Chapter 5.3: Lower Taconic

For this Plan, the Lower Taconic is defined as the four south-central communities along the Taconic State Parkway: the Towns of LaGrange, Union Vale, Beekman, and East Fishkill. The Lower Taconic represents about 166 square miles and 64,250 people—just over 20 percent of both the county’s total land area and population. It is characterized by a mix of suburban and rural land use interspersed with more concentrated development in hamlets such as Poughquag in Beekman and Lagrangeville in LaGrange. The area has had rapid population growth during the past twenty years, but retains low to average population density and high rates of auto ownership (see Map 39, Lower Taconic 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 Towns of East Fishkill, Beekman, and LaGrange rank 15th, 16th, and 17th of the county’s 30 municipalities based on residential density, with between 400 and 500 persons per square mile (just over the county average of 370). The Town of Union Vale is much less dense, with only 130 residents per square mile. These spread-out population patterns tend to make walking and bicycling for transportation less practical and attractive.

Centers & Destinations
Lower Taconic centers, as designated by the Dutchess County Department of Planning and Development, are shown on Map 40, Lower Taconic Centers. Key destinations for walking and bicycling include:

- Hopewell Junction hamlet in East Fishkill (including the Dutchess Rail Trail Hopewell Depot Trailhead)
- Fishkill Plains hamlet, including Van Wyck Junior High School and Fishkill Plains Elementary in East Fishkill
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

1 inch = 1.4 miles

Lower Taconic Overview

School
- Elementary/Middle
- Middle/High
- Major Employer

Bus Route
- Shared Use Path/Rail Trail
- Recreational Trail
- Park

Paved Shoulder Width
- >= 4 ft
- 2 - 4 ft
- < 2 ft
- Biking/Walking Prohibited

Road Type
- Local
- County
- State
- State Parkway
- Interstate

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

- John Jay High School and recreation park on Route 52 in East Fishkill
- Arlington High School/Freedom Plains hamlet/LaGrange Town Center
- LaGrangeville hamlet and post office
- Manchester center, including the Dutchess Rail Trail LaGrange Trailhead (adjacent to Old Manchester Rd in LaGrange)
- Dutchess Rail Trail access adjacent to Gold’s Gym on Titusville Rd in LaGrange
- Poughquag hamlet, including Beekman Library and Town Recreation Area in Beekman
- Verbank hamlet and post office in Union Vale
- Tymor Park in Union Vale

2. Demographics

Age
Young people and older people are less likely to drive, and therefore more likely to walk (both young and old) or bicycle (young people) for transportation. The Lower Taconic communities all have higher percentages of young people (under 16) than the county average, and except for Union Vale, have lower percentages of older people (over 74). The Towns of Union Vale, East Fishkill, and LaGrange have a higher than average percentage of these young and older groups combined.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Population</th>
<th>% Under 16</th>
<th>% 16 - 74</th>
<th>% Over 74</th>
<th>% Under 16 + Over 74</th>
</tr>
</thead>
<tbody>
<tr>
<td>T/Beekman</td>
<td>14,621</td>
<td>21</td>
<td>76</td>
<td>3</td>
<td>24</td>
</tr>
<tr>
<td>T/East Fishkill</td>
<td>29,029</td>
<td>23</td>
<td>73</td>
<td>4</td>
<td>27</td>
</tr>
<tr>
<td>T/LaGrange</td>
<td>15,730</td>
<td>22</td>
<td>73</td>
<td>5</td>
<td>27</td>
</tr>
<tr>
<td>T/Union Vale</td>
<td>4,877</td>
<td>22</td>
<td>72</td>
<td>7</td>
<td>29</td>
</tr>
<tr>
<td>Duchess County</td>
<td>297,488</td>
<td>19</td>
<td>74</td>
<td>6</td>
<td>25</td>
</tr>
</tbody>
</table>

