

Chapter 5.2: Upper Hudson

For this Plan, the Upper Hudson is defined as the northwestern communities along the Hudson River: the Towns of Red Hook, Rhinebeck and Hyde Park, and the Villages of Tivoli, Red Hook, and Rhinebeck. The Upper Hudson represents about 115 square miles and 40,438 people—about 14 percent of the county’s total population. It is characterized by a mix of suburban and rural land use patterns interspersed with walkable villages and hamlets (see Map 29, Upper 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 Villages of Red Hook and Rhinebeck are the 5th and 6th most densely developed municipalities in the County, each with about 1,800 persons per square mile. The Village of Tivoli and Town of Hyde Park are slightly above the county average, with 540 and 720



The Tivoli Village center is a pleasant walking destination.

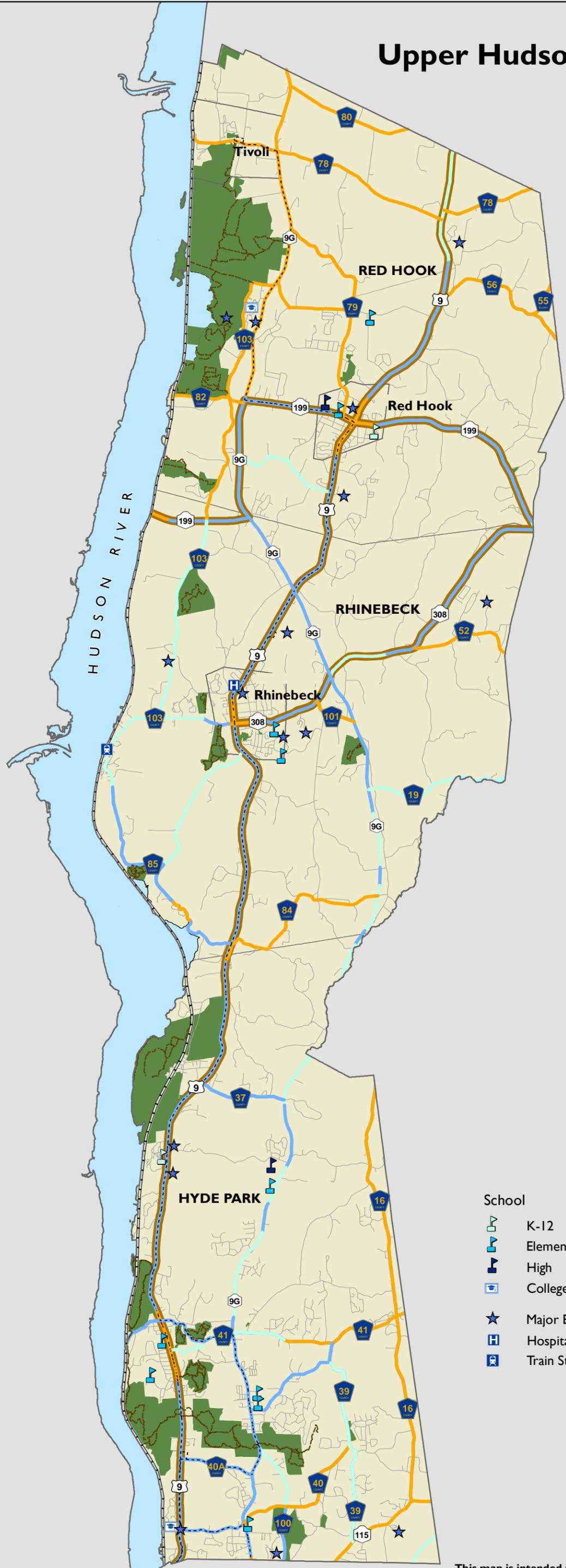
residents per square mile, respectively, while the Towns of Red Hook and Rhinebeck are less dense than the county average, with about 240 and 130 residents per square mile, respectively. The more concentrated population pattern of the Villages makes walking and bicycling for transportation practical and attractive in those areas.

Centers & Destinations

Upper Hudson centers, as designated by the Dutchess County Department of Planning and Development, are shown on Maps 30-31, Upper Hudson Centers. Key destinations for walking and bicycling include:

- Rhinebeck Village center
- Hyde Park Town center on Route 9
- Red Hook Village center
- Town of Red Hook South Broadway/Hardscrabble Plaza
 - Staatsburg hamlet
 - Rhinecliff hamlet and train station
 - Tivoli Village center
 - Haviland hamlet
 - Commercial plazas on Routes 9 & 9G
 - Culinary Institute of America (CIA)
 - Bard College in Red Hook
 - Red Hook High School
 - FDR High School in Hyde Park
 - Rhinebeck High School
 - East Park (East Market St/Route 9G)
 - Historic sites, parks, and trails

Upper Hudson Overview



School

- K-12
- Elementary/Middle
- High
- College
- Major Employer
- Hospital
- Train Station

Bus Route

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

Paved Shoulder Width*

- ≥ 4 ft
- 2 - 4 ft
- < 2 ft
- Biking/Walking Prohibited

Road Type

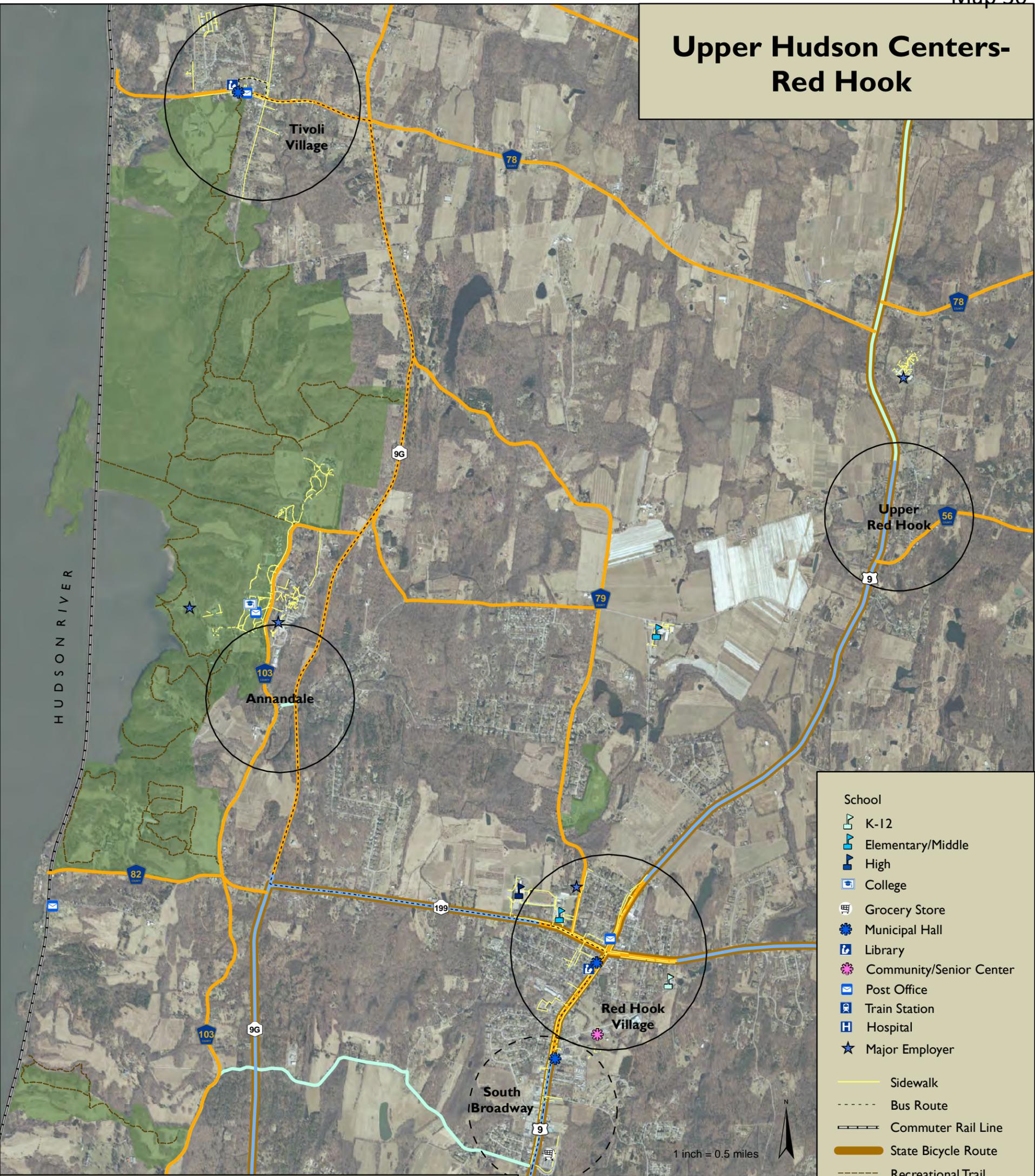
- Local
- County
- State
- U.S.

