

Chapter 5.1: Lower Hudson

For this Plan, the Lower Hudson is defined as the southwestern communities along the Hudson River: the Towns of Poughkeepsie, Wappinger, and Fishkill; the Cities of Poughkeepsie and Beacon; and the Villages of Wappingers Falls and Fishkill. The Lower Hudson represents about 90 square miles and 140,773 people—almost half the county’s total population. It is the most urban part of the county, with the most concentrated development pattern, highest proportion of zero-vehicle households, and the most extensive transit service (see Map 16, Lower Hudson Overview).

Three key factors that influence walking and bicycling— land use (residential density and destinations), demographics, and non-motorized facilities (including transit) — are discussed below. Local walking and bicycling patterns, including crash data, is presented, and issues are identified. Finally, a set of priority projects to improve conditions for walking and bicycling is described.

A. Walking and Bicycling Factors

1. Land Use

Residential Patterns

The City of Poughkeepsie, with over 5,700 persons per square mile, is the most densely developed municipality in the county, followed by the Village of Wappingers Falls (over 4,600 persons/square mile), City of Beacon (3,200 persons/square mile), and Village of Fishkill (2,600 persons/square mile). The Town of Poughkeepsie ranks 7th (1,700 persons/square mile) and the Town of Wappinger and Town of Fishkill rank 10th and 11th, respectively,

each with around 800 persons/square mile.¹ This concentrated population pattern makes walking and bicycling for transportation practical and attractive.

Centers & Destinations

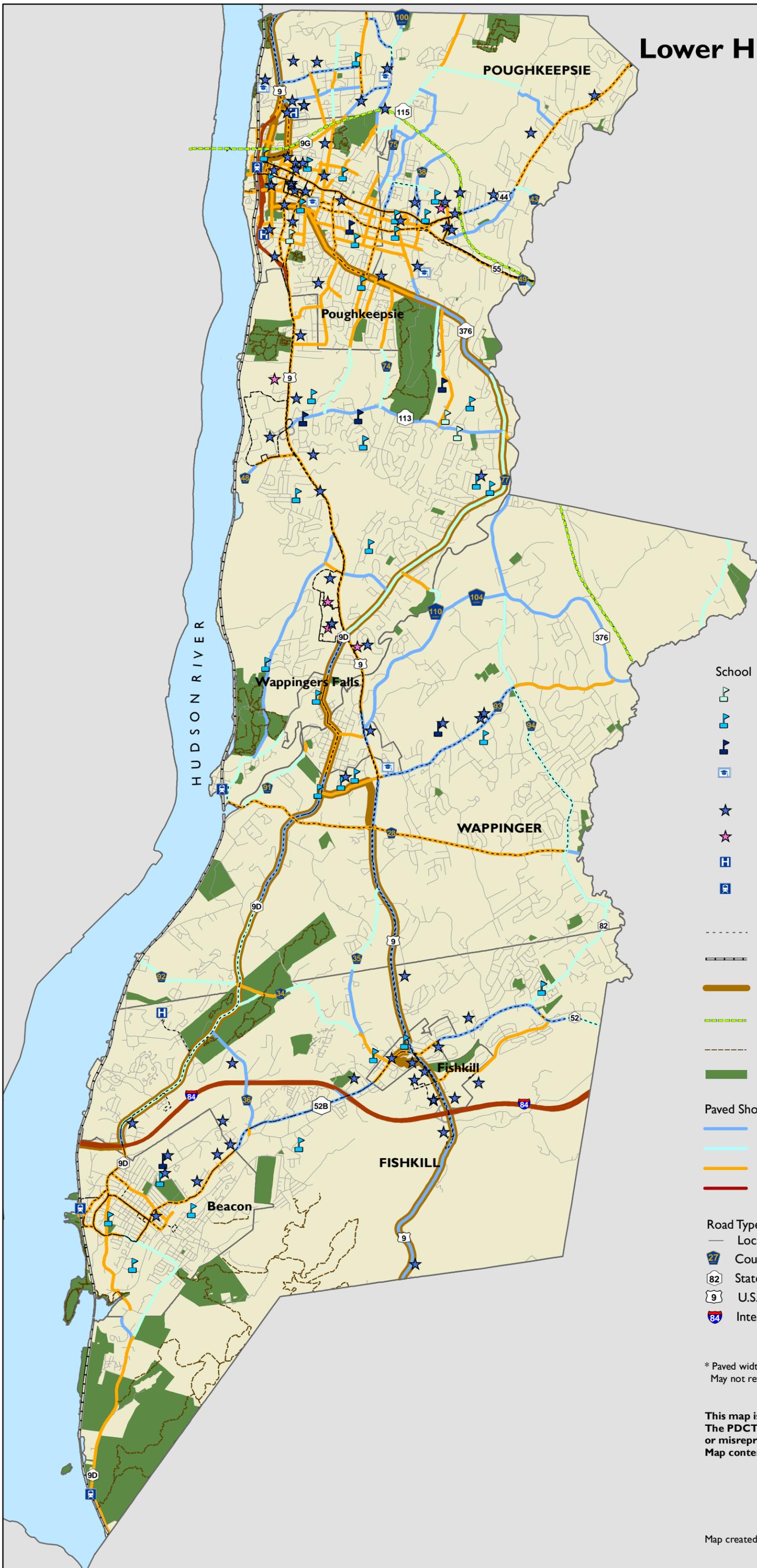
Lower Hudson centers, as designated by the Dutchess County Department of Planning and Development, are shown on Maps 17-19, Lower Hudson Centers. Key destinations for walking and bicycling include:

Towns of Wappinger and Fishkill

- Beacon Main Street
- Beacon train station, waterfront, Long Dock Beacon, and DIA: Beacon
- Mount Beacon
- Village of Fishkill Main Street business district
- Fishkill Creek
- Fishkill Town Hall and recreation fields
- Village of Wappingers Falls businesses, Grinnell library, and Mesier Park
- Newburgh-Beacon Bridge
- Hudson Highlands State Park (Route 9D Trailheads)
- New Hamburg train station
- Route 9 shopping
- Wappinger Town Hall
- Dutchess Stadium (seasonal)

¹ 2010 Census and Dutchess County GIS.

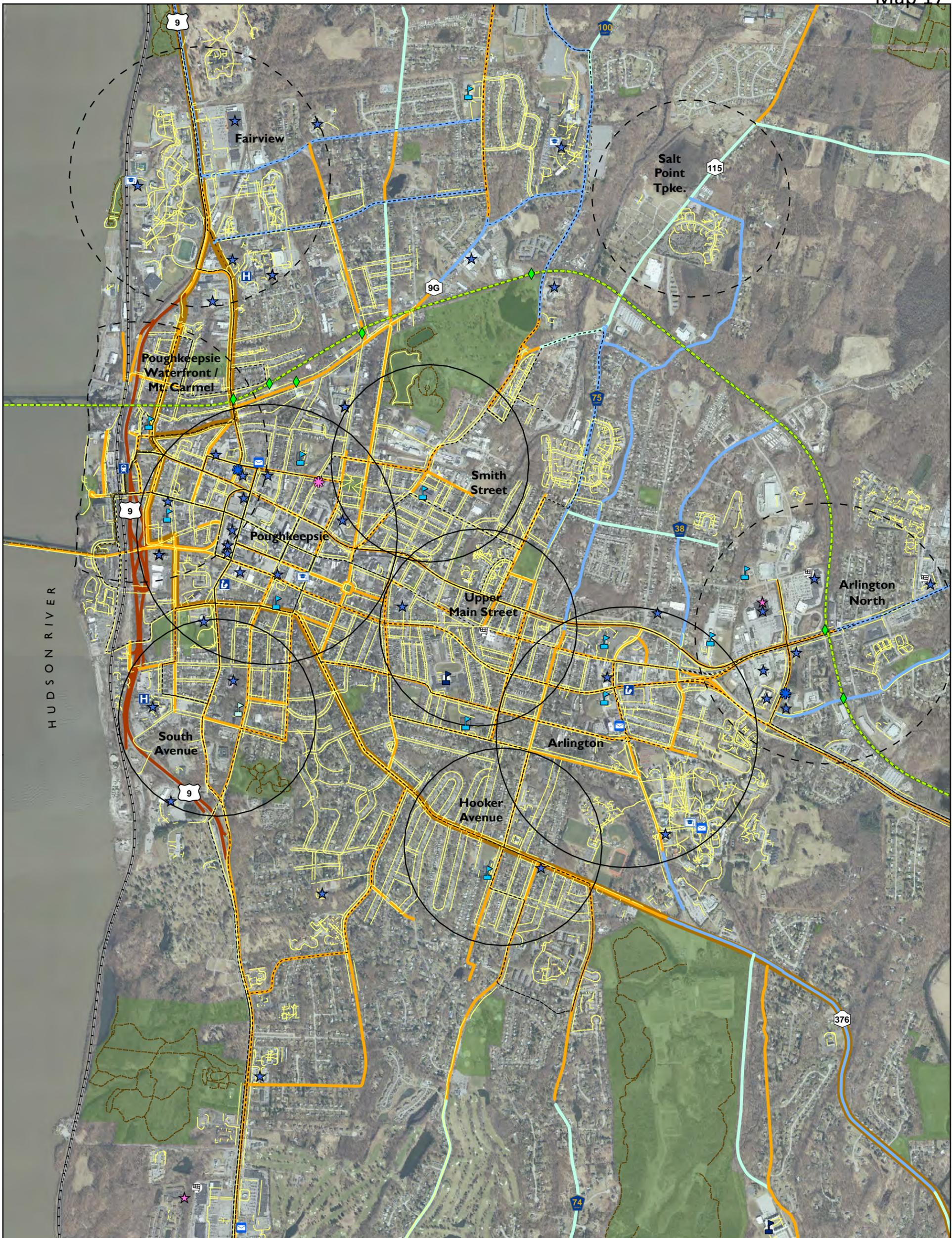
Lower Hudson Overview



- School
 - K-12
 - Elementary/Middle
 - Middle/High
 - College
- Major Employer
 - Retail Center
 - Hospital
 - Train Station
- Bus Route
 - Commuter Rail Line
 - State Bicycle Route
 - Shared Use Path/Rail Trail
 - Recreational Trail
 - Park
- Paved Shoulder Width*
 - >= 4ft
 - 2 - 4 ft
 - < 2 ft
 - Biking/Walking Prohibited
- Road Type
 - Local
 - County
 - State
 - U.S.
 - Interstate

* Paved width based on available data. May not reflect usable width.

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Lower Hudson Centers - City/Town of Poughkeepsie

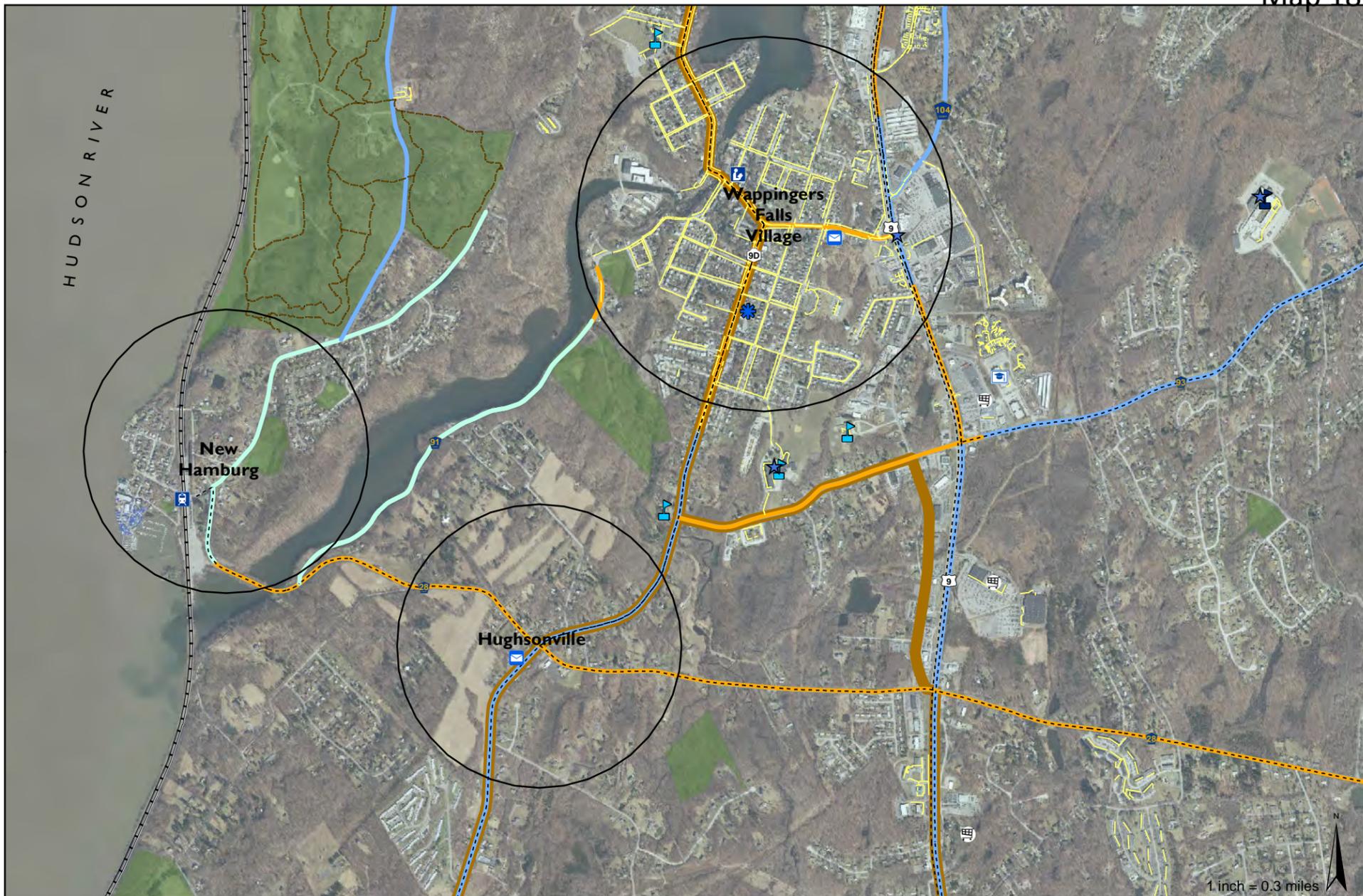
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|---|---|--|---|---|
| <p>School</p> <ul style="list-style-type: none"> K-12 Elementary/Middle Middle/High College | <ul style="list-style-type: none"> Grocery Store Municipal Hall Library Community/Senior Center Post Office Train Station Hospital Major Employer Retail Center | <ul style="list-style-type: none"> Sidewalk Bus Route Commuter Rail Line State Bicycle Route Shared Use Path/Rail Trail Trail Head Recreational Trail Park | <p>Paved Shoulder Width*</p> <ul style="list-style-type: none"> >= 4ft 2 - 4ft < 2ft Biking/Walking Prohibited <p>Center</p> <ul style="list-style-type: none"> Existing Emerging | <p>Road Type</p> <ul style="list-style-type: none"> County State U.S. |
|---|---|--|---|---|

N
1 inch = 0.3 miles

Map created May 2014

* Paved width based on available data. May not reflect usable width.