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

Income
Lower-income households are also more likely to walk and bicycle for transportation. Household incomes in the Lower Taconic tend to be higher than the county average. All four Towns have lower percentages of low-income households (defined here as under $25,000 per year) and higher median household incomes than the county overall.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Households</th>
<th>% less than $25,000</th>
<th>% $25,000 - 50,000</th>
<th>% Over $50,000</th>
<th>Median Household Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>T/Beekman</td>
<td>4,218</td>
<td>7%</td>
<td>16%</td>
<td>78%</td>
<td>$88,950</td>
</tr>
<tr>
<td>T/East Fishkill</td>
<td>9,317</td>
<td>9%</td>
<td>15%</td>
<td>75%</td>
<td>$94,343</td>
</tr>
<tr>
<td>T/LaGrange</td>
<td>5,208</td>
<td>8%</td>
<td>11%</td>
<td>81%</td>
<td>$99,830</td>
</tr>
<tr>
<td>T/Union Vale</td>
<td>1,688</td>
<td>14%</td>
<td>11%</td>
<td>74%</td>
<td>$79,333</td>
</tr>
<tr>
<td>Duchess County</td>
<td>107,151</td>
<td>16%</td>
<td>19%</td>
<td>65%</td>
<td>$71,125</td>
</tr>
</tbody>
</table>

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).
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 Lower Taconic municipalities is shown below. Beekman, LaGrange, and East Fishkill all have very low percentages of both zero- and one-vehicle households compared to the county average. Union Vale’s percentage of one-vehicle households is also lower than the County average.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Households</th>
<th>% Zero-Vehicle</th>
<th>% One-Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>T/Beekman</td>
<td>4,218</td>
<td>2 (+/- 1%)</td>
<td>17 (+/- 5%)</td>
</tr>
<tr>
<td>T/East Fishkill</td>
<td>9,317</td>
<td>2 (+/- 1%)</td>
<td>17 (+/- 3%)</td>
</tr>
<tr>
<td>T/LaGrange</td>
<td>5,208</td>
<td>2 (+/- 1%)</td>
<td>19 (+/- 4%)</td>
</tr>
<tr>
<td>T/Union Vale</td>
<td>1,688</td>
<td>6 (+/- 4%)</td>
<td>19 (+/- 6%)</td>
</tr>
<tr>
<td>Dutchess County</td>
<td>107,151</td>
<td>8 (+/- 1%)</td>
<td>31 (+/- 6%)</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates, Table B08201: Household Size By Vehicles Available. Italics indicate that estimate should be used with caution because sampling error is between 12 and 40 percent of the estimate.

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. Disability data is only available for the Town of East Fishkill. The Town’s share of disabled residents is slightly lower than the county average and its share of residents with an ambulatory difficulty is similar to the county average.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Population</th>
<th>% Disabled</th>
<th>% With an Ambulatory Difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>T/East Fishkill</td>
<td>29,029</td>
<td>11 (+/- 2%)</td>
<td>6 (+/- 2%)</td>
</tr>
<tr>
<td>Dutchess County</td>
<td>297,488</td>
<td>13 (+/- 1%)</td>
<td>6 (+/- 1%)</td>
</tr>
</tbody>
</table>

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 map.

Walking Facilities
The Lower Taconic has approximately 20 miles of sidewalks. The majority are in the Town of East Fishkill. Minor sidewalk systems are located in some of the hamlets and larger residential and commercial properties. When considered on a per-resident basis, the Town of East Fishkill has the most sidewalks per resident in the Lower Taconic, but ranks 21st out of the 30 municipalities in the county. Sidewalk mileage by municipality and per resident is shown below.
Walk Bike Dutchess

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Effective March 27, 2014

Sidewalks on segments of Route 55 in LaGrange provide access to transit and commercial buildings (source: Google maps).