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

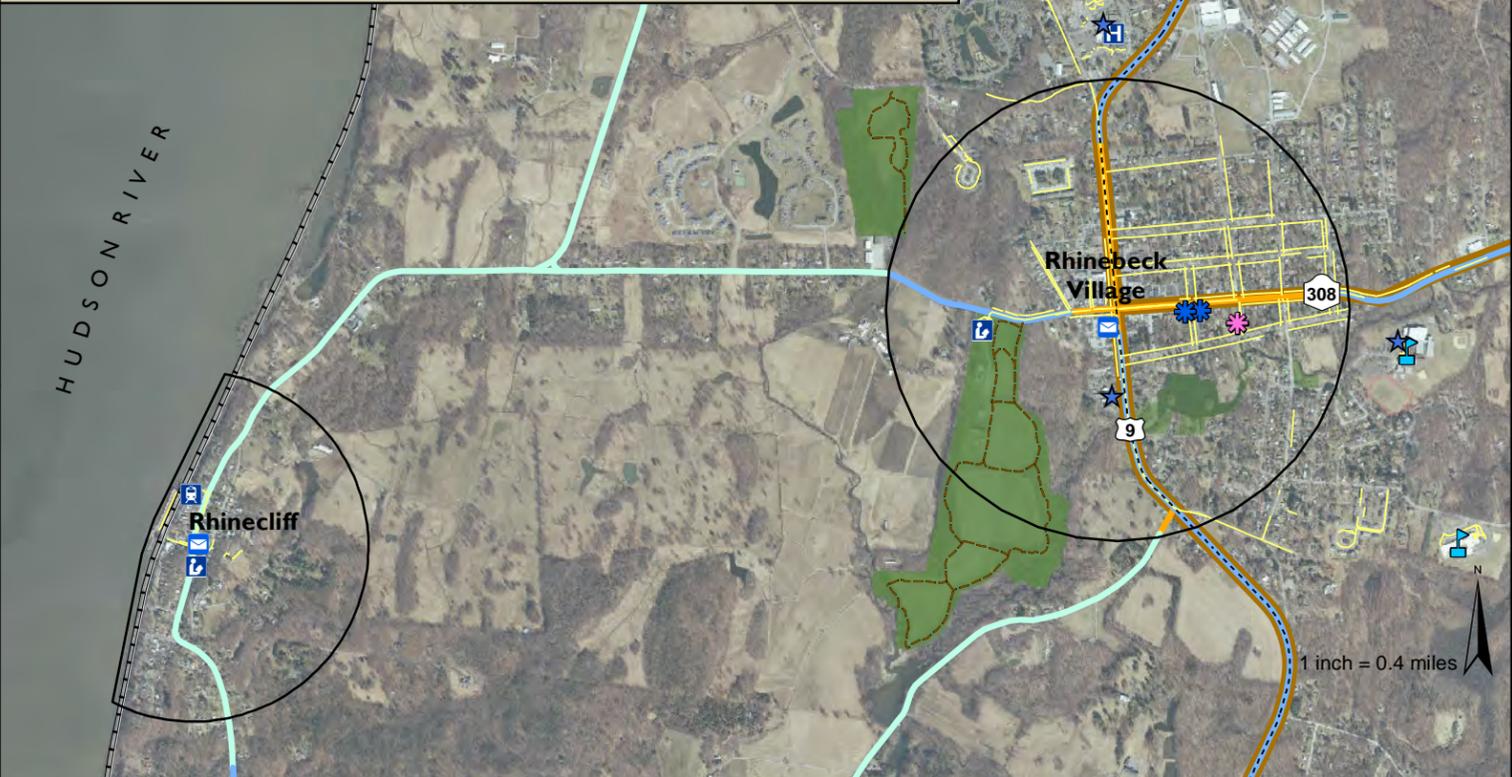
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Upper Hudson Centers- Red Hook



Upper Hudson Centers- Rhinebeck



School

- K-12
- Elementary/Middle
- High
- College

Other Landmarks

- Grocery Store
- Municipal Hall
- Library
- Community/Senior Center
- Post Office
- Train Station
- Hospital
- 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 82
- County 27
- U.S. 9
- Interstate 84

Center

- Existing
- Emerging

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

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Map created May 2014



Upper Hudson Centers - Hyde Park

School	Grocery Store	Sidewalk	Paved Shoulder Width*	County	Center Existing Emerging
Elementary/Middle	Municipal Hall	Bus Route	$\geq 4ft$	State	
College	Library	Commuter Rail Line	2 - 4ft	U.S.	
N 1 inch = 0.3 miles	Community/Senior Center	State Bicycle Route	$< 2ft$		
	Post Office	Recreational Trail	Biking/Walking Prohibited		
	Major Employer	Park			

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Walk Bike Dutchess

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 Upper Hudson communities all have lower percentages of young people (under 16) than the county average, while the Town and Village of Rhinebeck and the Village of Red Hook have substantially higher percentages of older people (over 74). The Town and Village of Rhinebeck also have higher than average percentages of these young and older groups combined.

2010 Population by Age Group					
Municipality	Total Population	% Under 16	% 16 - 74	% Over 74	% Under 16 + Over 74
T/Hyde Park	21,571	17	77	7	23
T/Red Hook	8,240	16	79	5	21
T/Rhinebeck	4,891	14	71	15	29
V/Red Hook	1,961	17	71	12	29
V/ Rhinebeck	2,657	15	69	16	31
V/Tivoli	1,118	16	79	5	21
Dutchess County	297,488	19	75	6	25

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

Income

Lower-income households are also more likely to walk and bicycle for transportation. Overall, household incomes in the Upper Hudson tend to be a bit lower than the county average. The Town

of Rhinebeck and the Villages of Red Hook, Rhinebeck and Tivoli all have higher percentages of low-income households (defined here as under \$25,000 per year) than the county as a whole. All of the Upper Hudson municipalities have lower median household incomes than the county as a whole.