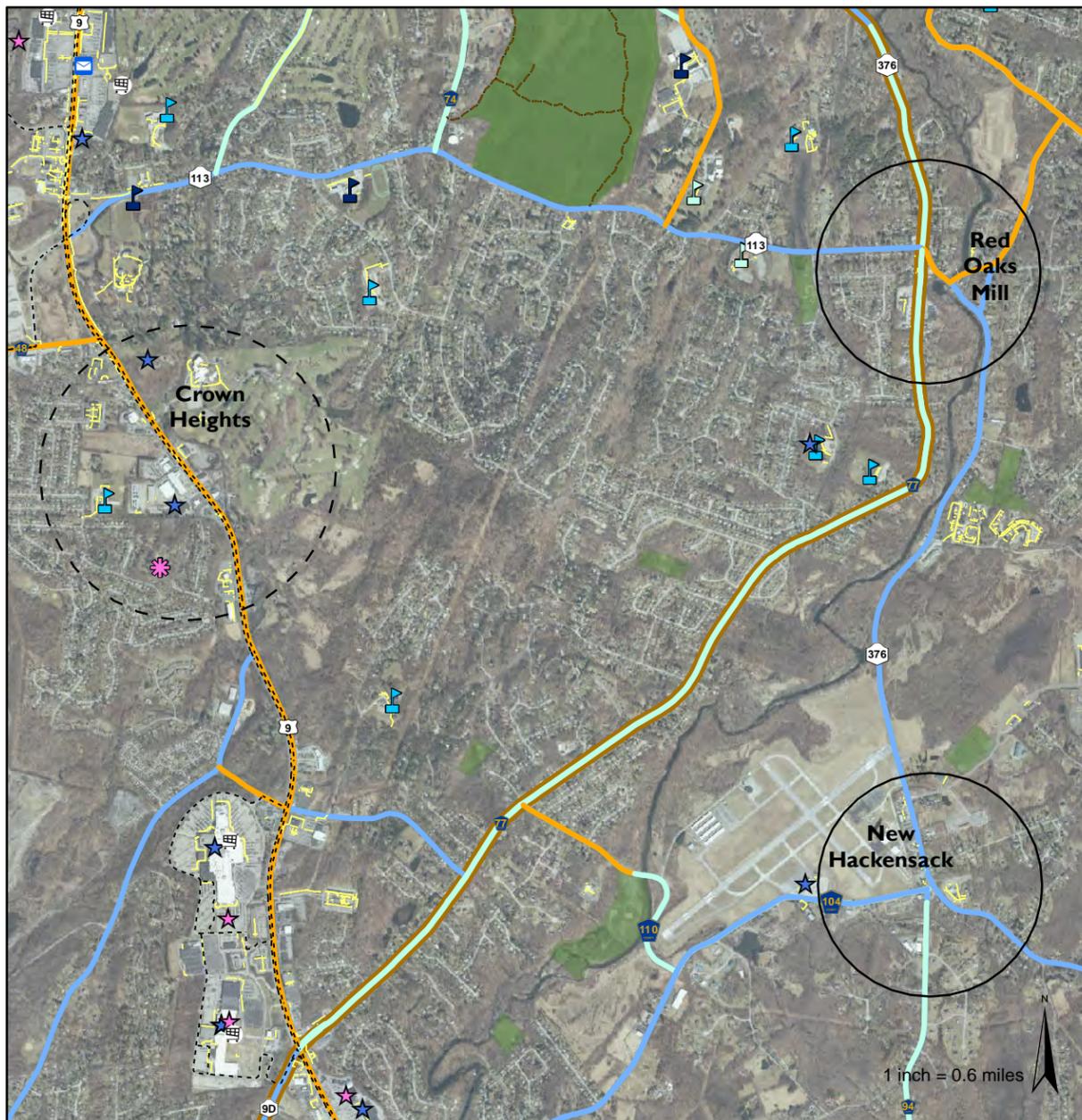
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1 inch = 0.3 miles



1 inch = 0.5 miles



1 inch = 0.6 miles

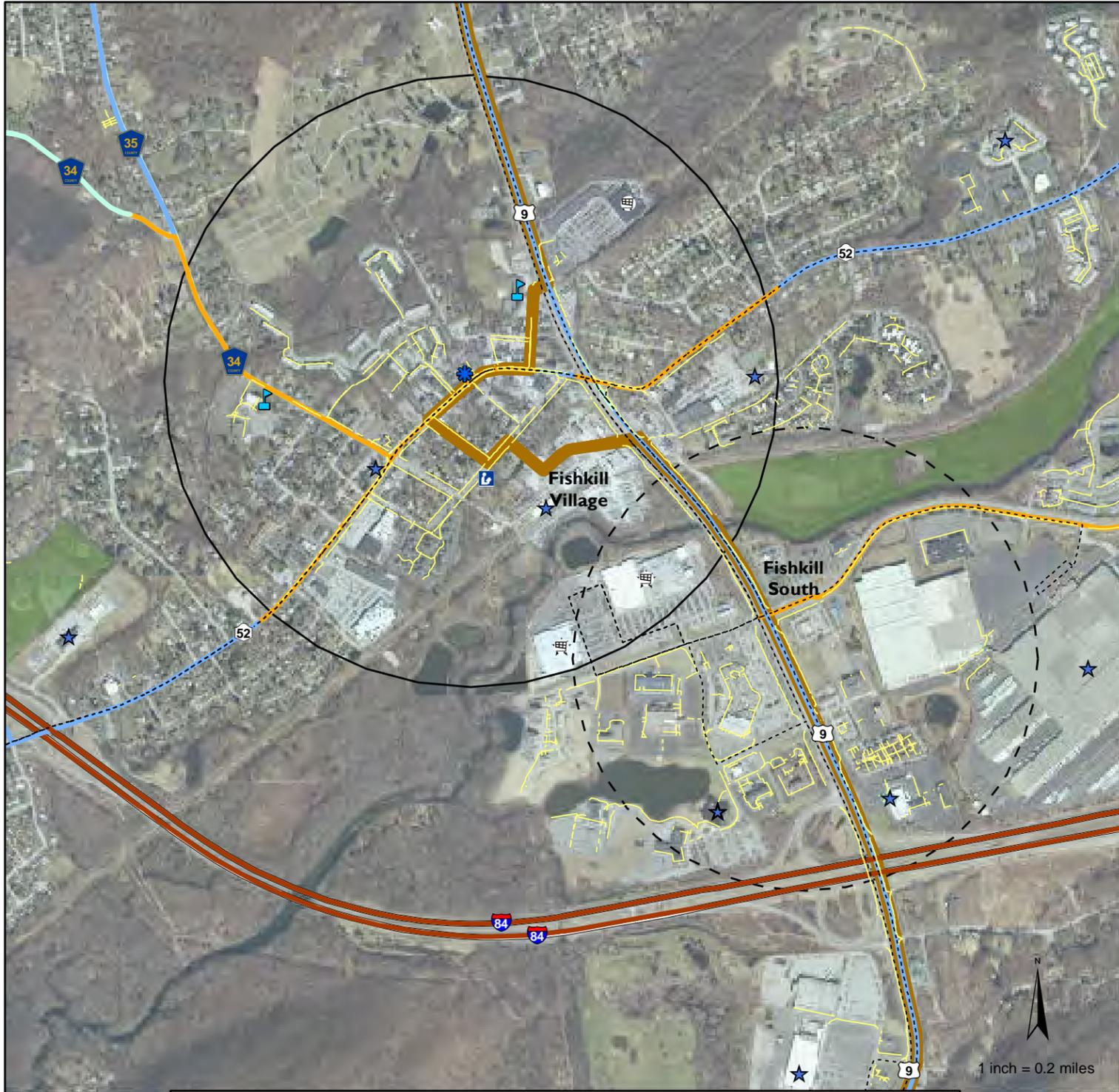
Lower Hudson Centers -Wappinger/Fishkill/Poughkeepsie

School	Grocery Store	Sidewalk	Paved Shoulder Width*	Road Type
K-12	Municipal Hall	Bus Route	>= 4ft	County
Elementary/Middle	Library	Commuter Rail Line	2 - 4ft	State
Middle/High	Post Office	State Bicycle Route	< 2ft	U.S.
College	Train Station	Recreational Trail	Biking/Walking Prohibited	Interstate
	Dutchess Stadium	Park	Center	
	Hospital		Existing	
	Major Employer		Emerging	
	Retail Center			

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Map created May 2014



School

- Elementary/Middle
- High

Other Facilities

- Grocery Store
- Municipal Hall
- Library
- Community/Senior Center
- Post Office
- Train Station
- Major Employer

Infrastructure

- Sidewalk
- Bus Route
- Commuter Rail Line
- State Bicycle Route
- Recreational Trail
- Park

Paved Shoulder Width*

- >= 4ft
- 2 - 4ft
- < 2ft
- Biking/Walking Prohibited

Road Type

- State
- County
- U.S.
- Interstate

Center

- Existing
- Emerging

* Paved width based on available data. May not reflect usable width.

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Map created May 2014

Lower Hudson Centers-Fishkill/Beacon



Center

- Existing
- Emerging

1 inch = 0.25 miles

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Beacon's Main Street is a popular destination for shopping, dining, and other activities.

- Vassar Brothers and St. Francis Hospitals
- Mt. Carmel/Little Italy

2. Demographics

Age

Young people and older people are both less likely to drive, and therefore more likely to walk (both young and old) or bicycle (young people) for transportation. The City of Poughkeepsie, Town of Wappinger, and Village of Wappingers Falls have slightly higher percentages of young residents (under 16) than the county average, while the Town and Village of Fishkill have slightly higher percentages of older residents (over 74). The City of Poughkeepsie and Village of Wappingers Falls have higher than average percentages of these young and older groups combined.

City and Town of Poughkeepsie

- Poughkeepsie City Center: business district, County and City offices, Civic Center, Bardavon Theater, shops and restaurants, Adriance Library
- Poughkeepsie train station and waterfront
- Walkway Over the Hudson and Dutchess Rail Trail
- Arlington: Vassar College, Raymond Avenue and surrounding businesses
- Route 44 shopping: Adams Fairacre Farms, Dutchess Plaza
- Dutchess Community College
- Marist College
- Route 9 shopping: Galleria Mall, South Hills Mall; Kohl's, Poughkeepsie and Hudson Plazas
- Poughkeepsie Town Hall

2010 Population by Age Group					
Municipality	Total Population	% Under 16	% 16 - 74	% Over 74	% Under 16 + Over 74
C/Beacon	14,599	17	77	6	23
C/Poughkeepsie	31,045	20	73	7	27
T/Fishkill	20,878	17	75	8	25
T/Poughkeepsie	44,090	18	75	7	25
T/Wappinger	22,468	20	75	6	25
V/Fishkill	2,171	16	75	8	25
V/Wappingers Falls	5,522	20	73	7	27
Dutchess County	297,488	19	75	6	25

Source: U.S. Census Bureau, 2010 U.S. Census. Table QT-P1: Age Groups & Sex; Table QT-P2: Single Years of Age & Sex. Town populations exclude populations of Cities and Villages, except that the Towns of Poughkeepsie and Wappinger include their portions of the Village of Wappingers Falls population.

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Income

Lower-income households are also more likely to walk and bicycle for transportation. Overall, household incomes in the Lower Hudson cities and villages are lower than the county average, while incomes in the Towns are similar to the county average. The Cities of Beacon and Poughkeepsie and the Villages of Fishkill and Wappingers Falls all have higher percentages of low-income households (defined here as under \$25,000 per year) than the County overall.

Household Income					
Municipality	Total Households	% less than \$25,000	% \$25,000 - 50,000	% Over \$50,000	Median Household Income
C/Beacon	5,570	25%	20%	55%	\$60,132
C/Poughkeepsie	13,044	36%	23%	42%	\$39,061
T/Fishkill	8,553	12%	19%	70%	\$78,651
T/Poughkeepsie	15,050	16%	19%	66%	\$68,481
T/Wappinger	9,941	12%	19%	69%	\$75,201
V/Fishkill	1,111	20%	30%	50%	\$69,958
V/Wappingers Falls	2,255	20%	30%	50%	\$49,935
Dutchess County	107,151	16%	19%	65%	\$71,125

Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Tables B1101_1, B19013, & B19001 (Households, Median Household Income, and various income brackets).
Data for the Towns includes data for their respective Village(s).

Vehicle Ownership

Households without a vehicle, or with one vehicle, are much more likely to seek alternative transportation. The percentage of zero-

and one-vehicle households for each municipality is shown below. The Cities of Poughkeepsie and Beacon and Villages of Fishkill and Wappingers Falls have higher percentages of zero-vehicle households than the county average, while all Lower Hudson municipalities except for the Town of Wappinger have higher than average percentages of one-vehicle households.

Zero- and One-Vehicle Households			
Municipality	Total Households	% Zero-Vehicle	% One-Vehicle
C/Beacon	5,570	10 (+/- 3%)	41 (+/- 4%)
C/Poughkeepsie	13,044	27 (+/- 3%)	39 (+/- 3%)
T/Fishkill	8,553	7 (+/- 2%)	34 (+/- 4%)
T/Poughkeepsie	15,050	8 (+/- 2%)	34 (+/- 3%)
T/Wappinger	9,941	5 (+/- 2%)	30 (+/- 3%)
V/Fishkill	1,111	11 (+/- 6%)	38 (+/- 7%)
V/Wappingers Falls	2,255	11 (+/- 5%)	40 (+/- 10%)
Dutchess County	107,151	8 (+/- 1%)	31 (+/- 1%)

Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08201: Means of Transportation to Work by Vehicles Available. Italics indicate that estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate. Data for the Towns includes data for their respective Village(s).

Disabilities

Persons with physical disabilities often have difficulty driving and are more likely to need alternatives. Those with ambulatory difficulties may use wheelchairs, walkers, or other mobility devices and benefit from accessible pedestrian environments. Of the four Lower Hudson municipalities for which disability data is available, the City of Poughkeepsie has a higher percentage of disabled residents than the county average, while the Town of Fishkill has a

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higher than average percentage of residents with an ambulatory difficulty.

Disability Characteristics			
Municipality	Total Population	% Disabled	% With an Ambulatory Difficulty
C/Poughkeepsie	31,045	16 (+/- 2%)	6 (+/- 2%)
T/Fishkill	20,878	12 (+/- 3%)	8 (+/- 2%)
T/Poughkeepsie	44,090	9 (+/- 2%)	5 (+/- 1%)
T/Wappinger	22,468	9 (+/- 2%)	5 (+/- 1%)
Dutchess County	297,488	13 (+/- 1%)	6 (+/- 1%)

Source: U.S. Census Bureau, 2010 Census, and 2009-2011 American Community Survey 3-Year Estimates, Table S1810: Disability Characteristics. Italics indicate that estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate.

3. Walking & Bicycling Facilities

An inventory of walking and bicycling facilities was made based on current maps and data available. Sidewalks, recreational trails, and shared use paths are shown on the Centers maps.

Walking Facilities

The Lower Hudson has approximately 330 miles of sidewalks, which represents over 75 percent of the sidewalks in the county. The majority are in the City and Town of Poughkeepsie and the City of Beacon. When considered on a per-resident basis, the Village of Fishkill has the most sidewalks per resident, followed by the City of Poughkeepsie, City of Beacon, and Village of Wappingers Falls. Sidewalk mileage by municipality and per resident is shown below.

Sidewalks by Municipality			
Municipality	Sidewalks (miles)*	Sidewalk Feet per Resident	County-wide Rank
C/Beacon	54.6	19.8	6
C/Poughkeepsie	117.2	19.9	5
T/Fishkill	26.5	6.7	14
T/Poughkeepsie	92.9	11.1	11
T/Wappinger	10.0	2.4	19
V/Fishkill	8.8	21.4	3
V/Wappingers Falls	19.0	18.2	7
Dutchess County	434.1	7.7	n/a

*Sources: Dutchess County GIS, and U.S. Census Bureau, 2010 U.S. Census.
* Includes private sidewalks (such as in residential developments, at colleges and offices).*

Major recreational trails in the Lower Hudson include:

1. Hudson Highlands Trails, Town of Fishkill: 12.3 miles
2. Wappinger Greenway Trail, Towns of Poughkeepsie and Wappinger and Village of Wappingers Falls: 8.0 miles (includes portions on sidewalks)
3. Stony Kill Farm trails, Town of Fishkill: 5.2 miles
4. Vassar College and Farm trails, Town of Poughkeepsie: 4.8 miles
5. Bowdoin Park trails, Town of Poughkeepsie: 4.4 miles
6. Locust Grove trails, Town of Poughkeepsie: 3.7 miles

Shared-Use Paths

Two of the county's major shared use paths are in the Lower Hudson: the Dutchess Rail Trail in the Towns of Poughkeepsie and Wappinger (13.25 miles), and the Walkway Over the Hudson in the City of Poughkeepsie (1.3 miles, partly in Ulster County). There is

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also a 1.2-mile long path along Wilbur Boulevard in the Town of Poughkeepsie.



The Village of Fishkill has the most sidewalk miles per resident of all municipalities in the Lower Hudson.

Bicycling Facilities

The only on-street bicycle facilities in the Lower Hudson are shared-lane markings (sharrows) in the City of Beacon on Main Street between Route 9D and East Main Street. These were the first sharrows in the county.

Two of [NYSDOT's signed State Bicycle Routes](#) (SBR) pass through the Lower Hudson. SBR 9 passes through Fishkill, Wappinger, and the Town and City of Poughkeepsie using portions of Route 9, Middlebush Road, Route 9D, Vassar Road, Route 376, and local streets and continues north to Hyde Park, Rhinebeck, and Red Hook. SBR 17 connects with Bicycle Route 9 at the intersection on Route 9D and Middlebush Road in the Town of Wappinger, and

follows Route 9D to the Newburgh-Beacon Bridge, which it crosses into Orange County.

NYSDOT also has several proposed State Bicycle Routes which connect to the area:

- Proposed SBR 44, along Route 44 between SBR 9 in the City of Poughkeepsie and a proposed SBR 22 in the Town of Amenia.
- Proposed SBR 55, along Route 55 between the proposed SBR 44 in the Town of Poughkeepsie and a proposed SBR 22 in the Town of Pawling.
- Proposed SBR 52, along Route 52 between Route 9D in Beacon and Putnam County.
- Proposed SBR 82, along Route 82 between a proposed SBR 199 in Pine Plains and the proposed SBR 52 in Fishkill.

Bicycle parking is provided at several of the area's key destinations, including the three colleges, the Poughkeepsie and Beacon train stations, Beacon's Main Street, the Walkway Over the Hudson, Poughkeepsie's Adriance Library, and several schools, parks, restaurants and retail stores. A list of bicycle parking locations is included in Appendix G.

Transit Service

Most of the transit service in the county is in the Lower Hudson. Most bus trips, and many train trips, involve a walking (or in some cases, bicycling) trip on one or both ends—to get to the stop or station, and to get from the stop or station to a final destination.

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LOOP has four regular fixed routes that primarily serve the Lower Hudson:

- Route A (Beacon - Poughkeepsie) had annual ridership of 141,000 (2012)
- Route B (Beacon - Poughkeepsie) had annual ridership of 126,500 (2012)
- Route F (Poughkeepsie - Hopewell Junction) had annual ridership of 34,200 (2012)
- Route G (Beacon) began service in Fall 2012; ridership for the first six months of 2013 was 1,318.