The Lower Taconic has approximately 38 miles of unpaved trails. Major recreational trails in the area include:

1. Appalachian Trail: 16 miles
   - Town of East Fishkill: 8.5 mile segment
   - Town of Beekman: 7.5 mile segment
2. Tymor Park in Union Vale: 7.5 mile trail network
3. James Baird State Park in LaGrange: 6.2 mile trail network
4. Red Wing Nature Trails in LaGrange: 4.2 mile nature trail

### Sidewalks by Municipality

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Sidewalks (miles)*</th>
<th>Sidewalk Feet per Resident</th>
<th>County-wide Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>T/Beekman</td>
<td>0.4</td>
<td>0.1</td>
<td>28</td>
</tr>
<tr>
<td>T/East Fishkill</td>
<td>11.7</td>
<td>2.1</td>
<td>23</td>
</tr>
<tr>
<td>T/LaGrange</td>
<td>6.7</td>
<td>2.3</td>
<td>21</td>
</tr>
<tr>
<td>T/Union Vale</td>
<td>1.0</td>
<td>1.1</td>
<td>26</td>
</tr>
<tr>
<td>Dutchess County</td>
<td>434.1</td>
<td>7.7</td>
<td>n/a</td>
</tr>
</tbody>
</table>

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).

### Shared-Use Paths

Portions of the Dutchess Rail Trail run through both the Town of LaGrange (approximately 3 miles) and the Town of East Fishkill (approximately 2.5 miles, from the Town line to Hopewell Junction).

### Bicycling Facilities

There are currently no on-street bicycle facilities in the Lower Taconic. However, NYSDOT has several proposed State Bicycle Routes (SBR) which connect to the area:

- Proposed SBR 55, along Route 55 between a 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 some destinations in the area, including the East Fishkill Depot Museum and McDonald’s in Fishkill Plains. A list of bicycle parking locations is included in Appendix G.
Transit Service
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.

There is limited transit service in the Lower Taconic. LOOP’s Route E primarily serves the Lower Taconic, with service along Route 55 between Poughkeepsie, LaGrange, Union Vale, and Beekman, continuing to Pawling. It had annual ridership of approximately 22,200 in 2012. Route F provides service between Beacon, Fishkill, and Hopewell Junction. It provided approximately 34,200 rides in 2012.

B. Walking & Bicycling Data
Based on the Lower Taconic’s high vehicle ownership rates, limited transit service, and limited sidewalks, we can expect low rates of walking and bicycling in this area.

Unfortunately, Census data at the municipal level is limited, and there is insufficient data to provide estimates of walking to work for any of the Lower Taconic municipalities. However, given the area’s high percentage of young people, there is likely demand for more walking and bicycling infrastructure.

Count Data
Counts of people walking and bicycling were conducted on Route 82 west of Church Street in Hopewell Junction (Town of East Fishkill) in July and September 2013. Over a two-hour period, 5 pedestrians and 9 bicyclists were counted in July and 2 pedestrians and 14 bicyclists were counted in September at this location. The count volumes are detailed in Appendix J and illustrated in Maps 6-7 (in Chapter 4).

Walk-Bike Dutchess Survey Data
The Walk-Bike Dutchess survey resulted in 154 responses from the Lower Taconic. According to the survey, over 50 percent of respondents walk at least three to four times per week, while over 40 percent bicycle at least one to two times per week. The most common reason for walking or bicycling is health/exercise, followed by to enjoy the community and be outside.

Favorite walking locations for Lower Taconic residents include rail trails, parks, the Walkway Over the Hudson, and residential neighborhoods. Over 75 percent of respondents cited the Dutchess Rail Trail as the best location for bicycling. According to respondents, problematic areas for walking and bicycling include Routes 55 and 82, and other roads with narrow shoulders, such as Noxon Road and Titusville Road.
When asked, “If equally good facilities existed, how would you prefer to travel?” about 70 percent said they would prefer to walk or bicycle to parks/recreation and the gym/exercise, and over 40 percent said they would prefer to walk or bicycle to work, school, and local errands.

However, more than 70 percent said they are dissatisfied with how their community is designed for bicycling, and over 60 percent said they are dissatisfied with how their community is designed for walking.

When asked “What are the most important improvements to be made?” the most common responses included adding more rail trails/shared use paths, increasing the width of road shoulders, and adding bicycle lanes and/or shared lane markings. Respondents said that future projects should prioritize completing missing sections to create longer continuous walkways and bikeways.

