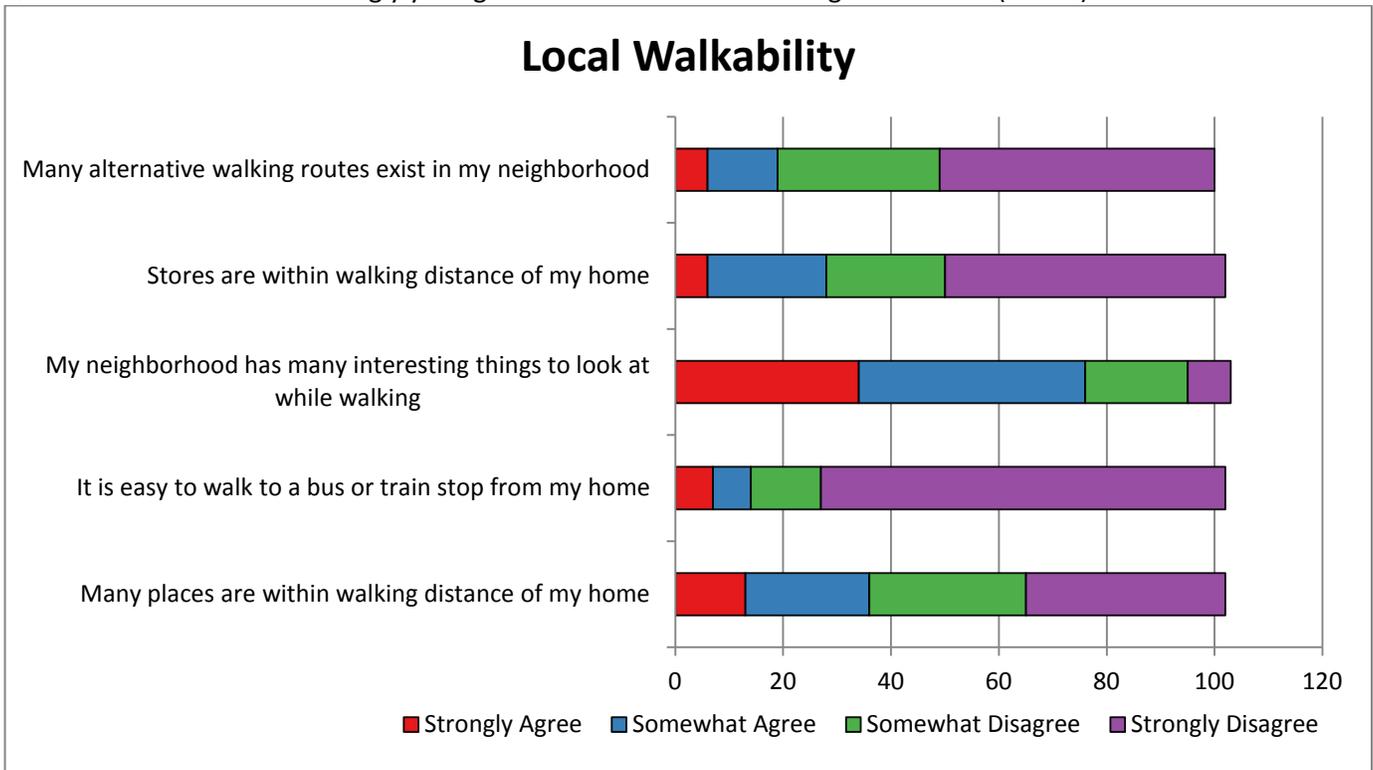
Q45. When bicycling, what issues do you encounter most often? Select up to 4 issues. (n=85)



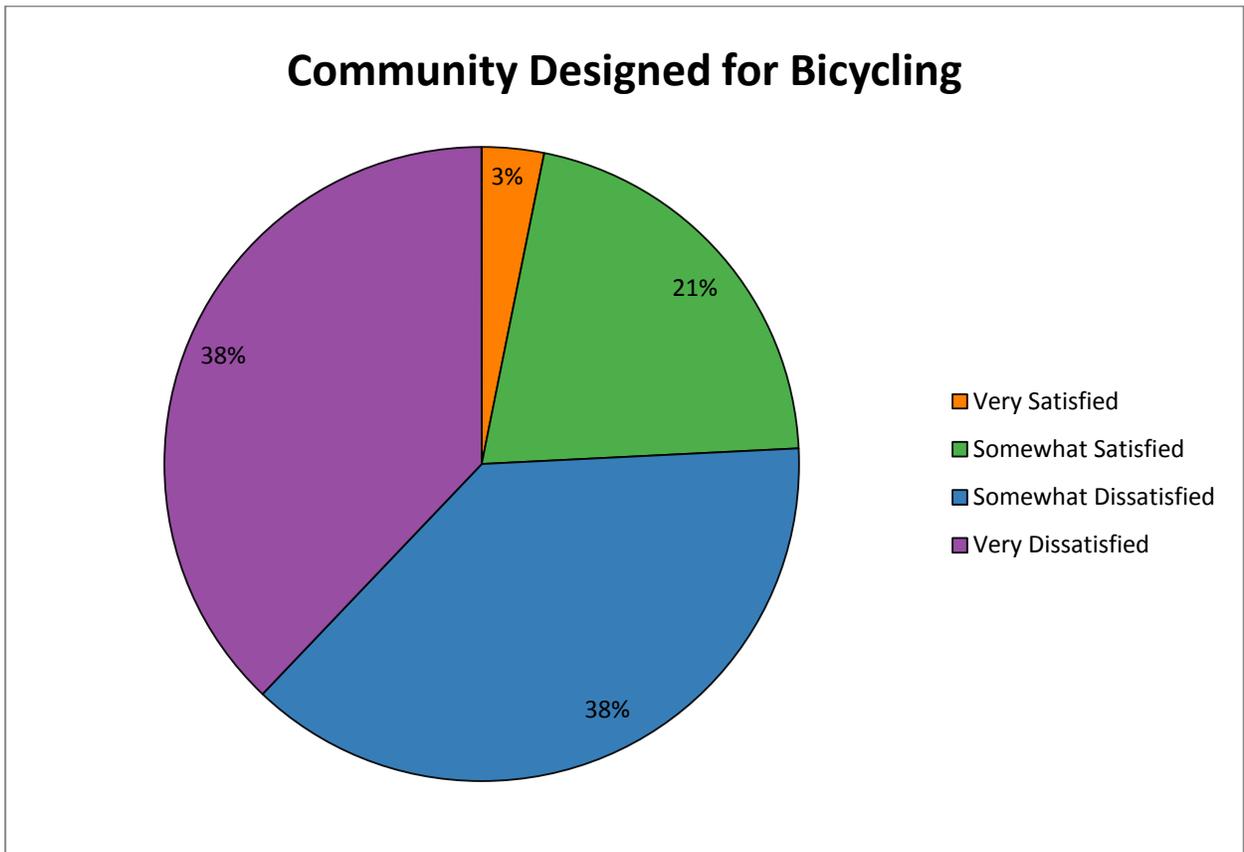
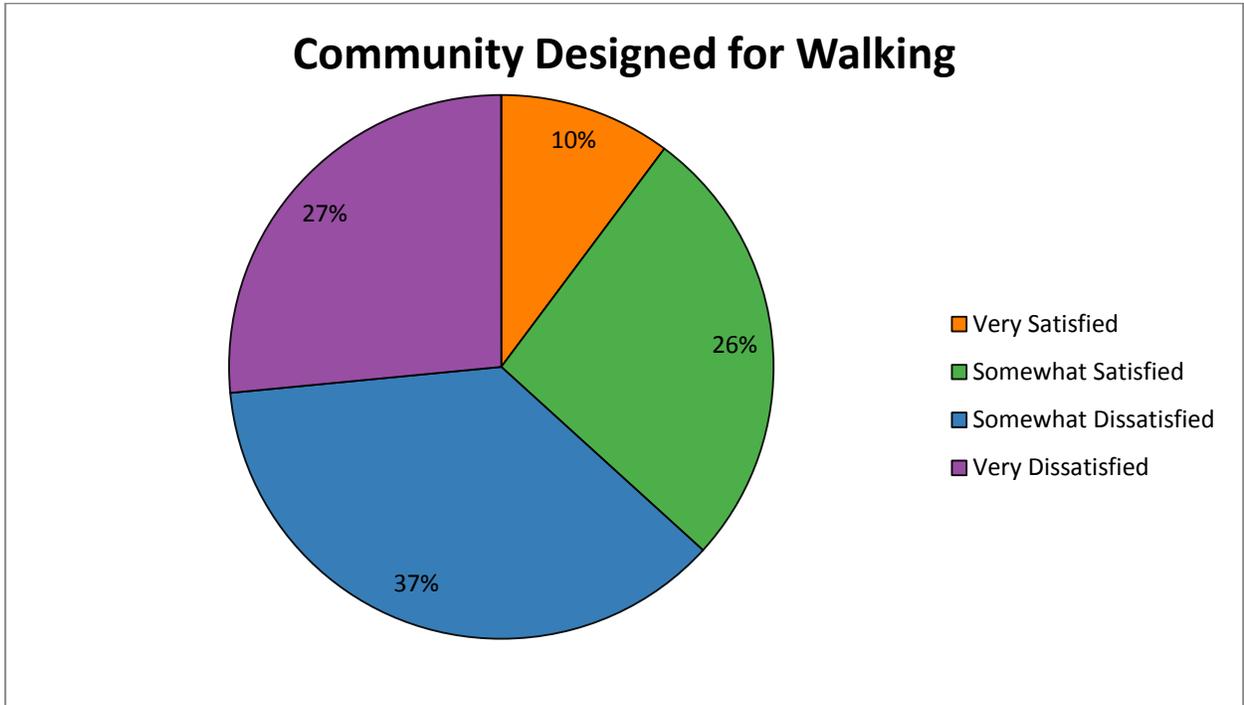
Q46. What is most important when you choose where to walk/ride a bicycle? (Select up to 3 criteria for each.) (n=103)



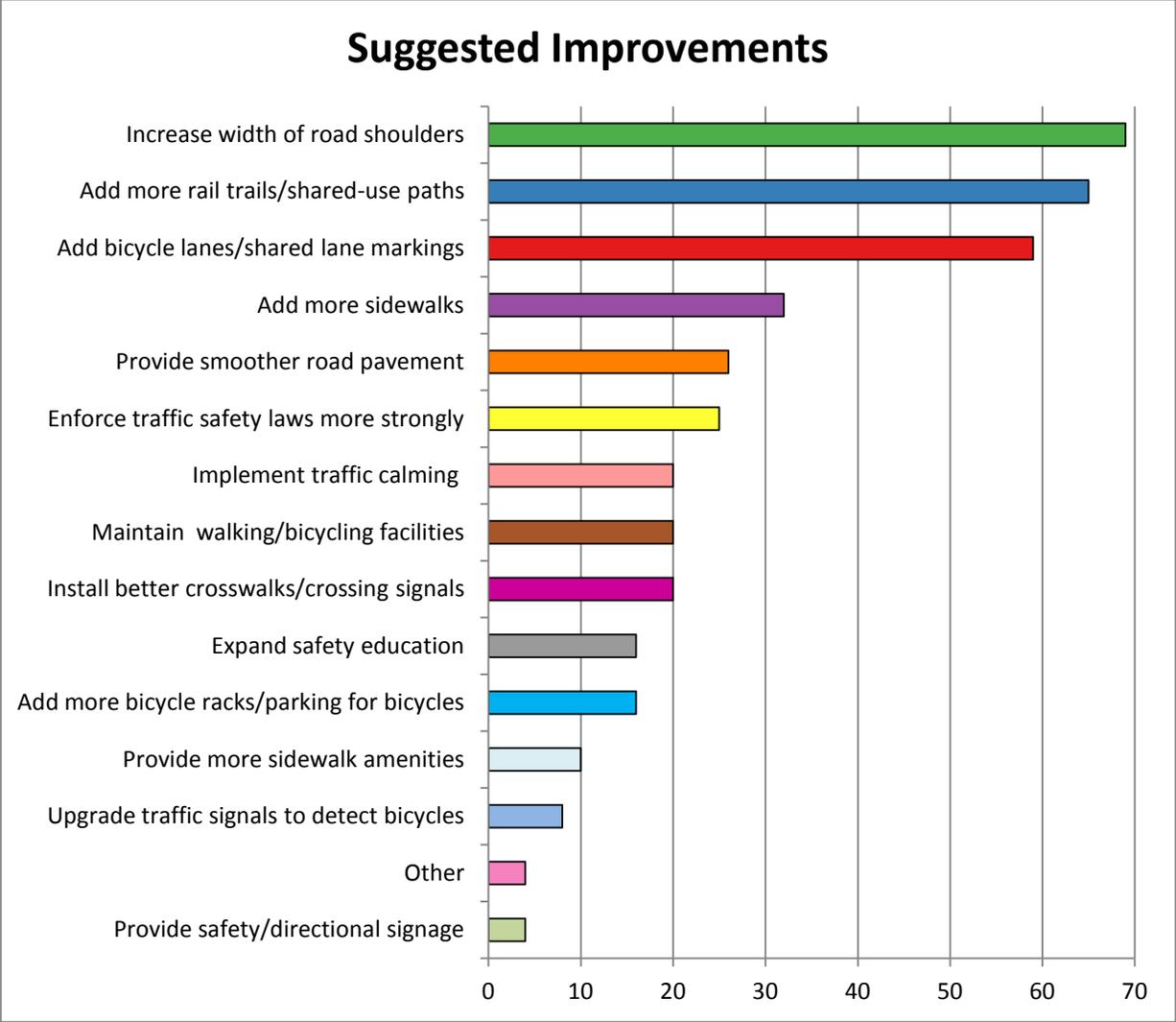
Q47. Please indicate how strongly you agree with each of the following statements: (n=104)



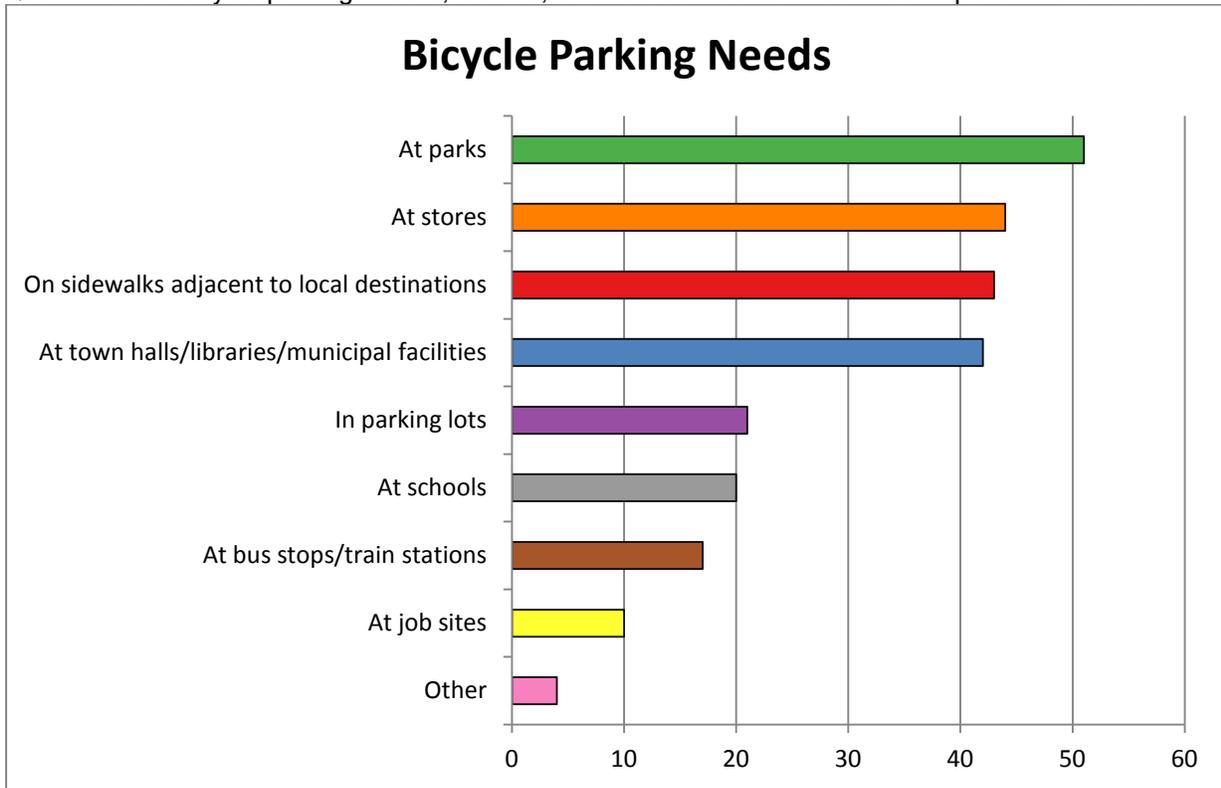
Q48. How satisfied are you with how the community where you live is designed for safe walking and bicycling? (n=100)



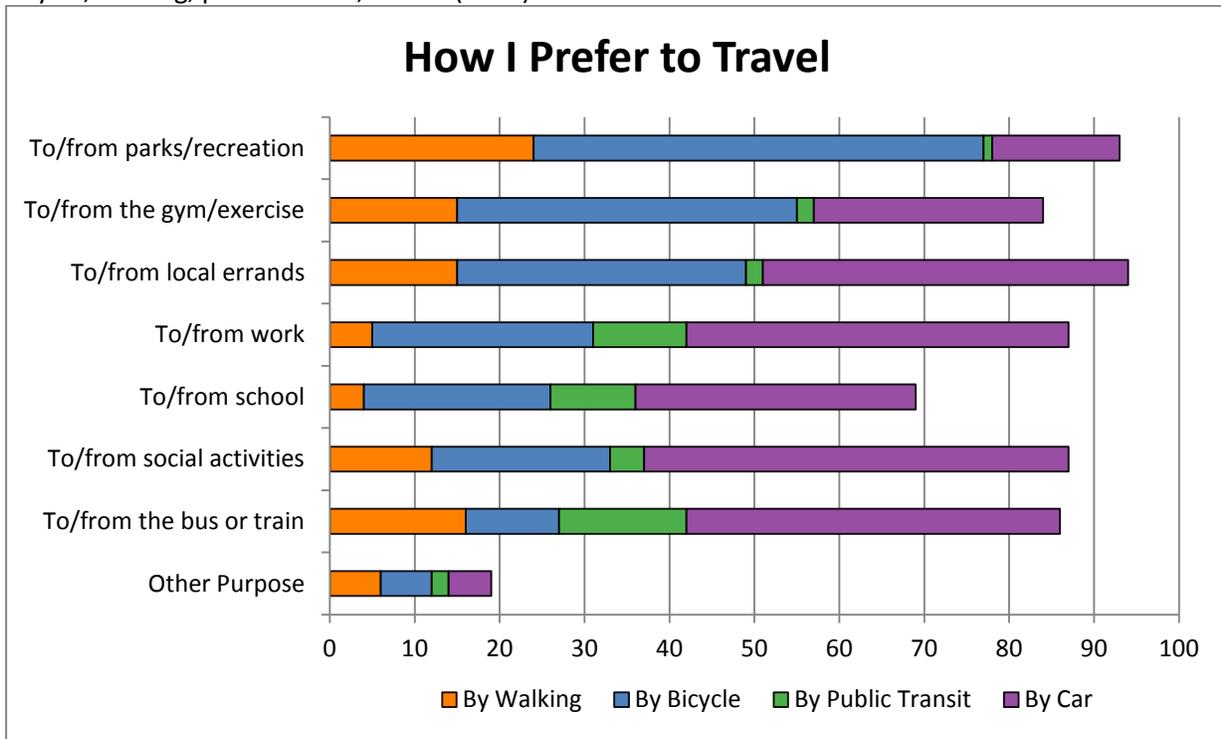
Q49. In your opinion, what are the 4 most important improvements to be made? Select up to 4 improvements. (n=103)



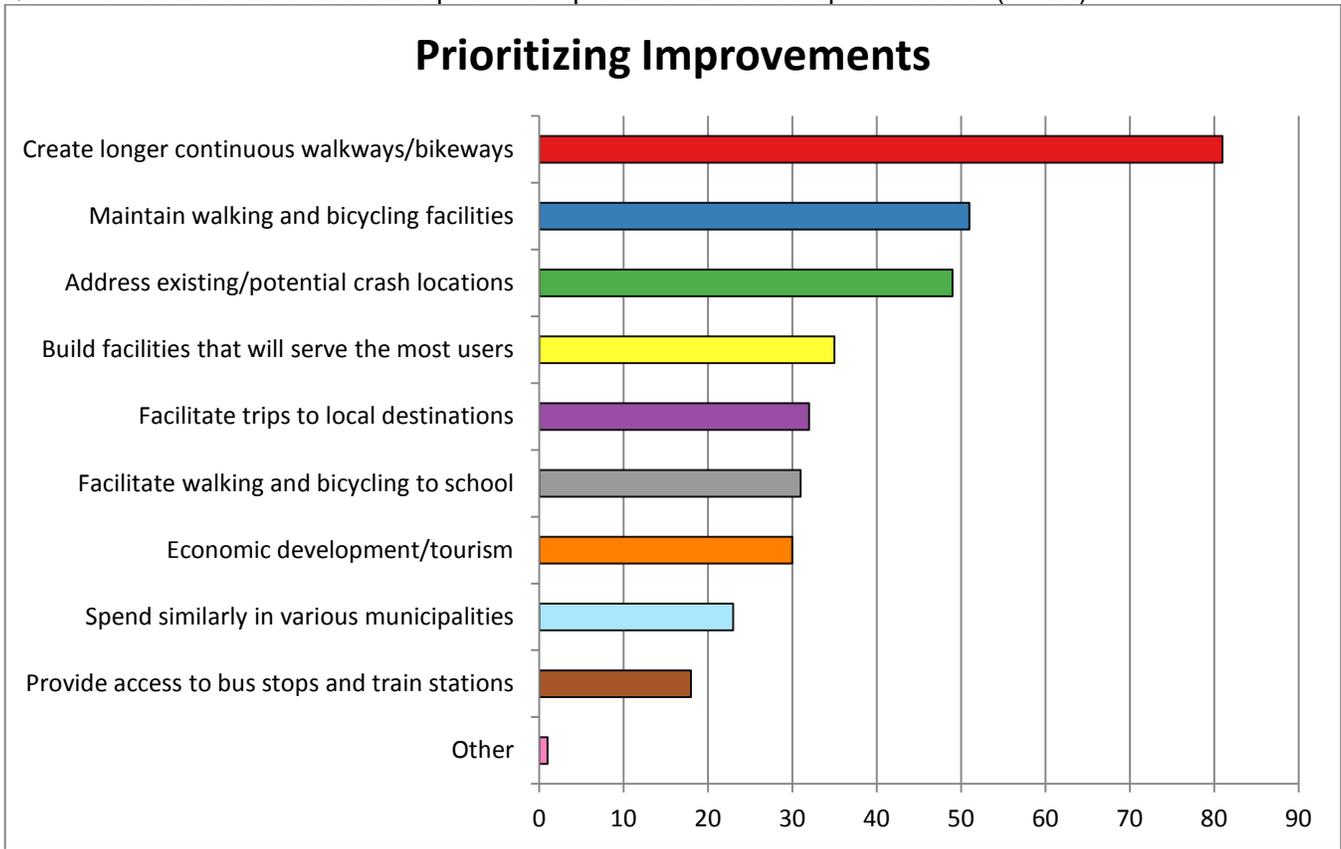
Q50. Where is bicycle parking-- racks, lockers, etc. needed? Select the 3 most important locations.



Q51. If equally good facilities existed, how would you prefer to travel? For each trip type, choose by bicycle, walking, public transit, or car. (n=99)



Q52. What factors should be used to prioritize improvements? Select up to 4 factors. (n=101)

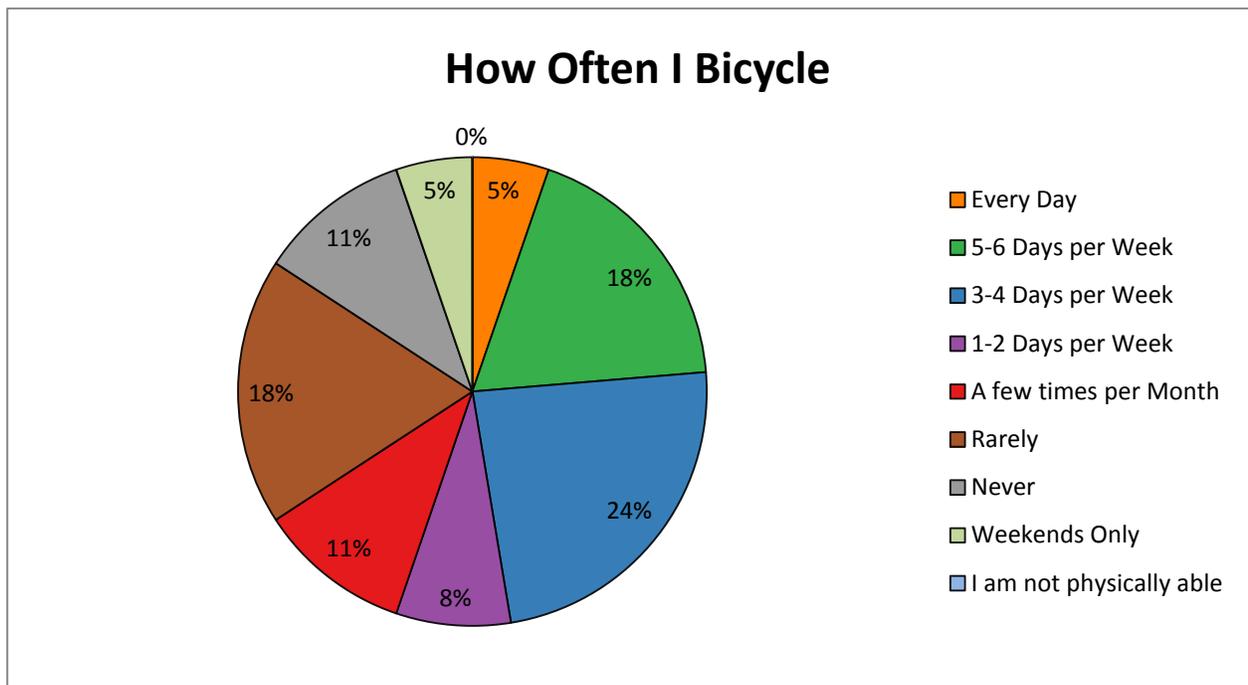
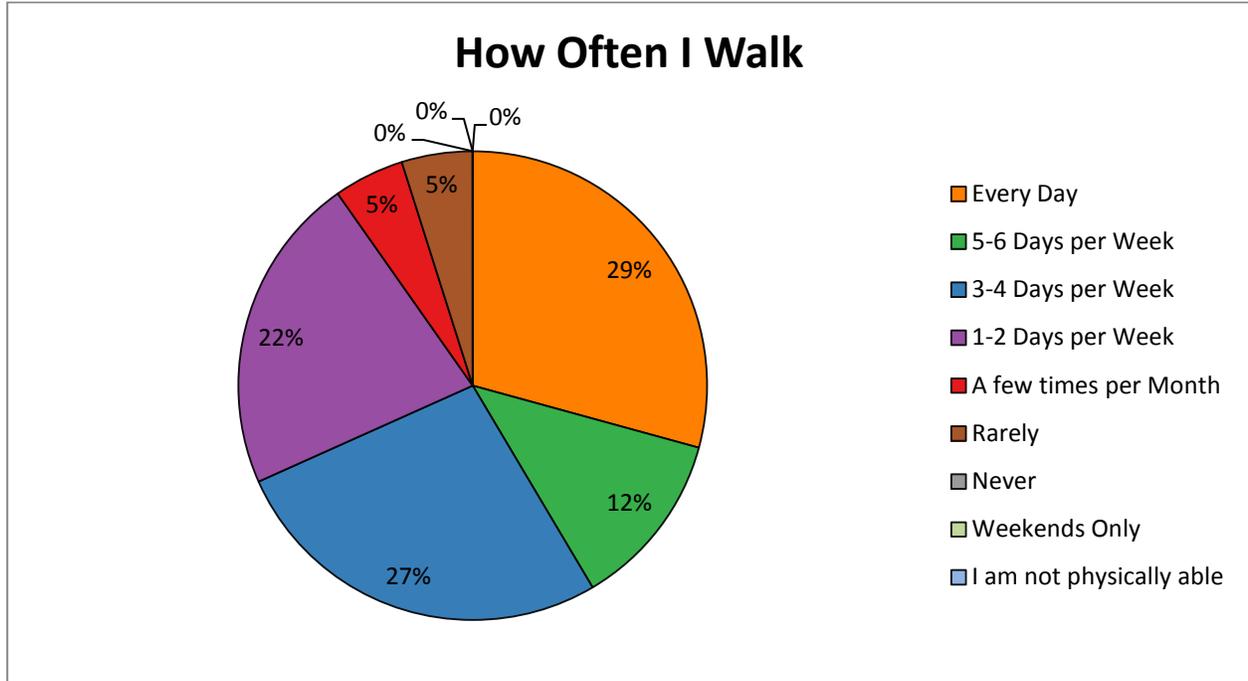


## WalkBikeDutchess Survey: Harlem Valley

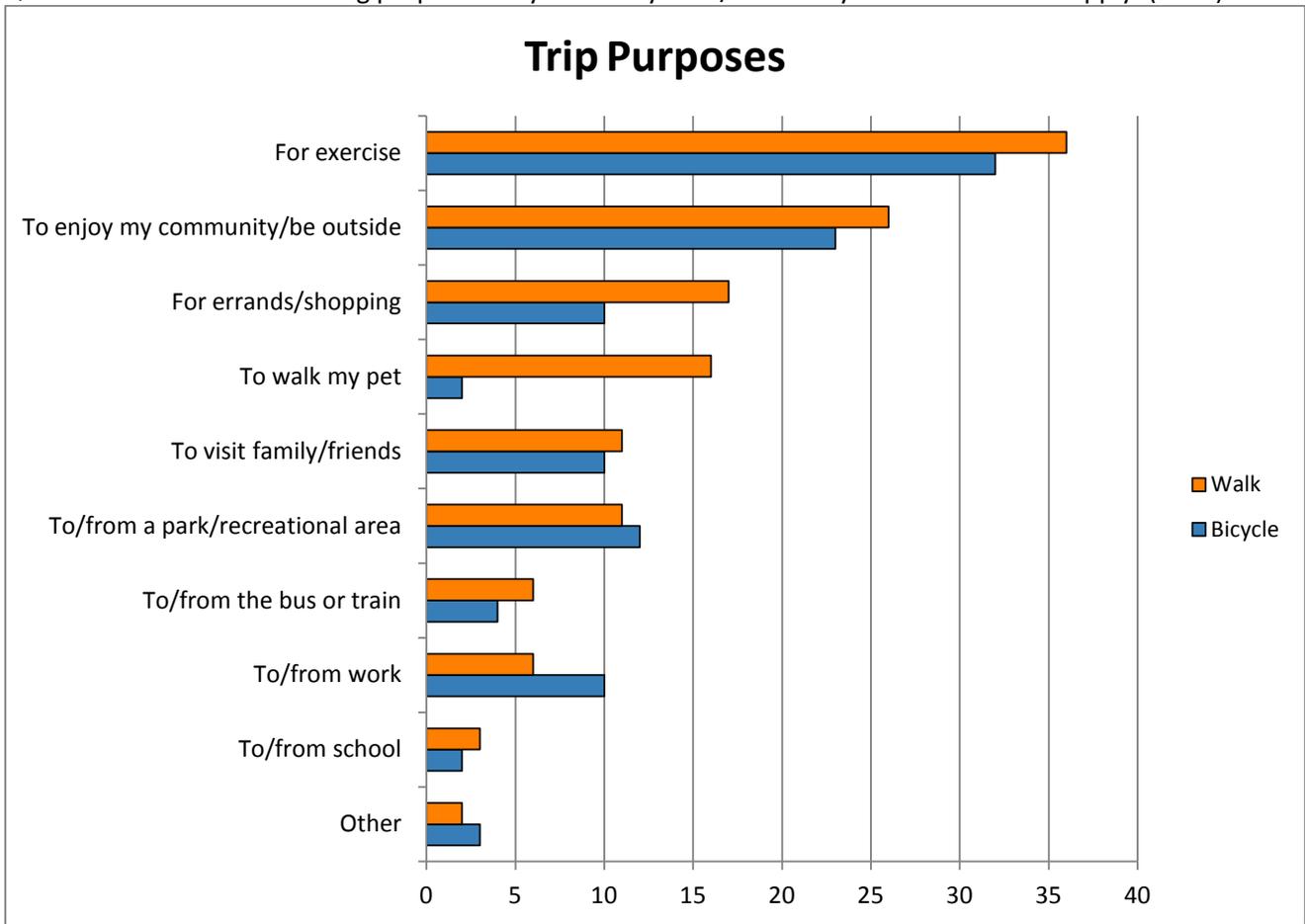
Responses: 42 from Harlem Valley Planning Area (Towns of Amenia, Dover, North East, Pawling, and the Village of Pawling)

Note: Not all respondents answered each question.