Household Income					
Municipality	Total Households	% less than \$25,000	% \$25,000 - 50,000	% Over \$50,000	Median Household Income
T/Hyde Park	7,826	14%	21%	65%	\$69,150
T/Red Hook	3,761	15%	24%	61%	\$70,984
T/Rhinebeck	3,177	20%	11%	73%	\$68,832
V/Red Hook	853	26%	25%	49%	\$49,196
V/Rhinebeck	1,195	22%	17%	61%	\$65,027
V/Tivoli	411	23%	25%	51%	\$48,750
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 Villages of Tivoli and Red Hook have higher percentages of zero-vehicle households than the county average, while the Town of Rhinebeck and Villages of Rhinebeck, Red Hook, and Tivoli have higher than average percentages of one-vehicle households.

Walk Bike Dutchess

Zero- and One-Vehicle Households			
Municipality	Total Households	% Zero-Vehicle	% One-Vehicle
T/Hyde Park	7,826	4 (+/- 1%)	31 (+/- 4%)
T/Red Hook	3,761	4 (+/- 2%)	30 (+/- 5%)
T/Rhinebeck	3,177	7 (+/- 3%)	39 (+/- 6%)
V/Red Hook	853	14 (+/- 6%)	38 (+/- 8%)
V/ Rhinebeck	1,195	7 (+/- 3%)	52 (+/- 11%)
V/Tivoli	411	9 (+/- 5%)	43 (+/- 13%)
Dutchess County	107,151	8 (+/- 1%)	31 (+/- 1%)

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. 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. Disability

Disability Characteristics			
Municipality	Total Population	% Disabled	% With an Ambulatory Difficulty
Town of Hyde Park	21,571	14 (+/- 2%)	9 (+/- 2%)
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.

data is only available for the Town of Hyde Park. The Town's share of disabled residents and residents with an ambulatory difficulty is slightly higher than the county average.

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 Upper Hudson has approximately 41 miles of public sidewalks. The majority are in the Town of Hyde Park and Village of Rhinebeck. When considered on a per-resident basis, the Village of Rhinebeck has the most sidewalks per resident (and ranks second county-wide), followed by the Village of Red Hook, which ranks ninth in the county. Sidewalk mileage by municipality and per resident is shown below.

Sidewalks by Municipality			
Municipality	Sidewalks (miles)*	Sidewalk Feet per Resident	County-wide Rank
T/Hyde Park	11.2	2.7	17
T/Red Hook	7.8	5.0	15
T/Rhinebeck	2.0	2.2	22
V/Red Hook	6.0	16.2	9
V/Rhinebeck	10.8	21.4	2
V/Tivoli	3.2	14.9	10
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).

Walk Bike Dutchess

The Upper Hudson has approximately 49 miles of trails. Major recreational trails in the area include:

1. Mills/Norrie State Park: 15.8 miles (trails/internal roads).
2. Tivoli Bay trails in Red Hook: 7.9 miles.
3. Hyde Park trail system (FDR to Top Cottage): 7 miles.
4. Hyde Park River Trail: 3.4 miles.
5. Ferncliff Trails in Rhinebeck: 3.2 miles.
6. Montgomery Place trails in Red Hook: 3 miles.
7. Winnakee Nature Preserve in Hyde Park: 3 miles.
8. Poet's Walk Park in Red Hook: 1.9 miles.
9. Burger Hill trails in Rhinebeck: 1.9 miles.
10. Wilderstein trails in Rhinebeck: 1.4 miles.
11. Hackett Hill Trail in Hyde Park: 1.1 miles.
12. Pinewoods Park Trail in Hyde Park: 1 mile.
13. Father's Trail in Red Hook: 1 mile.



The Hyde Park trail system attracts hikers of all ages (source: Karl Beard, National Park Service).

Shared-Use Paths

There is a network of shared-use paths on the Bard College campus, including along the west side of Annandale Road (CR 103).

Bicycling Facilities

There are currently no on-street bicycle facilities in the Upper Hudson. However, three of [NYSDOT's signed State Bicycle Routes](#) (SBR) pass through the area: SBR 9 passes through Hyde Park, Rhinebeck, and Red Hook on Route 9; SBR 199 crosses over the Kingston-Rhinecliff Bridge from State Bike Route 32 in Ulster County and connects to SBR 308 in Milan via Routes 9G and 199; and SBR 308 extends on Route 308 between Route 9 in Rhinebeck and Route 199 in Milan. SBR 199 and 308 connect to SBR 9 (in Red Hook and Rhinebeck, respectively).

In addition, the [Rhinebeck and Red Hook Historic District Bike/Hike Trails](#) are two signed routes on County and local roads connecting historic attractions in the two Towns. Loop A is a 10.5 mile route between the Village of Rhinebeck and hamlet of Rhinecliff. Loop B is a 10.9 mile route from the Village of Rhinebeck north into Red Hook.

Bicycle parking is provided at some of the area's key destinations, including the Hyde Park Town Hall, Red Hook Town and Village Hall, Starr Library in Rhinebeck, Bard College, and several commercial locations in the Village of Red Hook. A list of bicycle parking locations is included in Appendix G.

Walk Bike Dutchess

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 Hudson. LOOP's Route C primarily serves the Upper Hudson, with service between Poughkeepsie, Hyde Park, Rhinebeck, Red Hook, and Tivoli. It had annual ridership of approximately 60,000 in 2012. The City of Poughkeepsie's Northside bus route extends to the CIA and Stop and Shop in Hyde Park. The Northside route served over 103,000 people in 2012. The Amtrak station in Rhinecliff served over 150,000 riders in 2010.

B. Walking & Bicycling Data

Based on the Upper Hudson's older population, somewhat lower vehicle ownership rates, and concentrations of population and sidewalks in Village centers, balanced by limited transit service, we can expect moderate rates of walking and bicycling in this area. While Census data at the municipal level is limited, estimates of walking to work for four Upper Hudson municipalities are available. According to these estimates, approximately 10 percent of Town of Red Hook residents, 6 percent of Town of Rhinebeck residents, 4 percent of Town of Hyde Park residents, and 10 percent of Village of Rhinebeck residents walk to work. This compares to 4 percent of working residents county-wide.



Ethan and Roger Husted install an art piece on top of a bicycle parking rack at Red Hook Town Hall (source: Laurie Husted).

Count Data

Counts of people walking and bicycling were conducted at up to six locations in the Upper Hudson in September 2012 and January, May, July, and September of 2013. The highest pedestrian count was in the Village of Rhinebeck at the intersection of Route 9 and Market Street, with 959 pedestrians counted on a September 2013 weekend from 12-2 pm. The highest bicycle count was in the Village of Red Hook at the intersection of Market Street and Broadway, with 42 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 261 responses from the Upper Hudson. According to the survey, 65 percent of respondents walk at least three days per week, while over 40 percent bike at

least one to two days per week. The most common purpose for walking and bicycling is exercise, followed enjoy to the community and be outside. According to respondents, the best locations for walking include parks, Poet's Walk trails, the Walkway Over the Hudson, and rail trails, while the most popular for bicycling is the rail trails. Problematic areas for walking and bicycling include Route 9, Route 9G, and Route 199.

When asked "If equally good facilities existed, how would you prefer to travel?" over 80 percent said they would prefer to walk or bike to parks/recreation, over 70 percent would prefer to walk

Walk Bike Dutchess

or bike to the gym/exercise, about 60 percent would prefer to walk or bike to school and local errands/appointments, and half would prefer to walk or bike to work.

Almost 70 percent of respondents said there are many places to go within walking distance of their home, while less than half said stores are within walking distance and 30 percent said it is easy to walk to a bus stop or train station. About 60 percent said they are very or somewhat satisfied with how their community is designed for walking, while less than 35 percent are very or somewhat satisfied with how their community is designed for bicycling.