Charts showing the survey results for the Lower Taconic 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 Taconic rates are shown below. None of the Lower Taconic municipalities exceed the county-wide average pedestrian or bicycle crash rate. However, the area’s low crash rates likely reflect low rates of walking and bicycling. Maps 11 and 12 (in Chapter 4) show all municipalities’ crash rates.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Pedestrian Crashes</th>
<th>Bicycle Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>Annual Rate (per 1,000 pop.)</td>
</tr>
<tr>
<td>T/LaGrange</td>
<td>12</td>
<td>0.15</td>
</tr>
<tr>
<td>T/Union Vale</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>T/Beekman</td>
<td>2</td>
<td>0.03</td>
</tr>
<tr>
<td>T/East Fishkill</td>
<td>13</td>
<td>0.09</td>
</tr>
<tr>
<td><strong>Dutchess County</strong></td>
<td><strong>377</strong></td>
<td><strong>0.25</strong></td>
</tr>
</tbody>
</table>

Source: Accident Location Information System (ALIS), NYSDOT

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. There was one high-crash corridor for pedestrians and one for bicyclists in the Lower Taconic:

- **Pedestrian:** Town of East Fishkill, Route 376/Hillside Lake Road (CR 29/CR 33) between Robinson Lane and Flanders Road: 1.5 miles; 4 crashes; 2.8 crashes/mile.
- **Bicycle:** Town of East Fishkill, Route 82 between Old Hopewell Road (CR 28) and Beekman Road (CR 9): 2.4 miles; 5 crashes; 2.1 crashes/mile.

High-crash corridors in the Lower Taconic are shown in Map 15 (in Chapter 4). All pedestrian and bicycle crashes in the Lower Taconic are shown in Map 41.
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.

This map was created May 2014.

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

1 inch = 1.4 miles.
C. Key Needs/Issues

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

- Build walking and bicycling facilities, especially on high-traffic roads through residential areas.
- Create or widen road shoulders, particularly on higher-volume roads.
- Improve shoulder maintenance.
- Provide connectivity to regional destinations (e.g., the Dutchess Rail Trail and Walkway Over the Hudson).

In terms of safety, key corridors/hot spots include Route 376/Hillside Lake Road in Fishkill Plains for walking and Route 82 near Hopewell Junction for bicycling. There is also a cluster of pedestrian crashes on Route 52 west of Palen Road (CR 31) in East Fishkill, and a cluster of pedestrian and bicycle crashes near Route 55 in Freedom Plains.

D. Lower Taconic 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 NYS DOT-Region 8, Dutchess County Public Works, and Dutchess County Planning, the following project ideas are recommended to improve walking and bicycling in the Lower Taconic. They are organized by timeframe (short, medium, and long-term) and then by project lead (municipalities, County, and State). They are also shown in Maps 42-45 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.

**Short-Term Recommendations (within 5 years)**

**LT-1. Flint Road – Fountains at Millbrook Crosswalk**  
*T/Union Vale; Short-Term*

Issue: Residents, visitors and employees at The Fountains senior housing in Union Vale cross Flint Road between buildings. However, there is no crosswalk or pedestrian-related signs on the street.

Improvements:
- Mark a crosswalk across Flint Road to The Fountains senior living residence.
- Provide appropriate pedestrian-related signage.

**LT-2. Verbank Route 82 Crosswalk & Speed Evaluation**  
*T/Union Vale, NYS DOT; Short-Term*

Issue: Traffic speeds on Route 82 in Verbank create safety issues for people walking in the hamlet. Families have trouble crossing Route 82 to get to the local park.

Improvements:
- Consider a high-visibility crosswalk and/or other improvements to increase safety for people crossing Route 82 to Godfrey Park.
- Evaluate extending the 45 mile per hour speed limit on Route 82 (currently between North Clove Road and Camby Road) through the hamlet of Verbank to Milewood Road/Verbank Village Road or further south.
LT-3. **Route 82 Shoulder Improvements**  
[NYSDOT; Short-Term]  
Issue: The shoulders on Route 82 east of Hopewell Junction are narrow and pavement quality is an issue.  
Improvements:  
- Widen shoulders on Route 82 east of Hopewell Junction in East Fishkill, LaGrange and Union Vale to a consistent four foot minimum and improve shoulder pavement quality.  
- Consider signage and other bicycle safety improvements on Route 82, particularly in Hopewell Junction (between Old Hopewell Road and Beekman Road).