In addition, LOOP's three RailLink lines, which serve the Poughkeepsie, New Hamburg, and Beacon Metro-North stations, had a combined annual ridership of 20,400 (2012).

The City of Poughkeepsie's bus system serves about 1,100 people a day on six routes. In 2012, annual ridership for the system as a



The City of Poughkeepsie bus system serves over 1,000 people each day.

whole was over 403,300. All of its routes serve the City of Poughkeepsie. The Southside and Galleria routes extend to shopping destinations on Route 9 in the Town of Poughkeepsie, while the Main Street and Shoppers Special routes extend to shopping destinations on Route 44 and Vassar College in the Town of Poughkeepsie. The Northside route serves Marist College, DCC, and the CIA, while the Special route is designed for Poughkeepsie Middle and High School students. The Main Street, Special, and Shoppers Special all serve the Poughkeepsie train station. The Main Street route serves over 110,000 people annually, while the Northside route serves approximately 104,000 people annually.

Metro-North's three stations in the Lower Hudson (Poughkeepsie, New Hamburg, and Beacon) serve over 5,300 people on an average weekday and over 7,200 people on an average weekend (see Chapter 4 for ridership by station).

B. Walking & Bicycling Data

Based on the Lower Hudson's demographics, vehicle ownership patterns, transit service, and relatively close-knit residential patterns, we can expect relatively high rates of walking and bicycling compared to other areas of the county. While Census data at the municipal level is limited, estimates of walking to work are available for several municipalities and Census-Designated Places. According to these estimates, up to 21 percent of Arlington residents, 9 percent of Town of Poughkeepsie residents, 7 percent of City of Poughkeepsie residents, and 2 percent of Town of Wappinger residents walk to work.

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Count Data

Counts of people walking and bicycling were conducted at up to 25 locations in the Lower Hudson in September 2012 and January, May, July, and September of 2013. The location with the most combined walking and bicycling activity was in the City of Poughkeepsie on the Walkway Over the Hudson, with 1,231 people counted on a September 2013 weekend from 12-2 pm. The highest pedestrian count was also in the City of Poughkeepsie on the Walkway Over the Hudson, with 1,108 pedestrians counted on a September 2013 weekend from 12-2 pm. The highest bicycle count was in the Town of Wappinger on the Dutchess Rail Trail south of Diddell Road, with 187 bicyclists counted on a September 2013 weekend from 12-2 pm.

The count volumes are detailed in Appendix J and illustrated in Maps 5-9 (in Chapter 4).

Walk-Bike Dutchess Survey Data

The Walk-Bike Dutchess survey resulted in 470 respondents from the Lower Hudson. According to the survey, 65 percent of respondents walk at least three days per week, while close to half bike at least one to two days per week. Most respondents say they walk or bicycle for exercise and to enjoy their community and be outside.

When asked, “If equally good facilities existed, how would you prefer to travel?”, 85 percent said they would prefer to walk or bike to parks/recreation, over 70 percent would prefer to walk or bike to the gym/exercise, over 60 percent would prefer to walk or bike to school, and over 50 percent would prefer to walk or bike to local errands/shopping, work, and to the bus or the train.

Over 65 percent of respondents said there are many places to go within walking distance of home and 60 percent said there are stores within walking distance of their home, while about 40 percent said it is easy to walk to a bus or train stop from home. Over 50 percent said they are satisfied with how their community is designed for walking, but only about 30 percent are satisfied with how their community is designed for bicycling. Concerns related to walking include a lack of adequate road shoulders and sidewalks, while concerns for bicycling include inadequate road shoulders and bicycle paths. According to respondents, the best locations for walking in the area include the Dutchess Rail Trail, Walkway Over the Hudson, parks, and local neighborhoods. The best location for bicycling was the Dutchess Rail Trail. Particularly problematic areas for walking include Route 9, followed by Route 44, Spackenkill Road, and Route 9D. Difficult bicycling locations



The Walkway Over the Hudson was cited by survey respondents as one of the best places for walking in the area.

Walk Bike Dutchess

include Route 9, Route 9D, and streets in the City of Poughkeepsie. When asked “What are the most important improvements to be made?” the most common responses included adding bicycle lanes and/or shared lane markings, adding more rail trails/shared-use paths, increasing the width of road shoulders, and adding sidewalks. Respondents stated that bicycle racks are most needed at stores, parks, and sidewalks adjacent to local destinations. Respondents said that future projects should focus on include completing missing pieces to create longer continuous walkways and bikeways, followed by maintaining existing walking and bicycling facilities, and focusing on safety by addressing crash locations.

Charts showing the survey results for the Lower Hudson are included in Appendix F.

Crash Patterns

Five years of crash data, from 2007 to 2011, were analyzed to determine trends in pedestrian and bicycle crashes. First, pedestrian and bicycle crash rates per 1,000 population were calculated for each municipality. The Lower Hudson rates are shown below. The Villages of Fishkill and Wappingers Falls, and City and Town of Poughkeepsie all exceed the county-wide average for both pedestrian and bicycle crashes. The Village of Fishkill’s high rates are in part due to its small population compared to the amount of traffic and crashes on Main Street (Route 52), Route 9, and Merritt Boulevard. Maps 11 and 12 (in Chapter 4) show all municipalities’ crash rates.

Second, using the same data, high-crash corridors were identified. These are road segments with concentrations of bicycle and/or

pedestrian crashes and a high crash rate per mile. The top ten high-crash corridors for pedestrians and bicyclists are shown in the tables below and in Maps 13-15 (in Chapter 4). All pedestrian and bicycle crashes in the Lower Hudson are shown in Map 20.

Crash Rates per Population				
Municipality	Pedestrian Crashes		Bicycle Crashes	
	Count	Annual Rate (per 1,000 pop.)*	Count	Annual Rate (per 1,000 pop.)*
V/Fishkill	11	1.01	5	0.46
C/Poughkeepsie	149	0.91	63	0.38
V/Wappingers Falls	9	0.33	7	0.25
T/Poughkeepsie	62	0.29	32	0.15
T/Fishkill	16	0.16	10	0.10
C/Beacon	12	0.15	8	0.10
T/Wappinger	21	0.19	7	0.06
Dutchess County	377	0.25	194	0.13

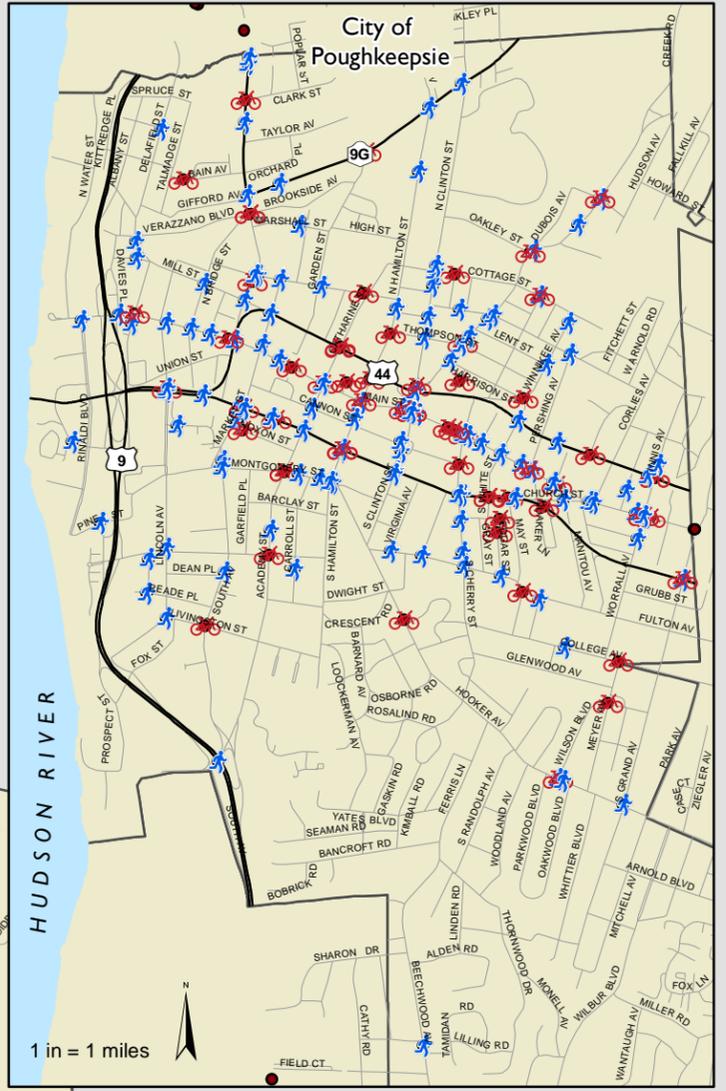
*Village populations have been subtracted from those of towns to avoid double counting.
 Source: Accident Location Information System (ALIS), NYSDOT.

For pedestrian crashes, nine of the top ten high-crash corridors are in the City of Poughkeepsie, and one is in both the City and Town of Poughkeepsie. The highest crash rate is almost 26 crashes per mile on Mansion Street. The highest number of crashes is on a 2.2-mile segment of Main Street, which had 43 reported pedestrian crashes over the five-year period.

For bicycle crashes, four of the top ten high-crash corridors are in the City of Poughkeepsie, three are in the Town of Poughkeepsie, and three are in both the City and Town. The highest crash rate is 17 crashes per mile on Hamilton Street. The highest number of

Lower Hudson Pedestrian and Bicyclist Crashes (2007-2011)

See detailed
map for City
of Poughkeepsie



-  Pedestrian Crash
-  Bicycle Crash

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Map created May 2014

Source:
New York State Accident Location Information System (ALIS).

1 inch = 1.1 miles



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crashes is on a 2.6-mile segment of Main Street, which had 20 reported bicycle crashes over the five-year period.

Pedestrian High-Crash Corridors					
	Municipality	Road Segment	Length (miles)	Crashes	Crashes per Mile
1	C/Poughkeepsie	Mansion St: Columbus Dr to Conklin St	0.2	5	25.8
2	C/Poughkeepsie	South Cherry St: Main St to Forbus St	0.4	9	23.0
3	C/Poughkeepsie	South Clinton St: Main St to Church St/Rte 44	0.2	5	22.9
4	C/Poughkeepsie	Montgomery St: South Ave to Hooker Ave	0.3	7	22.1
5	C/Poughkeepsie	Worrall Ave/Rte 115: King St to Mack Rd	0.3	5	19.7
6	C/and T/Poughkeepsie	Main St: N Water St to Fowler Ave	2.2	43	19.4
7	C/Poughkeepsie	Church St/Rte 44 eastbound: Jefferson St to Fountain Pl	1.3	24	19.2
8	C/Poughkeepsie	Columbus Dr: Mansion St to Union St	0.2	4	16.1
9	C/Poughkeepsie	Academy St: Main St to Franklin St	0.4	7	15.7
10	C/Poughkeepsie	North Clinton St: Cottage St to W Maple St/Rte 44 westbound	0.4	6	15.1

Source: Accident Location Information System (ALIS), NYSDOT and Dutchess County GIS.

Bicycle High-Crash Corridors					
	Municipality	Road Segment	Length (miles)	Crashes	Crashes per Mile
1	C/Poughkeepsie	Hamilton St: Thompson St to Church St/Rte 44 eastbound	0.4	6	17.0
2	T/Poughkeepsie	Collegeview Ave: Raymond Ave/Rte 376 to Fairmont Ave	0.2	3	16.1
3	T/Poughkeepsie	Fairmont Ave: Main St to Collegeview Ave	0.3	5	15.7
4	C/Poughkeepsie	Catherine St/Academy St: Mansion St to Franklin St	0.8	7	8.7
5	C/ and T/Poughkeepsie	Maple St/Rte 44 westbound: Flannery Ave to Springside Ave	0.5	4	8.2
6	C/ and T/Poughkeepsie	Main St: Clover St to Burnett Blvd	2.6	20	7.7
7	C/ and T/Poughkeepsie	Church St/Rte 44 eastbound: Jefferson St to S Grand Ave	1.5	11	7.1
8	C/Poughkeepsie	Washington St/North Rd: W Cedar St to Mill St	0.9	5	5.4
9	C/Poughkeepsie	Smith St: Weed St to Thompson St	0.6	3	5.2
10	T/Poughkeepsie	Rte 9: Field Ct to Van Siclen Dr	0.8	4	5.0

Source: Accident Location Information System (ALIS), NYSDOT and Dutchess County GIS.

C. Key Needs/Issues

The Bicycle-Pedestrian Advisory Committee identified the following needs in the Lower Hudson:

- Improve the safety of walking and bicycling on Beacon's Main Street— reduce the danger of bicyclists being hit by car doors, and increase driver yielding to people at crosswalks.
- Create a walking and bicycling connection between the Beacon waterfront, Madam Brett Park, and Main Street.
- Create consistent wide shoulders on Route 9D.
- Implement the Beacon Loop Trail and Hudson Highlands Fjord Trail (a path from Beacon to the Putnam County line, ultimately linking to Cold Spring).
- Implement the Fishkill Creek Greenway & Heritage Trail.
- Provide facilities for bicycling in the City of Poughkeepsie.
- Improve safety for bicycling in Arlington (Town of Poughkeepsie).
- Make Route 376 south of Red Oaks Mill better for walking and bicycling.
- Provide bicycle parking at public buildings, commercial destinations, and throughout the City of Poughkeepsie, and provide bike lockers at train stations.
- Upgrade traffic signals to respond to bicycles.
- Educate people about how to safely share the road when driving, walking, and bicycling.

In terms of safety, key corridors for pedestrian safety improvements include a number of streets in the City of Poughkeepsie: Main Street, the Arterials, Hamilton Street, Smith Street, South Cherry Street, Montgomery Street, Academy Street,

North and South Clinton Street, Mansion Street, Worrall Avenue, and others as listed above. Main Street (Route 52) in the Village of Fishkill; Main Street in the City of Beacon; and Route 9 near Spackenkill Road in the Town of Poughkeepsie, north of Myers Corners Road in the Village of Wappingers Falls, and near the Village of Fishkill also had clusters of pedestrian crashes.

Key corridors for bicycle safety improvements include a number of streets in the City of Poughkeepsie: Main Street, the Arterials, Catherine/Academy Street, Hamilton Street, and others as listed above. There are also clusters of bicycle crashes on Fairmont Avenue in Poughkeepsie, on Route 9 near Beechwood Avenue in Poughkeepsie, on Route 9 in the Village of Wappingers Falls, and on Main Street (Route 52) in the Village and Town of Fishkill.

D. Lower Hudson Project Recommendations

Based on the needs and issues identified above, previous plans, and input from the Bicycle-Pedestrian Advisory Committee, municipal officials, members of the public, and staff from NYSDOT-Region 8, Dutchess County Public Works, and Dutchess County Planning, the following project ideas are recommended to improve walking and bicycling in the Lower Hudson. They are organized by timeframe (short, medium, and long-term), and then by location and project lead (municipalities, County, and State). They are also shown in Maps 21-27 and listed in Appendix I. As noted previously, the facility owner(s) will ultimately decide whether or not to implement a project. The Plan cannot and is not intended to require specific action by any municipality or agency.

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Short-Term Recommendations (within 5 years)

A. City of Beacon and Town and Village of Fishkill

LH-1. **Beacon Bicycle Parking** [C/Beacon; Short-Term]

Issue: There is insufficient or non-existent bicycle parking at key destinations in Beacon.

Improvements:

- Install bike parking at destinations in Beacon including City Hall, the Beacon Visitor's Center, Post Office, Library, Dutchess County Building, DIA-Beacon, Beacon High School, and along Main Street, as well as recreational areas such as the park at the base of Mount Beacon, University Settlement Camp, Madam Brett Park, and Riverfront Park.
- Work with MTA to provide bicycle lockers at the Beacon train station.



Secure bicycle parking is needed at the Beacon train station (source: Mark Roland).

LH-2. **Beekman Road – South Avenue Sharrows**

[C/Beacon; Short-Term]

Issue: There are no designated bicycle facilities between Beacon's Main Street and the waterfront or destinations in the southern part of the city.

Improvements:

- Mark sharrows on Beekman Street and Red Flynn Drive between Route 9D and the Beacon train station and ferry dock (about 0.7 miles).
- Mark sharrows on South Avenue between Main Street and Dennings Avenue, and on Dennings Avenue to the rail line (about 1.3 miles).

LH-3. **I-84/Route 9D Intersection Pedestrian Safety**

Improvements

[NYSDOT; Short-Term]

Issue: The southwest leg of the Route 9D/I-84 intersection includes the exit/entrance to the Newburgh-Beacon Bridge walkway/bikeway. There are conflicts between traffic turning right from the I-84 exit onto Route 9D across the entrance/exit to the walkway/bikeway and people in the crosswalk.

Improvements:

- Improve visibility by clearing vegetation near the intersection and relocating the fence at the northwest corner of the intersection.
- Consider supplemental signage to encourage turning drivers to yield to people in the crosswalk.
- Add a leading pedestrian interval to allow people on foot to start crossing before vehicles get a green signal.