Q31. On average, how often do you walk and/or ride a bicycle? Select one response for each. (n=42)



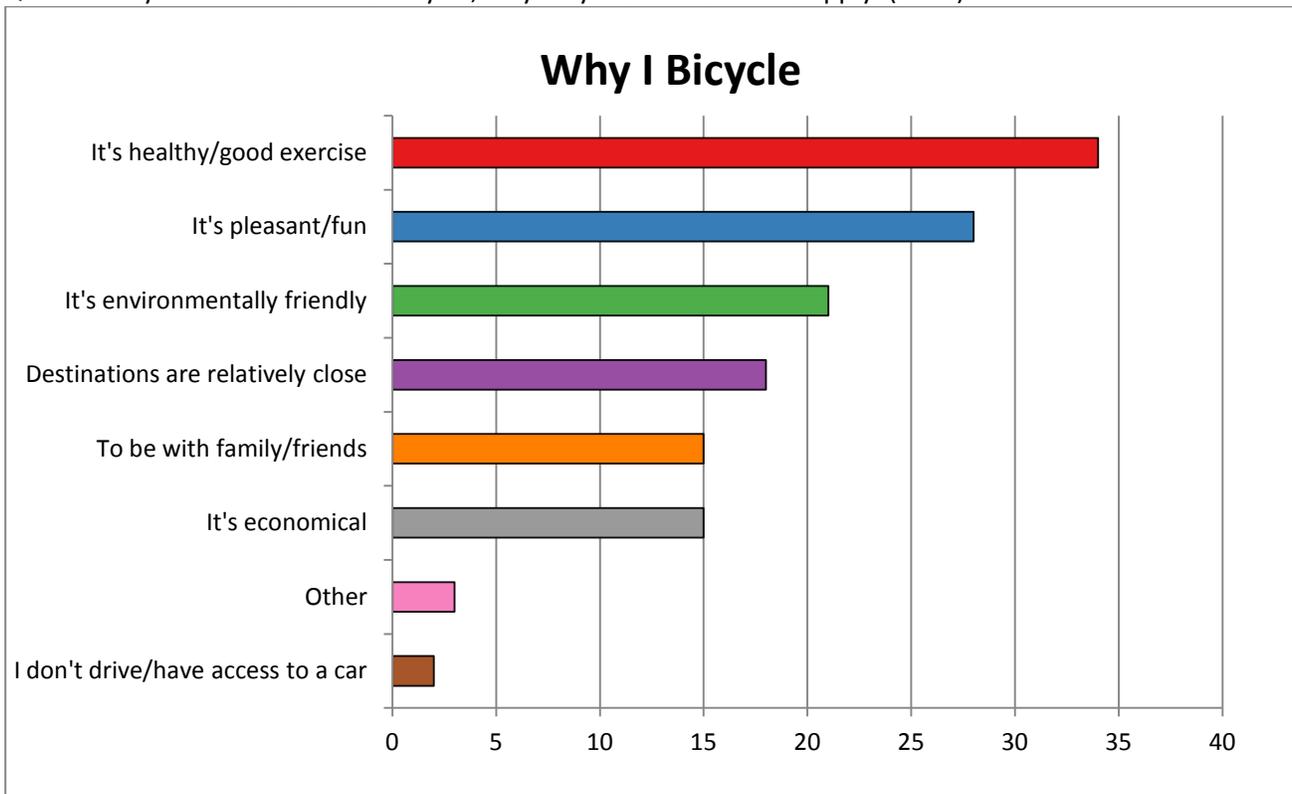
Q32. For which of the following purposes do you usually walk/ride a bicycle? Select all that apply. (n=42)



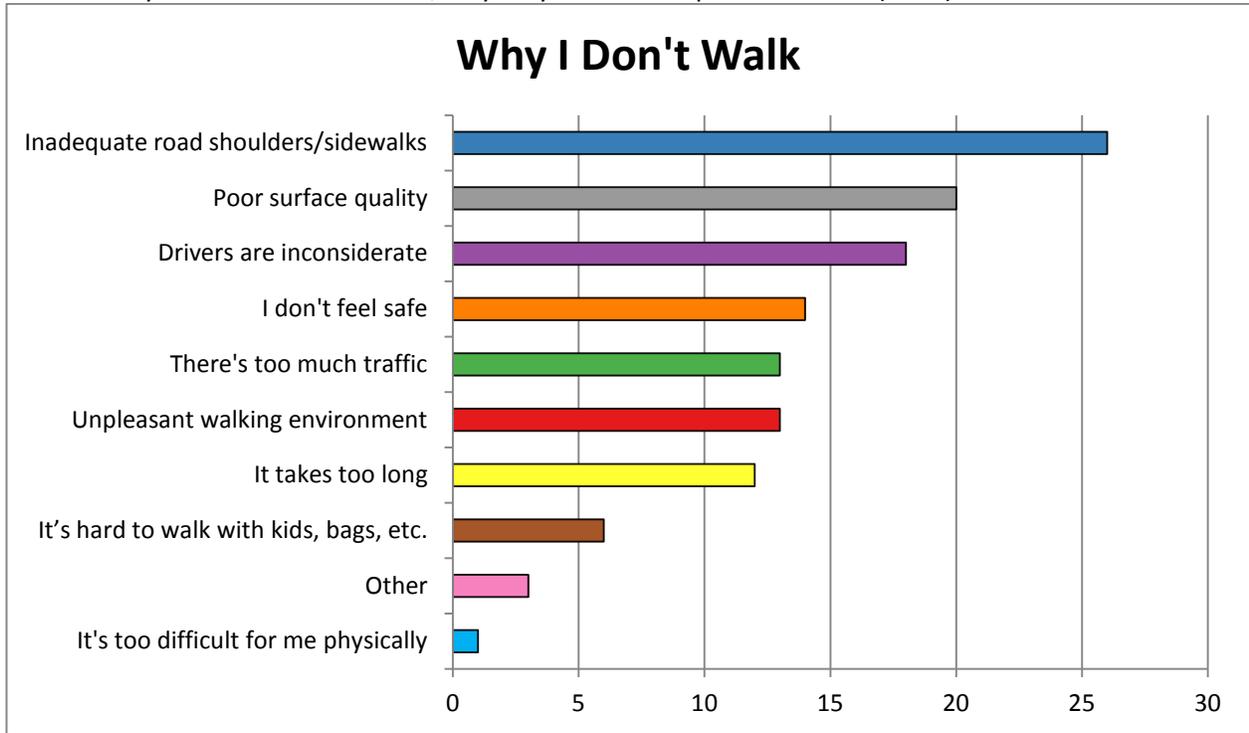
Q33. When you choose to walk, why do you? Select all that apply. (n=41)



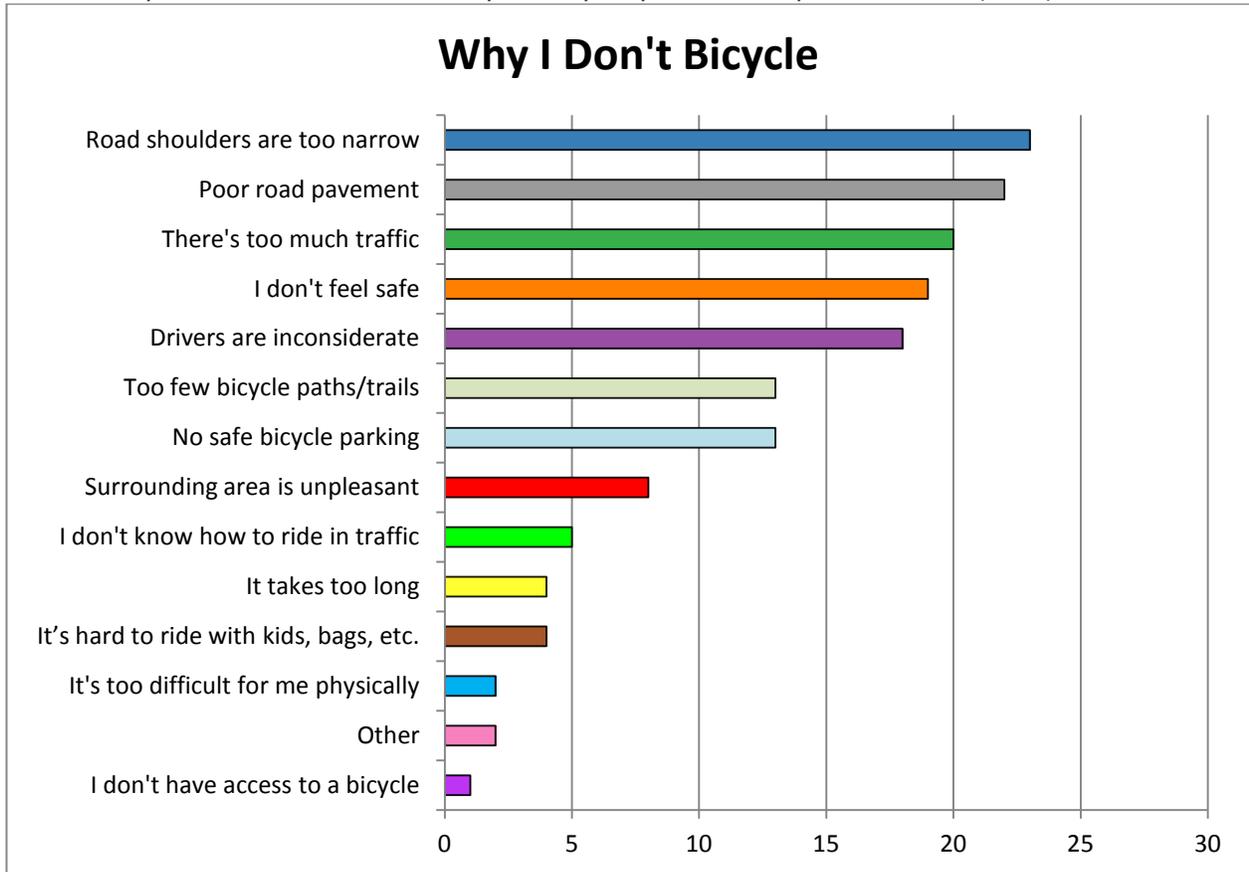
Q34. When you choose to ride a bicycle, why do you? Select all that apply. (n=36)



Q38. When you choose NOT to walk, why do you? Select up to 4 reasons. (n=37)



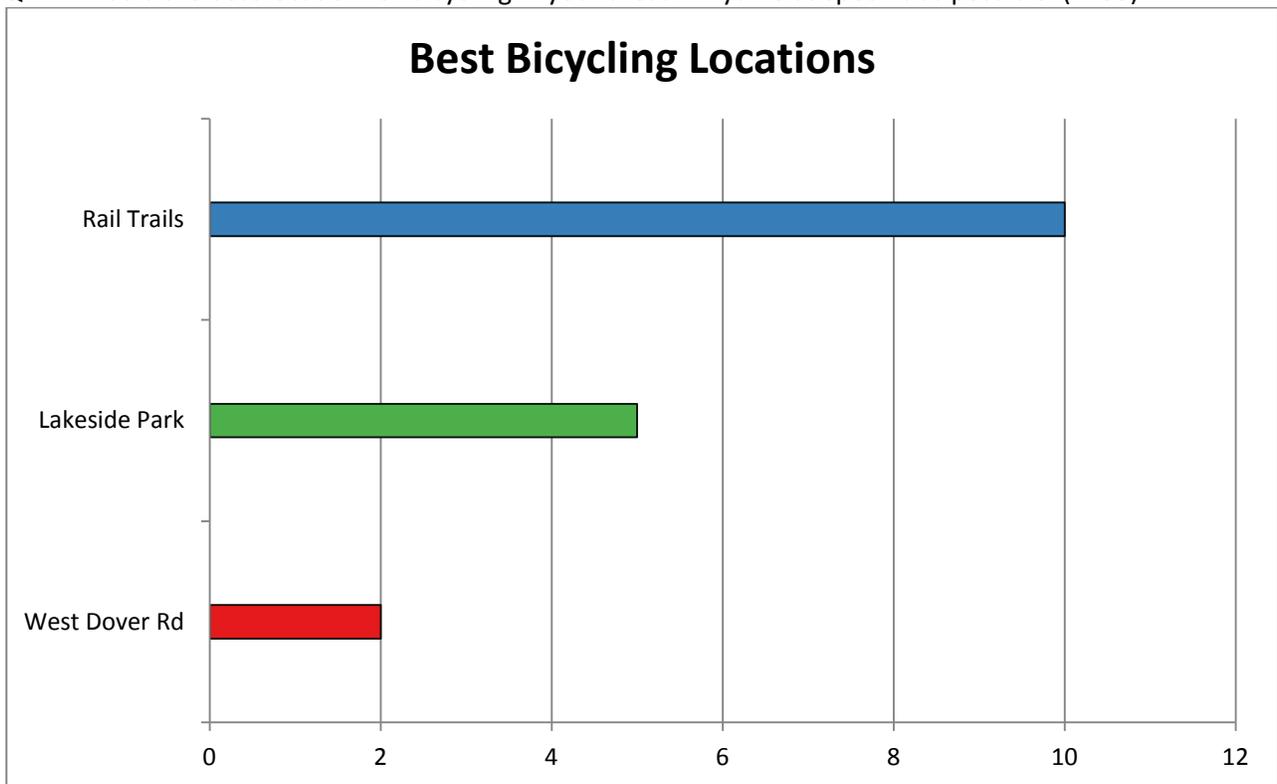
Q39. When you choose NOT to ride a bicycle, why do you? Select up to 4 reasons. (n=36)



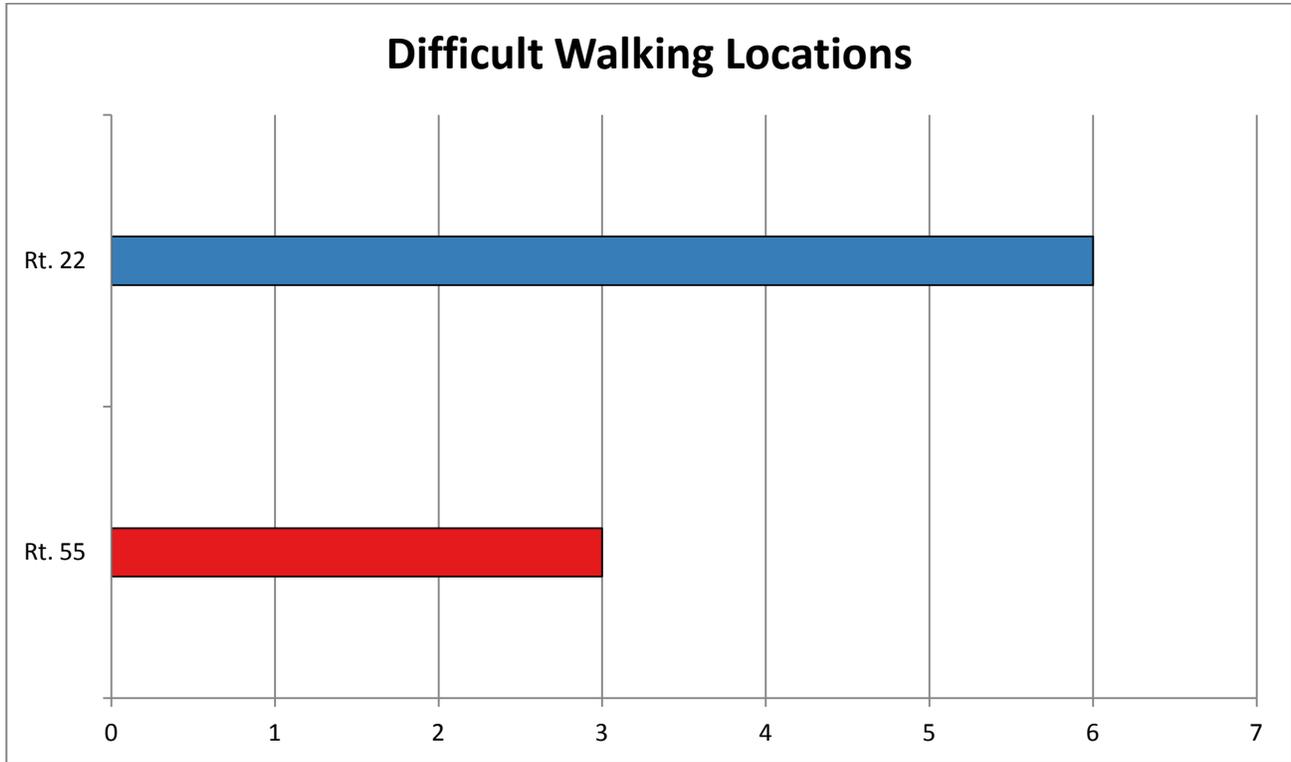
Q40. What is the best location for walking in your area? Why? Be as specific as possible. (n=34)



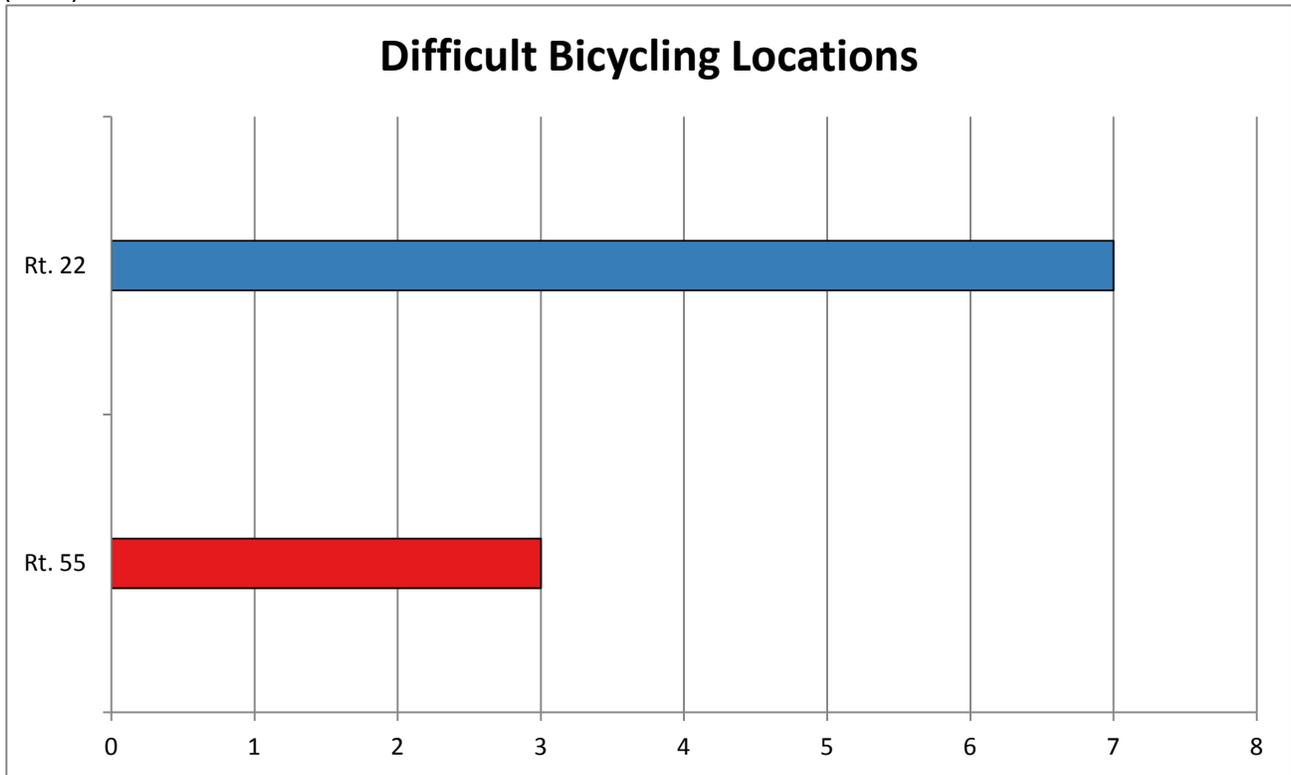
Q41. What is the best location for bicycling in your area? Why? Be as specific as possible. (n=33)



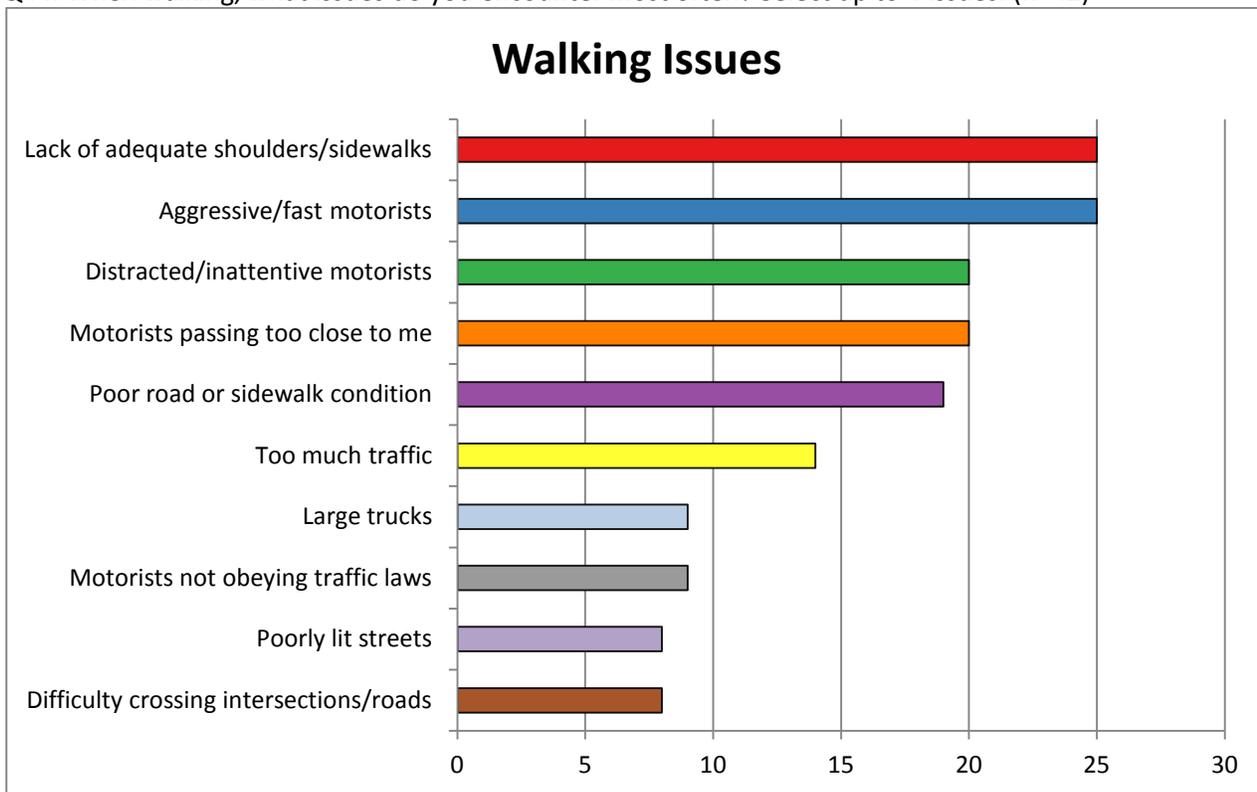
Q42. What is the most problematic location for walking in your area? Why? Be as specific as possible.  
(n=27)



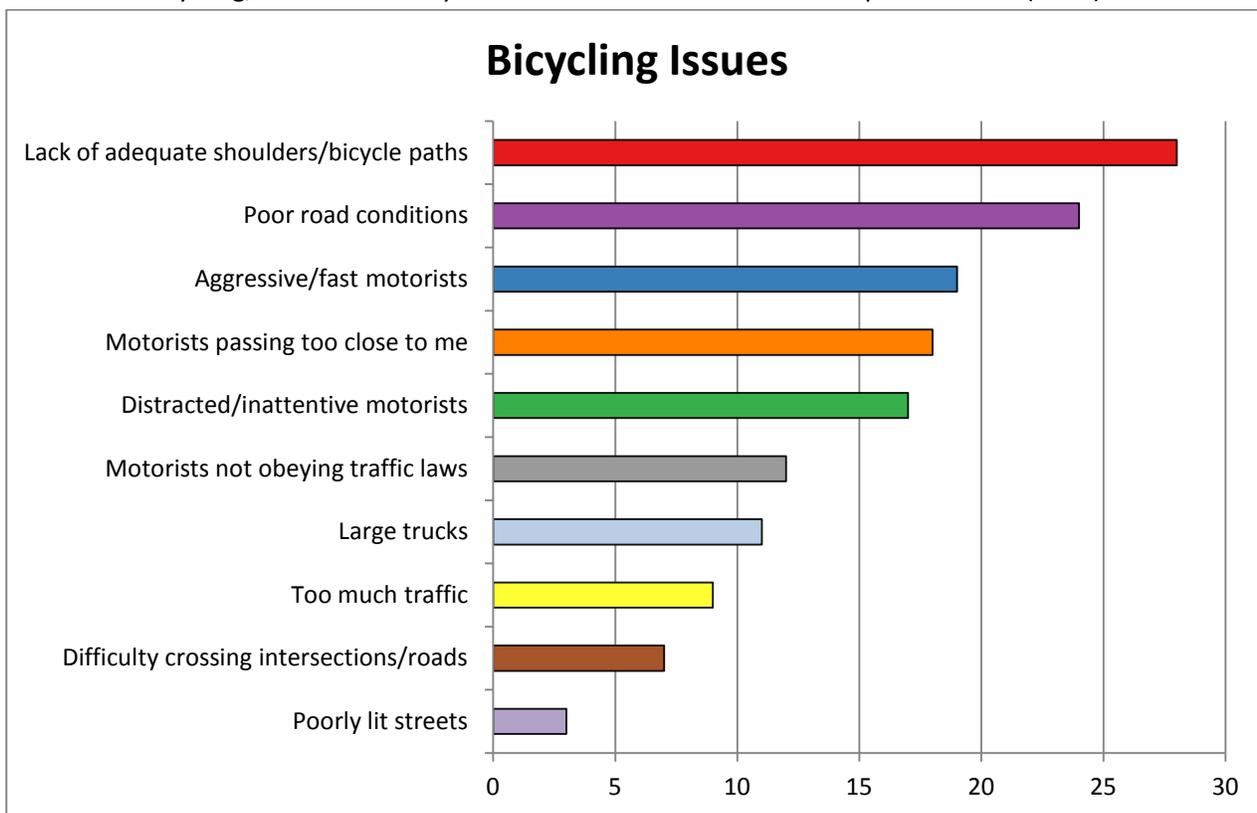
Q43. What is the most problematic location for bicycling in your area? Why? Be as specific as possible.  
(n=31)



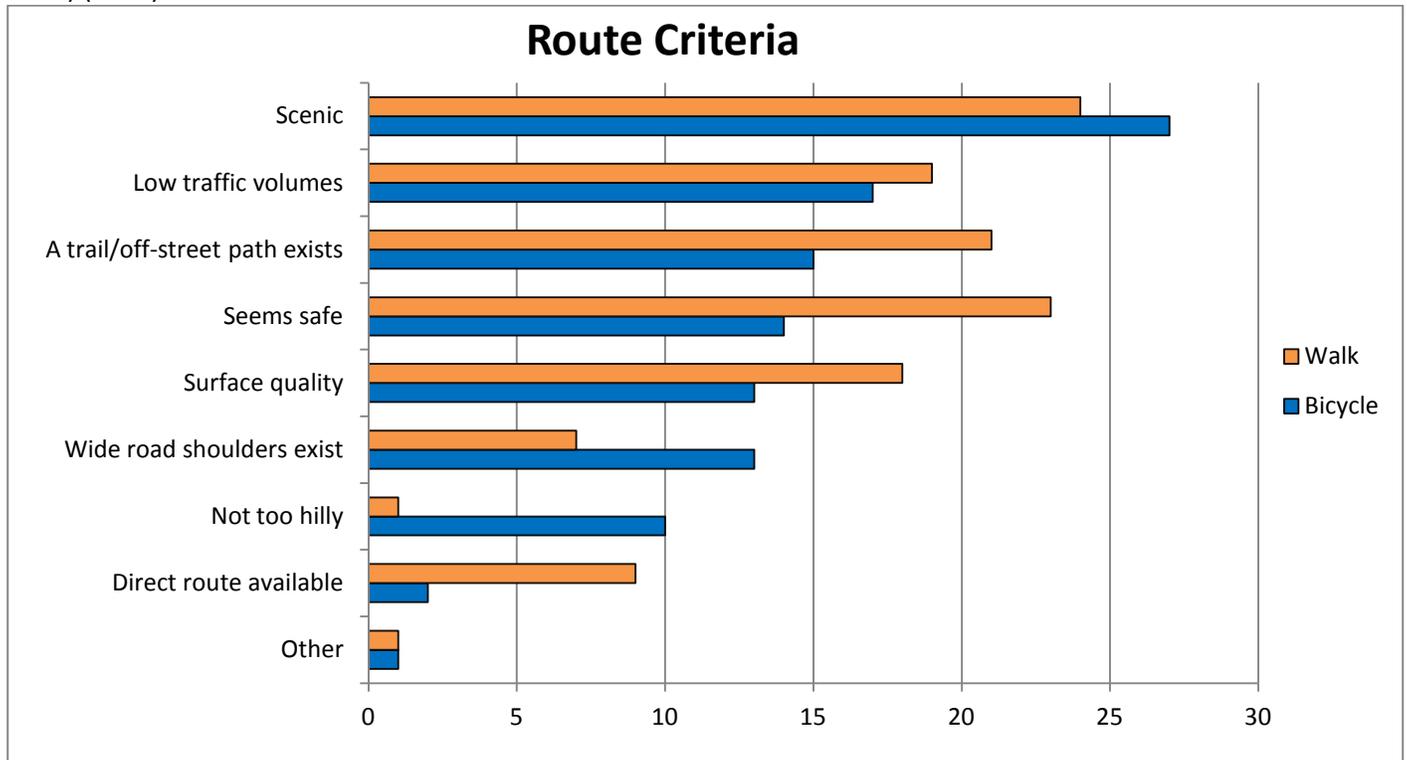
Q44. When walking, what issues do you encounter most often? Select up to 4 issues. (n=42)