LT-4. **Route 376 Shoulder and Roadway Improvements**  
[NYSDOT; Short-Term]  
Issue: In the Lower Taconic, Route 376 provides access to the Dutchess Rail Trail, Fishkill Plains, and Hopewell Junction. However, the segment between Hillside Lake Road (CR 29) and Secor Lane has narrow shoulders, and some segments are in poor condition.  
Improvements:  
- Widen shoulders between Hillside Lake Road (CR 29) and Secor Lane to a consistent four foot minimum.  
- Improve road and shoulder maintenance, including pavement repair and brush clearing.

Medium-Term Recommendations (5 to 10 years)

LT-5. **Beekman Town Center Sidewalks & Traffic Calming**  
[T/Beekman, NYSDOT; Medium-Term]  
Issue: The Beekman Town Center, along Route 55 at Beekman Road/Clove Valley Road (CR 9) and extending southeast to Sunrise Drive, includes a grocery store, post office, and Town library and sports fields. However, Route 55 is currently characterized by high speed traffic and there are no sidewalks in the area. Beekman’s Comprehensive Plan recommends traffic calming and a system of sidewalks through the Town Center.  
Improvement:  
- Add sidewalks and traffic calming measures on Route 55 in the Beekman Town Center, along with mixed-use development and community space, as described in the Town’s Comprehensive Plan (about 0.7 miles from Beekman Road to Palmer Circle).

LT-6. **Hopewell Junction Hamlet Sidewalks**  
[T/East Fishkill, NYSDOT; Medium-Term]  
Issue: There are few sidewalks in the Hopewell Junction hamlet, and no sidewalk connections between the Dutchess Rail Trail and the post office, library, Town Hall, school, and other local destinations. Gayhead Elementary School’s safety evacuation meeting place is the Town Hall, but there is no safe way for the students to walk there.  
Improvements:  
Consistent with the recommendations of the Hopewell Hamlet Pedestrian Plan,  
- Install sidewalks and fill sidewalk gaps on Route 376 between the Dutchess Rail Trail and the Hopewell recreation center, Town library and Town Hall, and extending to the Hopewell Garden apartments and the Gayhead Elementary School entrance (off of Entry Road) (about 1.5 miles).  
- Install sidewalks on the south side of Route 82 from Route 376 west to Trinka Lane (about 0.3 miles).  
- Install crosswalks across Route 82 and 376 at major intersections. Add signage, flashing beacons, or other
warning devices as needed to alert approaching drivers to the presence of people crossing.

- Add a sidewalk, path or trail between the Dutchess Rail Trail and Red Wing Town Park, along Route 82 and Old Farm Road (about 0.65 miles).
- Provide a paved path between the Unity Plaza shopping center and the Hopewell Glen housing development on Fishkill Road, using the existing trail behind the plaza (about 0.1 miles). Install a pedestrian/bicycle bridge over the MTA rail line and Fishkill Creek.
- Coordinate sidewalks, crosswalks, and other walking-related improvements with NYSDOT’s planned roundabouts on Route 82.

LT-7. Van Wyck Junior High/Fishkill Plains Elementary – Dutchess Rail Trail Connections

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

Issue: There are no pedestrian connections between the Dutchess Rail Trail and Van Wyck Junior High School on Route 376 or Fishkill Plains Elementary on Lake Walton Road, and shoulders on Lake Walton Road are minimal. Moving Dutchess recommends improving access for people walking near the Junior High School.

