

Introduction to the Planning Area Chapters

Project Development

Each of the five Planning Area chapters that follow includes a list of Project Recommendations. These were developed through several means:

- A review of local plans and previous studies
- Analysis of maps and identification of issues by the Bicycle-Pedestrian Advisory Committee (BPAC)
- Suggestions from members of the public via a public survey, phone calls, and emails
- Ideas and feedback from municipal officials
- Ideas and feedback from Dutchess County Public Works, Dutchess County Planning, and NYSDOT-Region 8 staff.

While attempts were made to be thorough, there may be other worthy ideas that have not been included. See Appendix A for a summary of public outreach methods used for the Plan.

The BPAC reviewed the project ideas by Planning Area in small groups, and rated each according to its contribution to the following:

- Providing access to key destinations
- Creating connections between existing facilities
- Improving safety
- Increasing local walking/bicycling activity and local economic benefit
- Serving under-served populations
- The project's level of local support

- Multi-agency coordination needed
- Feasibility to fund and implement.

While these scores were not explicitly used in the Plan, they helped to identify key concepts and priorities.



BPAC members use maps to develop project recommendations.

Organization

The recommendations are described in each of the Planning Area chapters, listed in a spreadsheet in Appendix I, and shown in a series of maps. They are organized by Planning Area and then by timeframe (short: within five years; medium: five to ten years; or long: more than ten years). The timeframes are based primarily on

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the feasibility/complexity of each project, with some adjustments to account for local priorities.

Within each timeframe, the recommendations are sorted by the responsible or 'lead' agency: the municipality, County, NYSDOT, or a combination. Since there are more recommendations in the Lower and Upper Hudson Planning Areas, recommendations in those areas are grouped first by timeframe and then by municipal location. Walking and bicycling-focused projects are not separated, since many projects include elements that address both walking and bicycling.

Implementation

As noted above, each description includes one or more lead agencies. These agencies were identified based on ownership of the relevant street(s) and/or facility. Other partners are listed in Appendix I.

The projects listed in this Plan are recommendations only. **This Plan is intended to provide guidance; it cannot and is not intended to require specific action by any municipality or agency.** The recommendations in the Plan are provided to help municipalities and other agencies identify priorities, refine project ideas, and develop funding applications. The facility owner(s) will ultimately decide whether or not to implement a project, in coordination with partners. The project elements, timeframe, and other details included in this Plan will likely change as each project is more fully developed. Implementation of all the recommended projects may not be feasible, based on current funding levels and competing transportation needs.