When asked “What are the most important improvements to be made?” the most common responses included increasing the width of road shoulders, adding bicycle lanes and/or shared lane markings, adding more rail-trails/shared use paths, and adding more sidewalks. Respondents noted that bicycle parking is needed at stores, town halls and other municipal facilities, on sidewalks near local destinations, and at parks. Respondents said that future projects should focus on completing missing pieces to create longer continuous walkways and bikeways.

Charts showing the survey results for the Upper 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 Upper Hudson rates are shown below. None of the Upper Hudson municipalities exceed

the county-wide average pedestrian crash rate, but the Villages of Rhinebeck and Red Hook and the Town of Rhinebeck exceed the county-wide average bicycle crash rate. However, these rates are based on a small number of bicycle crashes. Maps 11 and 12 (in Chapter 4) show all municipalities’ crash rates.

Crash Rates per Population				
Municipality	Pedestrian Crashes		Bicycle Crashes	
	Count	Annual Rate (per 1,000 pop.)*	Count	Annual Rate (per 1,000 pop.)*
T/Hyde Park	26	0.24	9	0.08
V/ Rhinebeck	3	0.23	5	0.38
V/Red Hook	2	0.20	2	0.20
V/Tivoli	1	0.18	0	0.00
T/Red Hook	6	0.15	2	0.05
T/Rhinebeck	0	0.00	4	0.16
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.				

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 Upper Hudson:

- Pedestrian: Hyde Park, Route 9 between Market Street and south of St. Andrews Road: 2.5 miles; 13 crashes; 5.2 crashes/mile.

Walk Bike Dutchess

- Bicycle: Hyde Park, Route 9 between Rogers Place and south of St. Andrews Road: 1.7 miles; 3 crashes; 1.8 crashes/mile.

High-crash corridors in the Upper Hudson are shown in Map 14 (in Chapter 4). All pedestrian and bicycle crashes in the Upper Hudson are shown in Map 32.

C. Key Needs/Issues

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

- Provide sidewalks, crosswalks, benches, and other walking facilities.
- Improve the consistency of road shoulder widths and shoulder maintenance.
- Install bike racks and other facilities for bicycling.
- Create better routing and signage for people on bicycles.
- Publicize the bike racks on LOOP buses and provide better bus stop signage.

In terms of safety, key corridors/hot spots include Route 9 between Market Street and St. Andrews Road in Hyde Park for walking and bicycling. There is also a cluster of bicycle and pedestrian crashes in the Village of Rhinebeck.

D. Upper 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 Upper Hudson. 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 33-38 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)

A. Town of Hyde Park

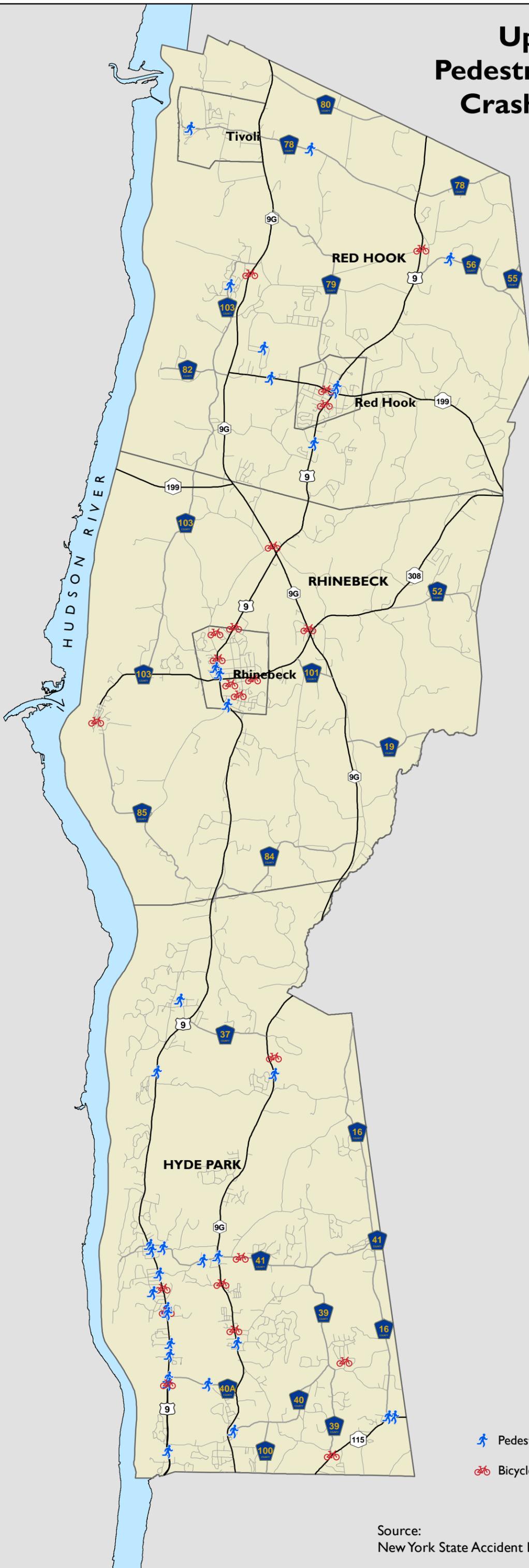
UH-1. Hyde Park Sidewalk and Crosswalk Improvements **[T/Hyde Park, NYSDOT; Short-Term]**

Issue: As detailed in the [Hyde Park Town Center Pedestrian Study](#) (2013), sidewalks to key destinations need repair, and gaps in the sidewalk system should be filled.

Improvements:

- Repair the west side sidewalk on Route 9 (Albany Post Road) at the entrance to Town Hall.
- Repair the west side sidewalk just south of the Main Street intersection in front of the Town Library.
- Repair the east side sidewalk between Crumwold Place and West Plaza Way.
- Install a sidewalk on the east side of Route 9 between the commercial properties south of Park Plaza to Van Dam Road (about 0.15 miles).
- Install a sidewalk on the east side of Route 9 between Calmer Place and Terwilliger Road to connect the

Upper Hudson Pedestrian and Bicyclist Crashes (2007-2011)



-  Pedestrian Crash
-  Bicycle Crash

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Map created May 2014

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

1 inch = 1.6 miles



Walk Bike Dutchess



Consistent sidewalks and crosswalks on Route 9 in Hyde Park would improve pedestrian access and safety.

residences on Water Tower Road and Terwilliger Road to the commercial properties on the east side of Route 9 (about 0.2 miles).

- Install a sidewalk on the west side of Route 9 between Calmer Place and South Drive (about 0.15 miles).
- Install/repair sidewalks on side streets from E. Market to Harvey Street.
- Install a sidewalk on East Market Street (CR 41) from just east of Route 9 to Church Street and the rear entrance to Pinewoods Park (about 0.2 miles).
- Install a sidewalk on the north side of Pine Woods Road from Route 9 to the main entrance to Pinewoods Park to provide safe walking access to the Park for residents on the west side of Route 9 (about 0.1 miles).