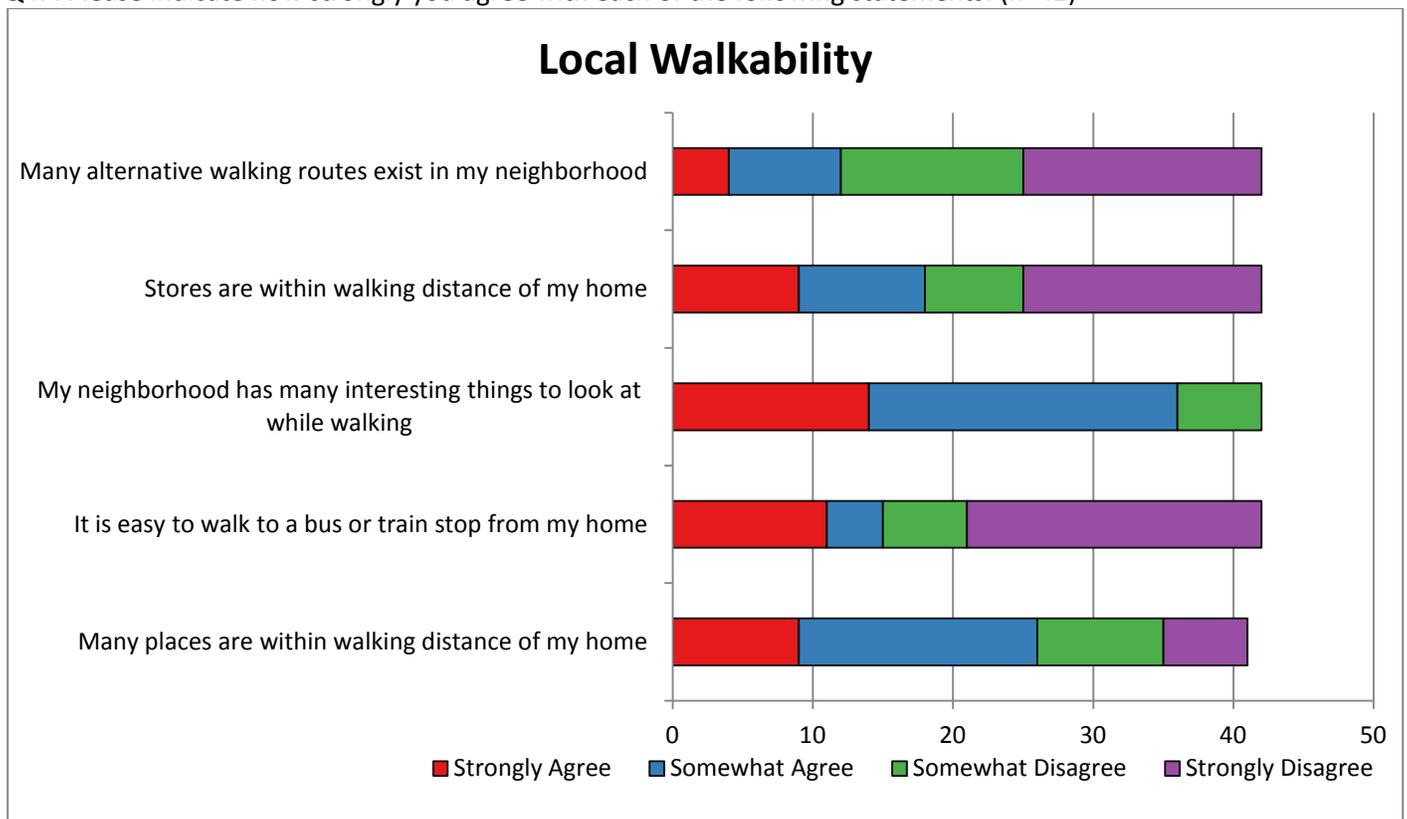
Q45. When bicycling, what issues do you encounter most often? Select up to 4 issues. (n=36)



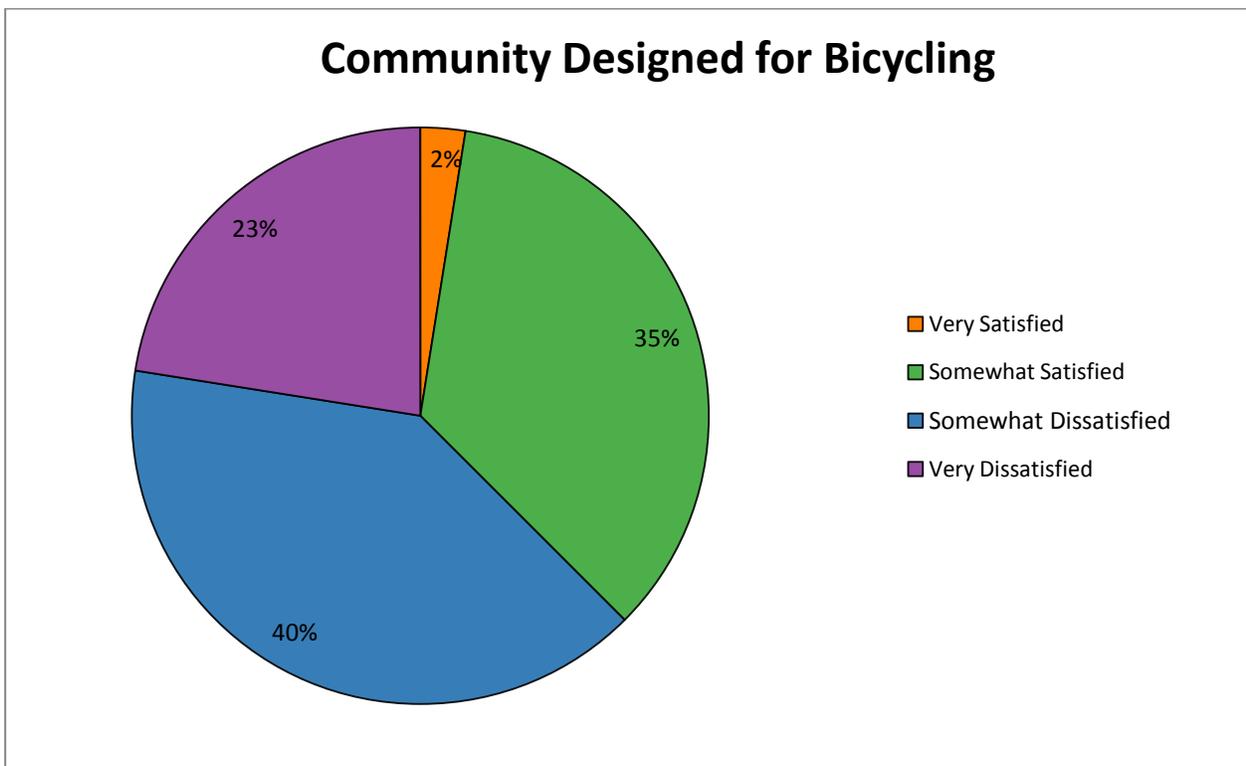
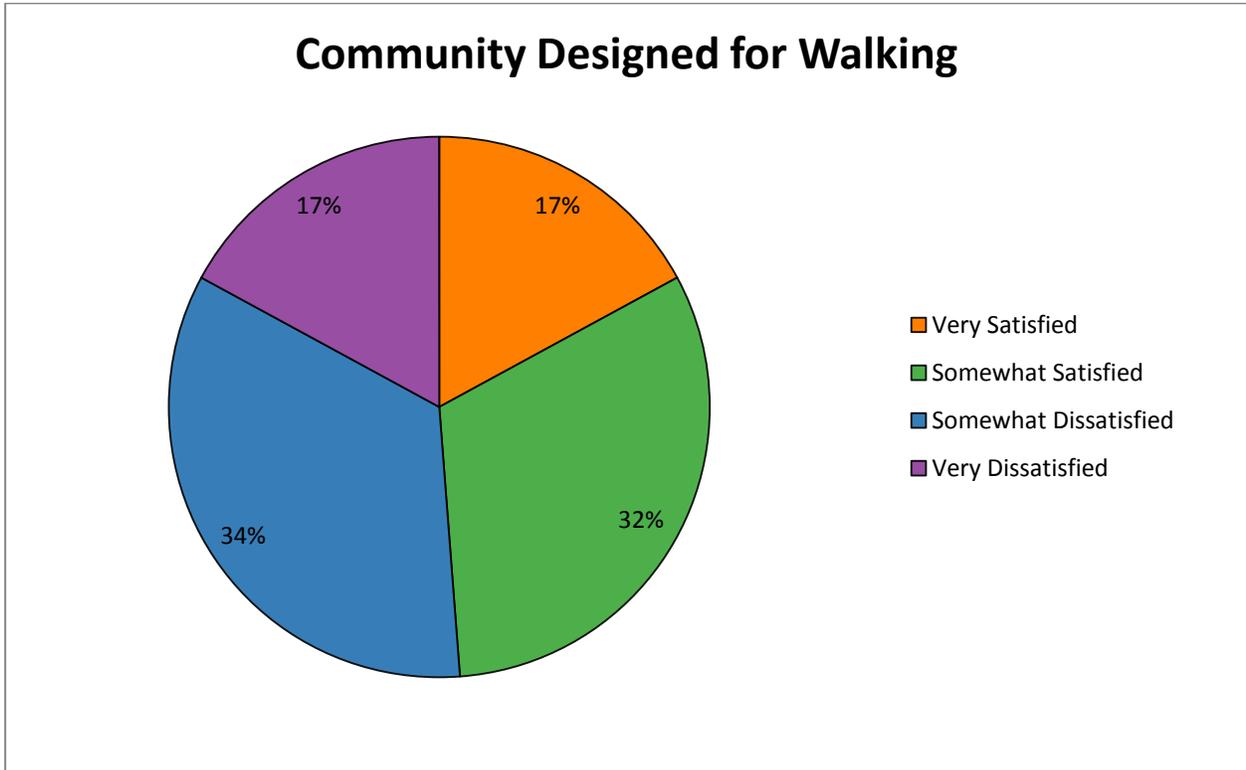
Q46. What is most important when you choose where to walk/ride a bicycle? (Select up to 3 criteria for each.) (n=42)



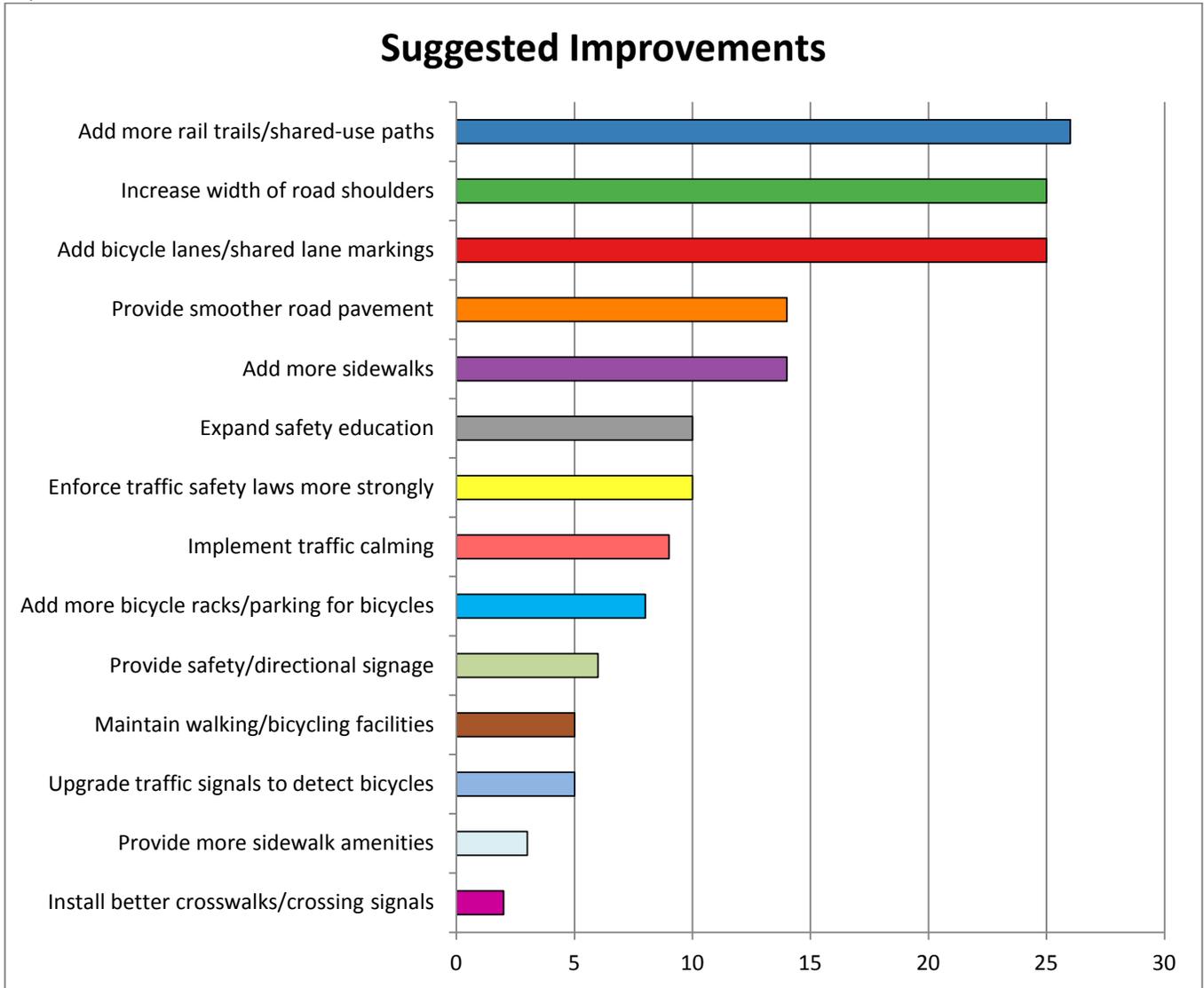
Q47. Please indicate how strongly you agree with each of the following statements: (n=42)



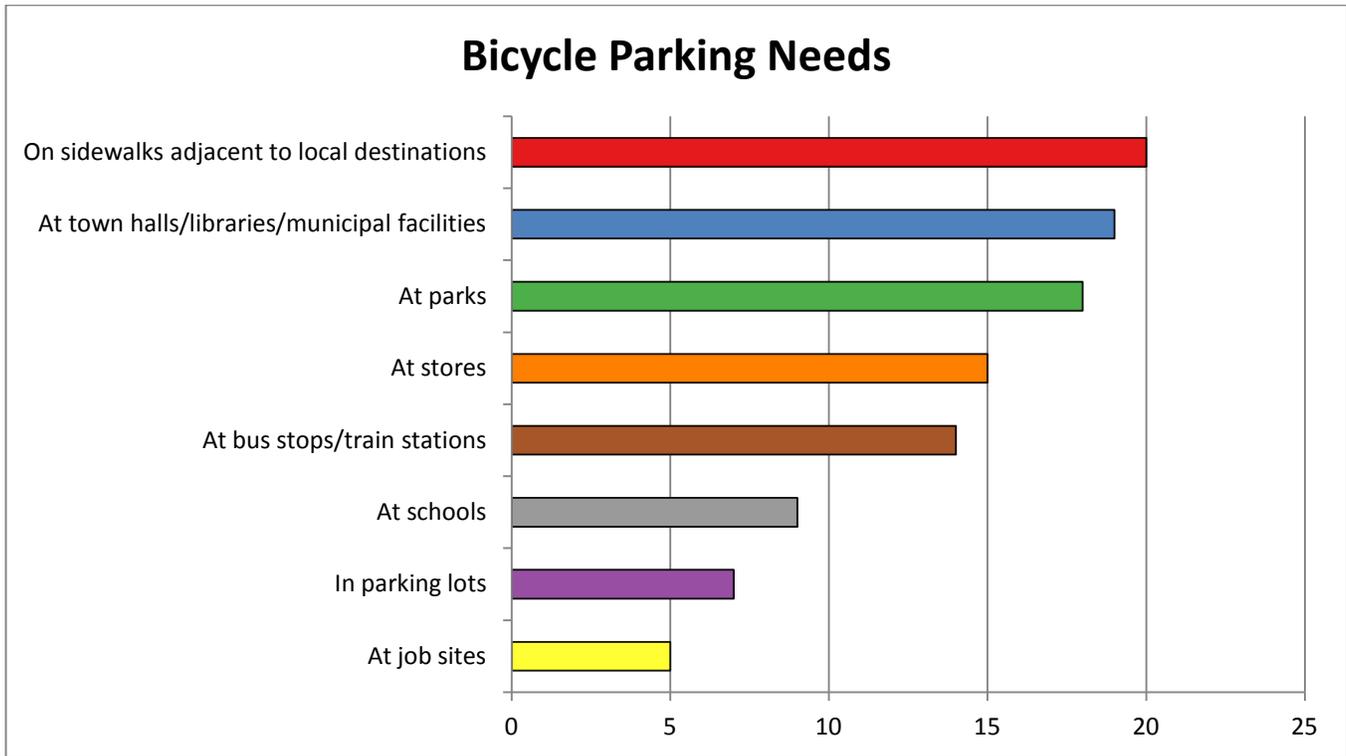
Q48. How satisfied are you with how the community where you live is designed for safe walking and bicycling? (n=41)



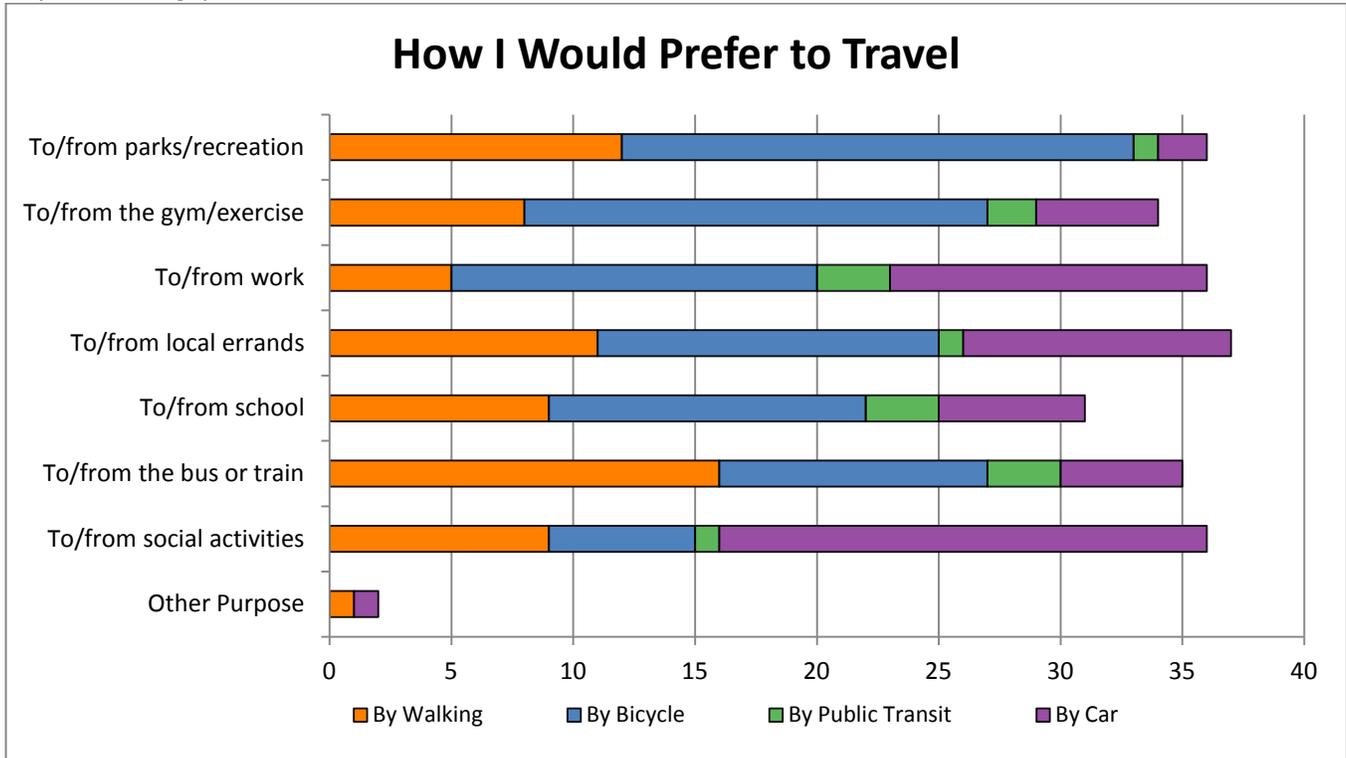
Q49. In your opinion, what are the 4 most important improvements to be made? Select up to 4 improvements. (n=42)



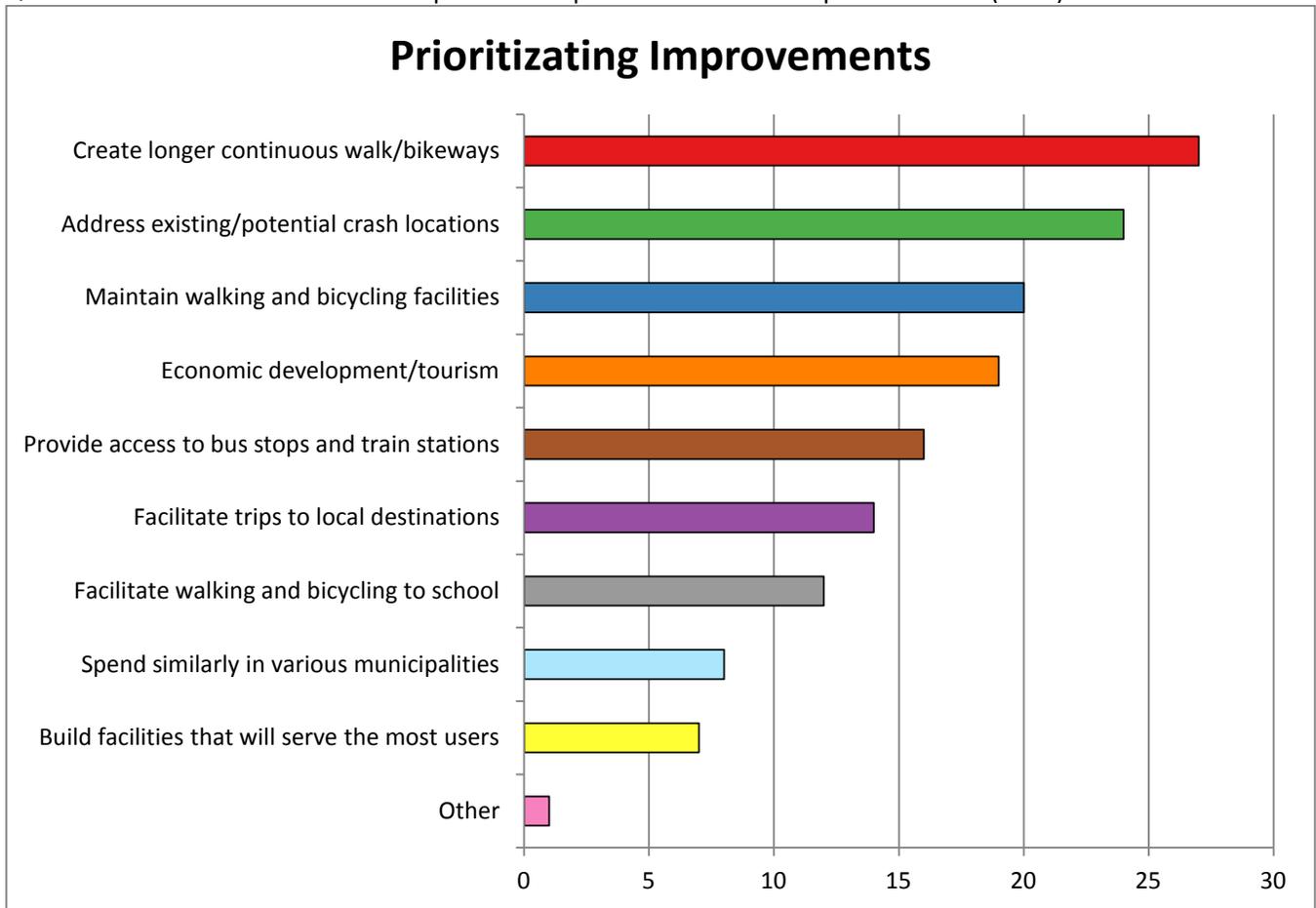
Q50. Where is bicycle parking—racks, lockers, etc. needed? Select the 3 most important locations. (n=39)



Q51. If equally good facilities existed, how would you prefer to travel? For each trip type, choose by bicycle, walking, public transit, or car. (n=40)



Q52. What factors should be used to prioritize improvements? Select up to 4 factors. (n=42)



Appendix G

**Bicycle Parking Inventory**

Location	Address	Municipality	Type	Spaces	Condition	Location Description
Beacon Community Resource Center	23 W Center St	C/Beacon	Wave	3	Good	Located in front of the building.
Beacon ferry terminal	55 Red Flynn Dr	C/Beacon	Vertical Slat	5	Good	Located in front of pier, facing river.
Beacon High School	101 Matteawan Rd	C/Beacon	Vertical Slat	18	Okay	Located at eastern edge of school, under entryway.
Beacon Natural Market	348 Main St	C/Beacon	Bollard	2	Good	Located on sidewalk in front of Beacon Natural Market.
Beacon Rivers and Estuaries Center for Education at Denning's Point	199 Dennings Av	C/Beacon	Corkscrew	3	Good	Located adjacent to parking lot.
Beacon train station	59 Railroad Dr	C/Beacon	Wave	18	Good	Located on the east side of the tracks, adjacent to the bus stop & car drop-off.
DIA Beacon	3 Beekman St	C/Beacon	Vertical Slat	7	Good	Located in back of the museum.
Forrestal Elementary School	125 Liberty St	C/Beacon	Vertical Slat	7	Poor	Located on east side of building.
Forrestal Elementary School 2	125 Liberty St	C/Beacon	Vertical Slat	6	Good	Located in rear of building around the corner from other rack.
Hudson Valley Federal Credit Union- Beacon	324 Main St	C/Beacon	Artistic	2	Good	Located in front of Credit Union on Main St sidewalk.
Key Food	268 Main St	C/Beacon	Artistic	12	Good	Located behind sidewalk in front of Key Food (6 racks).
Long Dock Park- by Kayak Launch	12 Long Dock Rd	C/Beacon	Inverted U	10	Good	Located in front of kayak launch.
Long Dock Park- by Red Barn	8 Long Dock Rd	C/Beacon	Inverted U	10	Good	Located in parking lot by barn building.
Memorial Park	24 Robert Cahill Dr	C/Beacon	Vertical Slat	7	Good	Located behind parking lot near Route 52 and Cahill Dr.
Nichols Hardware	396 Main St	C/Beacon	Bollard	2	Good	Located on sidewalk in front of Nichols Hardware.
Rombout Middle School	88 Matteawan Rd	C/Beacon	Vertical Slat	20	Okay	Located at eastern edge of school, facing building.
Sargent School	29 Education Dr	C/Beacon	Vertical Slat	10	Okay	Located at northern end of school.
South Avenue Elementary School	60 South Av	C/Beacon	Vertical Slat	12	Good	Located in front of school entrance.
Adriance Library	103 Market St	C/Poughkeepsie	Wave	9	Good	Located on the left side of the building.
College Hill Park	175 N Clinton St	C/Poughkeepsie	Vertical Slat	9	Poor	Located by the playground.
DRT- Morgan Lake/Creek Rd Trailhead	31 Creek Rd	C/Poughkeepsie	Inverted U	6	Good	Located by kiosk and picnic table.
Dutchess County Office Building	22 Market St	C/Poughkeepsie	Vertical Slat	5	Good	Located on the left side of building.
Family Partnership Center	29 N Hamilton St	C/Poughkeepsie	Vertical Slat	9	Good	Located in front of building near North Hamilton St.
Main St east of N Hamilton St	411 Main St	C/Poughkeepsie	Inverted U	4	Good	Located on the sidewalk in front of building.
Main St west of Clinton St	445 Main St	C/Poughkeepsie	Inverted U	6	Good	Located behind the sidewalk.
Main Street at Academy Street	350 Main St	C/Poughkeepsie	Inverted U	2	Good	Located on the corner curb extension.
Poughkeepsie City Hall	62 Civic Center Plz	C/Poughkeepsie	Vertical Slat	3	Okay	Located on the left side of southern entrance.
Poughkeepsie High School	70 Forbus St	C/Poughkeepsie	Vertical Slat	18	Poor	Located in front of school entrance.
Poughkeepsie High School Athletic Complex	11 College Av	C/Poughkeepsie	Vertical Slat	10	Good	Located in west parking lot.
Poughkeepsie Journal Building	85 Civic Center Plaza	C/Poughkeepsie	Wave	3	Good	Located near County Health Department entrance.
Poughkeepsie Middle School	55 College Av	C/Poughkeepsie	Vertical Slat	30	Okay	Located in front of school entrance on College Avenue (multiple racks).
Poughkeepsie Train Station	42 Main St	C/Poughkeepsie	Wave	8	Good	Located in upper parking lot near train station entrance.
Poughkeepsie Transit Hub	21 Civic Center Plaza	C/Poughkeepsie	Inverted U	10	Good	Located at the north corner, near the driveway into the parking garage.
Pulaski Park	162 Washington St	C/Poughkeepsie	Vertical Slat	35	Poor	Located behind pool building on cement (multiple racks).
Salvation Army	570 Main St	C/Poughkeepsie	Vertical Slat	9	Good	Located at entrance to building.
Upper Landing Park	103 North Water Street	C/Poughkeepsie	Front Tire	8	Good	Located in front of brick building near entrance.
Vassar Brothers Hospital	45 Reade Pl	C/Poughkeepsie	Vertical Slat	5	Good	Located to the left of Reade Place entrance, near sign for valet parking.
Walkway Over the Hudson-1	64 Parker Av	C/Poughkeepsie	Wave	9	Good	Located near information kiosk.
Walkway Over the Hudson-2	64 Parker Av	C/Poughkeepsie	Wave	9	Good	Located by parking lot fence.
Waryas Park	33 Main St	C/Poughkeepsie	Inverted U	8	Good	Located by turnaround at the end of Main St.
HVRT Amenia trail head	53 Mechanic St	T/Amenia	Vertical Slat	15	Poor	Located near kiosk.
Wassaic MNRR Station-1	4373 Route 22	T/Amenia	Lockers	5	Good	Located to the left of station platform (lockers).
Wassaic MNRR Station-2	4372 Route 22	T/Amenia	Wave	14	Good	Located to the left of station platform.
Dover Plains Library	1797 Route 22	T/Dover	Vertical Slat	8	Okay	Located on the southwest corner of the building, west of Route 22, north of CR 21.
East Fishkill Depot Museum	36 Railroad Ave	T/East Fishkill	Vertical Slat	3	Good	Located near north side of building near picnic table.
McDonald's-Fishkill Plains	1255 Route 376	T/East Fishkill	Vertical Slat	9	Good	Located in front near outside tables.
Hyde Park Town Hall	4835 Albany Post Rd	T/Hyde Park	Vertical Slat	9	Good	Located perpendicular to sidewalk.
Seymore Smith Elementary	41 Academy St	T/Pine Plains	Vertical Slat	13	Poor	Located on south side of school.
Stissing Mountain Middle/High School	2829 Church St	T/Pine Plains	Vertical Slat	11	Okay	Located on east side of school.
"Garden" lot by Crafted Kup	46 Raymond Av	T/Poughkeepsie	Front Tire	6	Poor	Located in vacant lot along side of building.
Adams Fairacre Farms- Poughkeepsie	765 Dutchess TrnPk	T/Poughkeepsie	Vertical Slat	5	Good	Located to the left of shopping carts at front of store.