Improvements:
- Evaluate the feasibility of installing a sidewalk on Route 376 between the Dutchess Rail Trail and Van Wyck Junior High School (on the north side of the Route 376/Hillside Lake Road (CR 29) intersection) (about 0.85 miles).
- Evaluate potential crosswalk locations near Van Wyck Junior High School on Route 376.
- Provide a wider shoulder (four foot minimum) and consider a sidewalk on Lake Walton Road between the rail trail and Route 376.
- Extend wider shoulders south of the rail trail on Lake Walton Road where feasible.
- Incorporate sidewalks and signalized pedestrian crossings into planned improvements at the Route 376/Lake Walton Road intersection.
- Consider safety improvements and improve shoulders at the Hillside Lake Road (CR 29)/Route 376 intersection.
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Walk Bike Dutchess

LT-8.  LaGrange Town Center Sidewalk Connections  
[T/LaGrange, NYSDOT; Medium-Term]
Issue: Insufficient sidewalks and crossings make it difficult for students and residents in the LaGrange Town Center (Freedom Plains hamlet) to access the high school, middle school, and adjacent retail, shops, and recreational facilities. NYSDOT recently began a project that will include three roundabouts on Route 55, a landscaped median, and sidewalks on the north side of Route 55 (between Freedom Road and Stringham Road), the south side of Route 55 (between Stringham Road and the connector street across from Skidmore Road), the west side of the extension of Dr. Fink Road (between Route 55 and Dr. Fink Road), and the east side of Stringham Road to the Hannaford supermarket. Earlier plans prepared by the County Planning Department for the LaGrange Town Center included bicycle lanes and sidewalks on both sides of Route 55 between Freedom Road and Stringham Road.
Improvements:
• Extend the planned sidewalks on both sides of Route 55 to connect the businesses around Freedom Road to at least Stringham Road (about 0.6 miles).
• Install a sidewalk on Regnault Lane (in front of Arlington High School) between the school entrance and Dr. Fink Road, and install a sidewalk on Dr. Fink Road between Regnault Lane and Freedom Road (about 0.5 miles).
• Extend the planned sidewalk on Stringham Road to connect the Hannaford supermarket to LaGrange Middle School and Stringham Park south of Todd Hill Road (about 1 mile).
• Provide a sidewalk along the connector street between the Daily Planet Diner (at Route 55 and Skidmore Road) and the Hannaford supermarket (about 0.2 miles).

LT-9.  Route 55 Shoulder Improvements  
[NYSDOT; Medium-Term]
Issue: Route 55 is a major east-west connection between Poughkeepsie and Pawling through the Lower Taconic. However, shoulder widths on Route 55 vary.
Improvement:
• Provide consistent wide shoulders (six feet where feasible) along Route 55 between Poughkeepsie and Pawling.

Long-Term Recommendations (10+ years)

LT-10.  Dutchess Rail Trail – Putnam Trailway Connection  
[Towns, Dutchess County; Long-Term]
Issue: The rail line between Hopewell Junction and Putnam County is in poor condition and is used infrequently (to transfer rail cars). It could be acquired and converted to a shared-use path.

The former Maybrook rail line extends southeast from Hopewell Junction to Putnam County (source: Google maps).
trail to connect the Dutchess Rail Trail to rail trails in Putnam and Westchester counties. This would be a major project that would require substantial funding.

Improvement:

- Work with MTA/Metro-North to create a rail trail along the former Maybrook railroad line from Hopewell Junction through Beekman and Pawling to Putnam County, connecting the Dutchess Rail Trail to the Putnam County Trailway and the North County Trailway in Westchester (about 15 miles).
**Walk Bike Dutchess**  Project Recommendations: Town of Beekman*

<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Project Code</th>
<th>Location</th>
<th>Project Name</th>
<th>Timeframe(^1)</th>
<th>Lead</th>
<th>Other Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower Taconic</td>
<td>LT-5</td>
<td>T/Beekman</td>
<td>Beekman Town Center Sidewalks &amp; Traffic Calming</td>
<td>Medium</td>
<td>T/Beekman, NYSDOT</td>
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<tr>
<td>Lower Taconic</td>
<td>LT-9</td>
<td>T/LaGrange; T/Union Vale; T/Beekman</td>
<td>Route 55 Shoulder Improvements</td>
<td>Medium</td>
<td>NYSDOT</td>
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<tr>
<td>Lower Taconic</td>
<td>LT-10</td>
<td>T/East Fishkill, T/Beekman; T/Pawling</td>
<td>Dutchess Rail Trail - Putnam Trailway Connection</td>
<td>Long</td>
<td>Towns, Dutchess County; MTA</td>
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</tbody>
</table>

\(^1\) Short = within 5 years; Medium = 5-10 years; Long = 10+ years

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

*For project descriptions, see Walk Bike Dutchess, Chapter 5.3*
Walk Bike Dutchess 2014

Project Recommendations by Municipality:
EAST FISHKILL

www.dutchessny.gov/WalkBikeDutchess

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 June 2014.