- Reconstruct sidewalk sections on Main, Harvey, and Albertson Streets, and repair poor/unusable sidewalk sections on Route 9.
- Minimize curb cuts, combine driveways whenever possible, and require sidewalks to continue across all driveways, rather than be interrupted at each entrance and exit drive.
- Mark high-visibility crosswalks at the following locations:
 - On Route 9 at the Boice Road/Harvey Street intersection, and on Boice Road and Harvey Street.
 - On the following side streets (north to south): Main Street, Kirchner and Parker Avenues, Fuller Lane, Crumwold Place, Mansion Drive, Rogers Place, Watson and Caywood Place, Van Dam Road, Horseshoe Drive, and Calmer Place.
 - On many of the commercial driveways on the east side of Route 9, to connect to existing sidewalks.
 - On Route 9G at Haviland Road, Smith Court, and Creek Road.
- Where feasible, widen landscaped buffers on sidewalks along Route 9 between Park Plaza and St. Andrews Road to provide space for lighting and street trees.
- Improve key Route 9 intersections, such as East/West Market Street and Rogers Place/Park Plaza, by marking high-visibility crosswalks on all legs, adding curb extensions, prohibiting right turns on red, installing pedestrian-scale street lighting.
- Consider installing signalized pedestrian crossings at Pinewoods Park and Hackett Hill Park and/or a pedestrian bridge across East Market Street between Pinewoods Park and Hackett Hill Park.

Walk Bike Dutchess

UH-2. *Route 9 Sidewalk Extension South to Stop & Shop* [T/Hyde Park, NYSDOT; Short-Term]

Issue: There are no sidewalks on the east or west side of Route 9 between Calmer Place and the new Stop and Shop just north of St. Andrews Road. A sidewalk extension is planned from Calmer Place to South Dr/Terwilliger Road (as noted in UH-1).

Improvements:

- Install sidewalks or paths on both sides of Route 9 from Calmer Place (or South Dr/Terwilliger Road) to St. Andrews Road, consistent with the [Hyde Park Town Center Pedestrian Study](#) recommendations (about 1 mile).
- Install street lights along Route 9, especially near the drive-in (south of Terwilliger Road).
- Install a crosswalk with lights at Calmer Place or Watertower Road.

UH-3. *Haviland Road Sharrows/Signage* [T/Hyde Park; Short-Term]

Issue: Haviland Road provides access between residential areas, the Haviland Junior High School, and Smith Elementary and other destinations on Route 9G. It has a 30 mph speed limit, 85th percentile speeds of about 39 mph, and average daily traffic of about 2,100 vehicles. The road is not striped but serves as two lanes, each about 10-11 feet wide.

Improvement:

- Install sharrows and/or signage to alert drivers to the presence of bicyclists in the lane (about 1.6 miles from Route 9G to Cream Street).



Crosswalks help people cross East Market Street in the Village of Rhinebeck.

UH-4. *Greenfields Park – Top Cottage Pedestrian Connection* [T/Hyde Park, Dutchess County; Short-Term]

Issue: There is no designated pedestrian crossing between the residential area west of Cream Street (CR 39), which connects to the Hyde Park Trail at Top Cottage at the end of Valkill Drive and to the Vanderbilt site via marked trails, and Greenfields Park.

Improvements:

- Evaluate the feasibility of installing a crosswalk and signage to cross Cream Street (CR 39) to Greenfields Park.
- Coordinate the crossing with the proposed trail easement between Greenfields Park and Top Cottage (as shown in Hyde Park's [Recreational Trails & Community Recreation Conceptual Master Plan](#)).

B. *Towns of Rhinebeck and Red Hook*

UH-5. *Rhinebeck Village Center Sidewalk Improvements* [V/Rhinebeck, NYSDOT; Short-Term]

Issue: As detailed in the [Village of Rhinebeck Sidewalk Study](#), sidewalks to key Village destinations need repair, and gaps in the sidewalk system should be filled.

Improvements:

- Complete repairs or replacement of deficient sidewalks on Route 9 (Montgomery/Mill Street), Route 308 (West-East Market Street)

and in front of the Beekman Arms (at the Market Street/Mill Street intersection).

- Reconstruct sidewalks on Chestnut Street, Livingston Street, South Street, Center Street, Mulberry Street, Route 9 (Montgomery and Mill Streets), and East Market Street.
- Mark crosswalks at several locations across Route 9 and Market Street.
- Reconstruct sidewalks on West Market Street to the Starr Library and Town Park.
- Construct/reconstruct sidewalks on South Parsonage Street and Mill Street to connect to the Village center (about 0.1 mile of new sidewalk on South Parsonage Street).

UH-6. Red Hook – Route 9 Sidewalk Extension

[T/Red Hook, NYSDOT; Short-Term]

Issue: Route 9 (South Broadway) between the Red Hook Town Hall (south of Firehouse Lane) and the Hannaford supermarket (at Rokeby Road/Hannaford Drive) has sidewalks on the west side, but not on the east side. There are sidewalks from Route 9 into the Hannaford supermarket.

Improvements:

- Install sidewalks on the east side of Route 9 between the Red Hook Town Hall and the Hannaford supermarket (about 0.6 mile).
- Mark a high-visibility crosswalk at Old Farm Road and install appropriate signage to encourage drivers to yield to people crossing.

UH-7. Amherst Road/Firehouse Lane – Route 9 Intersection Realignment

[V/Red Hook, NYSDOT; Short-Term]

Issue: The Route 9 (South Broadway) and Amherst Road/Fire House Lane intersection is offset, making it difficult for people driving, walking, and bicycling to know who has the right of way from the opposing street. It is also difficult to access Route 9 from the cross-streets. Moreover, the proposed Hoffman housing development (96 residential units on Old Farm Road) will add traffic onto Route 9 at this intersection.

Improvements:

- Analyze the possibility of converting the intersection of Fire House Lane/Amherst Road at Route 9 to a standard four-way intersection by moving Fire House Lane to the north and install a traffic signal at the intersection.
- Incorporate pedestrian and bicycle safety improvements at the intersection.

UH-8. Tivoli Sidewalk and Crosswalk Repair

[V/Tivoli; Short/Medium-Term]

Issue: Sidewalks and crosswalks in the Village center need repair.

Improvements:

- Repair existing sidewalks on Montgomery Street, Spring Street, Pine Street and North Road.
- In coordination with the planned replacement of the bridge over the Stony Creek, repair the sidewalk on Broadway (CR 78) east of Montgomery Street/North Road, and extend the sidewalk to connect to Route 9G (about 0.3 miles).
- Repair/reset the brick crosswalks at the four corners intersection of Broadway (CR 78), North Road and Montgomery Street.

Walk Bike Dutchess

UH-9. Tivoli Bays Bicycle Connection

[T/Red Hook, Bard College; Short-Term]

Issue: The Tivoli Bays Wildlife Management Area access road, which connects Kidd Lane and Robbins Road, provides a potential bicycle connection between the Village of Tivoli and the Bard campus, and an alternate to Route 9G.

Improvements:

- Develop a bicycle connection between the Village of Tivoli and Bard College using the Tivoli Bays Wildlife Management Area access road. Make surface and other improvements as needed for people to safely bicycle on the access road (Note: this would be for daytime use only, since no lighting is allowed in the wildlife management area).
- Install signs to identify the access road as part of the Village to Village (Tivoli to Red Hook) walking/bike trail.

UH-10. Red Hook Route 199 Shoulder Improvements

[NYS DOT, T/Red Hook; Short-Term]

Issue: Route 199 provides access between Route 9G and the Village of Red Hook, as well as Red Hook High School and Linden Avenue Middle School. It is also part of State Bike Route 199. Students and others often walk along Route 199 between the residential development off of Meadow Drive and the High School and Village. Although there are areas with wide shoulders, traffic is heavy and fast and there have been fatalities along this road. Bicycle improvements are needed for Red Hook High School and Bard students and faculty who ride on Route 199, as well as for recreational riders.

Improvements:

- Widen the shoulders on Route 199 to at least four feet between Route 9G and Meadow Drive (wider where feasible), and six feet between Meadow Drive and the Village line.
- Install appropriate signage to increase drivers' awareness of people on bicycles.