## Bicycle Parking Inventory

Location	Address	Municipality	Type	Spaces	Condition	Location Description
Arlington library	504 Haight Av	T/Poughkeepsie	Vertical Slat	8	Good	Located by the rear entrance.
Arthur S May Elementary School	25 Raymond Av	T/Poughkeepsie	Front Tire	8	Poor	Located in front of building on left side.
Chili's Bar & Grill	2016 Route 9	T/Poughkeepsie	Vertical Slat	6	Good	Located on west side of building.
DCC Bookstore	53 Pendell Rd	T/Poughkeepsie	Artistic	2	Good	Located on east side of building near wooden fence.
DCC Falcon Hall	53 Pendell Rd	T/Poughkeepsie	Artistic	2	Good	Located near trash/recycling bins near front entrance.
DCC Orcutt and Hudson	53 Pendell Rd	T/Poughkeepsie	Artistic	2	Good	Located on side of ramp just above the staircase.
DCC Orcutt Student Services Building	53 Pendell Rd	T/Poughkeepsie	Vertical Slat	15	Good	Located at rear of building near security guard parking.
DCC Taconic Hall	53 Pendell Rd	T/Poughkeepsie	Artistic	2	Good	Located on southwest corner of building facing parking lot.
Hudson Valley Federal Credit Union- Poughkeepsie	4 Tucker Dr	T/Poughkeepsie	Artistic	2	Good	Located in front of building.
Locust Grove Estate	2683 South Rd	T/Poughkeepsie	Vertical Slat	9	Good	Located in front of visitors' building.
Marist College: Cannavino Library	Fulton St off Route 9	T/Poughkeepsie	Vertical Slat	8	Good	Located to the right of the main entrance.
Marist College: Donnelly Hall	3399 Route 9	T/Poughkeepsie	Vertical Slat	8	Good	Located on west side of building near white benches.
NYS Department of Transportation office buiding-rear	4 Burnett Blvd	T/Poughkeepsie	Vertical Slat	7	Good	Located in back of building.
NYS Department of Transportation office buiding-side	4 Burnett Blvd	T/Poughkeepsie	Vertical Slat	5	Good	Located on the west side of building.
Panera Bread	2020 Route 9	T/Poughkeepsie	Vertical Slat	4	Good	Located to the left of the main entrance.
Planet Fitness	3675 Albany Post Rd	T/Poughkeepsie	Vertical Slat	4	Good	Located on the side of the building near front parking.
Stop & Shop	59 Burnett Blvd	T/Poughkeepsie	Vertical Slat	9	Poor	Located to the right of the front entrance.
Target	2001 South Rd	T/Poughkeepsie	Bollard	8	Good	Located to the right of store entrance.
Vassar College: various locations	124 Raymond Av	T/Poughkeepsie	Wave	varies	Good	Locations include Students' building, dorms, College Center, gym, and other buildings.
Bard College- Cruger Village	8 S Ravine Rd	T/Red Hook	Vertical Slat	20	Good	Located in grass in front of building (covered rack).
Bard College- Olin Bike Park	77 Campus Rd	T/Red Hook	Triangular	varies	Good	Located across the street from the public parking lot (covered rack).
Bard College: various locations	30 Campus Rd	T/Red Hook	Varies	varies	Good	Locations include Fisher Center, Village dorms, Campus Center, Library, and others.
Red Hook- Town Hall	7340 S Broadway	T/Red Hook	Bollard	2	Good	Located next to sidewalk.
Rhinebeck Town Landing	Adjacent to 1 Shatzell Ave	T/Rhinebeck	Vertical Slat	6	Good	Located next to "Town Landing Rules" sign near the stairs.
Adams Fairacre Farms- Wappinger	160 Old Post Rd	T/Wappinger	Inverted U	2	Good	Located near Stop sign on left side of entrance.
All Sport Health Club	17 Old Main St	V/Fishkill	Vertical Slat	7	Poor	Located on west side of building.
All Sport Health Club- Tennis Courts	17 Old Main St	V/Fishkill	Vertical Slat	10	Okay	Located near tennis courts.
TGM Village at Merritt Park	80 Jefferson Boulevard	V/Fishkill	Vertical Slat	13	Good	Located on grass in front of Building 6. Several other locations as well.
Marona's Market	32 Front St	V/Millbrook	Vertical Slat	5	Good	Located to the left of the store entrance.
Millbrook Free Library	3 Friendly Ln	V/Millbrook	Vertical Slat	9	Good	Located along side of library building near Friendly Lane.
HVRT Millerton Trail Head	51 S Center St	V/Millerton	Vertical Slat	16	Okay	Located on the grass just past the Northeast Community Center.
HVRT parking lot by NECC	51 S Center St	V/Millerton	Vertical Slat	3	Okay	Located on the grass between trail and parking lot.
Pawling Library	11 Broad St	V/Pawling	Bollard	4	Good	Located on grass on left side of library entrance.
Pawling MNRR Station-1	1 Memorial Ave	V/Pawling	Wave	10	Good	Located in parking lot near Parking Pay Station sign.
Pawling MNRR Station-2	1 Memorial Ave	V/Pawling	Lockers	5	Good	Located in parking lot near Parking Pay Station sign (lockers).
Linden Avenue Middle School	65 W Market St	V/Red Hook	Vertical Slat	32	Okay	Located across from the track near the northwest side of the building.
Red Hook High School	103 W Market St	V/Red Hook	Vertical Slat	24	Okay	Located near the front of the building on the west side.
Red Hook- Holy Cow ice cream in Hardscrabble Plaza	7270 S Broadway	V/Red Hook	Bollard	2	Good	Located by the picnic table area (art rack).
Red Hook- Migliorelli's Farm Stand	7357 S Broadway	V/Red Hook	Bollard	2	Good	Located in the grass near corner of building (art rack).
Red Hook- Taste Budd's Chocolate Café	40 W Market St	V/Red Hook	Bollard	2	Good	Located in the grass near outdoor seating area (art rack).
Red Hook- Village Offices	7467 S Broadway	V/Red Hook	Bollard	2	Good	Located in the grass to the right of building entrance (art rack).
Chancellor Livingston Elementary School	48 Knollwood Rd	V/Rhinebeck	Vertical Slat	30	Good	Located in the grass near the front entrance.
Rhinebeck M&T Bank	6375 Mill St	V/Rhinebeck	Wave	5	Good	Located on west side of building near the main entrance.
Rhinebeck Middle/High School	45 North Park Rd	V/Rhinebeck	Vertical Slat	30	Good	Located near entrance road in grass (by Buses Only sign).
Rhinebeck Post Office	6383 Mill St	V/Rhinebeck	Vertical Slat	6	Good	Located in pavement on north side of building.
Rhinebeck Public Parking Lot	59 East Market St	V/Rhinebeck	Vertical Slat	7	Okay	Located in corner of parking lot near street and Historic Site signs.
Rhinebeck Recreation Center	42 West Market St	V/Rhinebeck	Vertical Slat	20	Good	Located to the right of building, in grass by trash enclosure (4 racks total).
Rhinebeck Village Green Apartments	44 Village Green	V/Rhinebeck	Vertical Slat	8	Good	Located in central green area (3 racks total).
Starr Library	68 West Market St	V/Rhinebeck	Vertical Slat	12	Good	Located in grass near entrance.
Bad Ass Coffee	1577 Route 9	V/Wappingers Falls	Wave	7	Good	Located in outdoor seating area in front of coffee shop.
Wappingers Falls Walgreens	89 E Main St	V/Wappingers Falls	Wave	7	Good	Located on side of building near drive aisle.

**Pedestrian & Bicycle Crash Data Summary  
Dutchess County, 2007-2011**

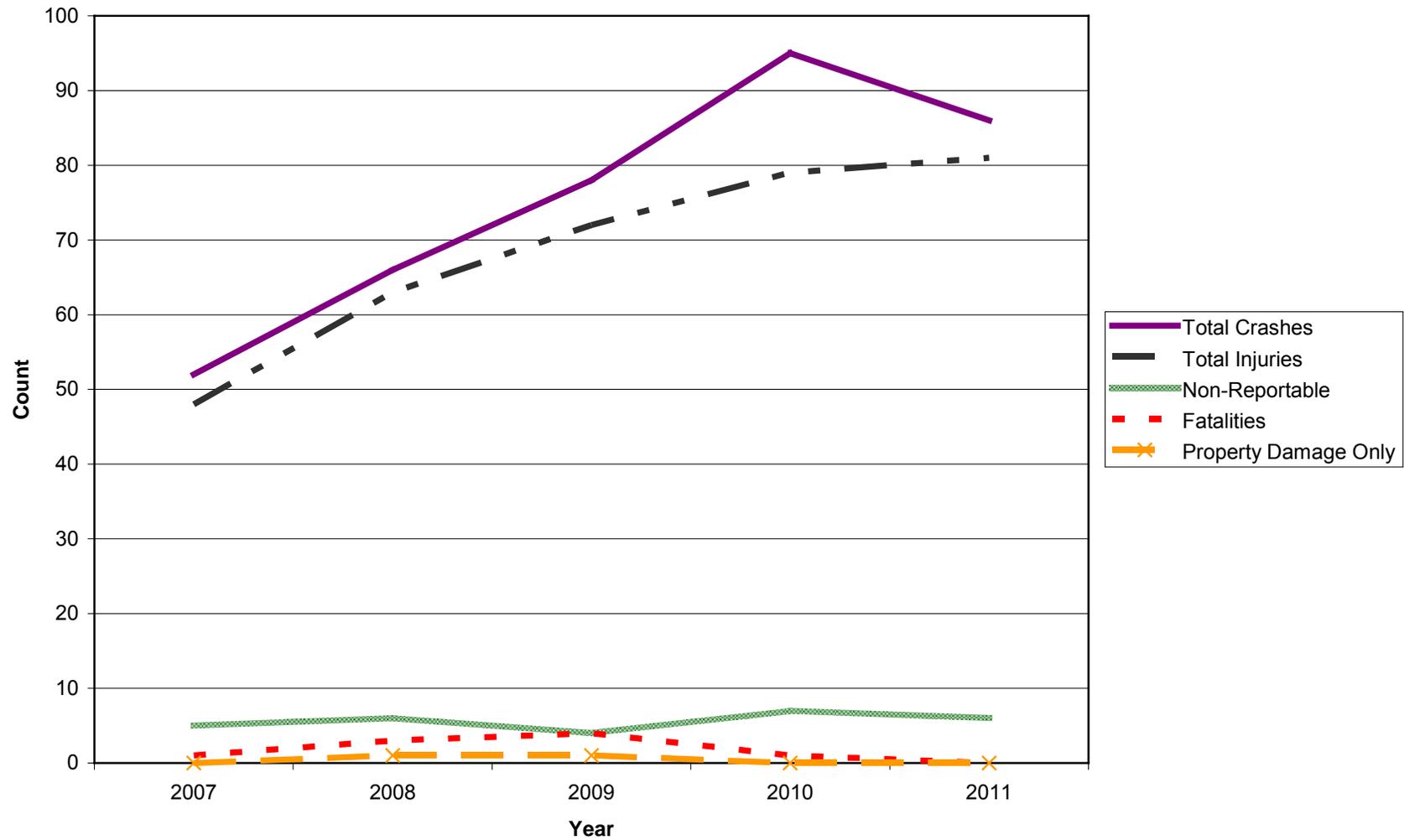
[Source: NYSDOT ALIS database]

<b>Pedestrian and Bicycle Crashes by Level of Injury (2007-2011)</b>															
DMV Crash Classification	2007			2008			2009			2010			2011		
	Ped	Bike	Total												
Total Crashes	52	27	79	66	43	109	78	33	111	95	50	145	86	41	127
Total Injuries	48	22	70	63	36	99	72	29	101	79	29	108	81	33	114
Non-Reportable	5	3	8	6	7	13	4	4	8	7	7	14	6	8	14
Fatalities	1	1	2	3	1	4	4	0	4	1	1	2	0	1	1
Property Damage Only	0	1	1	1	0	1	1	0	1	0	2	2	0	0	0

# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

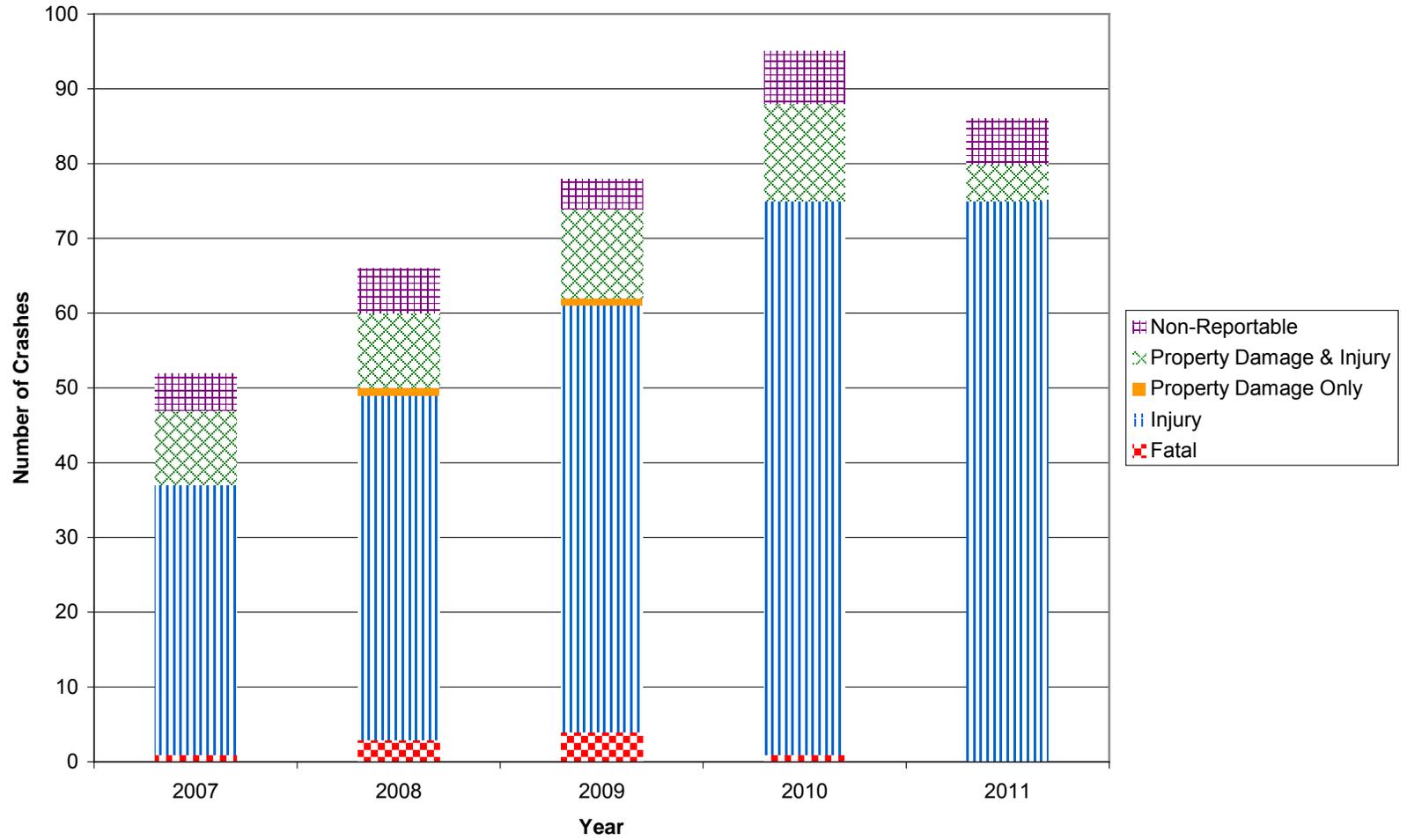
## Crashes Involving Pedestrians - Dutchess County, NY (2007-2011)



# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

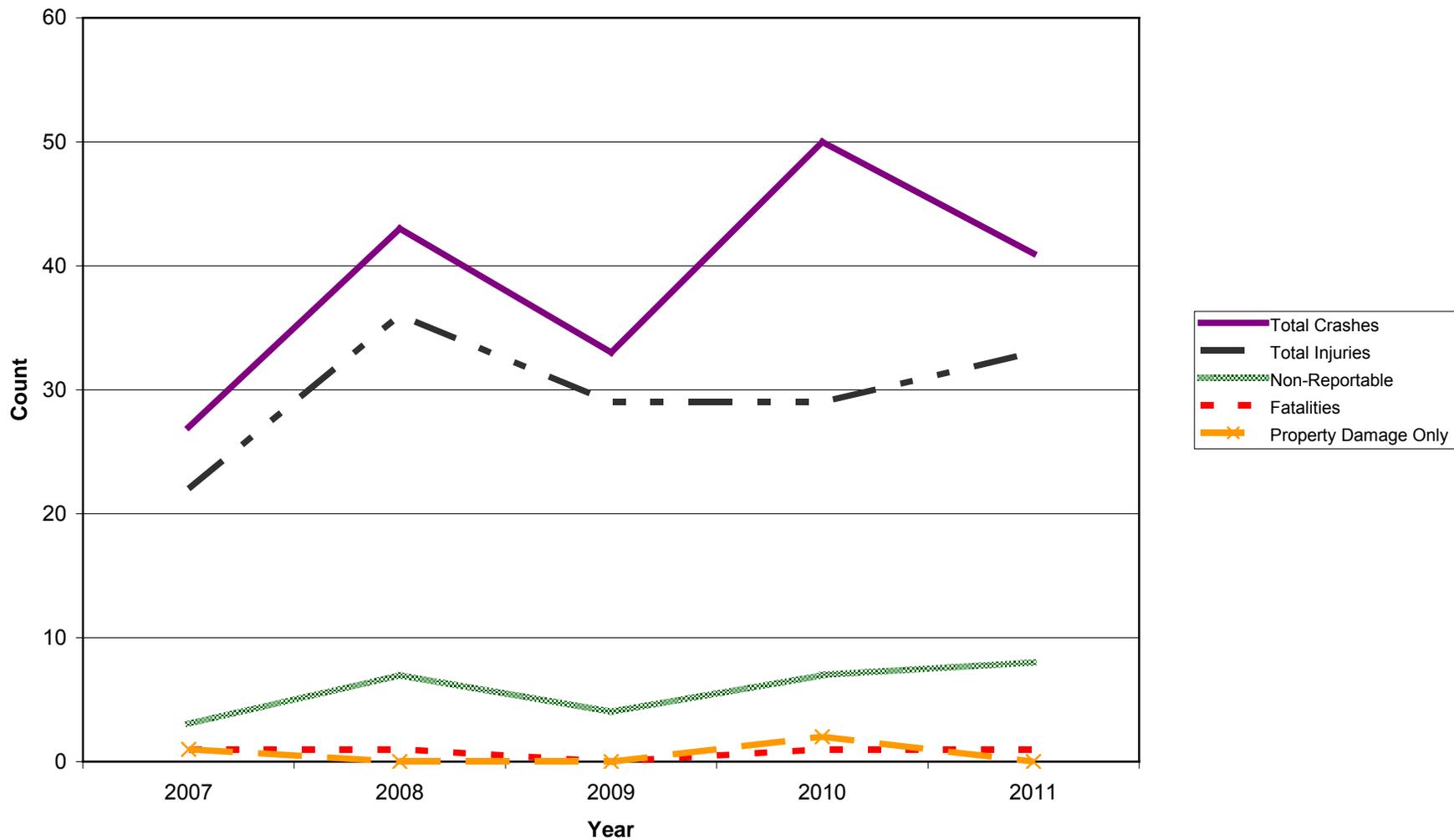
## Crashes Involving Pedestrians by Crash Outcome (2007-2011)



# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

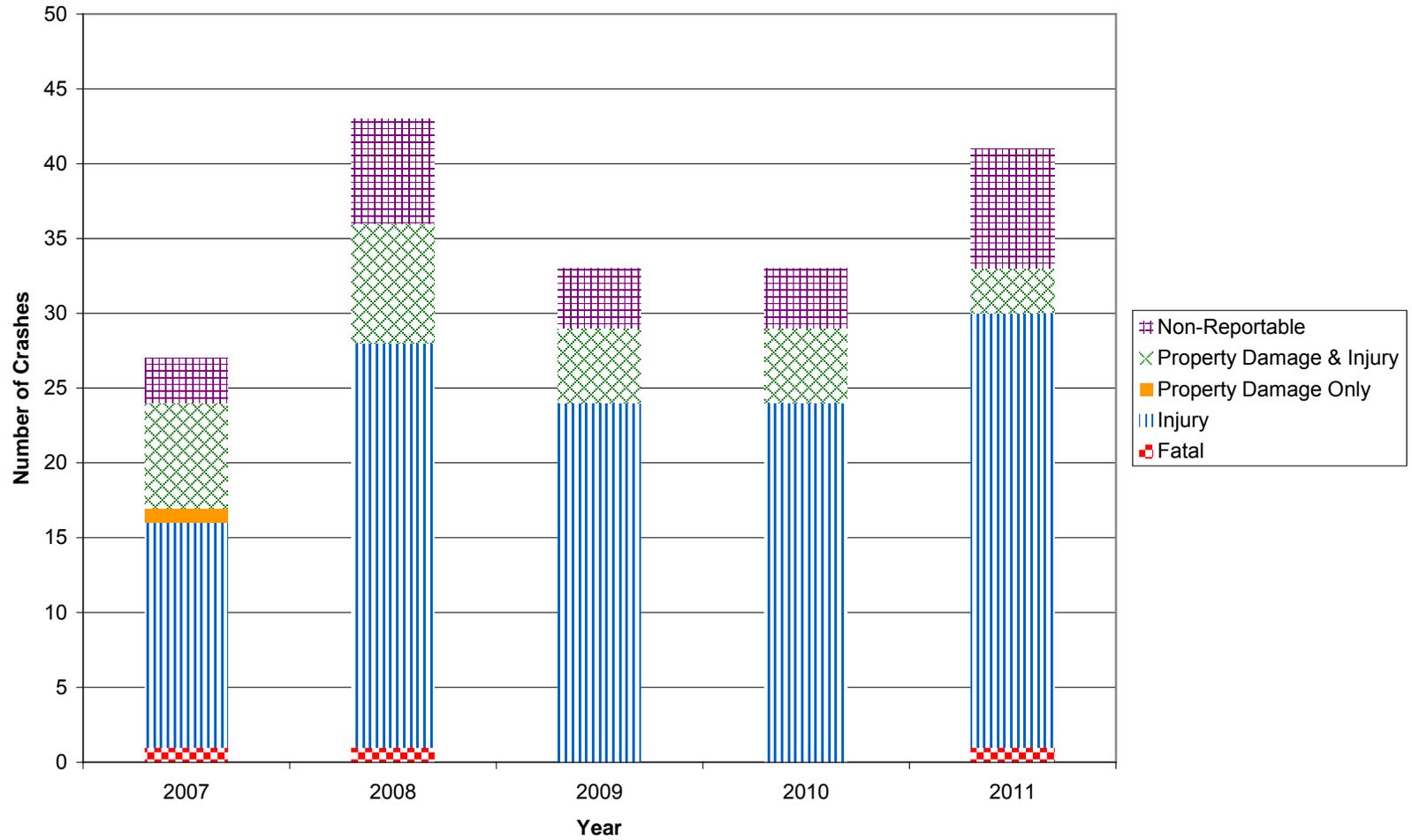
## Crashes Involving Bicyclists - Dutchess County, NY (2007-2011)



# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

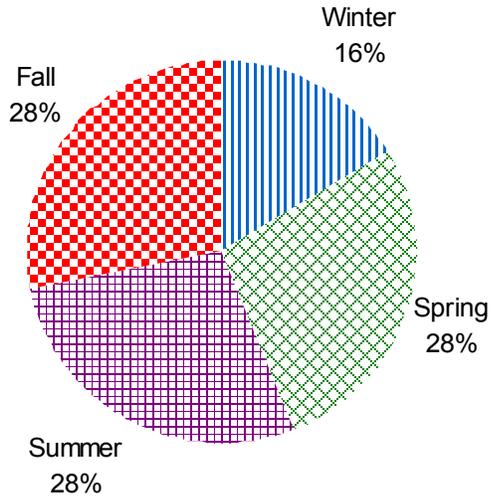
## Crashes Involving Bicyclists by Crash Outcome (2007-2011)



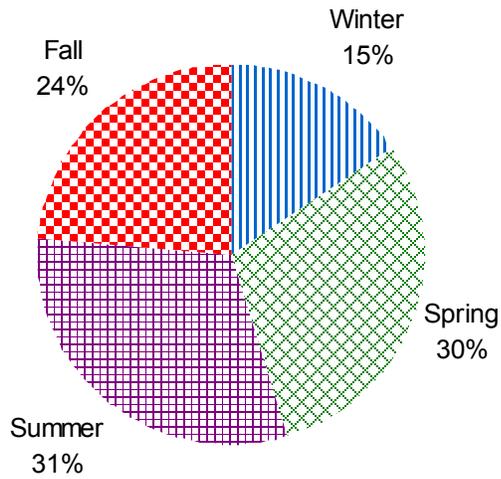
# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

### Crashes Involving Pedestrians by Season (2007-2011)



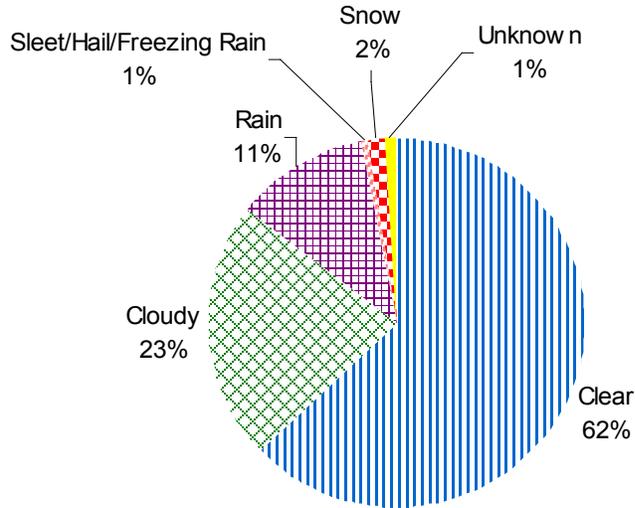
### Crashes Involving Bicyclists by Season (2007-2011)



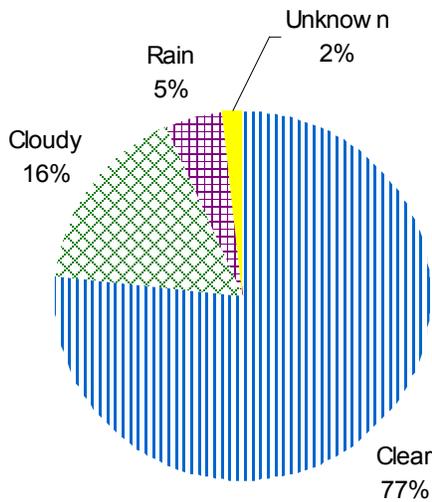
# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

### Crashes Involving Pedestrians by Weather Condition (2007-2011)



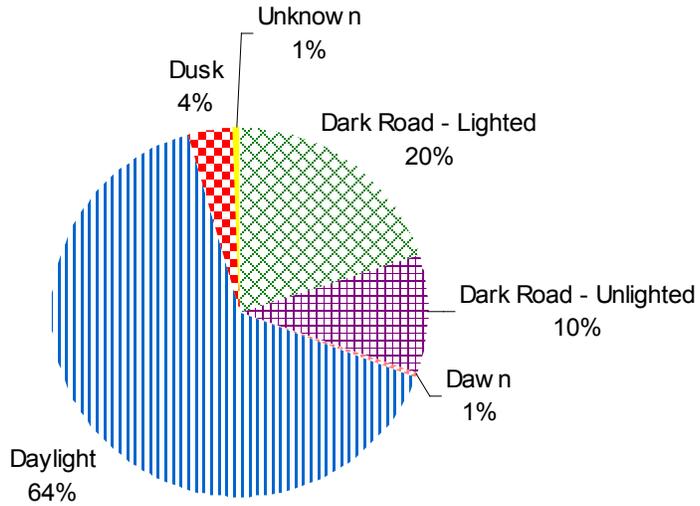
### Crashes Involving Bicyclists by Weather Condition (2007-2011)



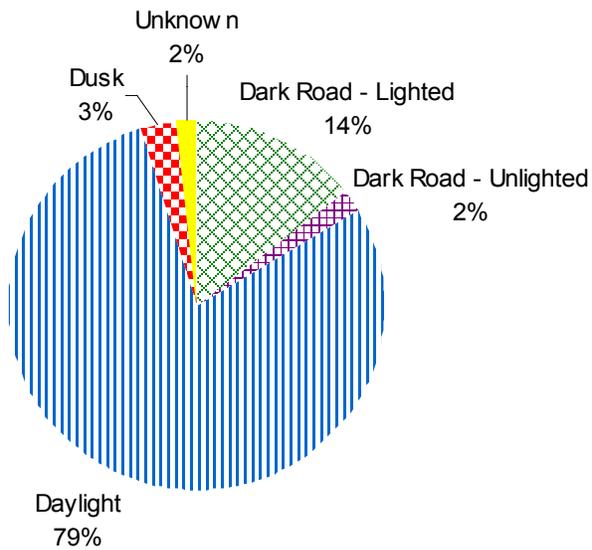
# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

### Crashes Involving Pedestrians by Light Condition (2007-2011)



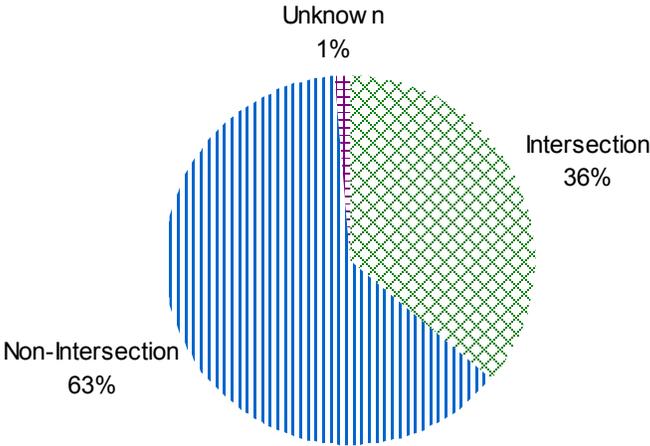
### Crashes Involving Bicyclists by Light Condition (2007-2011)



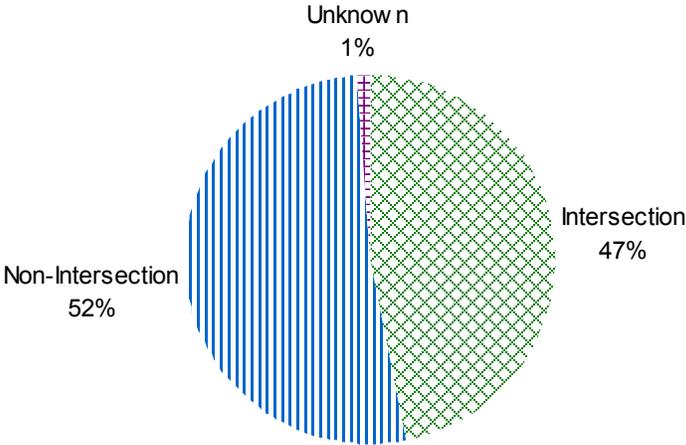
# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

### Crashes Involving Pedestrians by Intersection/Non-Intersection (2007-2011)

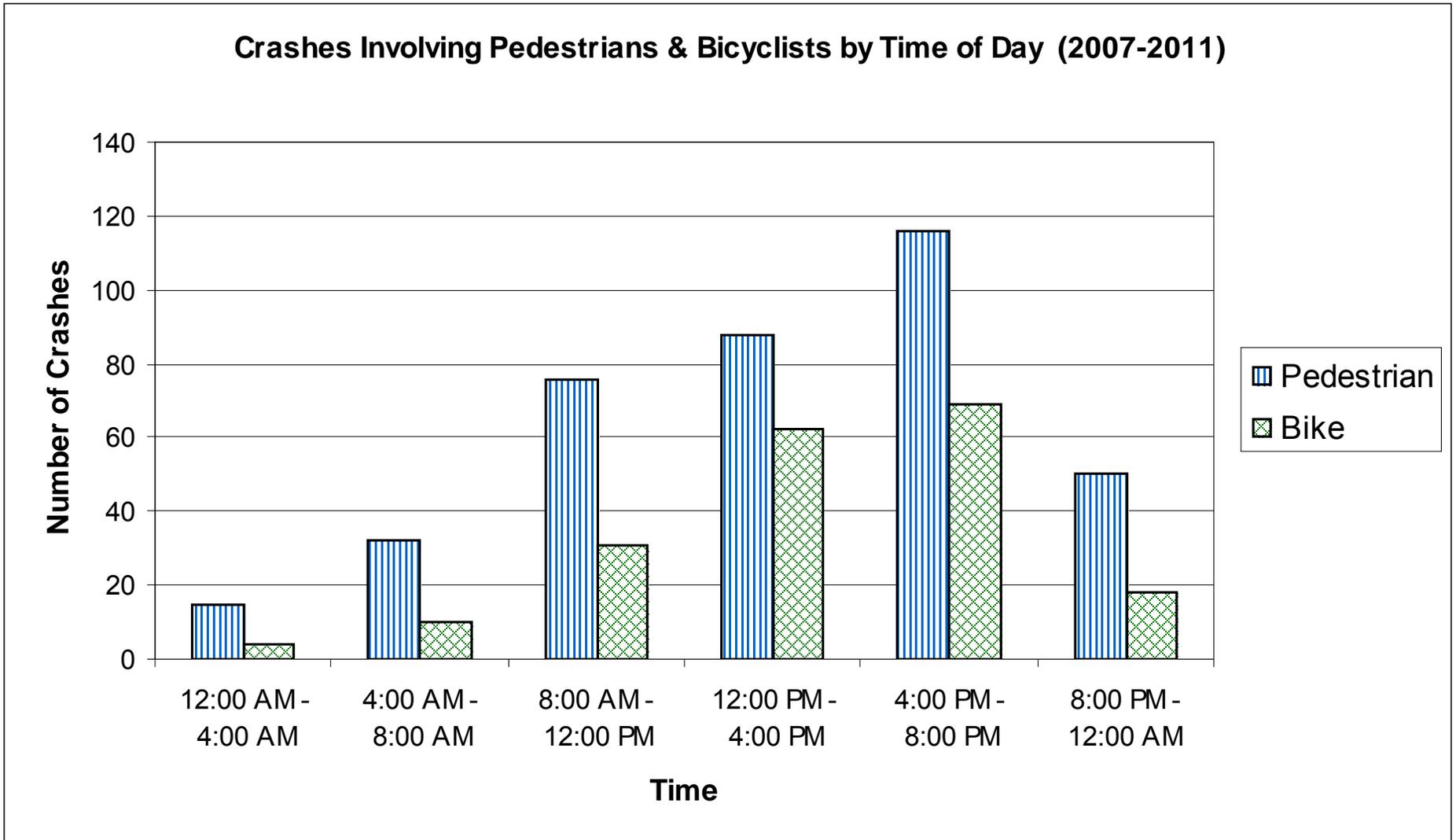


### Crashes Involving Bicyclists by Intersection/Non-Intersection (2007-2011)



**Pedestrian & Bicycle Crash Data Summary  
Dutchess County, 2007-2011**

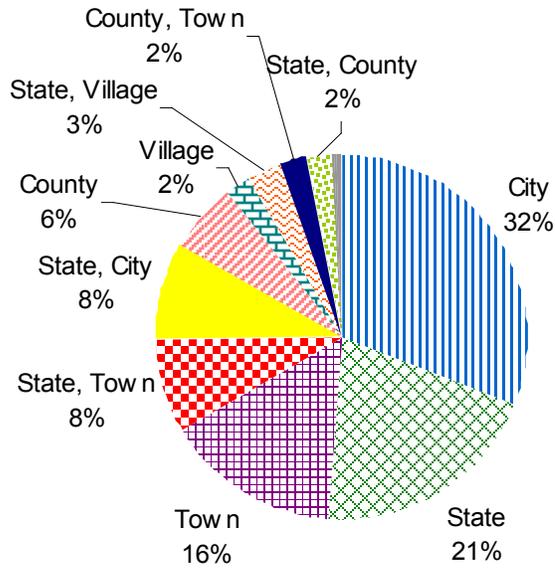
[Source: NYSDOT ALIS database]