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LH-4. *Newburgh-Beacon and Mid-Hudson Bridge*

Walkway/Bikeway Hours [NYSBA; Short-Term]

Issue: The walkway/bikeway on the Newburgh-Beacon Bridge and the walkway on the Mid-Hudson Bridge are open from ‘dawn’ until ‘dusk’ only, making them inaccessible for early morning or evening trips. Additionally, specific hours are not posted, making it difficult to plan a trip.

Improvements:

- As a first step, set specific opening and closing hours. These could vary by season, similar to the Walkway Over The Hudson’s hours. The hours should be posted online and on the bridges.
- Longer-term, extend the walkway/bikeway hours, ideally to 24 hours. Install lighting or other measures as needed for security.

LH-5. *Merritt Boulevard Safety Assessment*

[T/Fishkill, V/Fishkill; Short-Term]

Issue: Merritt Boulevard east of Route 9 is a high-crash corridor for pedestrians and the Merritt Boulevard/Route 9 intersection is one of the highest-crash locations for vehicles in the county.

Improvements:

- Analyze crash data at the intersection and along the corridor to determine key crash factors.
- Conduct a safety assessment to identify potential improvements to reduce crashes on this corridor.



A safety assessment could improve safety for the many people who walk and bicycle on Main Street in the City of Poughkeepsie.

B. *City and Town of Poughkeepsie*

LH-6. *Main Street Pedestrian & Bicycle Safety Assessment [C/Poughkeepsie; Short-Term]*

Issue: Main Street in the City of Poughkeepsie has more pedestrian and bicycle crashes than any other street in the county (in part due to the amount of walking and bicycling on the street). Based on State crash data, over a five-year period there were 27 reported pedestrian crashes and 14 reported bicycle crashes on a 1.3-mile segment of Main Street between Market Street and the City line. It is likely that many more crashes were unreported.

Improvement:

- Conduct a comprehensive safety assessment focused on walking and bicycling on Main Street between Market Street and the City line. Analyze crash patterns; evaluate vehicle operations, signal timing, and accessibility; and observe interactions between people in vehicles, on bicycles, and on foot. Determine short-term, low-cost improvements (such as signal timing, crosswalk striping, signage, and education) as well as longer-term changes to increase safety.

LH-7. *Walkway Over the Hudson Pedestrian Access Improvements – Phase 1 [C/Poughkeepsie; Short-Term]*

Issue: Access by foot to the Walkway Over the Hudson should be improved to increase safety and encourage walking between the Walkway and surrounding neighborhoods.

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Improvements:

- Review the walking routes identified on the [Greater Walkway Region map](#) and determine improvements needed to streets and intersections to provide safe access for people on foot and on bicycle.
- Improve pedestrian crossings with high-visibility crosswalks, signage, curb ramps (where needed), and stop bars (where applicable) at the following locations:
 - Parker Avenue & Fairview Avenue/N. Hamilton Street: mark crosswalks on all legs and install pedestrian signals.
 - Crossing Brookside Avenue at Garden Street: extend the existing curb along the north side of Brookside, create a curb extension at the northwest corner, and mark a crosswalk across Brookside.
 - Crossing Parker Avenue to the Walkway entrance near Garden Street: mark a high-visibility crosswalk and consider traffic calming, such as a speed table. Consider using the railroad spur between Garden Street and Parker Avenue as a pedestrian connection to the Walkway.
 - Crossing Parker Avenue at Washington Street: mark a high-visibility crosswalk.
 - Crossing Washington Street at Parker Avenue (where the Walkway Loop Trail crosses Washington Street). Mark a high-visibility crosswalk and install curb ramps.
 - Washington Street/Bain Street/Orchard Avenue intersection: Re-stripe faded crosswalks and stop bars with high-visibility markings and install

pedestrian signals. Adjust the signal timing to prioritize traffic on Washington Street.

- Crossing Taylor Avenue at Washington Street: mark a high-visibility crosswalk.
- Crossing Washington Street at Taylor Avenue: mark a high-visibility crosswalk and install curb ramps.
- Crossing Clark Street at Washington Street: mark a high-visibility crosswalk.
- Crossing Washington Street at Clark Street: mark a high-visibility crosswalk and install curb ramps.
- Consider a sidewalk 'bus bulb' (curb extension) or widened sidewalk with a bus stop shelter on Washington Street near Parker Avenue.
- Install a bicycle rack near the stairs to the Walkway on Washington Street and consider adding a bicycle ramp or 'stair channel' to enable people to roll their bicycles up the stairs to the Walkway.

LH-8. City of Poughkeepsie Bicycle Route Implementation **[C/Poughkeepsie; Short/Medium-Term]**

Issue: The City of Poughkeepsie developed a bicycle route network in 2006, which is codified in [City Code Chapter 15, Article V](#).

However, the routes are not signed, and no physical changes to the streets have been made to better accommodate bicycling.

Improvements:

- Implement the city's nine bicycle routes (detailed below) in coordination with street repaving and other planned projects. Mark streets as bicycle boulevards, with bicycle lanes or sharrows, or maintain as shared lanes, as appropriate (see Appendix K). Consider changes as noted in

Walk Bike Dutchess

route descriptions below and shown in Map 28. Identify the routes with wayfinding signs.

- Install bicycle racks at destinations along the routes, including racks and lockers at the Poughkeepsie train station.

North-South Bicycle Route

- Implement the North-South Bicycle Route (on Academy Street-Catherine Street-Cottage Street-N Hamilton Street).
- Alter the route to use Cannon Street and Hamilton Street to avoid the one-way segments on Catherine Street and Cottage Street, and extend to meet the Dutchess Rail Trail on Fairview Avenue.

Vassar College Bicycle Route

- Implement the Vassar College Bicycle Route (on College Avenue-West College Avenue-Circular Road).
- Consider altering the route to extend the College Avenue segment to Raymond Avenue, include Park Avenue to connect College Avenue to Hooker Avenue, and use Degarmo Place instead of West College Avenue and Circular Road.

Cherry-Cannon Bicycle Route

- Implement the Cherry-Cannon Bicycle Route (on Kimball Road-Marian Avenue-Cherry Street-Cannon Street).

Northside Bicycle Route

- Implement the Northside Bicycle Route (on Mansion Street-N Bridge Street-Mill Street-Davies Place).

- Consider altering the route to use Washington Street to Verazzano/Mill Street to avoid the one-way segment on Mill Street.

Southside-Waterfront Bicycle Route

- Implement the Southside-Waterfront Bicycle Route (Waryas Park/Main Street-Rinaldi Boulevard-Pine Street/Pine Street Extension-Columbia Street-Young Street-Reade Place-Lincoln Avenue-Livingston Street-S Hamilton Street-Platt Street-Loockerman Avenue-Yates Boulevard-Kimball Road-Bancroft Road-Ferris Lane-Thornwood Dr-Monell Avenue).
- Consider altering the route to use Columbia Street to Lincoln Avenue and Dean Place to South Avenue to Livingston Street instead of Young Street and Reade Place to avoid the one-way segment on Livingston Street. Also consider simplifying the route to remove Kimball Road and Bancroft Road and connect Yates Boulevard and Ferris Lane instead.

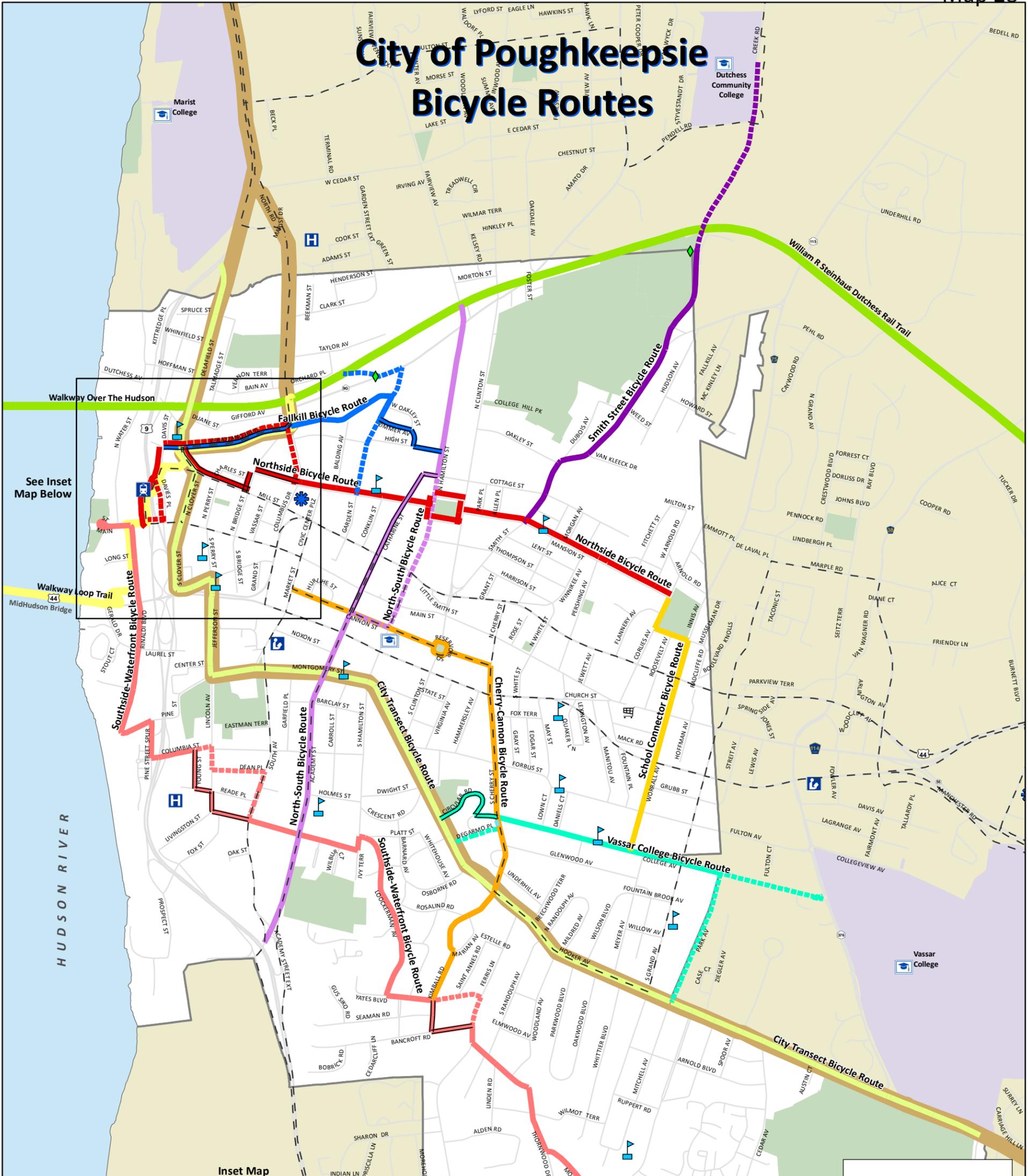
City Transect Bicycle Route

- Implement the City Transect Bicycle Route (on Hooker Avenue-Montgomery Street-Jefferson Street-South Perry Street-Union Street-Clover Street-Mill Street-Mt. Carmel Place-Delafield Street).

Fallkill Bicycle Route

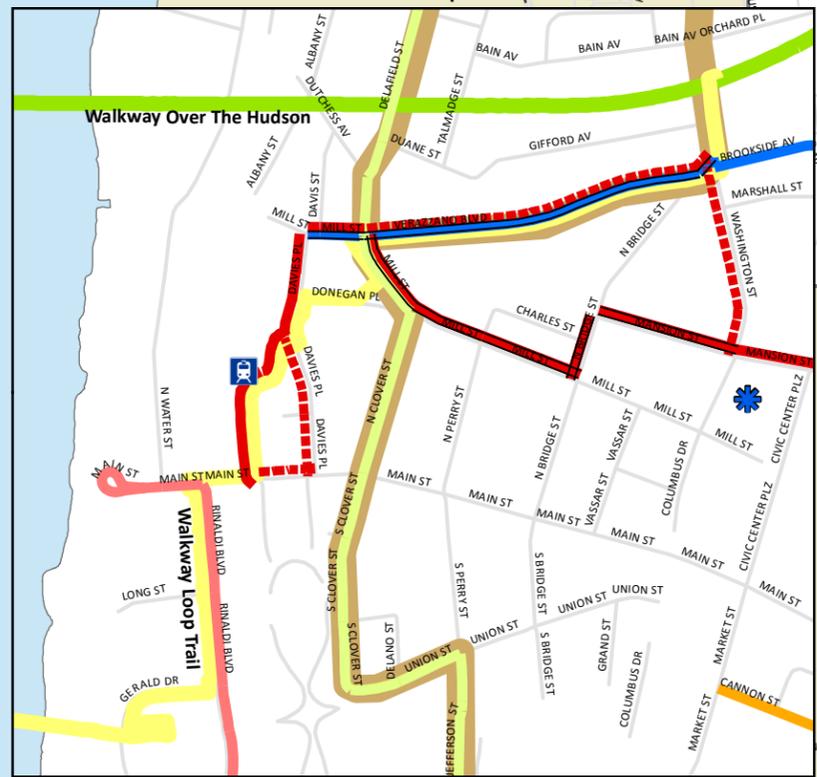
- Implement the Fallkill Bicycle Route (on High Street-Elm Place-Zimmer Avenue-Garden Street-Brookside Avenue-Verrazano Boulevard-Lower Mill Street).
- Consider simplifying the route to use Garden Street

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

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between Mansion Street and Parker Avenue (instead of High Street, Elm Place, and Zimmer Avenue), and connect to the Walkway entrance off of Parker Avenue.

- Remove the sign at the west end of Montgomery Street directing bicyclists from State Bike Route 9 to the Mid-Hudson Bridge access ramp on Gerald Drive. Instead, install signs directing people on bicycles to the Walkway Over the Hudson.

School Connector Bicycle Route

- Implement the School Connector Bicycle Route (on Worrall Avenue-Innis Avenue-King Street-Corlies Avenue).

Smith Street Bicycle Route

- Implement the Smith Street Bicycle Route (on Smith Street-Creek Road).
- Extend the route to reach the DCC entrance on Creek Road to provide access between the college, the Dutchess Rail Trail at Morgan Lake, and destinations on Smith Street.

LH-9. Beechwood Avenue Traffic Calming and Sidewalk [C/Poughkeepsie, T/Poughkeepsie; Short/Medium-Term]

Issue: Beechwood Road is a key connection between the south side of the City of Poughkeepsie and retail on Route 9, but does not provide safe walking access. There are sidewalks on both sides of the street from Hooker Avenue to about halfway between Alden Road and St. Joseph's Drive, but no sidewalks from that point to Route 9. Concrete curbs exist only between Hooker Avenue and St. Anna Drive. Speeds on Beechwood Road are relatively high on the southern portion of the street (85th percentile speeds are 42-44

miles per hour), and the sharp curve and hill near the curve limit visibility.

Improvements:

- Mark shoulders or edge lines to slow vehicles and provide some space for walking.
- Consider other traffic calming improvements to reduce speeds and improve safety for people walking.
- Longer-term, extend the sidewalk at least on one side of the street to Route 9 (about 0.8 miles).

LH-10. Hooker Avenue Sidewalks and Crosswalks

[T/Poughkeepsie, C/Poughkeepsie; Short/Medium-Term]

Issue: There are continuous sidewalks on Hooker Avenue west of Wilbur Avenue. However, the sidewalk on the north side of Hooker Avenue does not continue east of Wilbur Avenue, and there is no crosswalk at Wilbur Avenue to connect it to the sidewalk on the south side of Hooker, which continues east until just past Austin Court. In addition, there are no sidewalks on Hooker Avenue between Raymond Avenue (Route 376) and just west of Austin Court. Sidewalks along this segment would connect Vassar College, the Vassar Farm, and the Arlington neighborhood to the shops, restaurants, and residential areas along Hooker Avenue.

Improvements:

- In the short term, install a crosswalk across Hooker Avenue on the west side of Wilbur Boulevard. Install a ramp, signage, and other elements as needed.
- In the short term, extend the existing sidewalk on the south side of Hooker Avenue from east of Austin Court to the crosswalk on the east side of Raymond Avenue (about 0.2 miles).

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- In the medium-term, extend the existing sidewalk on the north side of Hooker Avenue from Wilbur Boulevard east to the crosswalk at Raymond Avenue (about 0.6 miles).



A crosswalk across Hooker Avenue at Wilbur Boulevard would connect the sidewalks on the north and south sides (source: Bing maps).

LH-11. Arlington Middle School Safe Routes to School Plan [T/Poughkeepsie, NYSDOT; Short-Term]

Issue: There are sidewalks, crosswalks and ramps across Routes 44 and 55 near Arlington Middle School (at 601 Dutchess Turnpike), but students dart across Route 55, Main Street and Route 44 from residential neighborhoods south of the school.

Improvements:

- Work with the Arlington School District and Town of Poughkeepsie to develop a Safe Routes to School Plan, defining a recommended walking and bicycling route to the

school, and implement sidewalk and crossing improvements, as well as signage and signal timing adjustments along the designated route(s) as needed.

- Incorporate education, enforcement and encouragement strategies to improve safety for students walking or bicycling to school.