UH-11. Red Hook Route 9/199 Intersection Evaluation

[NYS DOT, V/Red Hook; Short-Term]

Issue: The traffic signal timing at the Route 9/Route 199 intersection includes a pedestrian-only phase, where everyone on foot crosses at one time while other traffic is stopped. This is only activated when a person pushes the button to cross. This phasing increases the wait time for everyone and may reduce yielding at nearby crosswalks on Route 9 at Prince Street, Fraleigh Street, and Laura Lane (due to driver impatience after waiting through a long signal).

Improvements:



Signal timing changes and curb extensions would improve crossings at the Route 9/199 intersection in Red Hook (source: Google maps).

- Evaluate changing the Route 9/Route 199 signal timing to incorporate a standard pedestrian crossing, where people cross with parallel traffic. This would reduce the wait both for people in vehicles and on foot. A leading pedestrian interval could be added to the signal timing to give walkers a head start before other traffic, and right turns on red could be restricted to reduce conflicts between vehicles and people in the crosswalk.
- Evaluate the feasibility of adding curb extensions and removing some parking spaces to increase the visibility of people crossing, increase yielding, and shorten crossing distances on Route 9 at Route 199 (as shown in the Intermunicipal Task Force’s illustrative plans), as well as at Prince Street, Fraleigh Street, and Laura Lane/Morgans Way, while maintaining truck access through the Village.
- Install crosswalk warning signs as appropriate to encourage drivers to yield to people crossing.

UH-12. Red Hook Linden Avenue (CR 79) Sidewalk/Path

[T/Red Hook, Dutchess County; Short/Medium-Term]

Issue: There is a sidewalk on Linden Avenue (CR 79) between West Market Street and the Town Recreation Park, but the section between the Recreation Park and Rockefeller Lane, which serves the park, Mill Road Primary School and the Linden Acres neighborhood has narrow shoulders and no sidewalks, limiting access for people on bike and on foot. Additional Town recreation fields under construction near Linden Acres will connect to Linden Avenue and increase the need for walking and bicycle access.

Improvements:

- Add bicycle lanes on Linden Avenue (CR 79) or construct a shared-use path on the west side of the street between the Recreation Park and Knox Road (about 0.6 miles).
- Install signs to identify Linden Avenue as part of the Village to Village (Tivoli to Red Hook) walking/bike trail.
- Provide a sidewalk and bicycle lane or path across the bridge over the Saw Kill Creek when it is replaced.
- Consider additional traffic control devices (signals or signs) where appropriate.
- In the medium-term, consider extending the sidewalk on the east side of Linden Avenue from the Recreation Park to Rockefeller Lane (about 1.15 miles).

Medium-Term Recommendations (5 to 10 years)

A. Town of Hyde Park

UH-13. Haviland Sidewalks

[T/Hyde Park, NYSDOT; Medium-Term]

Issue: The lack of sidewalks on Route 9G and Haviland Road in the Haviland hamlet (between Creek Road and Crum Elbow Road), particularly near Haviland Road, makes it difficult to walk between schools, shopping, and residential areas.

Improvements:

- Install a sidewalk on the east side of Route 9G between the Hyde Park trail (near Valkill Park Road) and Smith Court (about 0.8 miles).
- Install a sidewalk on Haviland Road between Route 9G and Haviland Middle School (about 0.15 miles).

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- Install pedestrian signals and signage as needed to help students safely walk to Smith Elementary and Haviland Middle School.
- Provide signage and a map at the Hyde Park Trail on Route 9 (at the FDR Estate) showing the trail connection to Route 9G.

UH-14. Route 9 Vanderbilt – Norrie Unpaved Trail **[T/Hyde Park; Medium-Term]**

Issue: There are no sidewalks along Route 9 in Hyde Park north of Sherwood Place (at the south border of the Vanderbilt site).

Improvement:

- Create an unpaved trail along Route 9 between the Vanderbilt Mansion and Norrie-Mills State Park (at Old Post Road in Staatsburg), potentially crossing the existing Dutchess County Water and Wastewater Authority waterline, as referred to in the Town’s [Recreational Trails & Community Recreation Conceptual Master Plan](#).

UH-15. Route 9 Sidewalk Extension – Quiet Cove Park to Stop & Shop **[T/Hyde Park, NYSDOT; Medium-Term]**

Issue: There are no sidewalks on the east or west side of Route 9 between Hudson View Drive (north of Marist College) and the Stop & Shop just north of St. Andrews Road. Sidewalk extensions are proposed in Poughkeepsie between Marist College and Quiet Cove Park, as well as in Hyde Park south to St. Andrews Road.

Improvements:

- Install sidewalks on Route 9 between Quiet Cove Park and St. Andrews Road (about 2 miles).
- Coordinate with the recommended sidewalk or path connection between Marist College and Quiet Cove Park,

and with the recommended sidewalk extension on Route 9 south to St. Andrews Road.

- Alternatively, provide a connector street with sidewalks between the Hudson River Greenway Trail, through the north CIA campus, to Stop and Shop.

UH-16. West Market Street (CR 41) – River Road Sidewalk **[T/Hyde Park, Dutchess County; Medium-Term]**

Issue: There is limited walking access between the Town center and the Riverfront Park and Hyde Park Trail.

Improvement:

- Evaluate the feasibility of providing a sidewalk, path, or widened shoulders on West Market Street (CR 41) and River Road between Route 9 and the Riverfront Park (about 0.6 miles).

UH-17. Pine Woods Road Bicycle Access **[T/Hyde Park; Medium-Term]**

Issue: Pine Woods Road, between Route 9 and East Market Street, provides access to the Town Center and Pinewoods Park. However, it has no marked shoulders.

Improvements:

- Mark bicycle lanes, sharrows, or install a shared-use path along Pine Woods Road (about 0.6 miles).
- Add appropriate bicycle-related signage along the road.

UH-18. Creek Road Shoulders & Signage **[T/Hyde Park; Medium-Term]**

Issue: Creek Road provides access to Town soccer and baseball fields, the County Emergency Response Center, the Eleanor Roosevelt Val-Kill site, and the Farm Lane Trail. The Town road

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portion (north of East Dorsey Lane) has no paved shoulders, as well as relatively high speeds and a high percentage of trucks.

Improvements:

- Evaluate the feasibility of adding paved shoulders on Creek Road between East Dorsey Lane and Route 9G, and install where feasible.
- Add appropriate bicycle-related signage along the road.

UH-19. East Dorsey Lane Shoulders & Signage

[T/Hyde Park; Medium-Term]

Issue: East Dorsey Lane provides access to the Town's Beck Park and Town soccer and baseball fields on Creek Road. The Town road portion (between Dutchess Hill Road (CR 40) and Cream Street (CR 39)) has no marked shoulders and many curves.

Improvements:

- Evaluate the feasibility of adding paved shoulders on East Dorsey Lane between Dutchess Hill Road (CR 40) and Cream Street (CR 39), and install where feasible.
- Add appropriate bicycle and pedestrian-related signage along the road.

UH-20. St. Andrews Road (CR 40A) Bicycle Lanes Demonstration Project

[Dutchess County, T/Hyde Park; Medium-Term]

Issue: St. Andrews Road provides access between Route 9 and Route 9G to the Stop & Shop, the FDR site, and Val-kill, and provides an alternate to West Dorsey Lane for access to the CIA. It is a wide road with high speeds, and sufficient right of way for bicycle lanes.