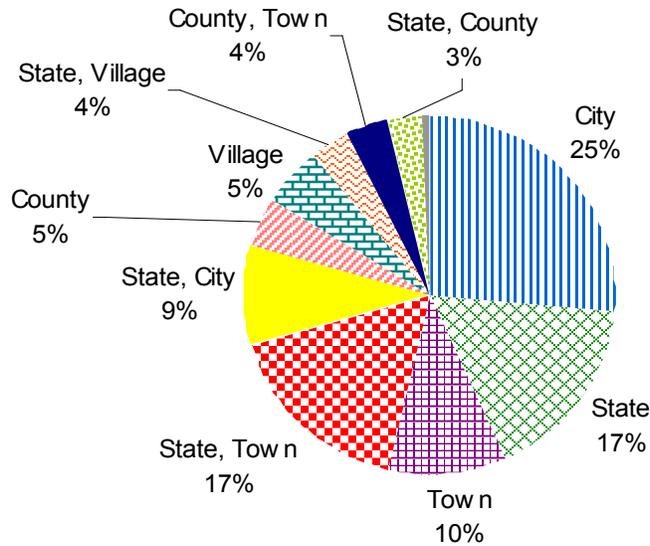
## Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

### Crashes Involving Pedestrians by Road Type (2007-2011)



### Crashes Involving Bicyclists by Road Type (2007-2011)



**Pedestrian & Bicycle Crash Data Summary  
Dutchess County, 2007-2011**

<b>Pedestrian &amp; Bicycle Crashes by Municipality (2007-2011)</b>						
Municipality	Pedestrian Crashes		Bicycle Crashes		Total Crashes	
	Count	Annual Rate (per 1,000 pop.)*	Count	Annual Rate (per 1,000 pop.)*	Count	Annual Rate (per 1,000 pop.)*
<b>Village of Fishkill</b>	<b>11</b>	<b>1.01</b>	<b>5</b>	<b>0.46</b>	<b>16</b>	<b>1.47</b>
<b>City of Poughkeepsie</b>	<b>149</b>	<b>0.91</b>	<b>63</b>	<b>0.38</b>	<b>212</b>	<b>1.30</b>
<b>Village of Millerton</b>	<b>3</b>	<b>0.63</b>	0	0.00	<b>3</b>	<b>0.63</b>
<b>Village of Rhinebeck</b>	3	0.23	<b>5</b>	<b>0.38</b>	<b>8</b>	<b>0.60</b>
<b>Village of Wappingers Falls</b>	<b>9</b>	<b>0.33</b>	<b>7</b>	<b>0.25</b>	<b>16</b>	<b>0.58</b>
<b>Town of Poughkeepsie</b>	<b>62</b>	<b>0.29</b>	<b>32</b>	<b>0.15</b>	<b>94</b>	<b>0.44</b>
<b>Village of Red Hook</b>	2	0.20	<b>2</b>	<b>0.20</b>	<b>4</b>	<b>0.41</b>
<b>Village of Pawling</b>	2	0.17	<b>2</b>	<b>0.17</b>	4	0.34
Town of Hyde Park	26	0.24	9	0.08	35	0.32
<b>Town of Amenia</b>	2	0.09	<b>5</b>	<b>0.23</b>	7	0.32
<b>Town of Dover</b>	<b>11</b>	<b>0.25</b>	2	0.05	13	0.30
<b>Village of Millbrook</b>	<b>2</b>	<b>0.28</b>	0	0.00	2	0.28
Town of Fishkill	16	0.16	10	0.10	26	0.26
City of Beacon	12	0.15	8	0.10	20	0.26
Town of Wappinger	21	0.19	7	0.06	28	0.25
Town of Pleasant Valley	6	0.12	6	0.12	12	0.25
Town of LaGrange	12	0.15	5	0.06	17	0.22
Town of Red Hook	6	0.15	2	0.05	8	0.19
Town of Northeast	1	0.10	1	0.10	2	0.19
Village of Tivoli	1	0.18	0	0.00	1	0.18
East Fishkill	13	0.09	11	0.08	24	0.17
<b>Town of Rhinebeck</b>	0	0.00	<b>4</b>	<b>0.16</b>	4	0.16
Town of Pine Plains	1	0.08	1	0.08	2	0.16
Town of Washington	2	0.12	0	0.00	2	0.12
Town of Union Vale	0	0.00	2	0.08	2	0.08
Town of Beekman	2	0.03	3	0.04	5	0.07
Town of Pawling	1	0.03	1	0.03	2	0.07
Town of Stanford	1	0.05	0	0.00	1	0.05
Town of Clinton	0	0.00	1	0.05	1	0.05
Town of Milan	0	0.00	0	0.00	0	0.00
<b>Dutchess County Total</b>	<b>377</b>	<b>0.25</b>	<b>194</b>	<b>0.13</b>	<b>571</b>	<b>0.38</b>

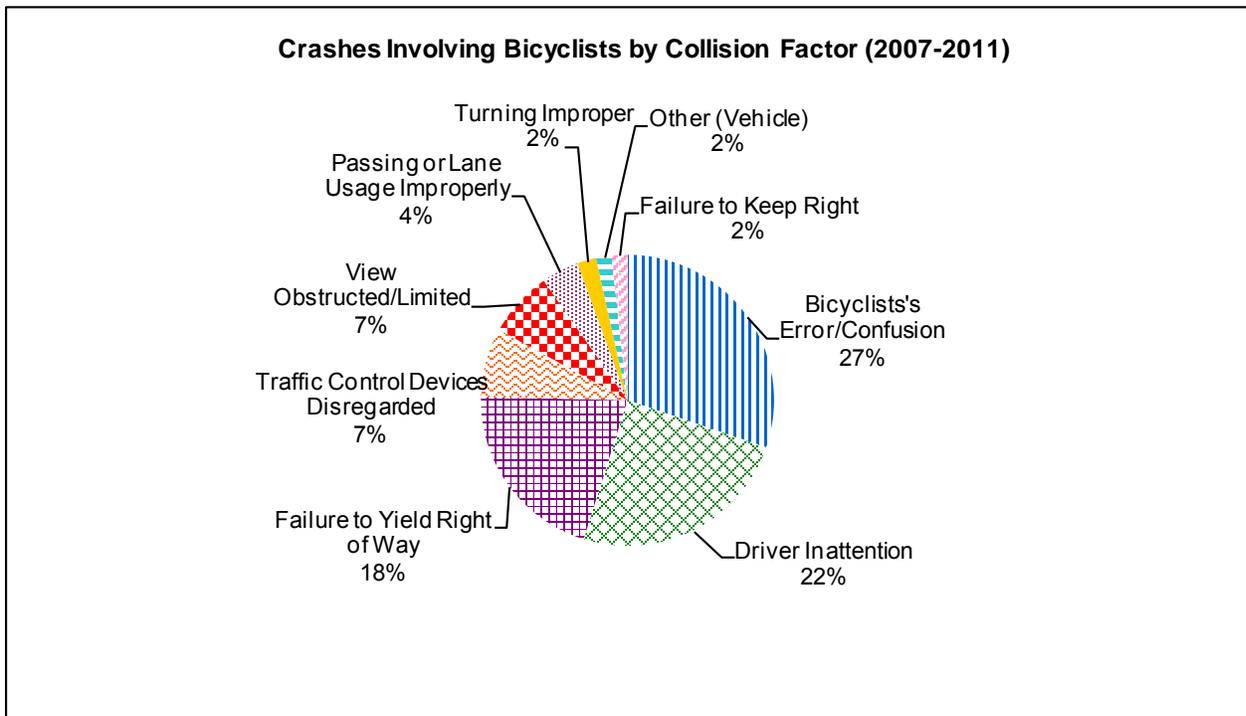
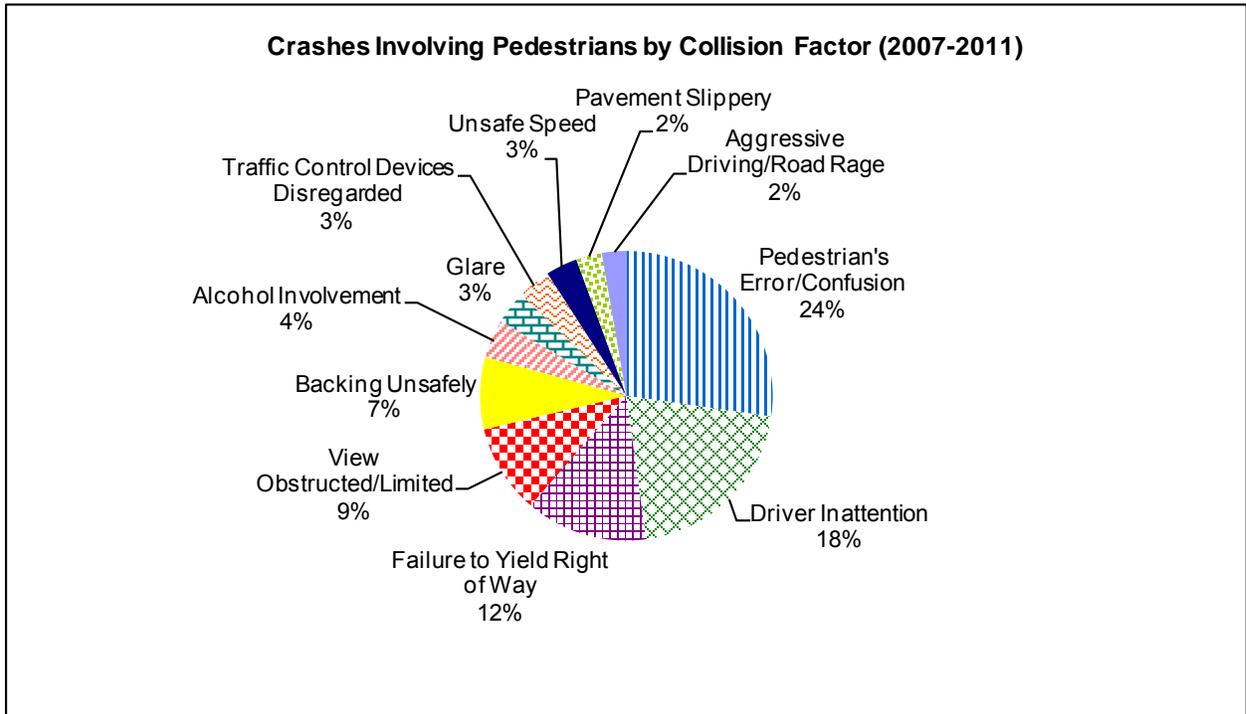
\*Village populations have been subtracted from those of towns to avoid double counting.

Rates shown in **bold** exceed the County average.

Sources: U.S. Census Bureau, 2010 U.S. Census. Table QT-P1: Age Groups & Sex; Table QT-P2: Single Years of Age & Sex

## Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]



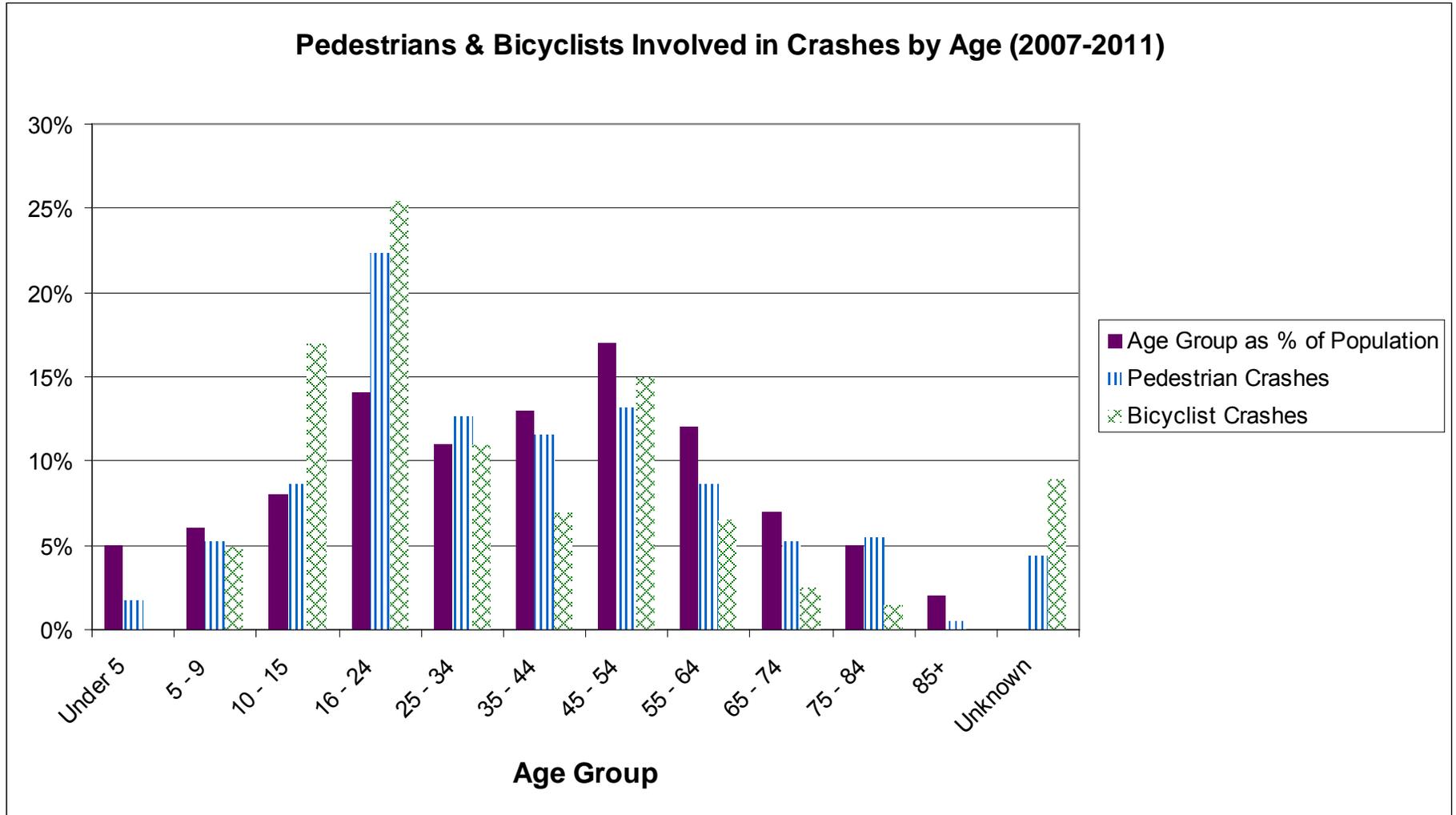
## Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

Pedestrians & Bicyclists Involved in Crashes by Age (2007 - 2011)							
Age (years)	Age Group as % of Population	Pedestrian		Bicyclist		Total	
		Count	%	Count	%	Count	%
Under 5	5%	7	2%	0	0%	7	1%
5 - 9	6%	20	5%	10	5%	30	5%
10 - 15	8%	33	<b>9%</b>	34	<b>17%</b>	67	<b>12%</b>
16 - 24	14%	85	<b>22%</b>	51	<b>26%</b>	136	<b>23%</b>
25 - 34	11%	48	<b>13%</b>	22	11%	70	<b>12%</b>
35 - 44	13%	44	12%	14	7%	58	10%
45 - 54	17%	50	13%	30	15%	80	14%
55 - 64	12%	33	9%	13	7%	46	8%
65 - 74	7%	20	5%	5	3%	25	4%
75 - 84	5%	21	<b>6%</b>	3	2%	24	4%
85+	2%	2	1%	0	0%	2	0%
Unknown	0%	17	4%	18	9%	35	6%
<b>Total</b>	<b>100%</b>	<b>380</b>	<b>100%</b>	<b>200</b>	<b>100%</b>	<b>580</b>	<b>100%</b>
<p><i>Source: U.S. Census Bureau, 2010 U.S. Census. Table QT-P1: Age Groups &amp; Sex; Table QT-P2: Single Years of Age &amp; Sex</i></p> <p>Percentages shown in <b>bold</b> exceed the age group's percent of the population.</p>							

**Pedestrian & Bicycle Crash Data Summary  
Dutchess County, 2007-2011**

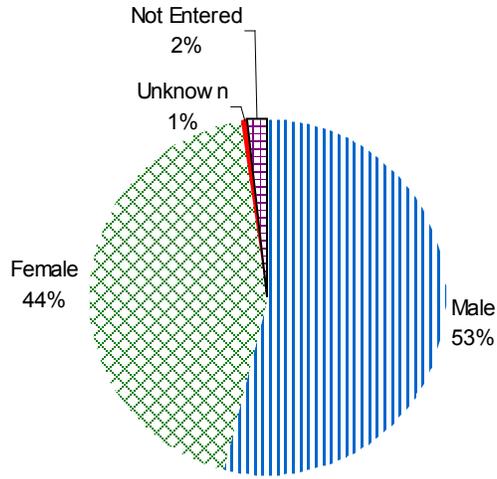
[Source: NYSDOT ALIS database]



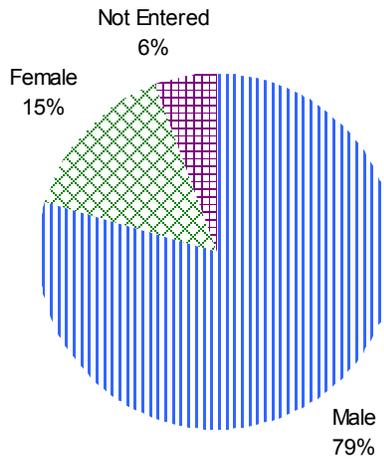
# Pedestrian & Bicycle Crash Data Summary Dutchess County, 2007-2011

[Source: NYSDOT ALIS database]

### Pedestrians Involved in Crashes by Sex (2007-2011)



### Bicyclists Involved in Crashes by Sex (2007-2011)



Appendix I

Walk Bike Dutchess: Planning Area Recommendations (by Project Code)

Planning Area	Project Code	Location	Project Name	Timeframe <sup>1</sup>	Project Type <sup>2</sup>	Lead	Other Partners	Regional Project/Notes
Lower Hudson	LH-1	C/Beacon	Beacon Bicycle Parking	ST	OTH	C/Beacon	MTA	
Lower Hudson	LH-2	C/Beacon	Beekman Road - South Avenue Sharrows	ST	BI	C/Beacon		
Lower Hudson	LH-3	T/Fishkill	I-84/Route 9D Intersection Pedestrian Safety Improvements	ST	INT	NYS DOT		
Lower Hudson	LH-4	C/Beacon; C/Poughkeepsie	Newburgh-Beacon and Mid-Hudson Bridge Walkway/Bikeway Hours	ST	OTH	NYSBA		
Lower Hudson	LH-5	V/Fishkill	Merritt Boulevard Safety Assessment	ST	PL	V/Fishkill	T/Fishkill, NYSDOT	
Lower Hudson	LH-6	C/Poughkeepsie	Main Street Pedestrian & Bicycle Safety Assessment	ST	PL	C/Poughkeepsie		
Lower Hudson	LH-7	C/Poughkeepsie	Walkway Over the Hudson Pedestrian Access Improvements - Phase 1	ST	CW, OTH	C/Poughkeepsie	Walkway Over the Hudson NYSDOT, Vassar College, Metro	
Lower Hudson	LH-8	C/Poughkeepsie	City of Poughkeepsie Bicycle Route Implementation	ST/MT	BI	C/Poughkeepsie	North Railroad, Walkway Over the Hudson	
Lower Hudson	LH-9	C/Poughkeepsie; T/Poughkeepsie	Beechwood Avenue Traffic Calming and Sidewalk	ST/MT	SPD, SW	C/Poughkeepsie, T/Poughkeepsie		
Lower Hudson	LH-10	T/Poughkeepsie	Hooker Avenue Sidewalks and Crosswalks	ST/MT	SW, CW	T/Poughkeepsie, C/Poughkeepsie	Vassar College	
Lower Hudson	LH-11	T/Poughkeepsie	Arlington Middle School Safe Routes to School Plan	ST	PL	T/Poughkeepsie, NYSDOT	Arlington School District	
Lower Hudson	LH-12	T/Poughkeepsie	Collegeview Avenue/Fairmont Avenue Intersection Safety	ST	CW, OTH	T/Poughkeepsie	Vassar College	
Lower Hudson	LH-13	C/Poughkeepsie	Mid-Hudson Bridge Pedestrian Walkway Access	ST	OTH	NYSBA, NYSDOT, C/Poughkeepsie		
Lower Hudson	LH-14	T/Wappinger	New Hackensack Road (CR 104) Shoulder Improvements	ST	SH	Dutchess County		
Lower Hudson	LH-15	V/Wappingers Falls	Wappingers Falls Mill Street - Market Street Curb Extensions	ST	CW, INT	V/Wappingers Falls, NYSDOT		
Lower Hudson	LH-16	V/Wappingers Falls	Wappingers Falls Route 9 and Village Center Crosswalks	ST	CW	V/Wappingers Falls, NYSDOT		
Lower Hudson	LH-17	C/Beacon; T/Fishkill	Hudson Highlands Fjord Trail	MT	PA	C/Beacon, T/Fishkill	NYSDOT, Scenic Hudson, Village of Cold Spring, Putnam County, NYS	Regional Project
Lower Hudson	LH-18	C/Beacon	Beacon Train Station Pedestrian Access	MT	SW, PA	C/Beacon	MTA	
Lower Hudson	LH-19	C/Beacon	University Camp Pedestrian Access	MT	SW, CW	C/Beacon		
Lower Hudson	LH-20	C/Beacon; T/Fishkill; V/Fishkill	Fishkill Creek Greenway and Heritage Trail	MT	PA	C/Beacon, T/Fishkill, V/Fishkill		
Lower Hudson	LH-21	C/Beacon	Tioronda Avenue - Madam Brett Park Sidewalk	MT	SW, CW	C/Beacon		
Lower Hudson	LH-22	T/Fishkill; T/Wappinger	Route 9D Shoulder Improvements	MT	SH	NYSDOT		
Lower Hudson	LH-23	T/Fishkill	Town of Fishkill Route 52 Sidewalk	MT	SW	T/Fishkill, NYSDOT		
Lower Hudson	LH-24	T/Fishkill	Dutchess Stadium - Route 9D Sidewalk Extension	MT	SW, CW	T/Fishkill, NYSDOT	Dutchess County	
Lower Hudson	LH-25	C/Poughkeepsie; T/Poughkeepsie	Dutchess Community College Walking & Bicycling Access	MT	SW, CW, INT	C/Poughkeepsie, T/Poughkeepsie	Dutchess Community College	
Lower Hudson	LH-26	C/Poughkeepsie; T/Poughkeepsie	Poughkeepsie Waterfront Greenway Trail	MT	PA	C/Poughkeepsie, T/Poughkeepsie		Regional Project
Lower Hudson	LH-27	C/Poughkeepsie	Waryas Park/Waterfront Walkways	MT	PA, CW	C/Poughkeepsie	MTA	
Lower Hudson	LH-28	C/Poughkeepsie	Walkway Over The Hudson Pedestrian Access Improvements - Phase 2	MT	INT	C/Poughkeepsie	Walkway Over the Hudson	
Lower Hudson	LH-29	T/Poughkeepsie	Fulton Street Sidewalk Extension	MT	SW	T/Poughkeepsie	NYSDOT	
Lower Hudson	LH-30	T/Poughkeepsie	Wilbur Boulevard Path Improvements	MT	PA, CW	T/Poughkeepsie		
Lower Hudson	LH-31	T/Poughkeepsie	Zack's Way - Boardman Road Walking-Bicycling Connection	MT	PA	T/Poughkeepsie	Vassar College, Poughkeepsie Public Library District, Our Lady of Lourdes High School, Poughkeepsie Day School	
Lower Hudson	LH-32	T/Poughkeepsie	Dutchess Rail Trail - Overocker Road Trailhead Access	MT	SW, CW, OTH	T/Poughkeepsie	NYSDOT, Dutchess County	
Lower Hudson	LH-33	T/Poughkeepsie	Innis Avenue (CR 75) - Salt Point Turnpike (Route 115) Sidewalk Connections	MT	SW, CW	T/Poughkeepsie, Dutchess County, NYSDOT		
Lower Hudson	LH-34	T/Poughkeepsie	Route 44 Sidewalks & Shoulders	MT	SW, SH, CW	T/Poughkeepsie, NYSDOT		
Lower Hudson	LH-35	T/Poughkeepsie	Marist - Quiet Cove Sidewalk	MT	SW	T/Poughkeepsie, NYSDOT	Marist College, Dutchess County	
Lower Hudson	LH-36	T/Poughkeepsie	Spackenkill Road Sidewalks & Shoulders	MT	SW, SH	T/Poughkeepsie, NYSDOT	Spackenkill Union Free School District, Oakwood Friends School	
Lower Hudson	LH-37	T/Poughkeepsie	Red Oaks Mill Sidewalks & Crosswalks	MT	SW, CW	T/Poughkeepsie, NYSDOT	Dutchess County	
Lower Hudson	LH-38	T/Wappinger	Myers Corners/Middlebush Road (CR 93) Walking & Bicycling Access	MT	SH, SW, CW	Dutchess County, T/Wappinger, NYSDOT	Wappingers Central School District	
Lower Hudson	LH-39	T/Wappinger	Old Hopewell Road/New Hamburg Rd (CR 28) Walking & Bicycling Access	MT	SW, SH/PA	Dutchess County, T/Wappinger		
Lower Hudson	LH-40	T/Wappinger	Creek Road (CR 91) Shared-Use Path Evaluation	MT	PA	Dutchess County	Town of Wappinger, Village of Wappingers Falls	
Lower Hudson	LH-41	T/Wappinger; T/Poughkeepsie	Route 376 Shoulder Improvements	MT	SH	NYSDOT		
Lower Hudson	LH-42	V/Wappingers Falls	Wappingers Falls Route 9/East Main Street Village Gateway	MT	CW, INT	NYSDOT, V/Wappingers Falls		
Lower Hudson	LH-43	C/Beacon	South Avenue Bridge	LT	OTH	C/Beacon		

# Walk Bike Dutchess: Planning Area Recommendations (by Project Code)

Planning Area	Project Code	Location	Project Name	Timeframe <sup>1</sup>	Project Type <sup>2</sup>	Lead	Other Partners	Regional Project/Notes
Lower Hudson	LH-44	C/Beacon	Beacon - Fishkill Waterfront Greenway Trail	LT	PA	C/Beacon, T/Fishkill	NYS Bridge Authority	Regional Project
Lower Hudson	LH-45	C/Beacon	DIA: Beacon - Dennings Avenue Trail Link	LT	PA	C/Beacon	DIA: Beacon	
Lower Hudson	LH-46	C/Poughkeepsie	Market Street Walking & Bicycling - Friendly Two-Way Conversion	LT	OTH, CW, BI	C/Poughkeepsie	Dutchess County, NYSDOT	
Lower Hudson	LH-47	C/Poughkeepsie	Poughkeepsie Arterial Redesign	LT	PL, OTH	C/Poughkeepsie, NYSDOT	Town of Poughkeepsie	
Lower Hudson	LH-48	T/Poughkeepsie	Sheafe Road Sidewalk	LT	SW	T/Poughkeepsie	Wappingers Central School District, Dutchess County	
Lower Hudson	LH-49	T/Poughkeepsie	CSX West & East Branch Trail	LT	PA	T/Poughkeepsie, Dutchess County	CSX	
Lower Hudson	LH-50	T/Wappinger; V/Wappingers Falls	Imperial Boulevard Walking- & Bicycle-Friendly Street Extension	LT	BI, SW	T/Wappinger, V/Wappingers Falls, Dutchess County, NYSDOT		
Lower Hudson	LH-51	V/Wappingers Falls	Route 9, 9D, and Mesier Avenue Sidewalks	LT	SW	NYSDOT, T/Wappinger, V/Wappingers Falls, T/Poughkeepsie		
Upper Hudson	UH-1	T/Hyde Park	Hyde Park Sidewalk and Crosswalk Improvements	ST	SW, CW	T/Hyde Park, NYSDOT		
Upper Hudson	UH-2	T/Hyde Park	Route 9 Sidewalk Extension South to Stop & Shop	ST	SW, CW	T/Hyde Park, NYSDOT		
Upper Hudson	UH-3	T/Hyde Park	Haviland Road Sharrows/Signage	ST	BI	T/Hyde Park	Hyde Park Central School District	
Upper Hudson	UH-4	T/Hyde Park	Greenfields Park - Top Cottage Pedestrian Connection	ST	CW	T/Hyde Park, Dutchess County		
Upper Hudson	UH-5	V/Rhinebeck	Rhinebeck Village Center Sidewalk Improvements	ST	SW, CW	V/Rhinebeck, NYSDOT		
Upper Hudson	UH-6	T/Red Hook	Red Hook - Route 9 Sidewalk Extension	ST	SW, CW	T/Red Hook, NYSDOT		
Upper Hudson	UH-7	V/Red Hook	Amherst Road/Firehouse Lane - Route 9 Intersection Realignment	ST	INT	V/Red Hook, NYSDOT		
Upper Hudson	UH-8	V/Tivoli	Tivoli Sidewalks and Crosswalk Repair	ST/MT	SW, CW	V/Tivoli		
Upper Hudson	UH-9	T/Red Hook	Tivoli Bays Bicycle Connection	ST	BI	T/Red Hook, Bard College	NYSDEC, V/Tivoli	
Upper Hudson	UH-10	T/Red Hook	Red Hook Route 199 Shoulder Improvements	ST	SH	NYSDOT, T/Red Hook		
Upper Hudson	UH-11	V/Red Hook	Red Hook Route 9/199 Intersection Evaluation	ST	INT	NYSDOT, V/Red Hook		
Upper Hudson	UH-12	T/Red Hook	Red Hook Linden Avenue (CR 79) Sidewalk/Path	ST/MT	BI/PA, SW	T/Red Hook, Dutchess County		
Upper Hudson	UH-13	T/Hyde Park	Haviland Sidewalks	MT	SW	T/Hyde Park, NYSDOT	Hyde Park Central School District	
Upper Hudson	UH-14	T/Hyde Park	Route 9 Vanderbilt - Norrie Unpaved Trail	MT	PA	T/Hyde Park		
Upper Hudson	UH-15	T/Hyde Park	Route 9 Sidewalk Extension - Quiet Cove Park to Stop & Shop	MT	SW	T/Hyde Park, NYSDOT		
Upper Hudson	UH-16	T/Hyde Park	West Market Street (CR 41) - River Road Sidewalk	MT	SW/PA/SH	T/Hyde Park, Dutchess County		
Upper Hudson	UH-17	T/Hyde Park	Pine Woods Road Bicycle Access	MT	BI	T/Hyde Park		
Upper Hudson	UH-18	T/Hyde Park	Creek Road Shoulders & Signage	MT	SH	T/Hyde Park		
Upper Hudson	UH-19	T/Hyde Park	East Dorsey Lane Shoulders & Signage	MT	SH	T/Hyde Park		
Upper Hudson	UH-20	T/Hyde Park	St. Andrews Road (CR 40A) Bicycle Lanes Demonstration Project	MT	BI	Dutchess County, T/Hyde Park		
Upper Hudson	UH-21	T/Hyde Park	South Quaker Lane (CR 16) Shoulder Improvements	MT	SH	Dutchess County		
Upper Hudson	UH-22	V/Rhinebeck	Rhinebeck Village Sidewalk Extensions & Repairs	MT	SW, CW	V/Rhinebeck, NYSDOT		
Upper Hudson	UH-23	V/Tivoli	Tivoli Sidewalk to the Hudson River	MT	SW	V/Tivoli, Dutchess County		
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	MT	BI	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook		
Upper Hudson	UH-25	T/Red Hook; V/Tivoli	Tivoli - Clermont Shared-Use Path	MT	PA	V/Tivoli, T/Red Hook	NYS Parks	
Upper Hudson	UH-26	T/Red Hook	Bard College Entrance - Route 9G Intersection Improvements	MT	CW, SH, SPD	NYSDOT, Bard College		
Upper Hudson	UH-27	T/Hyde Park; T/Canton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	MT	SH	NYSDOT		
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	MT	SH	NYSDOT		
Upper Hudson	UH-29	T/Hyde Park	Hyde Park Town Center Redesign	LT	OTH	T/Hyde Park		
Upper Hudson	UH-30	T/Hyde Park	Hyde Park Historic Crossroads Redesign	LT	OTH	T/Hyde Park		
Upper Hudson	UH-31	V/Rhinebeck	Village of Rhinebeck Four Corners Redesign	LT	OTH	V/Rhinebeck		
Upper Hudson	UH-32	T/Red Hook, T/Rhinebeck, T/Hyde Park	Hudson River Greenway Trail	LT	PA	T/Red Hook, T/Rhinebeck, T/Hyde Park		Regional project
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	LT	PA	Towns, Dutchess County	Rail owner	Regional project