LH-12. Collegeview Avenue/Fairmont Avenue Intersection Safety [T/Poughkeepsie; Short-Term]

Issue: This intersection is stop-controlled on Fairmont Avenue, though drivers often pull into the intersection to better see through traffic on Collegeview Avenue, which is uncontrolled. There is no marked crosswalk connecting the sidewalks across Fairmont, and drivers often fail to yield to people crossing.

Improvements:

- Mark a high-visibility crosswalk across Fairmont Avenue at Collegeview Avenue.
- Consider an all-way stop at the Fairmont Avenue/Collegeview Avenue intersection.
- Install in-street pedestal style "Yield to Pedestrians" signs at uncontrolled crosswalks along Collegeview Avenue.

LH-13. Mid-Hudson Bridge (Route 44/55) Pedestrian Walkway Access [NYSBA, NYSDOT, C/Poughkeepsie; Short-Term]

Issue: Access to the Mid-Hudson Bridge's walkway (along the north side of the bridge) is provided via a ramp off of Gerald Drive (owned by the NYS Bridge Authority), but there is insufficient signage to direct people to the ramp. There are also sidewalks (owned by the City of Poughkeepsie) on the north and south sides of the bridge between the Route 9 ramps, but no marked

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crosswalks across the ramps or signs to alert drivers of potential people crossing.

Improvements:

- Increase awareness of pedestrian access to the Mid-Hudson Bridge walkway via the ramp at Gerald Drive. Add Walkway Loop Trail signage.
- Remove the sidewalk between the Route 9 ramps on the south side of the bridge, since the bridge's south side walkway is closed.
- Add signage, high-visibility crosswalks, and other pedestrian safety improvements at the Route 9 ramps on the north side of the bridge, or remove the north sidewalk and install signs directing people to the Gerald Drive ramp instead.

C. Town of Wappinger and Village of Wappingers Falls

LH-14. New Hackensack Road (CR 104) Shoulder Improvements [Dutchess County; Short-Term]

Issue: Wappinger's [Comprehensive Plan](#) recommends consideration of a bicycle facility on portions of New Hackensack Road (CR 104) and Widmer Road near Route 9.

Improvement:

- Evaluate the feasibility of adding wider shoulders (four foot minimum) along New Hackensack Road and Widmer Road and implement where feasible.

LH-15. Wappingers Falls Mill Street – Market Street Curb Extensions [V/Wappingers Falls, NYSDOT; Short-Term]

Issue: Traffic (including large trucks) speeds through Main Street (Route 9D) between the curb extensions at the library (at Spring

Street) and the curve up Main Street to the west. The street feels wide, the crossings at the Mill Street intersection are long, and many drivers don't yield to people on foot crossing Main Street.

Improvements:

- Install curb extensions at the Market Street corners (two); Mill Street corners (two); and in front of the Knights of Columbus building (just west of Wheel & Heel bike shop), while accommodating turning vehicles.
- Stripe new shorter crosswalks across Main Street on both sides of Mill Street, across Mill Street, and across Market Street.
- Continue enforcement and education efforts to improve pedestrian safety on East Main Street.



Curb extensions on Main Street in Wappingers Falls would shorten crossings and improve safety (source: Google maps).

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LH-16. Wappingers Falls Route 9 and Village Center Crosswalks [V/Wappingers Falls, NYSDOT; Short-Term]

Issue: Pedestrian access across Route 9 between the Village center and shopping and residential areas east of Route 9 is difficult, and crash data indicates it is a problem. Safety for people crossing East and West Main Street (Route 9D) is also a concern. The [Wappingers Falls Transportation Plan](#) and [Moving Dutchess](#) recommended a number of crosswalks to improve access for people walking between locations in the Village.

Improvements:

- Consider high-visibility crosswalks, signage, and other pedestrian crossing improvements at the following locations:
 - Route 9/New Hackensack Road (CR 104), on the north side of New Hackensack Road (CR 104) and across New Hackensack Road (CR 104).
 - Across Route 9 at McDonalds/Planet Fitness (between East Main Street and Wenliss Terrace)
 - West Main Street (Route 9D)/School Street
 - West Main Street (Route 9D)/Convent Avenue (existing crosswalk)
 - East Main Street/West Main Street, with curb extensions on the west side and southeast corner.



The Hudson Highlands Fjord Trail would provide safe access to trails for the many hikers who currently walk on the shoulder of Route 9D (source: HudsonFjordTrail.org).

Medium-Term Recommendations (5 to 10 years)

A. City of Beacon and Town and Village of Fishkill

LH-17. Hudson Highlands Fjord Trail [C/Beacon, T/Fishkill; Medium-Term]

Issue: Many people walk in the shoulder along Route 9D to access Breakneck Ridge and other hiking trails. There are many conflicts between the people walking and cars, motorcycles, and other vehicles.

Improvement:

- Create a nine-mile separated path or trail along Route 9D or the Hudson River shore, connecting the Beacon train station to the Village of Cold Spring train station in Putnam County and providing access to Hudson Highlands State Park, Little Stony Point, and Mount Beacon.

LH-18. Beacon Train Station Pedestrian Access [C/Beacon; Medium-Term]

Issue: There is inadequate access for people walking between residential areas near Route 9D and the Beacon train station, and between the train station and Riverfront Park.

Improvements:

- Provide a sidewalk on the northwest side of Beekman Street to complete the gap between West Main Street and the existing sidewalk south of River Street, in conjunction with new

residential development and as illustrated in the City's new Linkage zoning district plan (about 0.2 miles).

- Create a new sidewalk or path south of City Hall between Beekman Street and Wolcott Avenue/Route 9D to connect the train station and Main Street, as illustrated in the City's new Linkage zoning (about 0.1 miles).
- Consider a formal path or sidewalk connection between Ferry Street and Wolcott Avenue/Route 9D, complete with stairs, handrails, and signage.
- Create a sidewalk or path along Red Flynn Drive between the Beacon ferry dock and Riverfront Park (about 0.15 miles).

LH-19. University Camp Pedestrian Access

[C/Beacon; Medium-Term]

Issue: There is limited access for walking between Mount Beacon Park (on Route 9D at Howland Avenue) and the University Settlement Camp (on Route 9D near Craig House Lane). There are sidewalks along the west side of Route 9D, but no sidewalk on the east side south of Hillside Road, and no crosswalks across Route 9D. Note that Route 9D in this area is a City street, not a State highway.

Improvements:

- Install a sidewalk on the east side of Route 9D from Hillside Road to the University Settlement Camp near Craig House Lane (about 0.4 miles).
- Alternatively, mark crosswalks at appropriate crossing locations across 9D.

LH-20. Fishkill Creek Greenway and Heritage Trail

[C/Beacon, T/Fishkill, V/Fishkill; Medium-Term]

Issue: The Fishkill Creek serves as a potential transportation and recreational corridor, linking the Hudson River to destinations in the south and east parts of Beacon, the Village and Town of Fishkill, and the Beacon Loop Trail and future Hudson Highlands Fjord Trail. There is also an inactive rail line parallel to the creek. Improvements:

- Create a path along the Fishkill Creek, either immediately adjacent to the Creek (based on the [Fishkill Creek Greenway and Heritage Trail Master Plan](#)) or as a rail trail using the Beacon (Maybrook) rail line right of way, or some combination (4.3 miles from the Beacon train station to the Fishkill Town line).
- Connect with the Hudson River Greenway Trail.
- Extend the trail into the Town and Village of Fishkill.
 - Create a path along the railroad/utility right of way with a connection to Jackson Street and a crossing over Route 9 to provide safe access for people walking and bicycling between the west side of Route 9 and Sarah Taylor Park.
 - Consider a pedestrian-bicycle bridge across the Fishkill Creek to connect Sarah Taylor Park and Merritt Boulevard.
 - Consider a path from the end of Jackson Street or Blodgett Road over the Fishkill Creek to the end of Merritt Boulevard to connect to Westage Business Center.

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- Connect to the Dutchess Rail Trail in Hopewell Junction.
- East of Hopewell Junction, a continuation of this trail could use the Maybrook rail line (as proposed when Metro-North purchased the Beacon line in 1995).

LH-21. *Tioronda Avenue – Madam Brett Park Sidewalk* [C/Beacon; Medium-Term]

Issue: There are inadequate sidewalks or paths linking Madam Brett Park to the center of Beacon.

Improvements:

- Mark a crosswalk on the east side of the Tioronda Avenue/Wolcott Avenue intersection.
- Install a sidewalk or path on one side of Tioronda Avenue between Wolcott Avenue and South Avenue. A path could continue south on South Avenue under the rail line and west to Madam Brett Park (about 0.8 miles to South Avenue; about 1.0 mile to Madam Brett Park).

LH-22. *Route 9D Shoulder Improvements* [NYSDOT; Medium-Term]

Issue: Shoulders on the uncurbed sections of Route 9D are inconsistent and quite narrow in some areas, considering the volume and speed of traffic.

Improvement:

- Create wider shoulders for bicycling along Route 9D in Wappinger and Fishkill, including between Beacon and the Bear Mountain Bridge.

LH-23. *Town of Fishkill Route 52 Sidewalk* [T/Fishkill, NYSDOT; Medium-Term]

Issue: Route 52 connects the Fishkill Town Hall, Town Recreation Center, a Town park and commercial and residential areas to the Village of Fishkill. However outside of the Village, it lacks sidewalks.

Improvements:

- Install a sidewalk on the north side of Route 52 from near Jeannette Drive, under I-84, to the existing sidewalk west of Blodgett Road (about 1 mile).
- Install a sidewalk on Geering Way and Central Hudson Way from Route 52 to Geering Park (about 0.3 miles).



A sidewalk along Route 52 in Fishkill would connect residents to the Town Hall, retail, a Town park, and the Village (source: Google maps).

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LH-24. Dutchess Stadium – Route 9D Sidewalk Extension [T/Fishkill, NYSDOT; Medium-Term]

Issue: There is limited access for walking to Dutchess Stadium from Beacon.

Improvements:

- Extend the sidewalk on Route 9D north from I-84 to Dutchess Stadium, connecting to the sidewalk on the northwest side of 9D at Brockway Road (about 0.8 miles).
- Provide a sidewalk connecting the ramp at the southeast corner of the Route 9D/stadium entrance intersection to the stadium entrance.
- Add crosswalks where needed to connect sidewalk segments.

B. City and Town of Poughkeepsie

LH-25. Dutchess Community College Walking & Bicycling Access [C/Poughkeepsie, T/Poughkeepsie; Medium-Term]

Issue: Safety for people walking along Creek Road to Dutchess Community College is a concern. In addition, residents of the Lakeview Arms senior housing development (across Creek Road from Morgan Lake) have no sidewalks along or designated crossing across Creek Road. There are no shoulders on Creek Road between Smith Street and just south of Morgan Lake (shoulder widths between Morgan Lake and Pendell Road are typically four feet or greater).

Improvements:

- Redesign the Smith Street/Creek Road/Little George Street Intersection into a roundabout to slow speeds, improve safety, and reduce congestion (as analyzed for the City by

Hudson Valley Engineering Associates in 2006). Incorporate sidewalks and crosswalks across all legs of the roundabout.

- Install a sidewalk along Creek Road from Smith Street to the DCC entrance (at the crosswalk between the parking lot and Hudson Hall), including an extension of the sidewalk on the north side of Smith Street to Creek Road, and possibly extending on Creek Road to Cottage Road (about 1 mile; 1.4 miles to Cottage Road).
- Install crosswalks, pedestrian-activated signals, and other improvements to help people safely cross Smith Street and Creek Road.
- Improve safety for people bicycling between the Dutchess Rail Trail at Morgan Lake and Creek Road. In particular, improve sight distance for left turns onto Creek Road.



A sidewalk along Creek Road to Dutchess Community College would provide safe access for students and others who currently walk along the road.

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LH-26. Poughkeepsie Waterfront Greenway Trail

[C/Poughkeepsie, T/Poughkeepsie; Medium-Term]

Issue: The concept of a continuous greenway trail along the Hudson River has been proposed for many years. In Poughkeepsie, there are segments through Longview Park, Waryas Park, and in front of Shadows on the Hudson, but several key gaps remain.

Improvement:

- Work with property owners to complete the Poughkeepsie Waterfront Greenway Trail from Quiet Cove Park at the Hyde Park Town line south to the Locust Grove Historic Site. Include connections to the Walkway elevator and around Kaal Rock Point, consistent with the City's 1998 Comprehensive Plan and other planning efforts.

LH-27. Waryas Park/Waterfront Walkways

[C/Poughkeepsie; Medium-Term]

Issue: The Poughkeepsie waterfront includes numerous destinations: Waryas Park, Upper Landing Park, the Walkway Over the Hudson, the Mid-Hudson Children's Museum, the Poughkeepsie train station, and lower Main Street. To facilitate walking between these destinations, a system of clear walkways and crossings is needed.

Improvements:

- Improve the walkways through Waryas Park to connect Main Street and the train station with the Walkway elevator,



Extending the Mill Street curb at Verazzano Boulevard & Mt. Carmel Place would shorten this long crossing and improve safety.

consistent with the City of Poughkeepsie *Waterfront Redevelopment Strategy*.

- Install crosswalks across North Water Street to improve access for people walking between the Poughkeepsie train station and Waryas Park, Upper Landing Park, and the Walkway elevator.

LH-28. Walkway Over the Hudson Pedestrian Access

Improvements – Phase 2 [C/Poughkeepsie; Medium-Term]

Issue: Intersections near the Walkway Over the Hudson should be improved to increase pedestrian safety and encourage walking between the Walkway and surrounding neighborhoods.

Improvements:

- Redesign the Washington Street/Brookside Avenue/Verazzano Boulevard/North Bridge Street intersection to extend the curb at the northwest corner, narrowing the intersection and reducing the crossing distance. Mark high-visibility crosswalks and stop bars on all legs of the intersection, and install pedestrian signals. In the short-term, a temporary redesign could be completed using paint, planters or other flexible materials. Emphasize the "Stop Here on Red" signage on the Verrazano approach and the right turn on red restriction for southbound Washington Street. Add Walkway signs to direct people walking through the intersection.
 - Redesign the Mill Street/Verazzano Boulevard/Mt. Carmel

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Place intersection to extend the curb at the southwest corner, reducing the crossing distance and removing the non-standard crosswalk, and install high-visibility crosswalks and pedestrian signals for all legs of the intersection. In the short-term, a temporary redesign could be completed using paint, planters or other flexible materials.

LH-29. *Fulton Street Sidewalk Extension*

[T/Poughkeepsie; Medium-Term]

Issue: There is a sidewalk on the north side of Fulton Street between Children’s Way and the Violet Avenue Elementary School entrance near Route 9G, and on both sides of Fulton Street between Route 9 and just east of the shopping center. However, there is no sidewalk between the shopping center and Children’s Way, or between the school entrance and sidewalk on Route 9G. Improvements:

- Extend the sidewalk on one or both sides of Fulton Street from the Mid-Hudson shopping center (across from Beck Place) east to Children’s Way to connect to the sidewalk to Violet Avenue Elementary School (about 0.4 miles).
- Extend the sidewalk on the north side of Fulton Street from the elementary school entrance to Route 9G, and provide a crosswalk to connect to the sidewalk on the east side of Route 9G.

LH-30. *Wilbur Boulevard Path Improvements*

[T/Poughkeepsie; Medium-Term]

Issue: The path along Wilbur Boulevard (about 1.4 miles long) provides access between Hooker Avenue, Spratt Park and residential areas, but it is narrow (about eight feet wide) and hilly,

making it unsuitable for shared use by people walking and bicycling. Additionally, the path ends without warning in the southbound direction at a tree. People on bicycles are forced to exit the path going against traffic on Wilbur Boulevard.

Improvements:

- Widen the path to at least 12 feet.
- To the extent practicable, upgrade the path to meet ADA standards.



The Wilbur Boulevard path ends without any transition to or from the adjacent street (source: Google maps).

- Improve driveway and intersection crossings based on current design standards.
- Provide a transition between the southern end of the path and Wilbur Boulevard for access to Spackenkill Road. Consider signage, pavement markings, and other elements to direct people on bicycles between the street and the path and to alert drivers of their presence.
- Provide a crossing and signage at Croft Road (at the existing gap in the guard rail) to direct bicyclists to Todd Middle School. Consider a pedestrian/bicycle-activated flashing

light at the crossing, similar to one installed on North Grand Avenue in the Town of Poughkeepsie at the Dutchess Rail Trail crossing.

LH-31. Zack's Way – Boardman Road Walking-Bicycling Connection [T/Poughkeepsie; Medium-Term]

Issue: Zack's Way and Boardman Road provide access between the Arlington neighborhood, Vassar College, local schools (Our Lady of Lourdes and Poughkeepsie Day School), and the planned Arlington Library at the south end of Boardman Road. Local school running teams also use this route. However, there are no sidewalks or marked shoulders on these roads. There are easements for a future path along several properties on the west side of Boardman Road, including Our Lady of Lourdes High School, the planned library, and the parcel nearest Spackenkill Road.

Improvements:

- Create a shared-use path along the west side of Zack's Way/Boardman Road between Hooker Avenue/New Hackensack Road (Route 376) and Spackenkill Road (Route 113) (about 1.7 miles).
- Alternatively, consider a sidewalk and marked bicycle lanes on Zack's Way/Boardman Road between Hooker Avenue/New Hackensack Road (Route 376) and Spackenkill Road (Route 113).
- Connect the path or sidewalk and bicycle lanes to recommended walking and bicycling facilities on Hooker Avenue.
- Improve the traffic signal at Zack's Way and New Hackensack Road to detect bicycles, if feasible.