Improvements:

- Install bicycle lanes on St. Andrews Road between Route 9 and Route 9G as a demonstration project (about 1.2 miles).

- Add appropriate bicycle-related signage and markings along the road, particularly at intersections.
- Conduct outreach to educate people about the bicycle lanes and determine their effectiveness.

UH-21. South Quaker Lane (CR 16) Shoulder Improvements

[Dutchess County; Medium-Term]

Issue: South Quaker Lane (CR 16) provides access to BOCES (on Salt Point Turnpike) and serves as a north-south alternative to busier streets. However, shoulders are typically less than two feet wide.

Improvements:

- Provide wider shoulders where feasible on South Quaker Lane (CR 16) between Salt Point Turnpike and Crum Elbow Road/Netherwood Road (CR 41).
- Add appropriate bicycle-related signage along the road.



St. Andrews Road is one of very few County roads with sufficient right of way for bicycle lanes (source: Google maps).

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B. Towns of Rhinebeck and Red Hook

UH-22. Rhinebeck Village Sidewalk Extensions & Repairs

[V/Rhinebeck, NYSDOT; Medium-Term]

Issue: As detailed in the [Village of Rhinebeck Sidewalk Study](#), sidewalks within the Village center need repair, gaps should be filled, and sidewalk extensions are needed to connect to key destinations.

Improvements:

- Install new or reconstructed sidewalks on Platt Avenue, Chestnut Street, Livingston Street, South Street, Mulberry Street, North Parsonage Street, and Beech Street (about 1.2 miles of new sidewalk).
- Install new sidewalks on Route 9 (Montgomery Street) past the Northern Dutchess Hospital and the County Fairgrounds to the Village line (about 0.6 miles).
- Install new sidewalks and crosswalks on Knollwood Road and South Parsonage Street to Livingston Elementary School (about 0.5 miles).
- Install a new sidewalk and crosswalks on South Parsonage Street to Rhinebeck High School.

UH-23. Tivoli Sidewalk to the Hudson River

[V/Tivoli, Dutchess County; Medium-Term]

Issue: Pedestrian safety concerns and a potential riverfront park increases the need for a safe sidewalk connection on Broadway (CR 78).

Improvements:

- Reset/repair the historic slate walk on Broadway (CR 78).

- Install a sidewalk down Broadway (CR 78) to Friendship Street, based on the results of an engineering feasibility study (about 0.5 miles).

UH-24. Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project [T/Red Hook, T/Rhinebeck, V/Red Hook, V/Rhinebeck; Medium-Term]

Issue: The Red Hook and Rhinebeck Greenway Committees, working with the Winnakee Land Trust, Hudson River Valley Greenway and others, developed a Historic District Bike/Hike Trail which includes two loop bicycle routes. Signs have been installed along the routes, but no physical changes to the streets have been made to better accommodate bicycling.

Improvements:

- Implement the bicycle routes outlined in the [Red Hook/Rhinebeck Historic District Bike/Hike Trail map](#), which include Mill Street, Parsonage Street, South Street, Mulberry Street, and Montgomery Street in the Village of

Rhinebeck; Mill Road, Morton Road, Rhinecliff Road, Ryan Road, River Road, and Astor Dr, Old Post Road, Hook Road, and Middle Road in the Town of Rhinebeck; and Middle Road, River Road, and Rokeby Road in the Town of Red Hook. Consider including Benner Road into the Village of Red Hook. Mark



Bicycle boulevards are low-speed streets designed to prioritize bicycle access (source: Streetsblog.org).

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streets with bicycle lanes, sharrows, as bicycle boulevards, or maintain simply as shared lanes, as appropriate.

- Develop a demonstration project for a Bicycle Boulevard on one or more of the local streets on the route, such as Parsonage Street, South Street, and/or Mulberry Street in the Village of Rhinebeck (about 1.3 miles total).

UH-25. Tivoli – Clermont Shared-Use Path

[V/Tivoli, T/Red Hook; Medium-Term]

Issue: Woods Road provides a north-south connection between the Village of Tivoli and Clermont State Park, but it has no sidewalks and no marked shoulders.

Improvement:

- Evaluate the feasibility of constructing a shared-use walking and bicycling path along Woods Road from Broadway (CR 78) in Tivoli to the Clermont State Historic Site.

UH-26. Bard College Entrance – Route 9G Intersection Improvements **[NYSDOT, Bard College; Medium-Term]**

Issue: Bard College has property on both sides of Route 9G at its main entrance at Entrance Road/Sands Road, including a restaurant and Alumni-ae Center. The speed limit on Route 9G has been reduced to 45 mph but there are narrow shoulders, no sidewalks, and no crosswalk for the students, faculty and staff who cross the road.

Improvements:



There is no crosswalk, sidewalks, or traffic control at Bard's main entrance on Route 9G (source: Bing maps).

- Install a marked crosswalk across Route 9G with a flashing beacon; evaluate the feasibility of a pedestrian-actuated signal or a HAWK beacon.
- Widen the shoulders on Route 9G in this area.
- Implement traffic calming measures as appropriate.

UH-27. Route 9G Shoulder Improvements

[NYSDOT; Medium-Term]

Issue: Route 9G provides access to the Village of Tivoli, Bard College, parks, and the East Park and Haviland centers in Hyde Park, with schools, retail centers, and recreational areas. A portion of it (in the southern part of Red Hook) is also part of State Bike Route 199. However, there have been a number of bicycle-vehicle crashes on Route 9G. Improvements are particularly needed for Red Hook and Bard students and Bard faculty who commute on 9G, as well as recreational riders.

Improvements:

- Widen the shoulders on Route 9G between Tivoli and Hyde Park to a consistent four foot minimum, and wider where feasible.
- Install appropriate bicycle-related signage to encourage safe sharing of the road, and to identify Route 9G as part of the Village to Village (Tivoli to Red Hook) walking/bike trail.

UH-28. Route 9 Shoulder Improvements [NYS DOT; Medium-Term]

Issue: Route 9 in Hyde Park, Rhinebeck and Red Hook is a part of State Bike Route 9 and provides access to the Town and Village centers in Hyde Park, Rhinebeck, and Red Hook. However, there have been a series of bicycle-vehicle crashes on Route 9, and the segment between Route 40A and Rogers Place is shown as a high-crash corridor in this Plan. Shoulder widths on Route 9 north of the City of Poughkeepsie are typically four feet or more, but there are limited to no shoulders through much of the Village of Red Hook, the Village of Rhinebeck, and the Hyde Park Town Center.

Improvements:

- Outside of Town and Village centers, provide consistent shoulders of at least four feet on Route 9.
- Install appropriate bicycle-related signage to encourage safe sharing of the road.

Long-Term Recommendations (10+ years)

UH-29. Hyde Park Town Center Redesign

[T/Hyde Park; Long-Term]

Issue: The Hyde Park Town Center, along Route 9 south of Pine Woods Road, lacks a connected sidewalk system and is currently dominated by parking lots.

Improvements:

- Consistent with the [Hyde Park Town Center Pedestrian Study](#) recommendations, pursue a series of new infill buildings with an integrated street, storefront, and sidewalk system to retrofit and connect the two adjacent shopping plazas south of Pine Woods Road. Install consistent street trees along sidewalks, and consider on-street parking in the Town Center.

UH-30. Hyde Park Historic Crossroads Redesign

[T/Hyde Park; Long-Term]

Issue: Hyde Park's historic crossroads at Route 9 and Market Street is the civic center of the Town, but empty lots, front-yard parking, and an incomplete sidewalk system limit its potential as a walkable destination.