# Walk Bike Dutchess: Planning Area Recommendations (by Project Code)

Planning Area	Project Code	Location	Project Name	Timeframe <sup>1</sup>	Project Type <sup>2</sup>	Lead	Other Partners	Regional Project/Notes
Lower Taconic	LT-1	T/Union Vale	Flint Road - Fountains at Millbrook Crosswalk	ST	CW	T/Union Vale	Fountains at Millbrook	
Lower Taconic	LT-2	T/Union Vale	Verbank Route 82 Crosswalk & Speed Evaluation	ST	CW, SPD	T/Union Vale, NYSDOT		
Lower Taconic	LT-3	T/East Fishkill; T/LaGrange; T/Union Vale	Route 82 Shoulder Improvements	ST	SH	NYSDOT		
Lower Taconic	LT-4	T/East Fishkill	Route 376 Shoulder and Roadway Improvements	ST	SH	NYSDOT		
Lower Taconic	LT-5	T/Beekman	Beekman Town Center Sidewalks & Traffic Calming	MT	SW, SPD	T/Beekman, NYSDOT		
Lower Taconic	LT-6	T/East Fishkill	Hopewell Junction Hamlet Sidewalks	MT	SW, CW, PA	T/East Fishkill, NYSDOT	Toll Brothers, Unity Plaza, MTA	
Lower Taconic	LT-7	T/East Fishkill	Van Wyck Junior High/Fishkill Plains Elementary - Dutchess Rail Trail Connections	MT	SW, SH, CW	T/East Fishkill, NYSDOT, Dutchess County	Wappingers Central School District	
Lower Taconic	LT-8	T/LaGrange	LaGrange Town Center Sidewalk Connections	MT	SW	T/LaGrange, NYSDOT	Arlington School District	
Lower Taconic	LT-9	T/LaGrange; T/Union Vale; T/Beekman	Route 55 Shoulder Improvements	MT	SH	NYSDOT		
Lower Taconic	LT-10	T/East Fishkill, T/Beekman; T/Pawling	Dutchess Rail Trail - Putnam Trailway Connection	LT	PA	Towns, Dutchess County	MTA	Regional Project
Upper Taconic	UT-1	T/Pleasant Valley	Pleasant Valley Town Center Sidewalks and Shoulders	ST	SW, CW, SH	T/Pleasant Valley, Dutchess County, NYSDOT		
Upper Taconic	UT-2	T/Clinton; T/Pleasant Valley; T/Stanford	Salt Point Turnpike (Route 115/CR 17) Sidewalks and Shoulders	ST/MT	SW, SH, SPD	Town of Clinton, Dutchess County, NYSDOT	Towns of Pleasant Valley & Stanford	
Upper Taconic	UT-3	T/Milan	Milan - Route 199 Shoulder Improvements	ST	SH	NYSDOT		
Upper Taconic	UT-4	T/Pleasant Valley; T/Washington; V/Millbrook	Route 44 Shoulder Improvements	ST	SH	NYSDOT		
Upper Taconic	UT-5	T/Pine Plains	Pine Plains Town Center Sidewalks	MT	SW, CW	T/Pine Plains, NYSDOT		
Upper Taconic	UT-6	T/Pine Plains	Pine Plains Trails & Bikeways	MT	PA, BI	T/Pine Plains		
Upper Taconic	UT-7	T/Pleasant Valley	West Road (CR 71) Sidewalk or Shared-Use Path	MT	SW/PA, CW, SH, SPD	T/Pleasant Valley, Dutchess County	West Road School	
Upper Taconic	UT-8	T/Pleasant Valley	Washington Hollow Sidewalks and Crosswalks	MT	SW, CW	T/Pleasant Valley, NYSDOT		
Upper Taconic	UT-9	T/Stanford	Stanford Walkable Town Center	MT	PL, SW, SPD	T/Stanford, Dutchess County, NYSDOT		
Upper Taconic	UT-10	V/Millbrook	Millbrook Sidewalk Improvements	MT	SW	V/Millbrook		
Upper Taconic	UT-11	V/Millbrook	Millbrook Bicycle Network	MT	BI/PA	V/Millbrook		
Upper Taconic	UT-12	T/Pleasant Valley	Salt Point Hamlet Sidewalks	LT	SW, INT	T/Pleasant Valley, NYSDOT		
Upper Taconic	UT-13	T/Stanford; T/Pine Plains	Stanford - Pine Plains Rail Trail	LT	PA	Towns, Dutchess County		
Harlem Valley	HV-1	T/Amenia	Harlem Valley Rail Trail Extension - Hamlet of Wassaic	ST	PA	T/Amenia, Dutchess County	HVRTA	
Harlem Valley	HV-2	T/Dover	Dover Plains Route 22 Sidewalk and Crosswalk	ST	SW, CW	T/Dover, NYSDOT		
Harlem Valley	HV-3	V/Millerton; T/North East	Harlem Valley Rail Trail Extension - Village of Millerton	ST	PA	T/North East, V/Millerton, Dutchess County	HVRTA	
Harlem Valley	HV-4	V/Pawling	Village of Pawling Sidewalk Study	ST	PL	V/Pawling		
Harlem Valley	HV-5	T/North East; T/Amenia; T/Dover; T/Pawling; V/Millerton; V/Pawling	Route 22 Shoulder Improvements	ST	SH	NYSDOT		
Harlem Valley	HV-6	T/Amenia	Amenia Hamlet Sidewalks	MT	SW, SPD	T/Amenia, NYSDOT		
Harlem Valley	HV-7	T/Pawling; V/Pawling	Pawling Middle School/High School Sidewalk Connections	MT	SW, CW	T/Pawling, V/Pawling, Pawling Central School District, Trinity-Pawling School, NYSDOT		
Harlem Valley	HV-8	T/Pawling	Town of Pawling Route 22 Sidewalks	MT	SW, CW	T/Pawling, NYSDOT		
Harlem Valley	HV-9	T/North East; T/Amenia; T/Dover; T/Pawling	Route 22 Hamlet Speed Evaluation	MT	SPD	Towns, Dutchess County, NYSDOT		
Harlem Valley	HV-10	T/Pawling	West Dover Road (CR 20) Shoulders and Signage	MT	SH	Dutchess County		
Harlem Valley	HV-11	T/Amenia	Silo Ridge - Harlem Valley Rail Trail Connections	LT	PA	T/Amenia	Silo Ridge developer	
Harlem Valley	HV-12	T/Amenia	Taconic DDSO - Tenmile River Station Sidewalk/Bicycle Connection	LT	SW, SH/BI	T/Amenia, Dutchess County	Taconic DDSO developer	
Harlem Valley	HV-13	T/Dover	Dover Trail Network	LT	PA	T/Dover		
Harlem Valley	HV-14	T/Pawling	Holmes Hamlet Sidewalks & Shoulder Improvements	LT	SW, SH	T/Pawling, Dutchess County, NYSDOT		
Harlem Valley	HV-15	T/Pawling; V/Pawling	Dutcher Avenue (CR 69) Shared-Use Path	LT	PA	T/Pawling, V/Pawling, Dutchess County	Oblong Land Conservancy	
Harlem Valley	HV-16	T/Amenia; T/Dover; T/Pawling	Putnam Trailway - Harlem Valley Rail Trail Connection	LT	PA/BI	T/Pawling, Dutchess County, NYSDOT	Putnam County, HVRTA	Regional project

<sup>1</sup> ST= within 5 years; MT = 5-10 years; LT = 10+ years

<sup>2</sup> PL = Plan/Study; SW = Sidewalk; CW = Crosswalk; SH= Shoulders; PA = Trail/Path; BI = On-street bicycle facility; SPD = Speed reduction; INT = Intersection; OTH = Other

# Walk Bike Dutchess: Planning Area Recommendations (by Location)

Planning Area	Project Code	Location	Project Name	Timeframe <sup>1</sup>	Project Type <sup>2</sup>	Lead	Other Partners	Regional Project/Notes
Lower Hudson	LH-1	C/Beacon	Beacon Bicycle Parking	ST	OTH	C/Beacon	MTA	
Lower Hudson	LH-2	C/Beacon	Beekman Road - South Avenue Sharrows	ST	BI	C/Beacon		
Lower Hudson	LH-18	C/Beacon	Beacon Train Station Pedestrian Access	MT	SW, PA	C/Beacon	MTA	
Lower Hudson	LH-19	C/Beacon	University Camp Pedestrian Access	MT	SW, CW	C/Beacon		
Lower Hudson	LH-21	C/Beacon	Tioronda Avenue - Madam Brett Park Sidewalk	MT	SW, CW	C/Beacon		
Lower Hudson	LH-43	C/Beacon	South Avenue Bridge	LT	OTH	C/Beacon		
Lower Hudson	LH-45	C/Beacon	DIA: Beacon - Dennings Avenue Trail Link	LT	PA	C/Beacon	DIA: Beacon	
Lower Hudson	LH-44	C/Beacon	Beacon - Fishkill Waterfront Greenway Trail	LT	PA	C/Beacon, T/Fishkill	NYS Bridge Authority	Regional Project
Lower Hudson	LH-4	C/Beacon; C/Poughkeepsie	Newburgh-Beacon and Mid-Hudson Bridge Walkway/Bikeway Hours	ST	OTH	NYSBA		
Lower Hudson	LH-17	C/Beacon; T/Fishkill	Hudson Highlands Fjord Trail	MT	PA	C/Beacon, T/Fishkill	NYSDOT, Scenic Hudson, Village of Cold Spring, Putnam County, NYS OPRHP, MTA	Regional Project
Lower Hudson	LH-20	C/Beacon; T/Fishkill; V/Fishkill	Fishkill Creek Greenway and Heritage Trail	MT	PA	C/Beacon, T/Fishkill, V/Fishkill		
Lower Hudson	LH-6	C/Poughkeepsie	Main Street Pedestrian & Bicycle Safety Assessment	ST	PL	C/Poughkeepsie		
Lower Hudson	LH-7	C/Poughkeepsie	Walkway Over the Hudson Pedestrian Access Improvements - Phase 1	ST	CW, OTH	C/Poughkeepsie	Walkway Over the Hudson	
Lower Hudson	LH-13	C/Poughkeepsie	Mid-Hudson Bridge Pedestrian Walkway Access	ST	OTH	NYSBA, NYSDOT, C/Poughkeepsie		
Lower Hudson	LH-8	C/Poughkeepsie	City of Poughkeepsie Bicycle Route Implementation	ST/MT	BI	C/Poughkeepsie	NYSDOT, Vassar College, Metro North Railroad, Walkway Over the Hudson	
Lower Hudson	LH-28	C/Poughkeepsie	Walkway Over The Hudson Pedestrian Access Improvements - Phase 2	MT	INT	C/Poughkeepsie	Walkway Over the Hudson	
Lower Hudson	LH-27	C/Poughkeepsie	Waryas Park/Waterfront Walkways	MT	PA, CW	C/Poughkeepsie	MTA	
Lower Hudson	LH-46	C/Poughkeepsie	Market Street Walking & Bicycling - Friendly Two-Way Conversion	LT	OTH, CW, BI	C/Poughkeepsie	Dutchess County, NYSDOT	
Lower Hudson	LH-47	C/Poughkeepsie	Poughkeepsie Arterial Redesign	LT	PL, OTH	C/Poughkeepsie, NYSDOT	Town of Poughkeepsie	
Lower Hudson	LH-9	C/Poughkeepsie; T/Poughkeepsie	Beechwood Avenue Traffic Calming and Sidewalk	ST/MT	SPD, SW	C/Poughkeepsie, T/Poughkeepsie		
Lower Hudson	LH-25	C/Poughkeepsie; T/Poughkeepsie	Dutchess Community College Walking & Bicycling Access	MT	SW, CW, INT	C/Poughkeepsie, T/Poughkeepsie	Dutchess Community College	
Lower Hudson	LH-26	C/Poughkeepsie; T/Poughkeepsie	Poughkeepsie Waterfront Greenway Trail	MT	PA	C/Poughkeepsie, T/Poughkeepsie		Regional Project
Lower Hudson	LH-3	T/Fishkill	I-84/Route 9D Intersection Pedestrian Safety Improvements	ST	INT	NYSDOT		
Lower Hudson	LH-23	T/Fishkill	Town of Fishkill Route 52 Sidewalk	MT	SW	T/Fishkill, NYSDOT		
Lower Hudson	LH-24	T/Fishkill	Dutchess Stadium - Route 9D Sidewalk Extension	MT	SW, CW	T/Fishkill, NYSDOT	Dutchess County	
Lower Hudson	LH-22	T/Fishkill; T/Wappinger	Route 9D Shoulder Improvements	MT	SH	NYSDOT		
Lower Hudson	LH-12	T/Poughkeepsie	Collegeview Avenue/Fairmont Avenue Intersection Safety	ST	CW, OTH	T/Poughkeepsie	Vassar College	
Lower Hudson	LH-11	T/Poughkeepsie	Arlington Middle School Safe Routes to School Plan	ST	PL	T/Poughkeepsie, NYSDOT	Arlington School District	
Lower Hudson	LH-10	T/Poughkeepsie	Hooker Avenue Sidewalks and Crosswalks	ST/MT	SW, CW	T/Poughkeepsie, C/Poughkeepsie	Vassar College	
Lower Hudson	LH-29	T/Poughkeepsie	Fulton Street Sidewalk Extension	MT	SW	T/Poughkeepsie	NYSDOT	
Lower Hudson	LH-30	T/Poughkeepsie	Wilbur Boulevard Path Improvements	MT	PA, CW	T/Poughkeepsie		
Lower Hudson	LH-31	T/Poughkeepsie	Zack's Way - Boardman Road Walking-Bicycling Connection	MT	PA	T/Poughkeepsie	Vassar College, Poughkeepsie Public Library District, Our Lady of Lourdes High School, Poughkeepsie Day School	
Lower Hudson	LH-32	T/Poughkeepsie	Dutchess Rail Trail - Overocker Road Trailhead Access	MT	SW, CW, OTH	T/Poughkeepsie	NYSDOT, Dutchess County	
Lower Hudson	LH-33	T/Poughkeepsie	Innis Avenue (CR 75) - Salt Point Turnpike (Route 115) Sidewalk Connections	MT	SW, CW	T/Poughkeepsie, Dutchess County, NYSDOT		
Lower Hudson	LH-34	T/Poughkeepsie	Route 44 Sidewalks & Shoulders	MT	SW, SH, CW	T/Poughkeepsie, NYSDOT		
Lower Hudson	LH-35	T/Poughkeepsie	Marist - Quiet Cove Sidewalk	MT	SW	T/Poughkeepsie, NYSDOT	Marist College, Dutchess County	
Lower Hudson	LH-36	T/Poughkeepsie	Spackenkill Road Sidewalks & Shoulders	MT	SW, SH	T/Poughkeepsie, NYSDOT	Spackenkill Union Free School District, Oakwood Friends School	
Lower Hudson	LH-37	T/Poughkeepsie	Red Oaks Mill Sidewalks & Crosswalks	MT	SW, CW	T/Poughkeepsie, NYSDOT	Dutchess County	
Lower Hudson	LH-48	T/Poughkeepsie	Sheafe Road Sidewalk	LT	SW	T/Poughkeepsie	Wappingers Central School District, Dutchess County	
Lower Hudson	LH-49	T/Poughkeepsie	CSX West & East Branch Trail	LT	PA	T/Poughkeepsie, Dutchess County	CSX	
Lower Hudson	LH-14	T/Wappinger	New Hackensack Road (CR 104) Shoulder Improvements	ST	SH	Dutchess County		
Lower Hudson	LH-39	T/Wappinger	Old Hopewell Road/New Hamburg Rd (CR 28) Walking & Bicycling Access	MT	SW, SH/PA	Dutchess County, T/Wappinger		
Lower Hudson	LH-38	T/Wappinger	Myers Corners/Middlebush Road (CR 93) Walking & Bicycling Access	MT	SH, SW, CW	Dutchess County, T/Wappinger, NYSDOT	Wappingers Central School District	

# Walk Bike Dutchess: Planning Area Recommendations (by Location)

Planning Area	Project Code	Location	Project Name	Timeframe <sup>1</sup>	Project Type <sup>2</sup>	Lead	Other Partners	Regional Project/Notes
Lower Hudson	LH-40	T/Wappinger	Creek Road (CR 91) Shared-Use Path Evaluation	MT	PA	Dutchess County	Town of Wappinger, Village of Wappingers Falls	
Lower Hudson	LH-41	T/Wappinger; T/Poughkeepsie	Route 376 Shoulder Improvements	MT	SH	NYS DOT		
Lower Hudson	LH-50	T/Wappinger; V/Wappingers Falls	Imperial Boulevard Walking- & Bicycle-Friendly Street Extension	LT	BI, SW	T/Wappinger, V/Wappingers Falls, Dutchess County, NYSDOT		
Lower Hudson	LH-5	V/Fishkill	Merritt Boulevard Safety Assessment	ST	PL	V/Fishkill	T/Fishkill, NYSDOT	
Lower Hudson	LH-15	V/Wappingers Falls	Wappingers Falls Mill Street - Market Street Curb Extensions	ST	CW, INT	V/Wappingers Falls, NYSDOT		
Lower Hudson	LH-16	V/Wappingers Falls	Wappingers Falls Route 9 and Village Center Crosswalks	ST	CW	V/Wappingers Falls, NYSDOT		
Lower Hudson	LH-42	V/Wappingers Falls	Wappingers Falls Route 9/East Main Street Village Gateway	MT	CW, INT	NYSDOT, V/Wappingers Falls		
Lower Hudson	LH-51	V/Wappingers Falls	Route 9, 9D, and Mesier Avenue Sidewalks	LT	SW	NYSDOT, T/Wappinger, V/Wappingers Falls, T/Poughkeepsie		
Upper Hudson	UH-3	T/Hyde Park	Haviland Road Sharrows/Signage	ST	BI	T/Hyde Park	Hyde Park Central School District	
Upper Hudson	UH-4	T/Hyde Park	Greenfields Park - Top Cottage Pedestrian Connection	ST	CW	T/Hyde Park, Dutchess County		
Upper Hudson	UH-1	T/Hyde Park	Hyde Park Sidewalk and Crosswalk Improvements	ST	SW, CW	T/Hyde Park, NYSDOT		
Upper Hudson	UH-2	T/Hyde Park	Route 9 Sidewalk Extension South to Stop & Shop	ST	SW, CW	T/Hyde Park, NYSDOT		
Upper Hudson	UH-21	T/Hyde Park	South Quaker Lane (CR 16) Shoulder Improvements	MT	SH	Dutchess County		
Upper Hudson	UH-20	T/Hyde Park	St. Andrews Road (CR 40A) Bicycle Lanes Demonstration Project	MT	BI	Dutchess County, T/Hyde Park		
Upper Hudson	UH-14	T/Hyde Park	Route 9 Vanderbilt - Norrie Unpaved Trail	MT	PA	T/Hyde Park		
Upper Hudson	UH-17	T/Hyde Park	Pine Woods Road Bicycle Access	MT	BI	T/Hyde Park		
Upper Hudson	UH-18	T/Hyde Park	Creek Road Shoulders & Signage	MT	SH	T/Hyde Park		
Upper Hudson	UH-19	T/Hyde Park	East Dorsey Lane Shoulders & Signage	MT	SH	T/Hyde Park		
Upper Hudson	UH-16	T/Hyde Park	West Market Street (CR 41) - River Road Sidewalk	MT	SW/PA/SH	T/Hyde Park, Dutchess County		
Upper Hudson	UH-13	T/Hyde Park	Haviland Sidewalks	MT	SW	T/Hyde Park, NYSDOT	Hyde Park Central School District	
Upper Hudson	UH-15	T/Hyde Park	Route 9 Sidewalk Extension - Quiet Cove Park to Stop & Shop	MT	SW	T/Hyde Park, NYSDOT		
Upper Hudson	UH-29	T/Hyde Park	Hyde Park Town Center Redesign	LT	OTH	T/Hyde Park		
Upper Hudson	UH-30	T/Hyde Park	Hyde Park Historic Crossroads Redesign	LT	OTH	T/Hyde Park		
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	MT	SH	NYSDOT		
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	MT	SH	NYSDOT		
Upper Hudson	UH-6	T/Red Hook	Red Hook - Route 9 Sidewalk Extension	ST	SW, CW	T/Red Hook, NYSDOT		
Upper Hudson	UH-9	T/Red Hook	Tivoli Bays Bicycle Connection	ST	BI	T/Red Hook, Bard College	NYSDEC, V/Tivoli	
Upper Hudson	UH-10	T/Red Hook	Red Hook Route 199 Shoulder Improvements	ST	SH	NYSDOT, T/Red Hook		
Upper Hudson	UH-26	T/Red Hook	Bard College Entrance - Route 9G Intersection Improvements	MT	CW, SH, SPD	NYSDOT, Bard College		
Upper Hudson	UH-32	T/Red Hook, T/Rhinebeck, T/Hyde Park	Hudson River Greenway Trail	LT	PA	T/Red Hook, T/Rhinebeck, T/Hyde Park		Regional project
Upper Hudson	UH-12	T/Red Hook	Red Hook Linden Avenue (CR 79) Sidewalk/Path	ST/MT	BI/PA, SW	T/Red Hook, Dutchess County		
Upper Hudson	UH-25	T/Red Hook; V/Tivoli	Tivoli - Clermont Shared-Use Path	MT	PA	V/Tivoli, T/Red Hook	NYS Parks	
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	MT	BI	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook		
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	LT	PA	Towns, Dutchess County	Rail owner	Regional project
Upper Hudson	UH-11	V/Red Hook	Red Hook Route 9/199 Intersection Evaluation	ST	INT	NYSDOT, V/Red Hook		
Upper Hudson	UH-7	V/Red Hook	Amherst Road/Firehouse Lane - Route 9 Intersection Realignment	ST	INT	V/Red Hook, NYSDOT		
Upper Hudson	UH-5	V/Rhinebeck	Rhinebeck Village Center Sidewalk Improvements	ST	SW, CW	V/Rhinebeck, NYSDOT		
Upper Hudson	UH-22	V/Rhinebeck	Rhinebeck Village Sidewalk Extensions & Repairs	MT	SW, CW	V/Rhinebeck, NYSDOT		
Upper Hudson	UH-31	V/Rhinebeck	Village of Rhinebeck Four Corners Redesign	LT	OTH	V/Rhinebeck		
Upper Hudson	UH-8	V/Tivoli	Tivoli Sidewalks and Crosswalk Repair	ST/MT	SW, CW	V/Tivoli		
Upper Hudson	UH-23	V/Tivoli	Tivoli Sidewalk to the Hudson River	MT	SW	V/Tivoli, Dutchess County		
Lower Taconic	LT-5	T/Beekman	Beekman Town Center Sidewalks & Traffic Calming	MT	SW, SPD	T/Beekman, NYSDOT		
Lower Taconic	LT-4	T/East Fishkill	Route 376 Shoulder and Roadway Improvements	ST	SH	NYSDOT		
Lower Taconic	LT-6	T/East Fishkill	Hopewell Junction Hamlet Sidewalks	MT	SW, CW, PA	T/East Fishkill, NYSDOT	Toll Brothers, Unity Plaza, MTA	

# Walk Bike Dutchess: Planning Area Recommendations (by Location)

Planning Area	Project Code	Location	Project Name	Timeframe <sup>1</sup>	Project Type <sup>2</sup>	Lead	Other Partners	Regional Project/Notes
Lower Taconic	LT-7	T/East Fishkill	Van Wyck Junior High/Fishkill Plains Elementary - Dutchess Rail Trail Connections	MT	SW, SH, CW	T/East Fishkill, NYSDOT, Dutchess County	Wappingers Central School District	
Lower Taconic	LT-10	T/East Fishkill, T/Beekman; T/Pawling	Dutchess Rail Trail - Putnam Trailway Connection	LT	PA	Towns, Dutchess County	MTA	Regional Project
Lower Taconic	LT-3	T/East Fishkill; T/LaGrange; T/Union Vale	Route 82 Shoulder Improvements	ST	SH	NYSDOT		
Lower Taconic	LT-8	T/LaGrange	LaGrange Town Center Sidewalk Connections	MT	SW	T/LaGrange, NYSDOT	Arlington School District	
Lower Taconic	LT-9	T/LaGrange; T/Union Vale; T/Beekman	Route 55 Shoulder Improvements	MT	SH	NYSDOT		
Lower Taconic	LT-1	T/Union Vale	Flint Road - Fountains at Millbrook Crosswalk	ST	CW	T/Union Vale	Fountains at Millbrook	
Lower Taconic	LT-2	T/Union Vale	Verbank Route 82 Crosswalk & Speed Evaluation	ST	CW, SPD	T/Union Vale, NYSDOT		
Upper Taconic	UT-2	T/Clinton; T/Pleasant Valley; T/Stanford	Salt Point Turnpike (Route 115/CR 17) Sidewalks and Shoulders	ST/MT	SW, SH, SPD	Town of Clinton, Dutchess County, NYSDOT	Towns of Pleasant Valley & Stanford	
Upper Taconic	UT-3	T/Milan	Milan - Route 199 Shoulder Improvements	ST	SH	NYSDOT		
Upper Taconic	UT-6	T/Pine Plains	Pine Plains Trails & Bikeways	MT	PA, BI	T/Pine Plains		
Upper Taconic	UT-5	T/Pine Plains	Pine Plains Town Center Sidewalks	MT	SW, CW	T/Pine Plains, NYSDOT		
Upper Taconic	UT-1	T/Pleasant Valley	Pleasant Valley Town Center Sidewalks and Shoulders	ST	SW, CW, SH	T/Pleasant Valley, Dutchess County, NYSDOT		
Upper Taconic	UT-7	T/Pleasant Valley	West Road (CR 71) Sidewalk or Shared-Use Path	MT	SW/PA, CW, SH, SPD	T/Pleasant Valley, Dutchess County	West Road School	
Upper Taconic	UT-8	T/Pleasant Valley	Washington Hollow Sidewalks and Crosswalks	MT	SW, CW	T/Pleasant Valley, NYSDOT		
Upper Taconic	UT-12	T/Pleasant Valley	Salt Point Hamlet Sidewalks	LT	SW, INT	T/Pleasant Valley, NYSDOT		
Upper Taconic	UT-4	T/Pleasant Valley; T/Washington; V/Millbrook	Route 44 Shoulder Improvements	ST	SH	NYSDOT		
Upper Taconic	UT-9	T/Stanford	Stanford Walkable Town Center	MT	PL, SW, SPD	T/Stanford, Dutchess County, NYSDOT		
Upper Taconic	UT-13	T/Stanford; T/Pine Plains	Stanford - Pine Plains Rail Trail	LT	PA	Towns, Dutchess County		
Upper Taconic	UT-10	V/Millbrook	Millbrook Sidewalk Improvements	MT	SW	V/Millbrook		
Upper Taconic	UT-11	V/Millbrook	Millbrook Bicycle Network	MT	BI/PA	V/Millbrook		
Harlem Valley	HV-1	T/Amenia	Harlem Valley Rail Trail Extension - Hamlet of Wassaic	ST	PA	T/Amenia, Dutchess County	HVRTA	
Harlem Valley	HV-6	T/Amenia	Amenia Hamlet Sidewalks	MT	SW, SPD	T/Amenia, NYSDOT		
Harlem Valley	HV-11	T/Amenia	Silo Ridge - Harlem Valley Rail Trail Connections	LT	PA	T/Amenia	Silo Ridge developer	
Harlem Valley	HV-12	T/Amenia	Taconic DDSO - Tenmile River Station Sidewalk/Bicycle Connection	LT	SW, SH/BI	T/Amenia, Dutchess County	Taconic DDSO developer	
Harlem Valley	HV-2	T/Dover	Dover Plains Route 22 Sidewalk and Crosswalk	ST	SW, CW	T/Dover, NYSDOT		
Harlem Valley	HV-13	T/Dover	Dover Trail Network	LT	PA	T/Dover		
Harlem Valley	HV-16	T/Amenia; T/Dover; T/Pawling	Putnam Trailway - Harlem Valley Rail Trail Connection	LT	PA/BI	T/Pawling, Dutchess County, NYSDOT	Putnam County, HVRTA	Regional project
Harlem Valley	HV-5	T/North East; T/Amenia; T/Dover; T/Pawling; V/Millerton; V/Pawling	Route 22 Shoulder Improvements	ST	SH	NYSDOT		
Harlem Valley	HV-9	T/North East; T/Amenia; T/Dover; T/Pawling	Route 22 Hamlet Speed Evaluation	MT	SPD	Towns, Dutchess County, NYSDOT		
Harlem Valley	HV-10	T/Pawling	West Dover Road (CR 20) Shoulders and Signage	MT	SH	Dutchess County		
Harlem Valley	HV-14	T/Pawling	Holmes Hamlet Sidewalks & Shoulder Improvements	LT	SW, SH	T/Pawling, Dutchess County, NYSDOT		
Harlem Valley	HV-8	T/Pawling	Town of Pawling Route 22 Sidewalks	MT	SW, CW	T/Pawling, NYSDOT		
Harlem Valley	HV-7	T/Pawling; V/Pawling	Pawling Middle School/High School Sidewalk Connections	MT	SW, CW	T/Pawling, V/Pawling, Pawling Central School District, Trinity-Pawling School, NYSDOT		
Harlem Valley	HV-15	T/Pawling; V/Pawling	Dutcher Avenue (CR 69) Shared-Use Path	LT	PA	T/Pawling, V/Pawling, Dutchess County	Oblong Land Conservancy	
Harlem Valley	HV-3	V/Millerton; T/North East	Harlem Valley Rail Trail Extension - Village of Millerton	ST	PA	T/North East, V/Millerton, Dutchess County	HVRTA	
Harlem Valley	HV-4	V/Pawling	Village of Pawling Sidewalk Study	ST	PL	V/Pawling		