LH-32. Dutchess Rail Trail – Overocker Road Trailhead Access [T/Poughkeepsie; Medium-Term]

Issue: The Dutchess Rail Trail crosses Overocker Road one-quarter mile east of Burnett Boulevard, and the Poughkeepsie Town Hall and Elks Lodge are on Overocker Road between Burnett Boulevard and the Rail Trail. However, there is no sidewalk on Overocker Road, no sidewalk the east side of Burnett Boulevard (between Overocker Road and Route 44) and crosswalk across Overocker Road on Burnett Boulevard.

Improvements:

- Install a sidewalk or shared-use path along the north side of Overocker Road between Burnett Boulevard and the Dutchess Rail Trail (about 0.25 miles).
- Install a sidewalk or shared-use path along the east side of Burnett Boulevard from Overocker Road to Route 44 (about 0.25 miles).
- Mark a crosswalk across Overocker Road at Burnett Boulevard to connect to new sidewalks on Overocker Road and Burnett Boulevard.
- Designate a bicycle route from Fairmont Avenue to the Rail Trail using Manchester Road (parallel to Route 55 on the south side), the path and crossing at Burnett Boulevard (between Manchester Road and Route 55), and Overocker Road. Connect to State Bike Route 9 at Hooker Avenue via Collegetown Avenue and Raymond Avenue, or Collegetown Avenue, Raymond Avenue, College Avenue and DeGarmo Place.
- Review the signal detection (southbound) and timing at the Route 55/Burnett Boulevard intersection and make improvements as needed to better accommodate people on bicycles.

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- Add wayfinding signage to assist people bicycling along the route.

LH-33. Innis Avenue (CR 75) – Salt Point Turnpike (Route 115)

Sidewalk Connections

[T/Poughkeepsie, Dutchess County, NYSDOT; Medium-Term]

Issue: The sidewalk network on Innis Avenue north of Arnold Road includes several gaps (such as just north of Jackman Drive south) as well as locations where the sidewalk switches sides of the street without a marked crosswalk (such as at Lindbergh Place and at Jackman Drive north). In addition, there are no sidewalks on either side north of the commercial plaza at Jackman Drive north.

Improvements:

- Fill sidewalk gaps along Innis Avenue north of Arnold Road to create a continuous network (about 0.3 miles) and extend sidewalks from Jackman Drive north to Salt Point Turnpike (about 0.35 miles).
- Extend the sidewalk on the south side of Salt Point Turnpike (Route 115) from Hudson Avenue to Innis Avenue (about 0.2 miles).
- Mark high-visibility crosswalks to connect sidewalks on opposite sides of the street and provide other crossing improvements as needed.

LH-34. Route 44 Sidewalks & Shoulders

[T/Poughkeepsie, NYSDOT; Medium-Term]

Issue: People in Arlington walk and bike to the shopping on Route 44, but sidewalks are inconsistent and the shoulder is inadequate, especially given the speed and volume of traffic.

Improvements:

- Provide consistent sidewalks on both sides of Route 44 between Raymond Avenue and Overlook Road, particularly between Longview Road and Overlook Road, and possibly extend to DeGarmo Road (CR 43) (about 0.4 miles; 0.7 miles to DeGarmo Road).
- Provide consistent four foot minimum shoulders for bicycling on Route 44.
- Provide crosswalks and pedestrian signals on all legs of the Route 44/Cherry Hill Drive intersection and the Route 44/Burnett Boulevard intersection, if feasible.
- Adjust signal timing as needed to allow sufficient time for people to cross intersections.

LH-35. Marist – Quiet Cove Sidewalk

[T/Poughkeepsie, NYSDOT; Medium-Term]

Issue: There are sidewalks on both sides of Route 9 near Marist College, but to the north, the west side sidewalk stops halfway between Marist's north entrance and Winslow Gate Road, making it difficult to walk to Quiet Cove Riverfront Park. The sidewalk on the east side continues to Hudson View Drive, but there is no crosswalk.

Improvement:

- Construct a sidewalk or separated path on the west side of Route 9 between Marist's north gate and Quiet Cove Park (about 0.3 miles) consistent with recommendations in the [Route 9 Land Use and Transportation Study](#), and connect to the Greenway Trail as well as future sidewalks along Route 9 in Hyde Park.

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LH-36. Spackenkill Road Sidewalks & Shoulders

[T/Poughkeepsie, NYSDOT; Medium-Term]

Issue: Spackenkill Road (Route 113) provides access to several schools and the proposed Arlington Library on Boardman Road. However, there are no sidewalks east of Croft Road, and in areas the shoulders are narrow or concave (for drainage).

Improvements:

- Extend the sidewalk on Spackenkill Road (Route 113) from Croft Road to Boardman Road to provide access between destinations on Route 9 and Spackenkill High School, Oakwood Friends School, and schools on Boardman Road (about 1.75 miles).
- Provide consistent four foot minimum shoulders on Spackenkill Road, particularly near Wilbur Boulevard.

LH-37. Red Oaks Mill Sidewalks & Crosswalks

[T/Poughkeepsie, NYSDOT; Medium-Term]

Issue: Red Oaks Mill, centered at the intersection of New Hackensack Road (Route 376), Spackenkill Road (Route 113), and Vassar Road (CR 77), has no crosswalks, no sidewalks, and no shoulders. People must walk in the weeds or the travel lane.

Improvements:

In coordination with an operational and safety assessment of the Red Oaks Mill area:

- Add sidewalks along New Hackensack Road (Route 376) between Hogan Drive and Old Mill Road, at least on the east side (about 0.2 miles).
- Provide sidewalks on Vassar Road (CR 77) from Spackenkill Road (Route 113) through the commercial area (about 0.3 miles).

- Consider a sidewalk on Spackenkill Road between Boardman Road and Vassar Road (about 0.9 miles).
- Add crosswalks and pedestrian signals at the intersection.



The Red Oaks Mill commercial area has no sidewalks or crosswalks (source: Google maps).

C. Town of Wappinger and Village of Wappingers Falls

LH-38. Myers Corners Road/Middlebush Road (CR 93) Walking & Bicycling Access

[Dutchess County, T/Wappinger, NYSDOT; Medium-Term]

Issue: Myers Corners Road/Middlebush Road (CR 93) connects the Wappinger Town Hall, six schools, residential areas, commercial centers, and the Dutchess Rail Trail (just east of CR 93 crossing Route 376). In addition, the section between Route 9D and Route 9 is part of State Bike Route 9. However, it has no sidewalks, minimal shoulders between Route 9D and Route 9, minimal shoulders

Walk Bike Dutchess

between Degarmo Hills Road and Route 376, and poor pavement in areas.

Improvements: Consistent with the recommendations in the [CR 93 \(Myers Corners Road/Middlebush Road\) Corridor Management Plan](#):

- Add paved shoulders on Middlebush Road (CR 93) between Route 9D and Route 9 and improve pavement.
- Add paved shoulders on Myers Corners Road (CR 93) between Degarmo Hills Road and Route 376.
- Evaluate the feasibility of installing a sidewalk with a landscaped buffer on one side of CR 93: on the north side between Route 9D and the Ketcham High School driveway, and on the south side between the high school driveway and Route 376 (about 4.5 miles).
- Incorporate shoulders as part of the replacement of the culvert over the Lake Oniad Stream (just east of Kent Road).
- Create a connection between Myers Corners Road and the Dutchess Rail Trail via a sidewalk and/or wider shoulders on Route 376 and on the bridge over Sprout Creek (about 0.35 miles).
- Evaluate the feasibility of installing a sidewalk on Route 9D between Middlebush Road and the existing sidewalks on Route 9D in the Village of Wappingers Falls (about 0.2 miles).
- Evaluate marking crosswalks at key intersections along CR 93 such as Route 9D, Major McDonald Way, Old Route 9, Losee Road, Spook Hill Road, Blackthorn Loop West, Ketcham High School driveway, Kent Road, Laerdal Driveway East, and DeGarmo Hills Road, in coordination with other improvements.

LH-39. Old Hopewell Road/New Hamburg Road (CR 28) Walking & Bicycling Access

[Dutchess County, T/Wappinger; Medium-Term]

Issue: There is limited walking or bicycling access to the New Hamburg train station from the Town of Wappinger. There are minimal shoulders on Old Hopewell and New Hamburg Roads (CR 28) and substantial traffic. At the same time, parking at the train station is limited, so alternatives to driving are needed. There is bus service along CR 28 but poor pedestrian access to it. The Town's [Comprehensive Plan](#) recommends consideration of a bicycle facility on Old Hopewell Road.

Improvements:

- Evaluate the feasibility of installing a sidewalk, path, or wider shoulders (four foot minimum) along Old Hopewell/New Hamburg Road (CR 28) from Route 9 or Route 9D to the New Hamburg train station (about 1.25 miles from Route 9D; 2.3 miles from Route 9).
- Add appropriate signs to increase driver awareness of people walking and bicycling.

LH-40. Creek Road (CR 91) Shared-Use Path Evaluation

[Dutchess County; Medium-Term]

Issue: Walking and bicycling access between the New Hamburg train station and the Village of Wappingers Falls is limited. The most direct route is along Creek Road (CR 91) and Market Street. However, the creek side lane of Creek Road is unstable, making a two-way road with wider shoulders or sidewalks infeasible.

Improvement:

- Evaluate the feasibility of converting Creek Road (CR 91) to one way southbound with a shared-use, two-way

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walking/bicycling path on the creek side. The path could be part of the Wappinger Greenway Trail.

LH-41. Route 376 Shoulder Improvements

[NYSDOT; Medium-Term]

Issue: In the Lower Hudson, Route 376 provides access between Arlington and Vassar College, Red Oaks Mill, New Hackensack, and the Dutchess Rail Trail. In addition, the Town of Wappinger's [Comprehensive Plan](#) recommends consideration of a bicycle facility on Route 376. While shoulders are generally wide, there are portions with narrow shoulders, and shoulders are not consistently maintained.

Improvements:

- Widen shoulders along Route 376 between Cedar Valley Road and Red Oaks Mill Road (CR 44) where feasible.
- Improve shoulder maintenance, including pavement repair and brush clearing, particularly between Spackenkill Road (Route 113) and Myers Corners Road (CR 93).

LH-42. Wappingers Falls Route 9/East Main Street Village Gateway *[NYSDOT, V/Wappingers Falls; Medium-Term]*

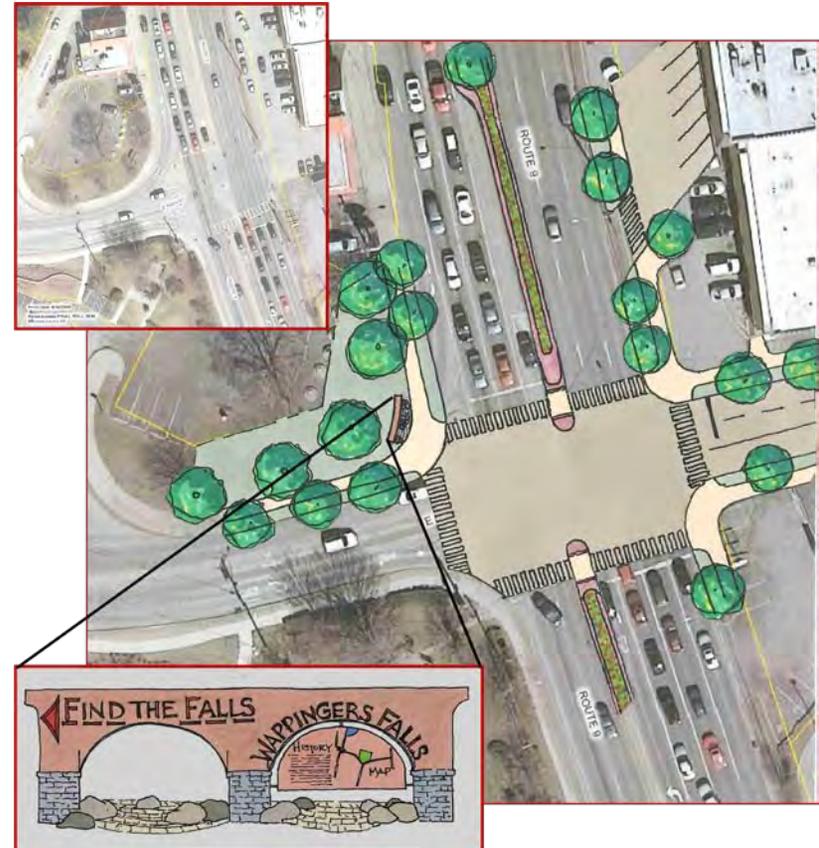
Issue: The entrance to the Village center at the Route 9/East Main Street intersection discourages walking due to the right turn slip lane and lack of a crosswalk on the north side of East Main Street. The Village's [Local Waterfront Revitalization Strategy](#) recommends creating a more pedestrian-friendly gateway to the Village center on East Main Street/Route 9.

Improvements:

- Remove the right turn slip lane at the northwest corner of the intersection and extend the curb to shorten the

crossing and reduce conflicts between vehicles and people walking.

- Add a high-visibility crosswalk with a pedestrian refuge island across Route 9 on the north side of East Main Street.



The proposed entrance to the Wappingers Falls Village Center at Route 9 and East Main Street.

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Long-Term Recommendations (10+ years)

A. City of Beacon and Town and Village of Fishkill

LH-43. South Avenue Bridge [C/Beacon; Long-Term]

Issue: There is no connection between Madam Brett Park (on the north side of Fishkill Creek) and South Avenue (on the south side of the creek).

Improvement:

- Reconstruct the South Avenue Bridge across the Fishkill Creek to allow access by people walking and bicycling, as well as driving. This could provide a connection to the Hudson Highlands Fjord Trail via the Slocum Road subdivision to Route 9D.

LH-44. Beacon – Fishkill Waterfront Greenway Trail [C/Beacon, T/Fishkill; Long-Term]

Issue: There is no access to the Hudson River by foot in the City of Beacon or the Town of Fishkill north of Beacon’s Riverfront Park.

Improvement:

- Create a shared-use Greenway Trail along the waterfront from the Beacon train station to the Newburgh-Beacon Bridge access road and north into the Town of Fishkill.

LH-45. DIA: Beacon – Dennings Avenue Trail Link [C/Beacon; Long-Term]

Issue: There is no way to walk to the DIA museum from the south.

Improvement:

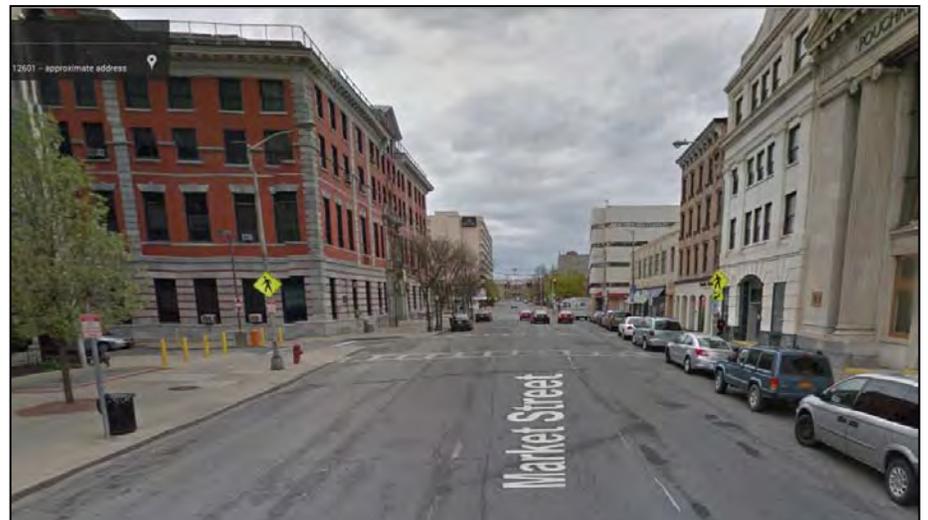
- Work with DIA to develop a walking trail or path from Dennings Avenue to DIA for visitors coming from Dennings Point. A loop could be created between the Beacon train

station, along the Klara Sauer Trail to Dennings Point, and DIA.

B. City and Town of Poughkeepsie

LH-46. Market Street Walking & Bicycling-Friendly Two-Way Conversion [C/Poughkeepsie, Long-Term]

Issue: Market Street, in the heart of Poughkeepsie’s downtown, is one-way between Church Street (Route 44/55 eastbound) and Mill Street (Route 44/55 westbound). This contributes to driver confusion and excess circulation, and the three wide lanes contribute to higher speeds and often a failure to yield to people at crosswalks. Crossing at the west leg of the Market Street/Mill Street intersection is prohibited, but many people cross there since it connects directly to Poughkeepsie City Hall. The excess



Converting Market Street to two-way circulation would improve access to the City Center by walking, bicycling, and driving (source: Google maps).

Walk Bike Dutchess

street capacity could be used to make the street more pedestrian- and bicycle-friendly.