For project specifics, see:
http://www.co.dutchess.ny.us/CountyGov/Departments/TransportationCouncil/bppappendixi.pdf
### Project Recommendations: Town of East Fishkill*

<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Project Code</th>
<th>Location</th>
<th>Project Name</th>
<th>Timeframe(^1)</th>
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<td>T/East Fishkill</td>
<td>Route 376 Shoulder and Roadway Improvements</td>
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<td>Toll Brothers, Unity Plaza, MTA</td>
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<td>T/East Fishkill</td>
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<td>T/East Fishkill</td>
<td>Van Wyck Junior High/Fishkill Plains Elementary - Dutchess Rail Trail Connections</td>
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<td>T/East Fishkill, NYSDOT</td>
<td>Towns, Dutchess County</td>
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<td>Lower Taconic</td>
<td>LT-3</td>
<td>T/East Fishkill; T/LaGrange; T/Union Vale</td>
<td>Route 82 Shoulder Improvements</td>
<td>Short</td>
<td>NYSDOT</td>
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<td>Lower Taconic</td>
<td>LT-10</td>
<td>T/East Fishkill, T/Beekman; T/Pawling</td>
<td>Dutchess Rail Trail - Putnam Trailway Connection</td>
<td>Long</td>
<td>MTA</td>
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*For project descriptions, see [Walk Bike Dutchess, Chapter 5.3](#).

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Project sponsors must fully define project scope and develop project cost estimates.
Map 44

Walk Bike Dutchess 2014
Project Recommendations by Municipality:
LA GRANGE

www.dutchessny.gov/WalkBikeDutchess

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For project specifics, see:
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### Project Recommendations: Town of LaGrange*

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<td>T/East Fishkill; T/LaGrange; T/Union Vale</td>
<td>Route 82 Shoulder Improvements</td>
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<td>Route 55 Shoulder Improvements</td>
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<td>Lower Hudson</td>
<td>LH-41</td>
<td>T/Wappinger; T/Poughkeepsie; T/LaGrange</td>
<td>Route 376 Shoulder Improvements</td>
<td>Medium</td>
<td>NYSDOT</td>
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*For project descriptions, see [Walk Bike Dutchess, Chapter 5.3](#).

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Project sponsors must fully define project scope and develop project cost estimates.
Walk Bike Dutchess 2014
Project Recommendations by Municipality:
UNION VALE

www.dutchessny.gov/WalkBikeDutchess

For project specifics, see:
http://www.co.dutchess.ny.us/CountyGov/Departments/TransportationCouncil/bppappendixi.pdf
## Project Recommendations: Town of Union Vale*

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<tr>
<th>Planning Area</th>
<th>Project Code</th>
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<th>Project Name</th>
<th>Timeframe¹</th>
<th>Lead</th>
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<td>Lower Taconic</td>
<td>LT-1</td>
<td>T/Union Vale</td>
<td>Flint Road - Fountains at Millbrook Crosswalk</td>
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<td>Fountains at Millbrook</td>
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<td>T/Union Vale</td>
<td>Verbank Route 82 Crosswalk &amp; Speed Evaluation</td>
<td>Short</td>
<td>T/Union Vale, NYSDOT</td>
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<td>T/East Fishkill; T/LaGrange; T/Union Vale</td>
<td>Route 82 Shoulder Improvements</td>
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<td>NYSDOT</td>
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<td>T/LaGrange; T/Union Vale; T/Beekman</td>
<td>Route 55 Shoulder Improvements</td>
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*For project descriptions, see [Walk Bike Dutchess, Chapter 5.3](#).

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