<sup>1</sup> ST= within 5 years; MT = 5-10 years; LT = 10+ years

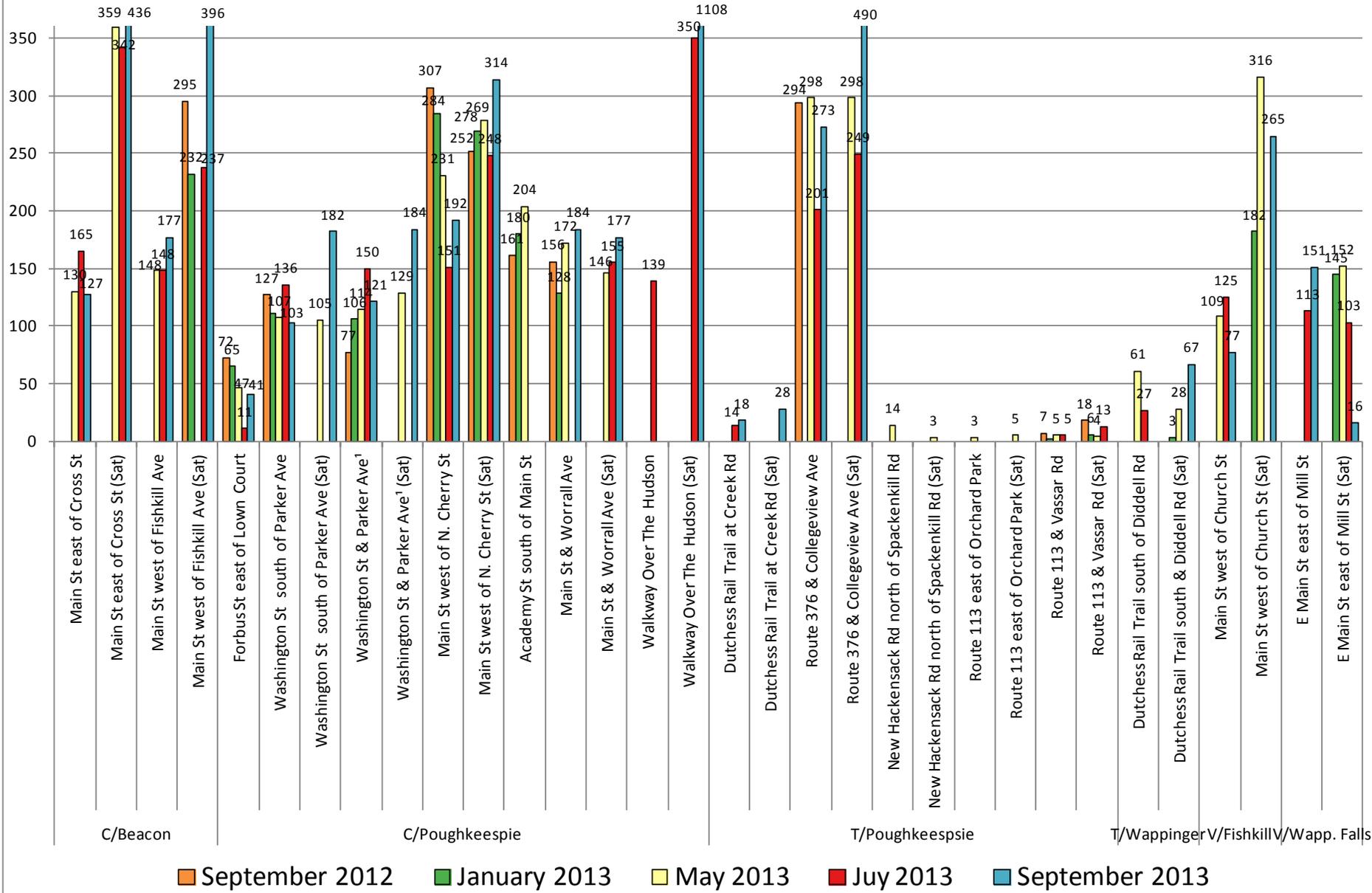
<sup>2</sup> PL = Plan/Study; SW = Sidewalk; CW = Crosswalk; SH= Shoulders; PA = Trail/Path; BI = On-street bicycle facility; SPD = Speed reduction; INT = Intersection; OTH = Other

Appendix J

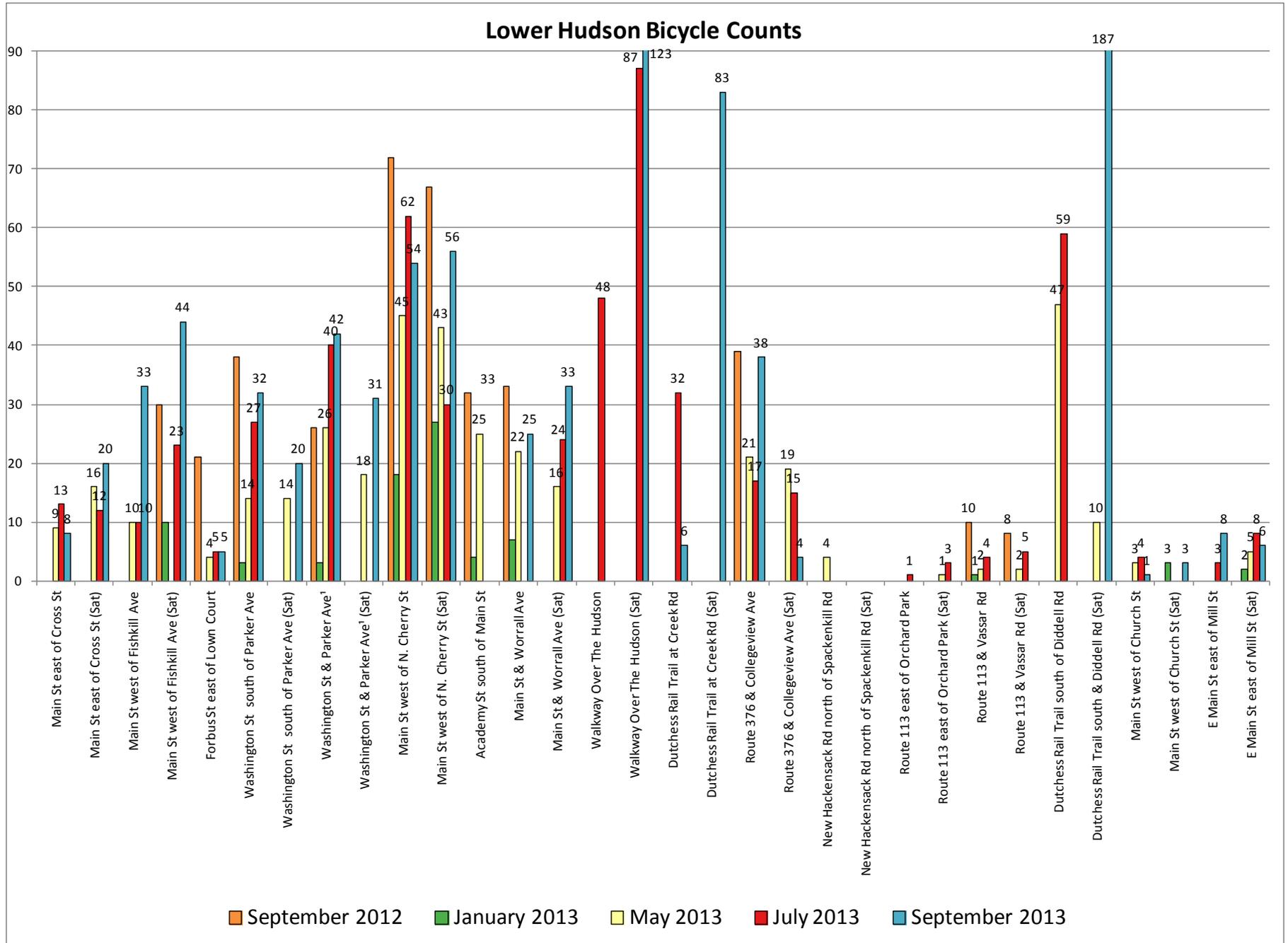
Pedestrian & Bicycle Counts: Lower Hudson																					
	Municipality	Location	Day	Time	September 2012			January 2013			May 2013			July 2013			September 2013			Avg. % Female	
					Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike
SL	C/Beacon	Main St east of Cross St	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	130	9	139	165	13	178	127	8	135	47%	20%
SL		Main St east of Cross St (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	359	16	375	342	12	354	436	20	456	57%	4%
SL		Main St west of Fishkill Ave	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	148	10	158	148	10	158	177	33	210	37%	17%
SL		Main St west of Fishkill Ave (Sat)	Weekend	12-2pm	295	30	325	232	10	242	n/a	n/a	n/a	237	23	260	396	44	440	48%	22%
SL	C/Poughkeepsie	Forbus St east of Lown Court	Weekday	5-7pm	72	21	93	65	0	65	47	4	51	11	5	16	41	5	46	53%	14%
SL		Washington St south of Parker Ave	Weekday	5-7pm	127	38	165	111	3	114	107	14	121	136	27	163	103	32	135	39%	8%
SL		Washington St south of Parker Ave (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	105	14	119	n/a	n/a	n/a	182	20	202	41%	26%
Int		Washington St & Parker Ave <sup>1</sup>	Weekday	5-7pm	77	26	103	106	3	109	114	26	140	150	40	190	121	42	163	39%	11%
Int		Washington St & Parker Ave <sup>1</sup> (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	129	18	147	n/a	n/a	n/a	184	31	215	55%	43%
SL		Main St west of N. Cherry St	Weekday	5-7pm	307	72	379	284	18	302	231	45	276	151	62	213	192	54	246	36%	4%
SL		Main St west of N. Cherry St (Sat)	Weekend	12-2pm	252	67	319	269	27	296	278	43	321	248	30	278	314	56	370	36%	4%
SL		Academy St south of Main St	Weekday	5-7pm	161	32	193	180	4	184	204	25	229	n/a	n/a	n/a	n/a	n/a	n/a	36%	7%
Int		Main St & Worrall Ave	Weekday	5-7pm	156	33	189	128	7	135	174	22	196	n/a	n/a	n/a	184	25	209	42%	16%
Int		Main St & Worrall Ave (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	146	16	162	155	24	179	177	33	210	43%	7%
SL		Smith St south of Creek Rd	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	16	8	24	n/a	n/a	n/a	50%	0%
SL		Walkway Over The Hudson	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	78	41	119	n/a	n/a	n/a	58%	27%
SL		Walkway Over The Hudson (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	350	87	437	1108	123	1231	55%	35%
SL	T/Poughkeepsie	Dutchess Rail Trail at Creek Rd	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14	32	46	18	6	24	47%	11%
SL		Dutchess Rail Trail at Creek Rd (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	28	83	111	43%	36%
Int		Route 376 & Collegeview Ave	Weekday	5-7pm	294	39	333	n/a	n/a	n/a	298	21	319	201	17	218	273	38	311	53%	23%
Int		Route 376 & Collegeview Ave (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	298	19	317	249	15	264	490	4	494	52%	18%
Int		Route 376 & College Ave	Weekday	5-7pm	n/a	n/a	n/a	19	3	22	n/a	n/a	n/a	n/a	n/a	n/a	0	0	0	58%	0%
SL		College Ave east of Dean's Lane	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14	18	32	25	21	46	54%	18%
Int		Route 9 & Vassar Rd	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	8	4	12	n/a	n/a	n/a	13%	0%
SL		New Hackensack Rd north of Spackenkill Rd	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	14	4	18	n/a	n/a	n/a	n/a	n/a	n/a	21%	0%
SL		New Hackensack Rd north of Spackenkill Rd	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	3	0	3	n/a	n/a	n/a	n/a	n/a	n/a	100%	n/a
SL		Route 113 east of Orchard Park	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	3	0	3	0	1	1	n/a	n/a	n/a	67%	0%
SL		Route 113 east of Orchard Park (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	5	1	6	0	3	3	n/a	n/a	n/a	40%	0%
Int		Fairmont Ave & Lagrange Ave	Weekday	5-7pm	53	14	67	60	3	63	74	9	83	18	19	37	61	22	83	36%	28%
SL		Hooker Ave east of Austin Court	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	29	18	47	45%	22%
Int		Route 113 & Vassar Rd	Weekday	5-7pm	7	10	17	2	1	3	5	2	7	5	4	9	n/a	n/a	n/a	21%	6%
Int		Route 113 & Vassar Rd (Sat)	Weekend	12-2pm	18	8	26	6	0	6	4	2	6	13	5	18	n/a	n/a	n/a	46%	47%
SL	T/Wappinger	Dutchess Rail Trail south of Diddell Rd	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	61	47	108	27	59	86	n/a	n/a	n/a	42%	30%
SL		Dutchess Rail Trail south of Diddell Rd (Sat)	Weekend	12-2pm	n/a	n/a	n/a	3	0	3	28	10	38	n/a	n/a	n/a	67	187	254	48%	41%
Int		Dutchess Rail Trail & Diddell Rd	Weekend	12-2pm <sup>2</sup>	53	176	229	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	53%	41%
SL	V/Fishkill	Main St west of Church St	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	109	3	112	125	4	129	77	1	78	46%	0%
SL		Main St west of Church St (Sat)	Weekend	12-2pm	295	2	297	182	3	185	316	0	316	n/a	n/a	n/a	265	3	268	53%	7%
SL		Main St west of Jackson St	Weekday	5-7pm	16	6	22	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6%	0%
SL	V/Wapp. Falls	E Main St east of Mill St	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	113	3	116	151	8	159	42%	45%
SL		E Main St east of Mill St (Sat)	Weekend	12-2pm	n/a	n/a	n/a	145	2	147	152	5	157	103	8	111	16	6	22	42%	10%

\*SL = Screenline; Int = Intersection. <sup>1</sup>Counted as 3 legs in September, but 4 legs in January and May. <sup>2</sup>3-5pm in September

## Lower Hudson Pedestrian Counts



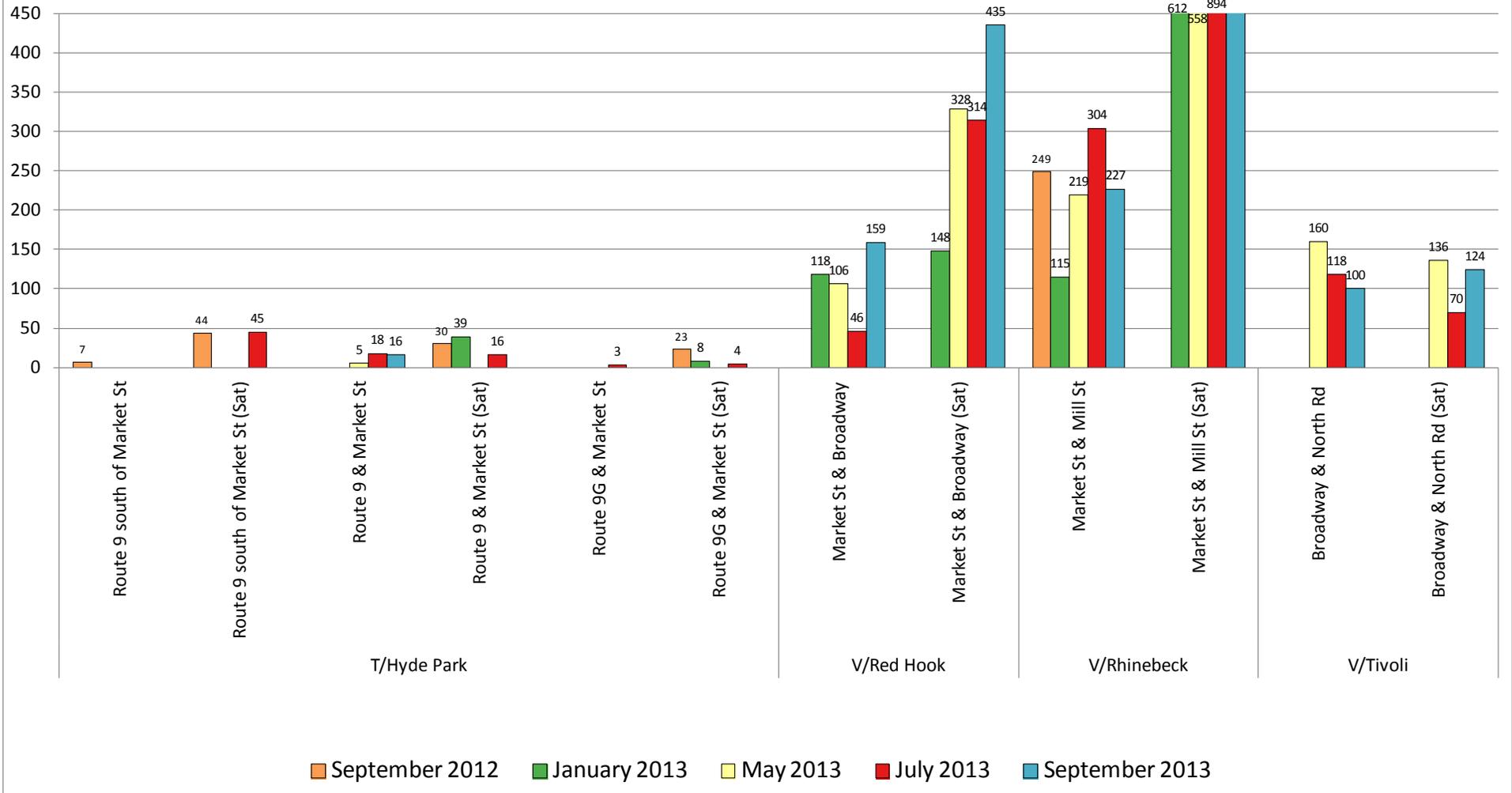
## Lower Hudson Bicycle Counts



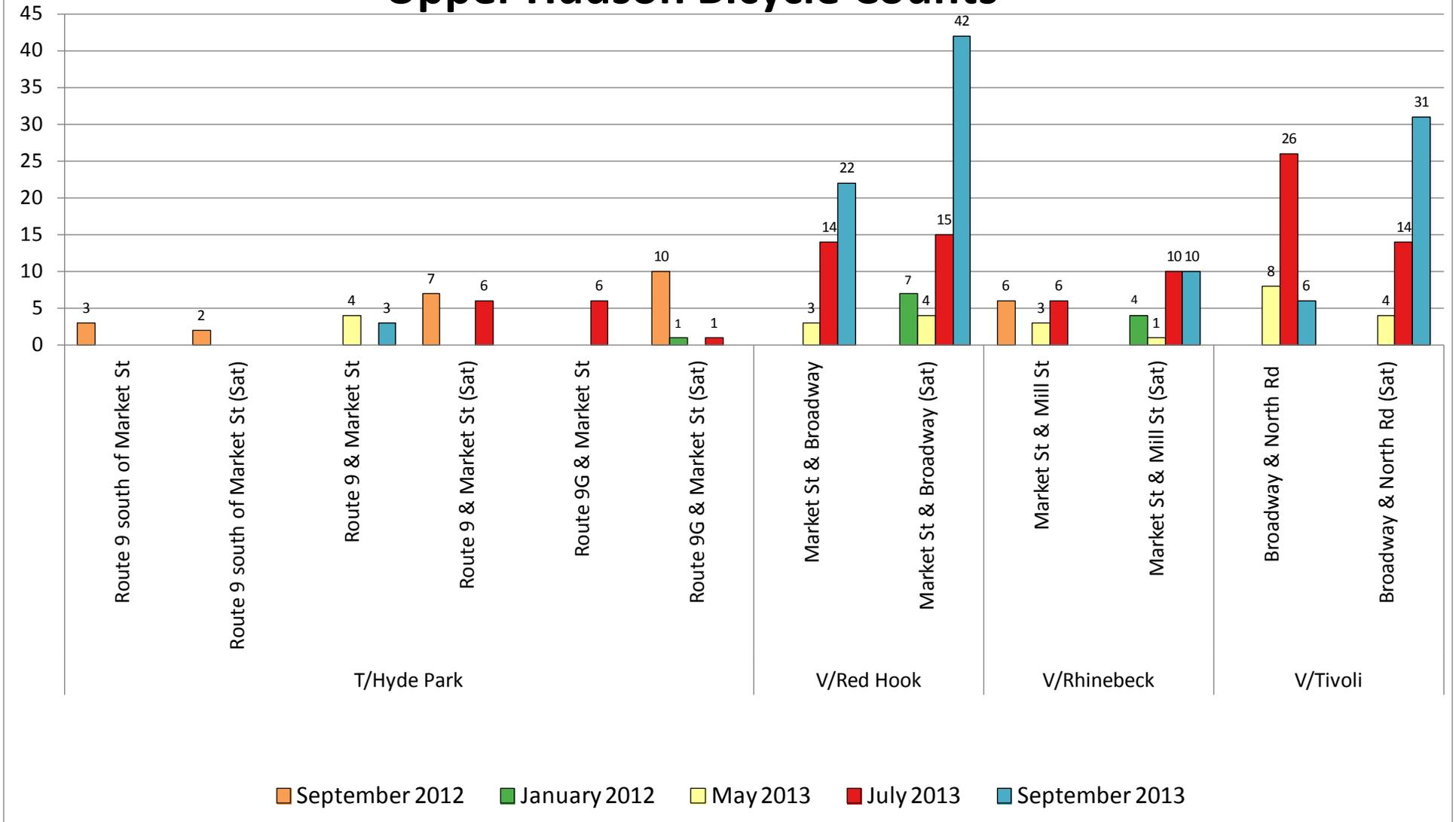
Pedestrian and Bicycle Counts: Upper Hudson																						
					September 2012			January 2013			May 2013			July 2013			September 2013			Avg. % Female		
Type*	Municipality	Location	Day	Time	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	
SL	T/Hyde Park	Route 9 south of Market St	Weekday	5-7pm	7	3	10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	29%	67%	
SL		Route 9 south of Market St (Sat)	Weekend	12-2pm	44	2	46	n/a	n/a	n/a	n/a	n/a	n/a	45	0	45	n/a	n/a	n/a	53%	0%	
Int		Route 9 & Market St	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	5	4	9	18	0	18	16	3	19	59%	0%	
Int		Route 9 & Market St (Sat)	Weekend	12-2pm	30	7	37	39	0	39	n/a	n/a	n/a	16	6	22	n/a	n/a	n/a	47%	8%	
Int		Route 9G & Market St	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	3	6	9	n/a	n/a	n/a	0%	33%	
Int		Route 9G & Market St (Sat)	Weekend	12-2pm	23	10	33	8	1	9	n/a	n/a	n/a	4	1	5	n/a	n/a	n/a	69%	58%	
Int	V/Red Hook	Market St & Broadway	Weekday	5-7pm	n/a	n/a	n/a	118	0	118	106	3	109	46	14	60	159	22	181	52%	23%	
Int		Market St & Broadway (Sat)	Weekend	12-2pm	n/a	n/a	n/a	148	7	155	328	4	332	314	15	329	435	42	477	47%	13%	
Int	V/Rhinebeck	Market St & Mill St	Weekday	5-7pm	249	6	255	115	0	115	219	3	222	304	6	310	227	0	227	52%	0%	
Int		Market St & Mill St (Sat)	Weekend	12-2pm	n/a	n/a	n/a	612	4	616	558	1	559	894	10	904	959	10	969	54%	20%	
Int	V/Tivoli	Broadway & North Rd	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	160	8	168	118	26	144	100	6	106	48%	38%	
Int		Broadway & North Rd (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	136	4	140	70	14	84	124	31	155	49%	29%	

\*SL = Screenline; Int = Intersection.

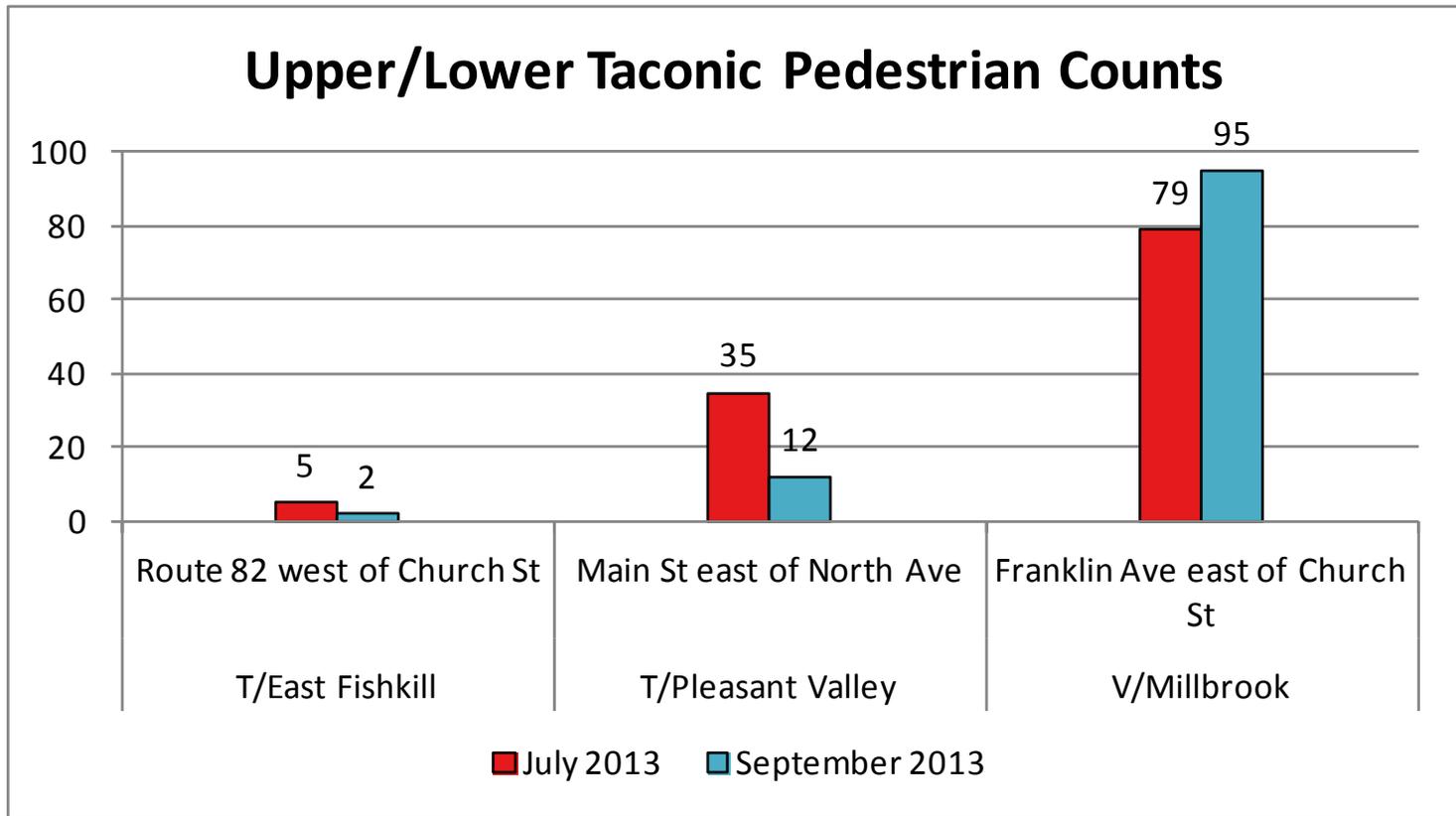
# Upper Hudson Pedestrian Counts



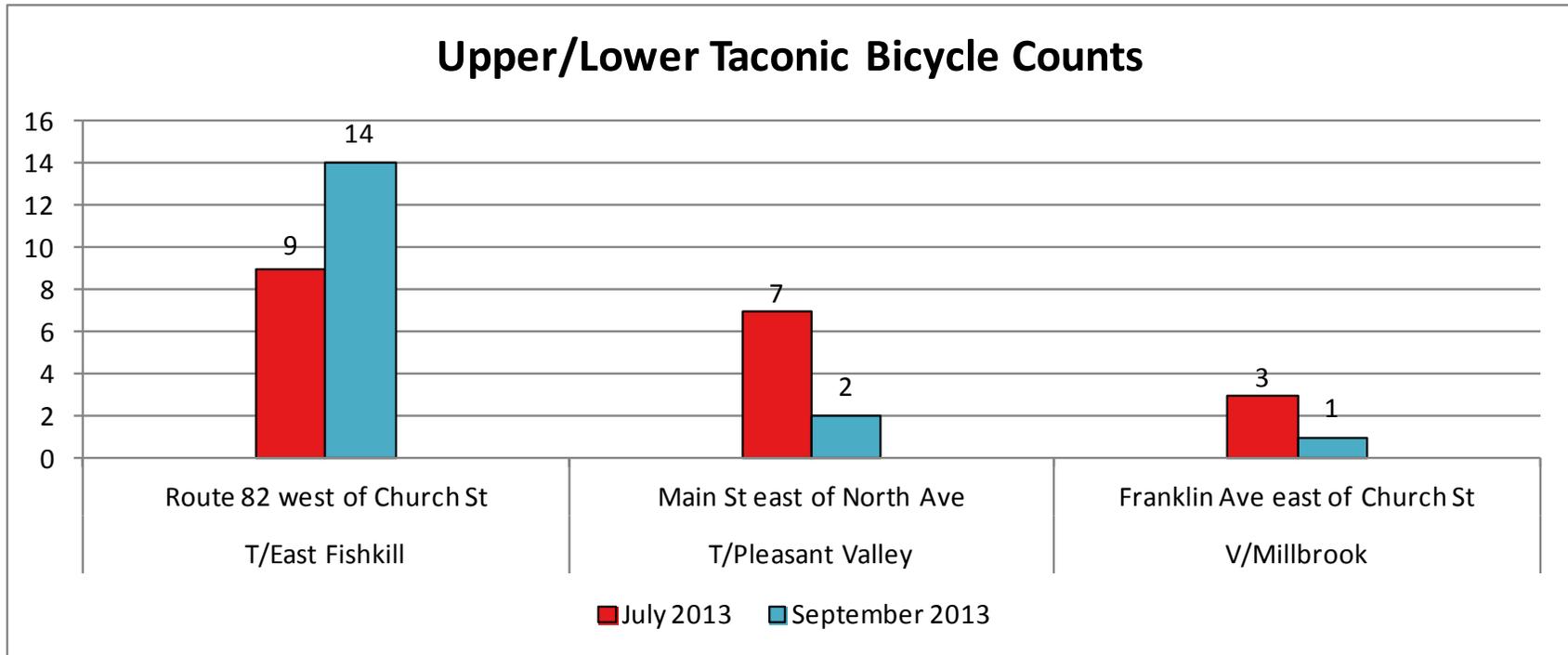
# Upper Hudson Bicycle Counts



Pedestrian and Bicycle Counts: Upper and Lower Taconic												
					July 2013			September 2013			Avg. % Female	
Type*	Municipality	Location	Day	Time	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike
SL	T/East Fishkill	Route 82 west of Church St	Weekday	5-7pm	5	9	14	2	14	16	0%	0%
SL	T/Pleasant Valley	Main St east of North Ave	Weekday	5-7pm	35	7	42	12	2	14	62%	0%
SL	V/Millbrook	Franklin Ave east of Church St	Weekday	5-7pm	79	3	82	95	1	96	53%	50%
<b>*SL=Screenline; Int= Intersection</b>												