Improvements:

- Redesign Market Street to allow two-way traffic between Church Street and Mill Street, consistent with the [City of Poughkeepsie Transportation Strategy](#).
- Incorporate pedestrian crossing improvements, including marking a crosswalk across the west leg of Mill Street (Route 44/55 westbound).
- As part of the redesign, consider a ‘road diet’ to reduce the number of lanes and add on-street parking and bicycle facilities such as buffered bike lanes.

LH-47. Poughkeepsie Arterial Redesign

[C/Poughkeepsie, NYSDOT; Long-Term]

Issue: Routes 44/55 eastbound and westbound (known as the ‘arterials’) are three-lane, one-way streets through the center of the city. They are posted with a 30 mile per hour speed limit, but speeds are typically much higher due to the streets’ design. Though there are continuous sidewalks along both streets, it is uncomfortable to walk along them due to the speed and volume of traffic and the minimal buffer between traffic and the sidewalk.

Improvements:

- Conduct a planning study to analyze ways to redesign the eastbound and westbound Route 44/55 arterials (Mill Street-West Maple Street and Church Street-West Baker Street-Haight Avenue) into pedestrian-friendly boulevards.
- Reconfigure the curve behind the Civic Center to slow traffic, reduce weaving, and shorten the crossing distance at Main Street, as recommended in the [City of Poughkeepsie Transportation Strategy](#).

LH-48. Sheafe Road Sidewalk *[T/Poughkeepsie, Long-Term]*

Issue: Sheafe Road provides access to Bowdoin Park, the Sheafe Road Elementary School, residential neighborhoods, and a local baseball park, as well as Route 9 and the New Hamburg train station (via Channingville Road and Main Street). However, it has no sidewalks and speeds are relatively high (85th percentile speeds are about 44 miles per hour).

Improvements:

- As a first step, provide a sidewalk between the elementary school (Delavergne Avenue) and the baseball park just north of Cottam Hill Road (about 0.5 miles).
- As a second phase, extend the sidewalk south to Bowdoin Park (about 0.58 miles).
- Long-term, consider access to the New Hamburg train station.

LH-49. CSX West & East Branch Trail

[T/Poughkeepsie, Dutchess County; Long-Term]

Issue: The west and east branches of the CSX rail line in Poughkeepsie are inactive and could be acquired and converted to shared-use non-motorized trails to link the numerous destinations in the area. This would be a major project that would require substantial funding.

Improvements:

- Construct a multi-use trail on the CSX West Branch (near Route 9 and Marist College, between Kittredge Place and Winslow Gate Road) (about 1.7 miles).
- Consider developing a secondary street along the CSX East Branch to connect the Hudson River Psychiatric Center property to Fulton Street and Parker Avenue, as

Walk Bike Dutchess

recommended in the [Route 9 Land Use and Transportation Study](#).

C. Town of Wappinger and Village of Wappingers Falls

LH-50. Imperial Boulevard Walking- & Bicycle-Friendly Street Extension [T/Wappinger, V/Wappingers Falls, Dutchess County, NYSDOT; Long-Term]

Issue: There is a lack of good walking and bicycling connections among the residential complexes, shopping plazas, DCC, DMV, Hannaford, and other destinations on the east side of Route 9 in Wappinger.

Improvement:

- Add a slow-speed pedestrian- and bicycle-friendly street (such as a bicycle boulevard with sidewalks) east of Route 9 between Myers Corners Road and New Hackensack Road, using Imperial Boulevard and the area behind Hannaford, west of Marshall Road (about 0.8 miles). This is consistent with recommendations for a north-south secondary street with other street connections in the [CR 93 \(Myers Corners Road/Middlebush Road\) Corridor Management Plan](#), the [Village of Wappingers Falls Route 9 Study](#), and the Town of Wappinger's [Comprehensive Plan](#).

LH-51. Route 9, 9D and Mesier Avenue Sidewalks [NYSDOT, T/Wappinger, V/Wappingers Falls, T/Poughkeepsie; Long-Term]

Issue: The sidewalk systems along Routes 9 and 9D are incomplete, limiting walking access to shopping and other destinations.

Improvements:

- Install continuous sidewalks at the following locations:



A secondary street along Imperial Boulevard and extending to Myers Corners Road would provide access to many destinations by foot and bicycle.

Walk Bike Dutchess

- Along the east side of Route 9 between shopping plazas near Myers Corners Road and Vassar Road (CR 77) (about 1.7 miles)
- Along the west side of Route 9 between Mesier Avenue and IBM Road (about 3.4 miles)
- Route 9D between the Village line and Route 9 (about 0.6 miles)
- Mesier Avenue between Liss Road and Route 9 (about 0.1 miles)
- Install a pedestrian walkway or bridge on Route 9 over the Wappinger Lake as part of the Wappinger Greenway Trail.



- | | | |
|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | Elementary/Middle | Major Roads |
| ● Medium-Term | Middle/High | Trails |
| ● Long-Term | Parks | |
| Recommendation (Linear) | Rail Station | |
| — Medium-Term | | |
| — Long-Term | | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: CITY OF BEACON



www.dutchessny.gov/WalkBikeDutchess

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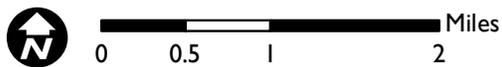
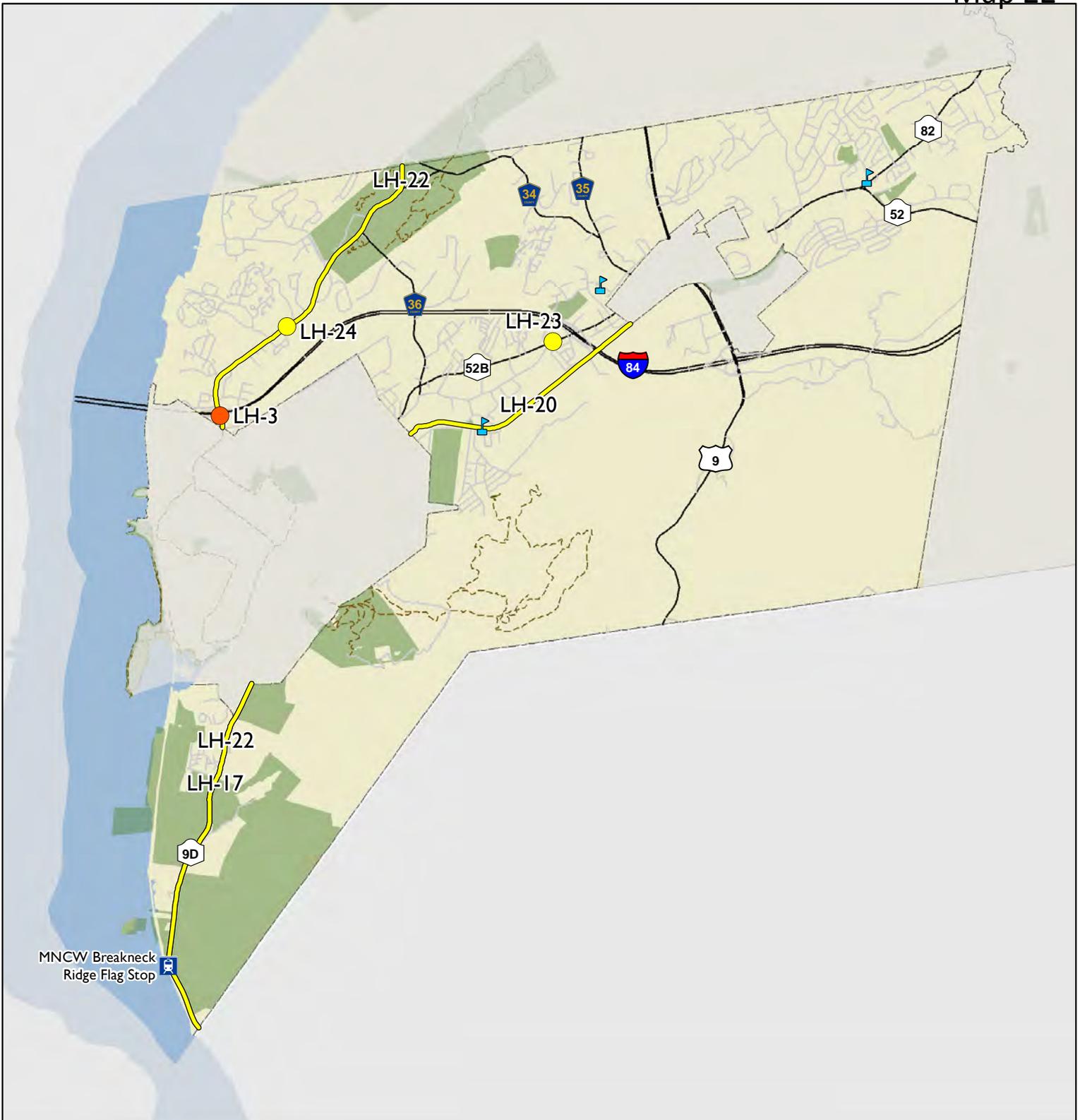
Walk Bike Dutchess Project Recommendations: City of Beacon*

Planning Area	Project Code	Location	Project Name	Timeframe¹	Lead	Other Partners
Lower Hudson	LH-1	C/Beacon	Beacon Bicycle Parking	Short	C/Beacon	MTA
Lower Hudson	LH-2	C/Beacon	Beekman Road - South Avenue Sharrows	Short	C/Beacon	
Lower Hudson	LH-18	C/Beacon	Beacon Train Station Pedestrian Access	Medium	C/Beacon	MTA
Lower Hudson	LH-19	C/Beacon	University Camp Pedestrian Access	Medium	C/Beacon	
Lower Hudson	LH-21	C/Beacon	Tioronda Avenue - Madam Brett Park Sidewalk	Medium	C/Beacon	
Lower Hudson	LH-43	C/Beacon	South Avenue Bridge	Long	C/Beacon	
Lower Hudson	LH-45	C/Beacon	DIA: Beacon - Dennings Avenue Trail Link	Long	C/Beacon	DIA: Beacon
Lower Hudson	LH-44	C/Beacon	Beacon - Fishkill Waterfront Greenway Trail	Long	C/Beacon, T/Fishkill	NYS Bridge Authority
Lower Hudson	LH-4	C/Beacon; C/Poughkeepsie	Newburgh-Beacon and Mid-Hudson Bridge Walkway/Bikeway Hours	Short	NYSBA	
Lower Hudson	LH-17	C/Beacon; T/Fishkill	Hudson Highlands Fjord Trail	Medium	C/Beacon, T/Fishkill	NYS DOT, Scenic Hudson, Village of Cold Spring, Putnam County, NYS OPRHP, MTA
Lower Hudson	LH-20	C/Beacon; T/Fishkill; V/Fishkill	Fishkill Creek Greenway and Heritage Trail	Medium	C/Beacon, T/Fishkill, V/Fishkill	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.1](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



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|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🏫 Elementary/Middle | — Major Roads |
| ● Medium-Term | 🌳 Parks | — Trails |
| ● Long-Term | Rail Station | |
| Recommendation (Linear) | 🚉 | |
| — Medium-Term | | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: FISHKILL



www.dutchessny.gov/WalkBikeDutchess

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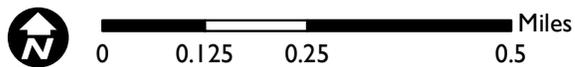
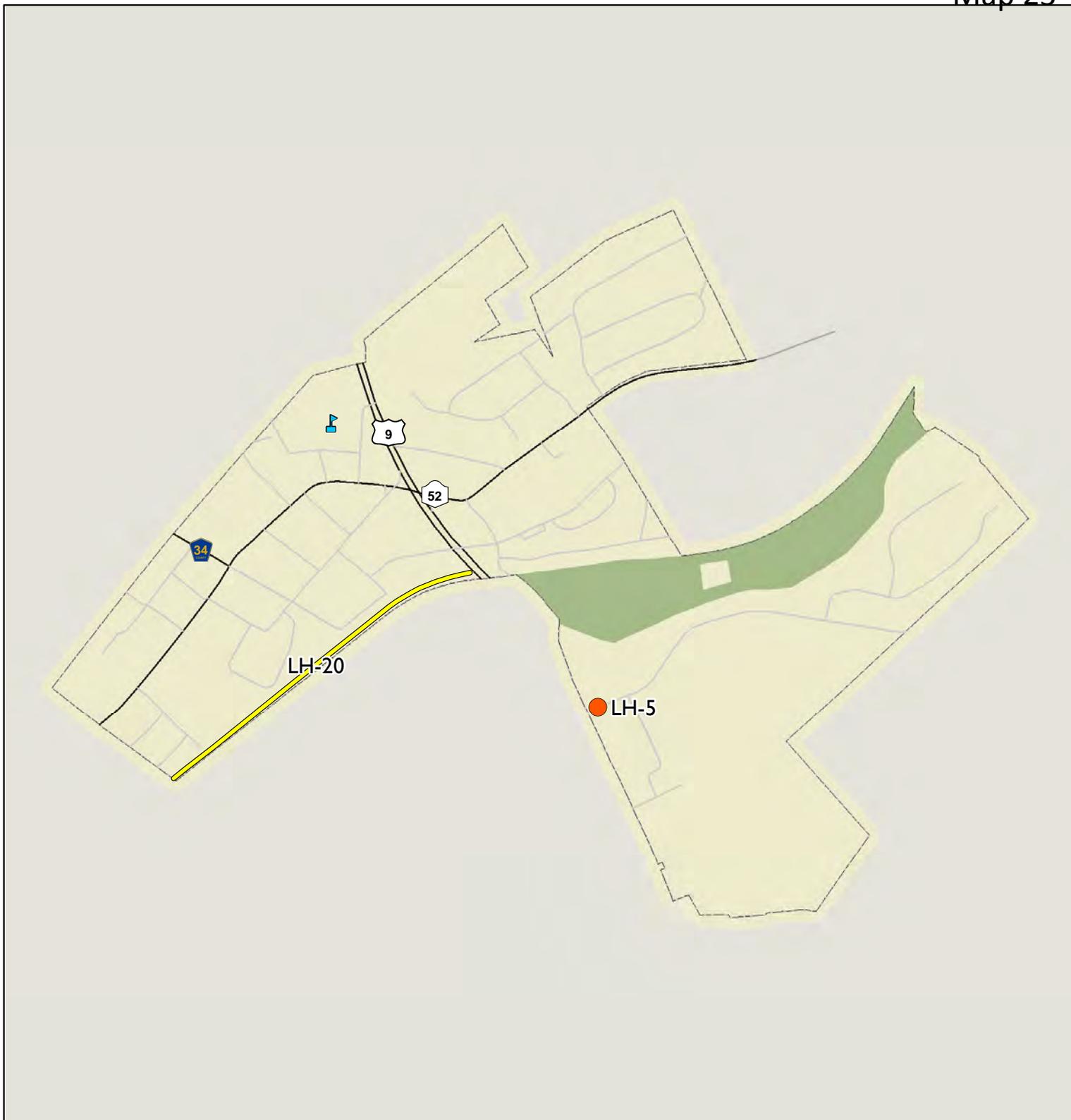
Walk Bike Dutchess Project Recommendations: Town of Fishkill*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Lower Hudson	LH-3	T/Fishkill	I-84/Route 9D Intersection Pedestrian Safety Improvements	Short	NYSDOT	
Lower Hudson	LH-23	T/Fishkill	Town of Fishkill Route 52 Sidewalk	Medium	T/Fishkill, NYSDOT	
Lower Hudson	LH-24	T/Fishkill	Dutchess Stadium - Route 9D Sidewalk Extension	Medium	T/Fishkill, NYSDOT	Dutchess County
Lower Hudson	LH-22	T/Fishkill; T/Wappinger	Route 9D Shoulder Improvements	Medium	NYSDOT	
Lower Hudson	LH-17	C/Beacon; T/Fishkill	Hudson Highlands Fjord Trail	Medium	C/Beacon, T/Fishkill	NYSDOT, Scenic Hudson, Village of Cold Spring, Putnam County, NYS OPRHP, MTA
Lower Hudson	LH-20	C/Beacon; T/Fishkill; V/Fishkill	Fishkill Creek Greenway and Heritage Trail	Medium	C/Beacon, T/Fishkill, V/Fishkill	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.1](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



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|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🏫 Elementary/Middle | — Major Roads |
| ● Medium-Term | Parks | |
| ● Long-Term | ■ | |
| Recommendation (Linear) | | |
| — Medium-Term | | |

Walk Bike Dutchess 2014
Project Recommendations by Municipality:
VILLAGE OF FISHKILL



www.dutchessny.gov/WalkBikeDutchess

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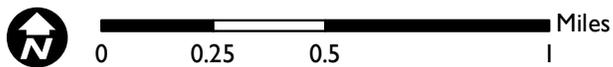
Walk Bike Dutchess Project Recommendations: Village of Fishkill*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Lower Hudson	LH-5	V/Fishkill	Merritt Boulevard Safety Assessment	Short	V/Fishkill	T/Fishkill; NYSDOT
Lower Hudson	LH-20	C/Beacon; T/Fishkill; V/Fishkill	Fishkill Creek Greenway and Heritage Trail	Medium	C/Beacon, T/Fishkill, V/Fishkill	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.1](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