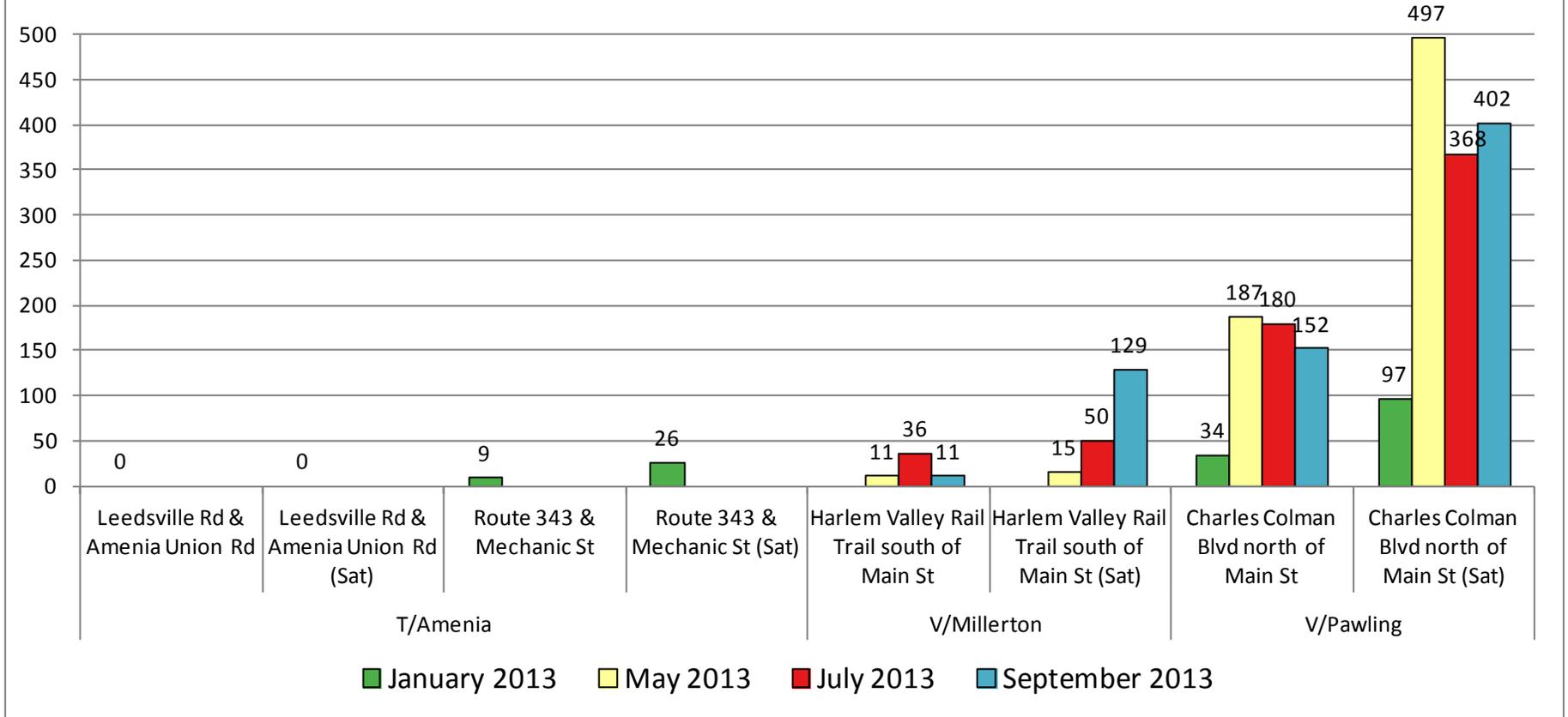
## Upper/Lower Taconic Bicycle Counts



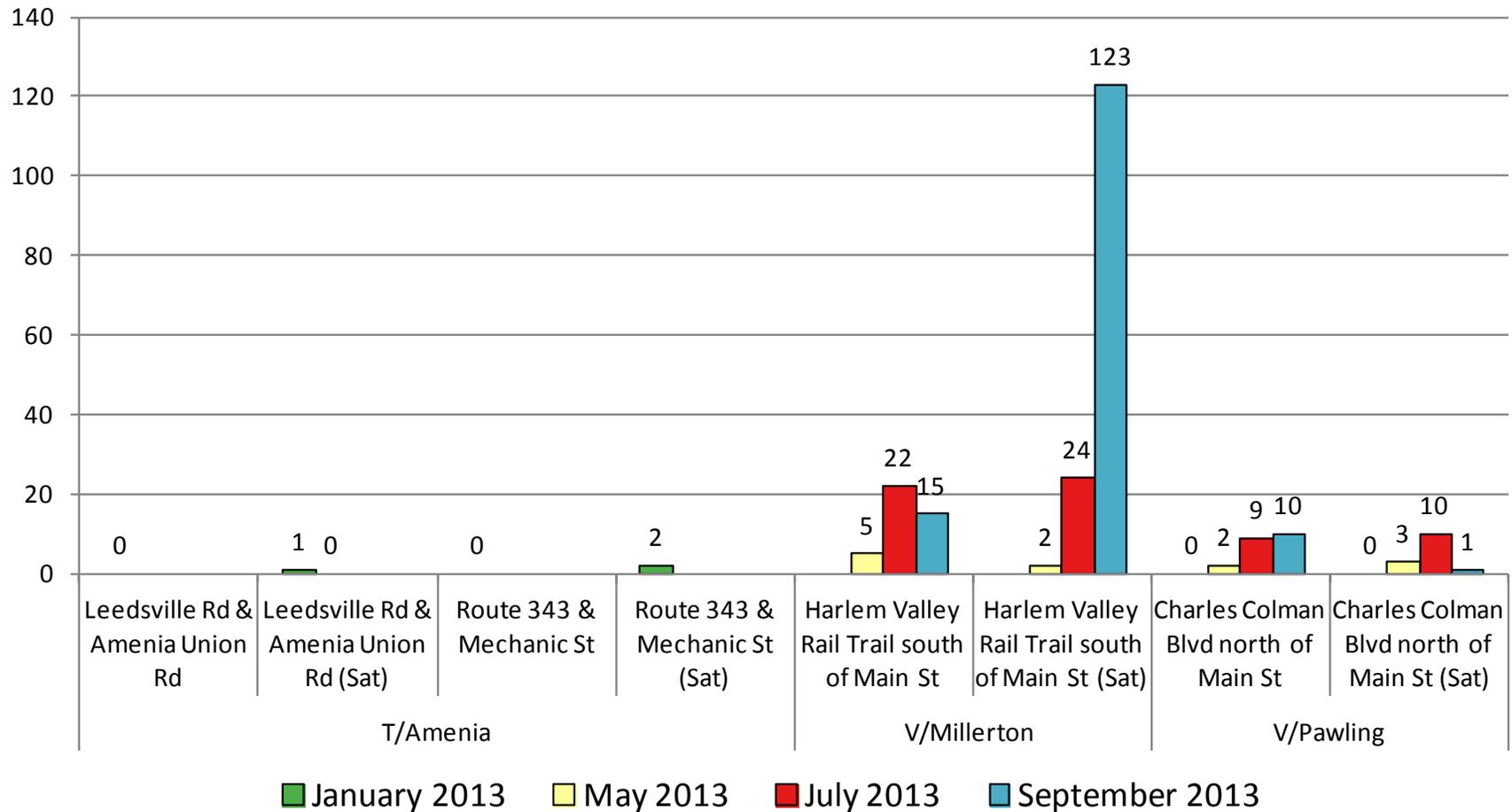
Pedestrian & Bicycle Counts: Harlem Valley																						
					September 2012			January 2013			May 2013			July 2013			September 2013			Avg. % Female		
Type*	Municipality	Location	Day	Time	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	
Int	T/Amenia	Leedsville Rd & Amenia Union Rd	Weekday	5-7pm	n/a	n/a	n/a	0	0	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Int		Leedsville Rd & Amenia Union Rd (Sat)	Weekend	12-2pm	n/a	n/a	n/a	0	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0%	
Int		Route 343 & Mechanic St	Weekday	5-7pm	n/a	n/a	n/a	9	0	9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	22%	
Int		Route 343 & Mechanic St (Sat)	Weekend	12-2pm	n/a	n/a	n/a	26	2	28	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	42%	
SL	V/Millerton	Harlem Valley Rail Trail south of Main St	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	11	5	16	36	22	58	11	15	26	57%	26%	
SL		Harlem Valley Rail Trail south of Main St (Sat)	Weekend	12-2pm	n/a	n/a	n/a	n/a	n/a	n/a	15	2	17	50	24	74	129	123	252	54%	51%	
SL		Route 44 east of Dutchess Ave	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	67	9	76	n/a	n/a	n/a	n/a	n/a	n/a	n/a	46%	
SL	V/Pawling	East Main St east of Charles Colman Blvd	Weekday	5-7pm	n/a	n/a	n/a	n/a	n/a	n/a	106	3	109	n/a	n/a	n/a	n/a	n/a	n/a	n/a	41%	
SL		Charles Colman Blvd north of Main St	Weekday	5-7pm	n/a	n/a	n/a	34	0	34	187	2	189	180	9	189	152	10	162	56%		
SL		Charles Colman Blvd north of Main St (Sat)	Weekend	12-2pm	n/a	n/a	n/a	97	0	97	497	3	500	368	10	378	402	1	403	55%		

\*SL = Screenline; Int = Intersection.

## Harlem Valley Pedestrian Counts



# Harlem Valley Bicycle Counts



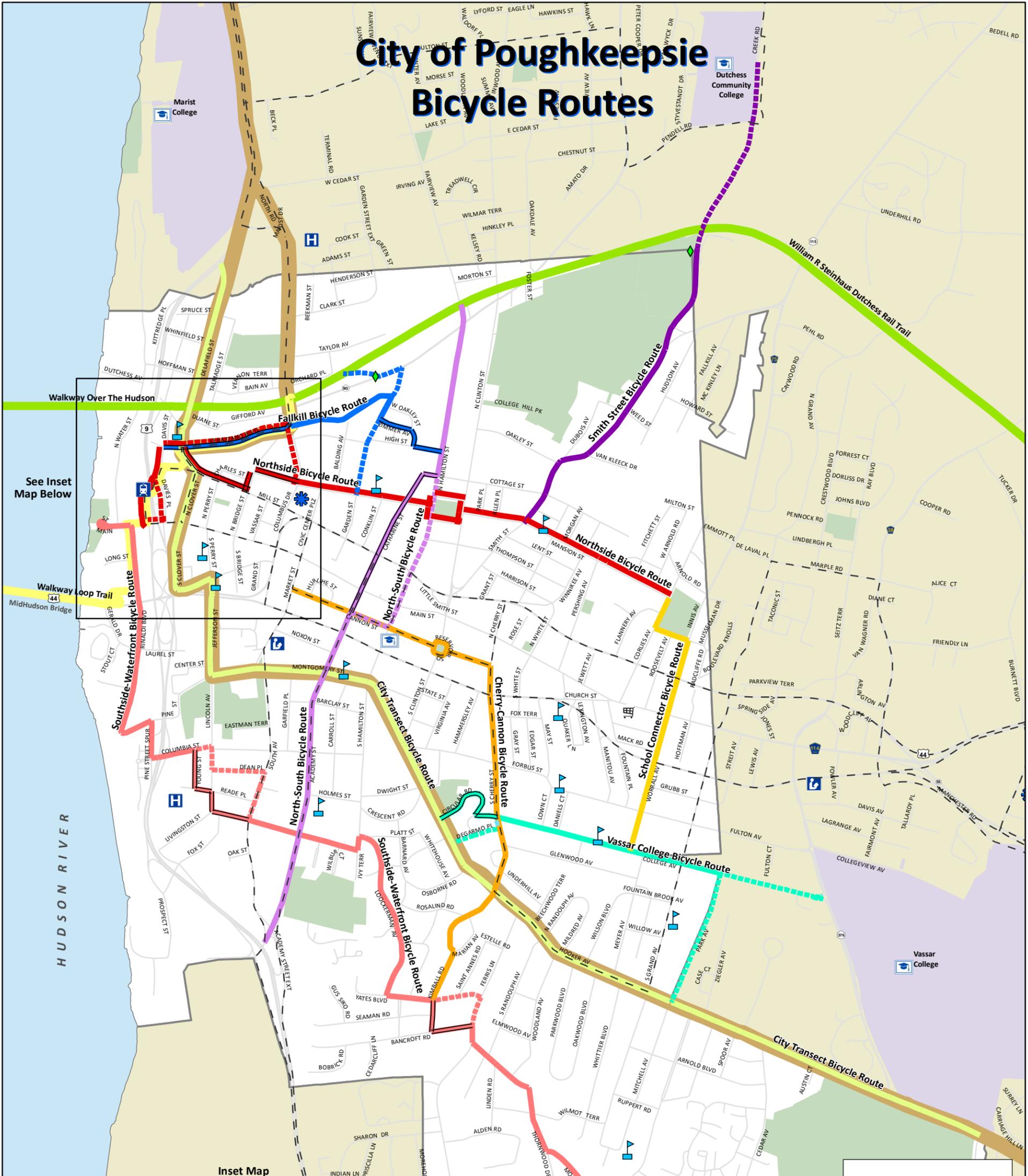
Appendix K

City of Poughkeepsie Bicycle Routes: Field Analysis																
Route	Street	From	To	Width (ft)	On-Street Parking?	Width per Lane (ft)	Shoulder Width (ft)	Annual Traffic (AADT)	85% Speed	50% Speed	Speed Limit (mph)	Shared Lanes?	Sharrows?	Bike Lanes?	Bicycle Blvd?	Notes
Source: City Code			Google Earth/GIS & fieldwork*				Online traffic count data				Count data/fieldwork		Select appropriate treatment(s) based on criteria below			
						(assumes 7 feet for parking)						avg speed<30	spd limit up to 35; lanes<14ft or <26 w/pkg	avg spds>30 +/-or AADT>10,000	avg spds<25; AADT<3,000; residential	
Cherry-Cannon	Kimball Rd	Yates Blvd	Marian Av	30	One Side	11.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes	
	Marian Av	Kimball Rd	Hooker Av	30	One Side	11.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes	
	Cherry St	Hooker Av	Cannon St	30	One Side	11.5	Not Striped	2,602 Hooker - College; 3,364 College -Forbus; 3,900 Forbus - Church (2012).	31 Hooker - College, 32 College - Forbus, 34 Forbus - Church (2012).	27-29	30	Yes	Yes	No	No	Emergency Snow Route
	Cannon St	Cherry St	Market St	25-30 ft	One Side	9-11.5	Not Striped	994 Reservoir - S. Cherry; 2,533 Market - Academy (2013).	29 (2013)	25	30	Yes	Yes	No	Maybe	Road width varies. About 30 ft between County Elections building and Market St.
City Transect	Hooker Av	Boardman Rd	S Hamilton St	34-72; Mainly about 36. [44.5 near S. Hamilton; 36 near Forbus; 34 near S. Grand; 72 near Boardman]	One Side in areas (eg, Forbus-Montgomery); most areas no parking.	15-17 (varies)	Varies: 8ft striped from Boardman Road to east of Austin Ct; Not striped Austin Ct to S. Hamilton.	9,930 Ferris - Meyer (2012)	36 (2012)	37 Raymond - Cedar; 32 Cedar - Wilbur; 27 Wilbur Montgomery.	40 near Boardman Rd; 35 near Grand Av; 30 near S. Hamilton.	Yes, for Wilbur-Montgomery.	No	Yes	No	Part of State Bike Route 9. Wide shoulders exist east of Austin Ct.
	Montgomery St	S Hamilton St	Jefferson St	33-37	One Side	14-15	Not Striped	4,864 South -Academy (2013)	33 (2013)	28	30/15 (school zone)	Yes	No	No	No	Street is 32-33 ft wide near Lincoln/Jefferson.
	Jefferson St	Montgomery St	Union St	NB 21 SB 21	None	21 or 10.5 (assuming 2 lanes per direction)	Not Striped	7,809 Montgomery-Church; 3,783 Church - Union (2012)	39 (2012)	34	30 (15 mph school zone on Jefferson north of arterial)	No	Maybe	Yes	No	Median separates NB & SB traffic. Suggest retrofitting to one lane with bike lane (road is not striped, but functions as two lanes currently).
	Union St	Jefferson St Extn	S Clover St	23	One Side; No parking around curve on either side.	8	Not Striped	1,498/1,094 EB/WB (2013)	28 (2013)	23	30	Yes	Yes	No	Yes	
	Clover St	Union St	Mill St	34	One Side/both sides (specific days).	10	Not Striped	2,112 Main - Mill; 2,635 Union - Main (2013)	32 Main - Mill; 28 Union - Main (2013)	23-26	30	Yes	Yes	No	Yes	
	Mill St	Clover St	Verazzano Blvd	30	One Side	11.5	Not Striped	3,253 (2012)	24 (2012)	17	30	Yes	Yes	No	No	
	Mt. Carmel Pl	Verazzano Blvd	Delafield St	34	One Side	13.5	Not Striped	3,811 (2012)	24 (2012)	16	30/15 (school zone)	Yes	Yes	No	No	
Delafield St	Mt. Carmel Pl	Spruce St	34	One Side	13.5	Not Striped	2,932 Dutchess Av - Winfield; 2,929 Winfield - Rt. 9 (2012)	32 Dutchess - Winfield; 36 Winfield - Rt. 9 (2012)	27-29	30/15 (school zone)	Yes	Yes	No	No		
Falkill	High St	N Hamilton St	Elm Pl	25	On south Side	9	Not Striped	1,381 Elm Pl - N. Hamilton St (2012)	33 Elm - N. Hamilton (2012)	26	30	Yes	Yes	No	Maybe	Suggest simpler route with Garden/Parker only.
	Elm Pl	High St	Zimmer Av	24	One Side	8.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Maybe	
	Zimmer Av	Elm Pl	Garden St	24	One Side	8.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Maybe	
	Garden St	Mansion St	Parker Av	25-30	One Side	9-11.5	Not Striped	2,300 (2012)	30-31 (2012)	24-26	30	Yes	Yes	No	Yes	
	ADD: Parker Av	Garden St	Walkway entrance (on Parker)	30	No parking Garden St to Walkway entrance	15	Not Striped	5,885 Washington St - City line (2011)	n/a	n/a	30	No	No	Yes	No	
	Brookside Av	Garden St	Verrazano Blvd	28	One Side	10.5	Not Striped	1,085 (2010)	34-35 (2010)	29-30 (2010)	30	Maybe	Yes	No	Maybe	
	Verrazano Blvd	Brookside Av	Lower Mill St	26	One Side in areas; most areas no parking.	9.5	Not Striped	2,386 (2010)	35-37 (2010)	27-31 (2010)	30	Maybe	Yes	No	No	Unnecessary-- duplicates amended Northside Route.
Lower Mill St	Verrazano Blvd	Davies Pl	29	One Side	11	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	No		
Northside	Mansion St	Corlies Av	Washington St	27	One Side	10	Not Striped	2,629 Smith St - Winnikee Av (2012); 5,688 Garden St - Civic Center Plaza (2013)	27 Smith - Winnikee (2012). 30 Garden - Civic Center Plaza (2013)	21-25	30	Yes	Yes	No	Yes, Corlies to Garden	
	N Bridge St	Mansion St	Mill St	27	One Side (only on right side).	10	Not Striped	2665 (2011)	18/24 (NB/SB) (2011)	11/15 (NB/SB)	30	Yes	Yes	No	Yes	Mill St is one-way WB. Suggest two-way alternative: Mansion-Washington-Verazzano-Mill-Davies/Station access road.
	Mill St	N Bridge St	Davies Pl	28	Both Sides	8	Not Striped	2,837 N. Perry St - N Bridge St (2012)	27 (2012)	18	30	Yes	Yes	No	Yes	
	ALT: Washington St	Mansion St	Verazzano Av	35	No parking from Mill St to 80 Washington, then One Side.	10.5-17	Not Striped	11,036 (2013)	30 (2013)	26	30	Yes	Maybe	Yes	No	
	ALT: Verazzano Av/Mill St	Washington St	Davies Pl	27	One Side (for half of the street).	10	Not Striped	2,386 (2012)	36 (2012)	28	30	Yes	Yes	No	Maybe	
Davies Pl	Verazzano Blvd/Mill St	Train Station/Main St	34 at train station, 22 at park	One Side (taxi)	13.5	Not Striped	2,293 Main - Dongan Pl (2012)	30 (2012)	25	30	Yes	Yes	No	Maybe		
Vassar College	ADD: Park Av	Hooker Av	College Av	26-28	One Side	10	Not Striped	1,806 (2012)	39 (2012)	33	30	No	Yes	No	Maybe	
	College Av	Raymond Av	S Cherry St	34	Both sides, Intermittent	10 (with parking)	Not Striped	2,322 Lown -Worrall (2011)	33 (2011)	26	30/15 (school zone)	Yes	Yes	No	Yes	15 mph school area speed limit on school days, 7am-6pm.
	W. College Av	S Cherry St	Circular Rd	30	One Side	11.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes	Suggest simpler and more intuitive route: College to Cherry to DeGarmo to Hooker.
	Circular Rd	W College Av	Hooker Av (N)	27	None	13.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes	
ALT: Degarmo Pl	S Cherry St	Hooker Av	23	One Side	8	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes		

City of Poughkeepsie Bicycle Routes: Field Analysis																	
Route	Street	From	To	Width (ft)	On-Street Parking?	Width per Lane (ft)	Shoulder Width (ft)	Annual Traffic (AADT)	85% Speed	50% Speed	Speed Limit (mph)	Shared Lanes?	Sharrows?	Bike Lanes?	Bicycle Blvd?	Notes	
Source: City Code				Google Earth/GIS & fieldwork*				Online traffic count data				Count data/fieldwork		Select appropriate treatment(s) based on criteria below			
						(assumes 7 feet for parking)						avg speed<30	spd limit up to 35; lanes<14ft or <26 w/pkg	avg spds>30 +/-or AADT>10,000	avg spds<25; AADT<3,000; residential		
North-South	Academy St	South Av	Cannon St	34	One Side	13.5	Not Striped	6,065 South Av - Livingston; 4,412 Franklin St - Montgomery St (2012); 5,619 Cannon - Main St (2013).	42/47 South Av - Livingston (2012); 33 Franklin - Montgomery (2012); 25 Cannon - Main (2009)	37-42 South Av - Livingston; 27 Franklin - Montgomery; 19 Cannon - Main.	30	Yes, for Franklin - Main.	Yes	Yes, South Ave - Livingston	No	No centerline striping between Holmes St & Barclay St.	
	Catherine St	Academy St	Cottage St	30	One Side	11.5	Not Striped	1,766 Rt. 44 - Mansion St (SB) (2012)	28 Rt. 44 - Mansion (2012)	22	30	Yes	Yes	No	Yes	Catherine and Cottage are one-way between Mill St (arterial) and Hamilton St. Suggest two-way alternative: Academy to Cannon to Hamilton.	
	Cottage St	Catherine St	N. Hamilton St	34	One Side	13.5	Not Striped	803 Mansion St - Cottage (2012)	30 Mansion - Cottage (2012)	25	30	Yes	Yes	No	Yes		
	ALT: Cannon St	Academy St	Hamilton St	35-37	One Side	14-15	Not Striped	4,864 South Av - Academy (2013)	33 (2013)	28	30/15 (school zone)	Yes	No	Maybe	No		
	Hamilton St	Cannon St	Parker Av	30	One Side	11.5	Not Striped	8,721 Cottage St - High St (2013)	31 Cottage - High (2013)	25	30	Yes	Yes	Maybe	No		
School Connector	Worrall Av	College Av	Main St	30	One Side	11.5	Not Striped	3,625 Fulton - Baker (2012)	29 Fulton-Baker (2012)	24	30	Yes	Yes	No	Maybe	Becomes State Route 115 north of arterial.	
	Innis Av	Main St	King St	29	One Side	11	Not Striped	Main- Maple 7,959; Maple - King 10,438 (2009)	27 Main - Maple; 34 Maple - King (2009)	21-28	30	Yes	Yes	Yes	No	Steep uphill NB north of Maple (Arterial).	
	King St	Innis Av	Corlies Av	27	One Side	10	Not Striped	1,385 (2013)	29 (2013)	23	30	Yes	Yes	No	Yes		
	Corlies Av	King St	Mansion St	27	One Side	10	Not Striped	2,671 (2012)	32/29 (NB/SB) (2012)	24	30	Yes	Yes	No	Yes		
Smith St	Smith St	Mill St (Arterial)	Creek Rd	27-34 (near Arterial)	One side per day; no parking from Weed St to Creek Rd.	10-13.5	Not Striped	4,101 Maple - Mansion; 7,951 Mansion - Weed (2012).	31 Maple - Mansion; 35 Mansion - Weed (2012).	26	30/15 (school zone)	Yes	Yes	Maybe	No		
	ADD: Creek Rd	Smith St/Salt Pt Turnpike	DCC Entrance	25-35	None	10-12	No shoulder south of Morgan Lake; 4ft shoulder north of Morgan Lake to Pine Echo Dr; 2-4ft shoulder north of Pine Echo Dr.	12,400 City line - Pendell; 7,200 Pendell - Cottage.	42/18 City line - Pendell (NB/SB, due to congestion from DCC)	37/10 City line - Pendell (NB/SB, due to congestion from DCC)	35 mph City line - Pendell; 25 mph Pendell - Cottage.	No	Yes	Yes	No	Southbound traffic averages 10 mph due to traffic congestion at two consecutive stop signs turning left from Creek Rd to Salt Point Turnpike.	
Southside-Waterfront	Main St	Waryas Park	Rinaldi Blvd	34	Both Sides	10	Not Striped	3,290 (2013)	21 Cul-de-sac -Water St (2009)	12 Cul-de-sac - Water St	30	Yes	Yes	No	No		
	Rinaldi Blvd	Main St	Pine St	34 NB; 22 SB	SB: One Side; NB parking on both sides near Main St, on one side between Arterial and Pine St.	15 (SB); 20 (NB)	Not Striped	2,093 Laurel - Pine (2013)	36 Laurel - Pine (2013)	31	30	Maybe	No	Yes	No	Rinaldi is split by a median into two one-way, one-lane sections.	
	Pine St/Pine St Extn	Rinaldi Blvd	Columbia St	20	None	10	Not Striped	2,080 (2012)	30 (2012)	26	30	Yes	Yes	No	Yes	Pine St is uphill eastbound.	
	Columbia St	Pine St Ext.	Lincoln St	42	Both Sides	14	Not Striped	5,167 Rte 9 NB Ramp - Lincoln Av (2012)	25 Rte 9 NB Ramp - Lincoln (2012)	20	30	Yes	No	Maybe	No	No parking on bridge over Rt 9.	
	Young St	Columbia St	Reade Pl	30	One Side	11.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Maybe	Reade Pl and Livingston St are one-way between Lincoln and South Ave. Suggest two-way alternative: Columbia to Lincoln to Dean to South to Livingston.	
	Reade Pl	Young St	Lincoln Av	30	None	15	Not Striped	2,056 Vassar Bros Dr. - Lincoln (2012)	23 Vassar Bros Dr. - Lincoln (2012)	14/18 (EB/WB)	30	Yes	No	No	Yes		
	ALT: Lincoln Av	Columbia St	Dean Pl	32	None	16	Not Striped	3,134 (2012)	23 (2012)	18	30	Yes	No	No	Yes		
	ADD: Dean Pl	Lincoln Av	South Av	30	Both Sides	8	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes	Appears to be a slow speed/volume street, but no data available.	
	ADD: South Av	Dean Pl	Livingston St	33	One Side	13	Not Striped	1,982 Livingston - Franklin	33	27	30	Yes	Yes	No	Maybe		
	Livingston St	South Av	S. Hamilton St	30	One Side	11.5	Not Striped	3,031 Academy - S. Hamilton (2012).	35 Academy - S. Hamilton (2012)	30	30	Maybe	Yes	Maybe	No		
	S. Hamilton St	Livingston St	Platt St	34	One Side	13.5	Not Striped	3,155 Livingston - Lookerman (2012)	27 (2012)	22	30	Yes	Yes	No	Yes		
	Platt St	S. Hamilton St	Lookerman Av	24	One Side	8.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes		
	Lookerman Av	Platt St	Yates Blvd	30	One Side	11.5	Not Striped	469 Yates - S Hamilton (2012)	33 (2012)	27	25-30	Yes	Yes	No	Yes		
	Yates Blvd	Lookerman Av	Kimball Rd	35	One Side	14	Not Striped	573 Lookerman - Ferris (2012)	35 (2012)	29	30	Yes	No	No	Yes		
	Kimball Rd	Yates Blvd	Bancroft Rd	30	One Side	11.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes	Suggest simpler route: directly from Yates to Ferris.	
	Bancroft Rd	Kimball Rd	Ferris Ln	30	One Side	11.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes		
Ferris Ln	Bancroft Rd	Thornwood Dr	25	One Side	9	Not Striped	5,853 Beechwood - Yates (2009)	32 (2009)	27	30	Yes	Yes	No	No			
Thornwood Dr	Ferris Ln	Monell Av	28	One Side	10.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes			
Monell Av	Thornwood Dr	Wilbur Blvd	30	One Side	11.5	Not Striped	n/a	n/a	n/a	30	Yes	Yes	No	Yes			

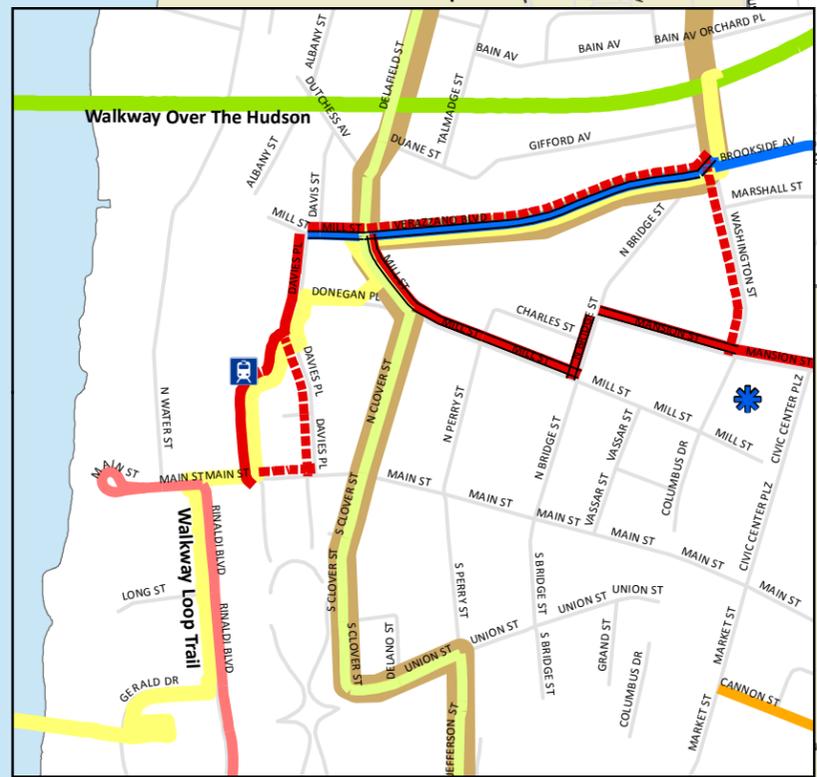
\*Fieldwork conducted by a Planning Department Intern in Summer 2013.

# City of Poughkeepsie Bicycle Routes

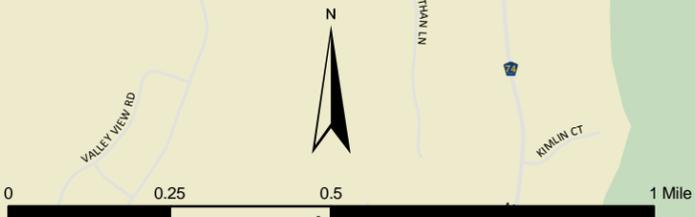


See Inset Map Below

Inset Map



	City Bike Routes
	Suggested Additions to City Bike Routes
	Suggested Deletions to City Bike Routes
	Trail Head
	Rail Trail
	Walkway Loop Trail
	State Bike Route
	Bus Route
	School
	College
	Train Station
	City Hall
	Hospital
	Post Office
	Library
	Supermarket
	College
	Park



This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

Map created May 2014

## Project Prioritization Template

Rank each project according to the categories below. Add notes as needed.						
Project Prioritization Criteria	Potential Points	Project 1	Project 2	Project 3	Project 4	Project 5
<b>1. Transportation Access- select ALL that apply [see Center and Overview maps]</b>						
Provides direct access to schools and/or public facilities	3					
Provides direct access to jobs and/or shopping	3					
Provides direct access to parks/recreation	3					
Provides direct access to transit (train or bus)	3					
Provides direct access to residential neighborhoods	3					
<b>max score</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>2. Connectivity- select ONE [see Center and Overview maps]</b>						
Connects to existing bicycle/pedestrian facilities on both ends	15					
Connects to existing bicycle/pedestrian facilities on one end, or serves as an alternative to a busy street	10					
Connects to proposed bicycle/pedestrian facilities on one or both ends	5					
<b>max score</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>3. Safety- select ONE [see Crash maps]</b>						
The project is on a high-crash corridor (as designated in the Plan)	15					
The project is on a road with 2+ reported crashes but not a high-crash corridor (per the Plan)	10					
The project is on a roadway with <2 reported crashes (per the Plan)	5					
<b>max score</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>4. Local Impact- select ALL that apply [use your best judgement]</b>						
Increases local economic development	4					
Increases tourism	4					
Has the ability to serve the most people	0 to 5					
<b>max score</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>5. Environmental Justice- select ALL that apply [see Moving Dutchess maps/text]</b>						
Serves a low-income population	4					
Serves a minority (including Hispanic) and/or limited-English speaking population	4					
Provides access for older adults and/or young people [senior housing, senior centers, schools]	4					
<b>max score</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>6. Local support- select ONE [check Ch 2- Literature Review p.9-18; leave blank if unsure]</b>						
Full local support: in an adopted plan & actively being pursued	10					
Some local support: in an adopted plan but not actively being pursued	5					
Potential future support: not in an adopted plan and not being actively pursued	0					
<b>max score</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7. Agency Coordination- select ONE [based on road type &amp; property owners]</b>						
Local municipality only	10					
Municipality + County or other local agency	5					
Municipality + State or Federal agency	0					
<b>max score</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>8. Ability to Implement - select ONE [use your best judgement]</b>						
Feasible and ready for implementation; likely to be funded	10					
Requires further study; potential to be constructed; potential to be funded	5					
Significant constraints: major construction; inter-jurisdictional coordination, funding will be challenging	0					
<b>max score</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PDCTC**

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