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|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🏫 K-12 | — |
| ● Medium-Term | 🏫 Elementary/Middle | — |
| ● Long-Term | 🏫 Middle/High | — |
| Recommendation (Linear) | Parks | Major Roads |
| — Medium-Term | 🌳 | — |
| | Rail Station | Trails |
| | 🚉 | — |
| | | Rail Trail |
| | | — |

Walk Bike Dutchess 2014
Project Recommendations by Municipality:
CITY OF POUGHKEEPSIE



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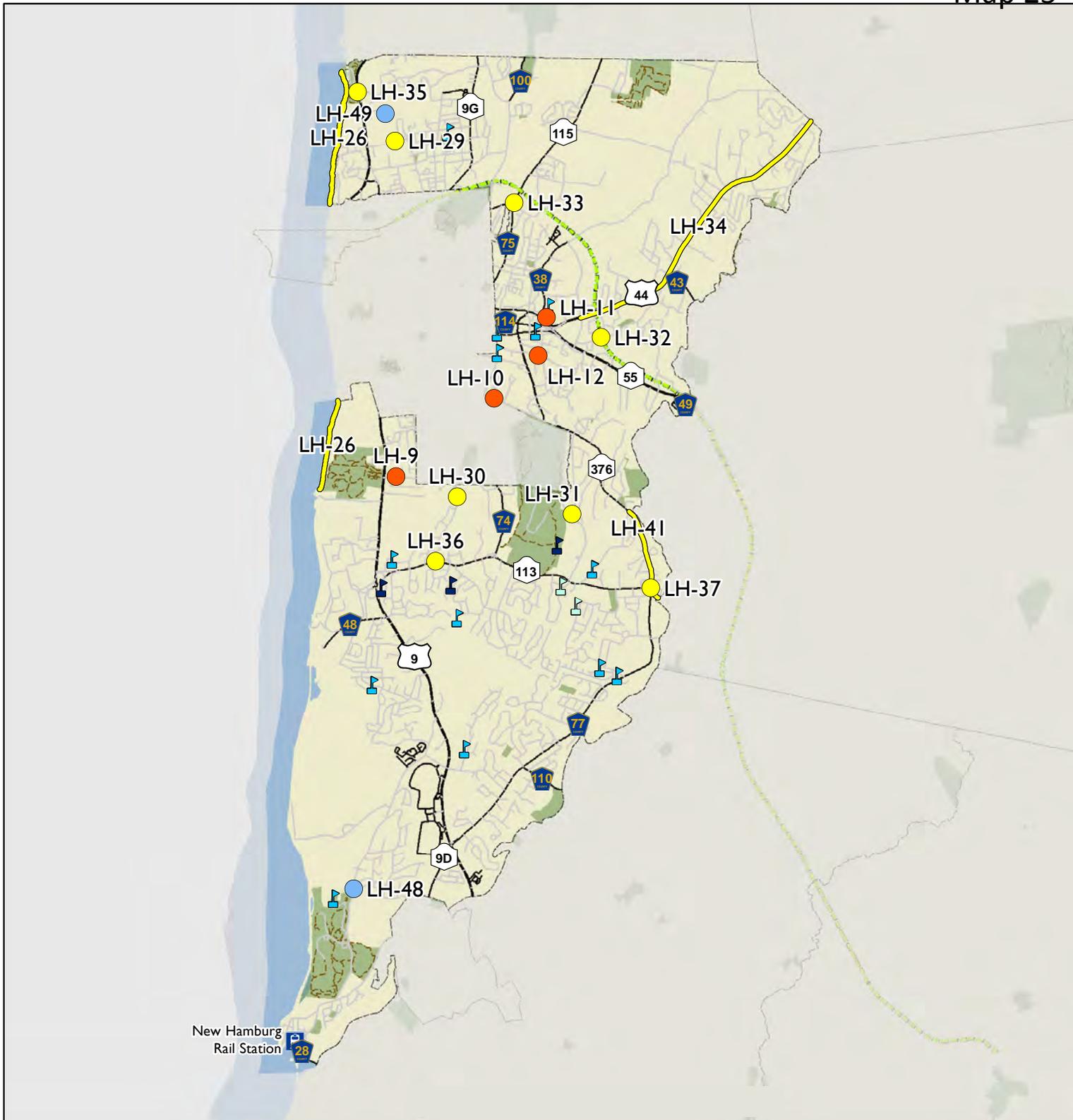
Walk Bike Dutchess Project Recommendations: City of Poughkeepsie*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Lower Hudson	LH-6	C/Poughkeepsie	Main Street Pedestrian & Bicycle Safety Assessment	Short	C/Poughkeepsie	
Lower Hudson	LH-7	C/Poughkeepsie	Walkway Over the Hudson Pedestrian Access Improvements - Phase	Short	C/Poughkeepsie	Walkway Over the Hudson
Lower Hudson	LH-13	C/Poughkeepsie	Mid-Hudson Bridge Pedestrian Walkway Access	Short	NYSBA, NYSDOT, C/Poughkeepsie	
Lower Hudson	LH-8	C/Poughkeepsie	City of Poughkeepsie Bicycle Route Implementation	Short/Medium	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	Medium	C/Poughkeepsie	Walkway Over the Hudson
Lower Hudson	LH-27	C/Poughkeepsie	Waryas Park/Waterfront Walkways	Medium	C/Poughkeepsie	MTA
Lower Hudson	LH-46	C/Poughkeepsie	Market Street Walking & Bicycling - Friendly Two-Way Conversion	Long	C/Poughkeepsie	Dutchess County, NYSDOT
Lower Hudson	LH-47	C/Poughkeepsie	Poughkeepsie Arterial Redesign	Long	C/Poughkeepsie, NYSDOT	Town of Poughkeepsie
Lower Hudson	LH-4	C/Beacon; C/Poughkeepsie	Newburgh-Beacon and Mid-Hudson Bridge Walkway/Bikeway Hours	Short	NYSBA	
Lower Hudson	LH-9	C/Poughkeepsie; T/Poughkeepsie	Beechwood Avenue Traffic Calming and Sidewalk	Short/Medium	C/Poughkeepsie, T/Poughkeepsie	
Lower Hudson	LH-25	C/Poughkeepsie; T/Poughkeepsie	Dutchess Community College Walking & Bicycling Access	Medium	C/Poughkeepsie, T/Poughkeepsie	Dutchess Community College
Lower Hudson	LH-26	C/Poughkeepsie; T/Poughkeepsie	Poughkeepsie Waterfront Greenway Trail	Medium	C/Poughkeepsie, T/Poughkeepsie	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.1](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



Recommendation (Sites)

- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)

- Medium-Term

Schools

- 🏫 K-12
- 🏫 Elementary/Middle
- 🏫 Middle/High

Parks

- 🌳
- 🚉 **Rail Station**

Local Roads

- Major Roads
- Trails
- Rail Trail

**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
POUGHKEEPSIE**



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[Walk Bike Dutchess](#) Project Recommendations: Town of Poughkeepsie*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Lower Hudson	LH-11	T/Poughkeepsie	Arlington Middle School Safe Routes to School Plan	Short	T/Poughkeepsie, NYSDOT	Arlington School District
Lower Hudson	LH-12	T/Poughkeepsie	Collegetown Avenue/Fairmont Avenue Intersection Safety	Short	T/Poughkeepsie	Vassar College
Lower Hudson	LH-10	T/Poughkeepsie	Hooker Avenue Sidewalks and Crosswalks	Short/Medium	T/Poughkeepsie, C/Poughkeepsie	Vassar College
Lower Hudson	LH-29	T/Poughkeepsie	Fulton Street Sidewalk Extension	Medium	T/Poughkeepsie	NYSDOT
Lower Hudson	LH-30	T/Poughkeepsie	Wilbur Boulevard Path Improvements	Medium	T/Poughkeepsie	
Lower Hudson	LH-31	T/Poughkeepsie	Zack's Way - Boardman Road Walking-Bicycling Connection	Medium	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	Medium	T/Poughkeepsie	NYSDOT, Dutchess County
Lower Hudson	LH-33	T/Poughkeepsie	Innis Avenue (CR 75) - Salt Point Turnpike (Route 115) Sidewalk Connections	Medium	T/Poughkeepsie, Dutchess County, NYSDOT	
Lower Hudson	LH-34	T/Poughkeepsie	Route 44 Sidewalks & Shoulders	Medium	T/Poughkeepsie, NYSDOT	
Lower Hudson	LH-35	T/Poughkeepsie	Marist - Quiet Cove Sidewalk	Medium	T/Poughkeepsie, NYSDOT	Marist College, Dutchess County
Lower Hudson	LH-36	T/Poughkeepsie	Spackenkill Road Sidewalks & Shoulders	Medium	T/Poughkeepsie, NYSDOT	Spackenkill Union Free School District, Oakwood Friends School
Lower Hudson	LH-37	T/Poughkeepsie	Red Oaks Mill Sidewalks & Crosswalks	Medium	T/Poughkeepsie, NYSDOT	Dutchess County
Lower Hudson	LH-48	T/Poughkeepsie	Sheafe Road Sidewalk	Long	T/Poughkeepsie	Wappingers Central School District, Dutchess County
Lower Hudson	LH-49	T/Poughkeepsie	CSX West & East Branch Trail	Long	T/Poughkeepsie, Dutchess County	CSX
Lower Hudson	LH-9	C/Poughkeepsie; T/Poughkeepsie	Beechwood Avenue Traffic Calming and Sidewalk	Short/Medium	C/Poughkeepsie, T/Poughkeepsie	
Lower Hudson	LH-25	C/Poughkeepsie; T/Poughkeepsie	Dutchess Community College Walking & Bicycling Access	Medium	C/Poughkeepsie, T/Poughkeepsie	Dutchess Community College
Lower Hudson	LH-26	C/Poughkeepsie; T/Poughkeepsie	Poughkeepsie Waterfront Greenway Trail	Medium	C/Poughkeepsie, T/Poughkeepsie	
Lower Hudson	LH-41	T/Wappinger; T/Poughkeepsie	Route 376 Shoulder Improvements	Medium	NYSDOT	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.1](#)

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Recommendation (Sites)

- Short-Term
- Medium-Term
- Long-Term

Recommendation (Linear)

- Medium-Term

Schools

- ▤ Elementary/Middle
- ▤ Middle/High

Parks

-

Local Roads

-
- Major Roads**

Trails

- - -

Rail Trail

- - -

**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
WAPPINGER**



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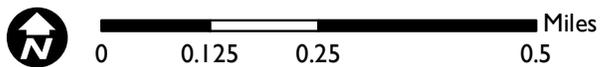
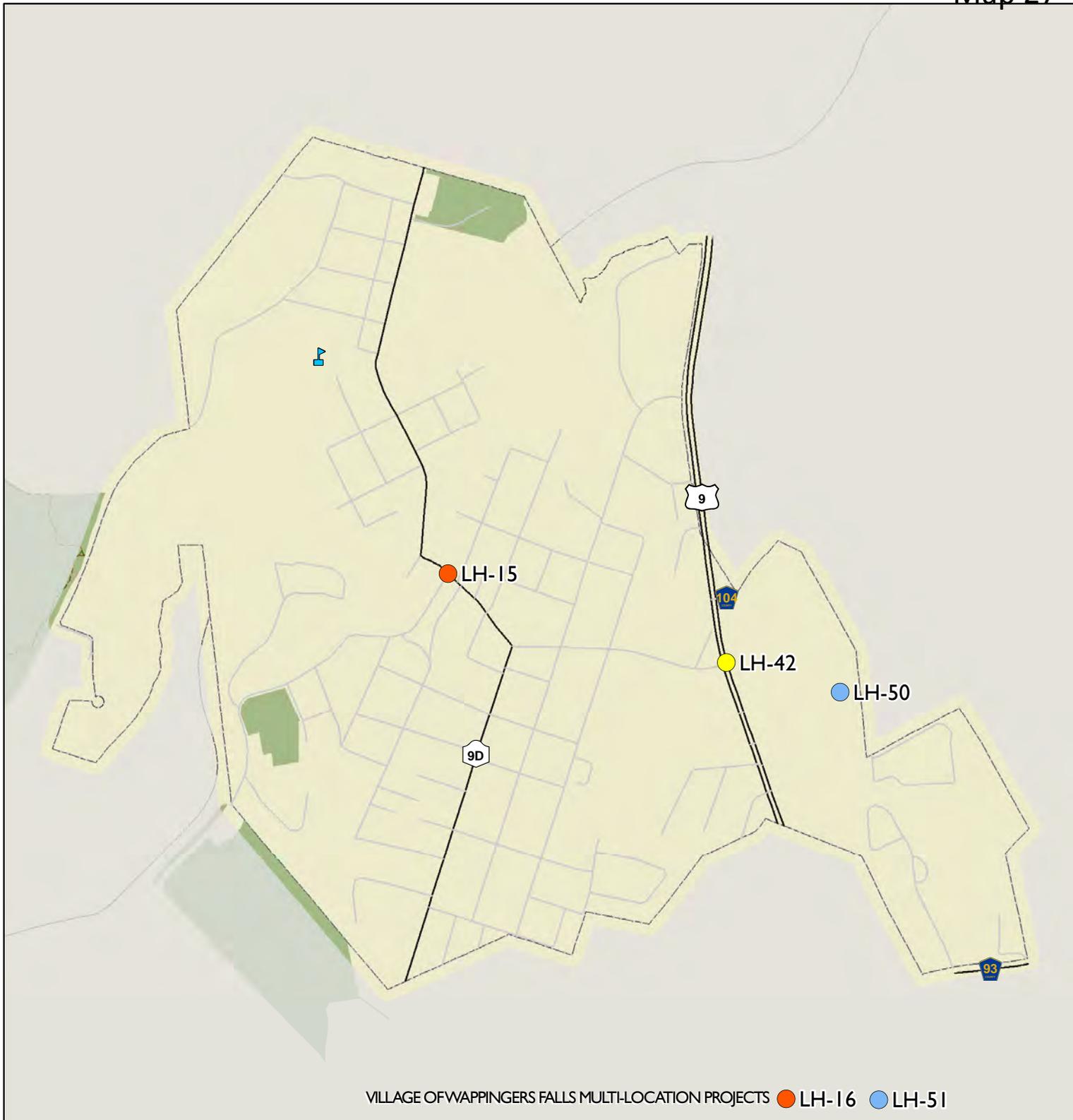
Walk Bike Dutchess Project Recommendations: Town of Wappinger*

Planning Area	Project Code	Location	Project Name	Timeframe¹	Lead	Other Partners
Lower Hudson	LH-14	T/Wappinger	New Hackensack Road (CR 104) Shoulder Improvements	Short	Dutchess County	
Lower Hudson	LH-39	T/Wappinger	Old Hopewell Road/New Hamburg Rd (CR 28) Walking & Bicycling Access	Medium	Dutchess County, T/Wappinger	
Lower Hudson	LH-38	T/Wappinger	Myers Corners/Middlebush Road (CR 93) Walking & Bicycling Access	Medium	Dutchess County, T/Wappinger, NYSDOT	Wappingers Central School District
Lower Hudson	LH-40	T/Wappinger	Creek Road (CR 91) Shared-Use Path Evaluation	Medium	Dutchess County	Town of Wappinger, Village of Wappingers Falls
Lower Hudson	LH-22	T/Fishkill; T/Wappinger	Route 9D Shoulder Improvements	Medium	NYSDOT	
Lower Hudson	LH-41	T/Wappinger; T/Poughkeepsie	Route 376 Shoulder Improvements	Medium	NYSDOT	
Lower Hudson	LH-50	T/Wappinger; V/Wappingers Falls	Imperial Boulevard Walking- & Bicycle-Friendly Street Extension	Long	T/Wappinger, V/Wappingers Falls, Dutchess County, NYSDOT	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.1](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.



Recommendation (Sites)

- Short-Term
- Medium-Term
- Long-Term

Schools

● Elementary/Middle

Parks



Local Roads

Major Roads

**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
VILLAGE OF WAPPINGERS FALLS**



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Walk Bike Dutchess Project Recommendations: Village of Wappingers Falls*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Lower Hudson	LH-15	V/Wappingers Falls	Wappingers Falls Mill Street - Market Street Curb Extensions	Short	V/Wappingers Falls, NYSDOT	
Lower Hudson	LH-16	V/Wappingers Falls	Wappingers Falls Route 9 and Village Center Crosswalks	Short	V/Wappingers Falls, NYSDOT	
Lower Hudson	LH-42	V/Wappingers Falls	Wappingers Falls Route 9/East Main Street Village Gateway	Medium	NYSDOT, V/Wappingers Falls	
Lower Hudson	LH-51	V/Wappingers Falls	Route 9, 9D, and Mesier Avenue Sidewalks	Long	NYSDOT, T/Wappinger, V/Wappingers Falls, T/Poughkeepsie	
Lower Hudson	LH-50	T/Wappinger; V/Wappingers Falls	Imperial Boulevard Walking- & Bicycle-Friendly Street Extension	Long	T/Wappinger, V/Wappingers Falls, Dutchess County, NYSDOT	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.1](#)

¹Short = within 5 years; Medium = 5-10 years; Long = 10+ years

Project sponsors must fully define project scope and develop project cost estimates.