Improvements: Consistent with the [Hyde Park Town Center Pedestrian Study](#) recommendations:

- Fill in gaps with mixed-use buildings.
- Place shared parking lots to the rear of new buildings.
- Repair and extend sidewalk system using bold or textured crosswalks.
- Add on-street parking and street trees next to the curb to slow traffic and protect people who are walking.

UH-31. Village of Rhinebeck Four Corners Redesign

[V/Rhinebeck; Long-Term]

Issue: The 'four corners' intersection of Market Street (Route 308) and Montgomery/ Mill Street (Route 9) is the heart of the Village of Rhinebeck and is one of the highest-pedestrian areas in the county. However, it has long crosswalks and the exclusive pedestrian signal phase is not clearly communicated.

Improvements: Consistent with the [Village of Rhinebeck Sidewalk Study](#) recommendations:

- Add curb extensions at each corner to shorten crossing distances and increase pedestrian safety and visibility.
- Realign the crosswalk at the northern leg so that it is perpendicular to the near street curb.
- Add pavement markings and signs to encourage pedestrians to cross diagonally, consistent with the traffic signal timing.

Walk Bike Dutchess

- Add diagonal parking on West Market Street to calm traffic.
- Provide additional shade trees, landscaping, and sitting places.
- Enhance the central green in front of the Beekman Arms hotel and add a patio and rear walkway at the Beekman Arms to activate the green.



The Rhinebeck Village Center design concept includes curb extensions and shortened crosswalks, diagonal parking, trees and landscaping, and a central green.

UH-32. Hudson River Greenway Trail

[T/Red Hook, T/Rhinebeck, T/Hyde Park; Long-Term]

Issue: The concept of a continuous greenway trail along the Hudson River has been proposed for many years. In the Upper Hudson, many gaps remain.

Improvements:

- Work with property owners to build a continuous Greenway Trail along the Hudson River.
- Incorporate river access points into the Hudson River Greenway Trail.
- In Hyde Park, repair pedestrian bridges along Hudson River Greenway Trail routes at Crum Elbow Point, Dominican Camp, and Staatsburgh.

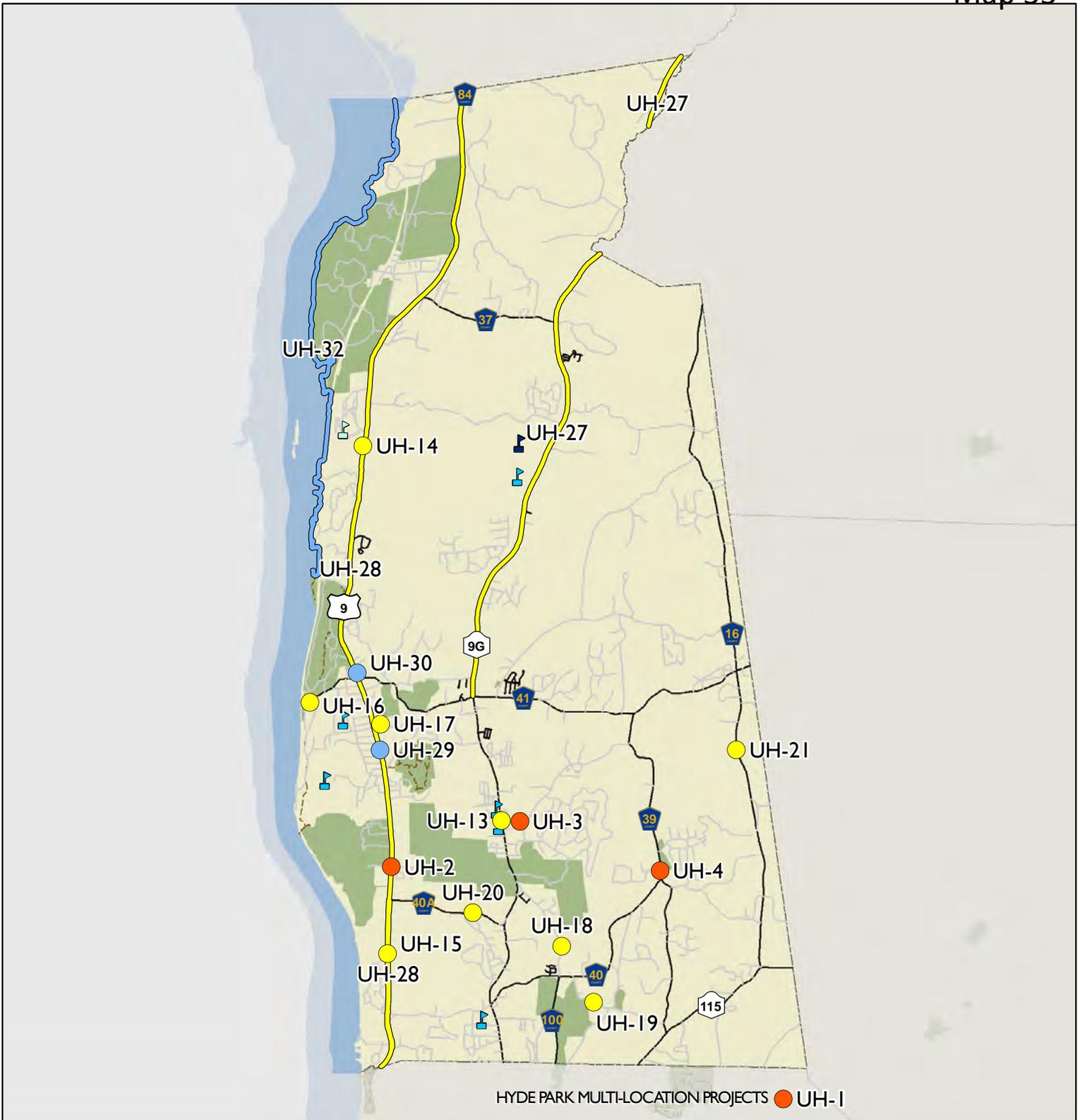
UH-33. Hucklebush Rail Trail

[Towns, Dutchess County; Long-Term]

Issue: The Hucklebush rail line is inactive and could be acquired and converted to a shared-use trail to connect communities in the Upper Hudson and link to the Harlem Valley Rail Trail. This would be a major project that would require substantial funding.

Improvement:

- Create a rail trail on the former Hucklebush Rail Line between Rhinecliff and the Harlem Valley Rail Trail in Millerton passing through Rhinebeck, Red Hook, Milan, Columbia County, Pine Plains, and North East (about 32 miles).



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

Walk Bike Dutchess 2014 Project Recommendations by Municipality: HYDE PARK



www.dutchessny.gov/WalkBikeDutchess

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Walk Bike Dutchess Project Recommendations: Town of Hyde Park*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Hudson	UH-3	T/Hyde Park	Haviland Road Sharrows/Signage	Short	T/Hyde Park	Hyde Park Central School District
Upper Hudson	UH-4	T/Hyde Park	Greenfields Park - Top Cottage Pedestrian Connection	Short	T/Hyde Park, Dutchess County	
Upper Hudson	UH-1	T/Hyde Park	Hyde Park Sidewalk and Crosswalk Improvements	Short	T/Hyde Park, NYSDOT	
Upper Hudson	UH-2	T/Hyde Park	Route 9 Sidewalk Extension South to Stop & Shop	Short	T/Hyde Park, NYSDOT	
Upper Hudson	UH-21	T/Hyde Park	South Quaker Lane (CR 16) Shoulder Improvements	Medium	Dutchess County	
Upper Hudson	UH-20	T/Hyde Park	St. Andrews Road (CR 40A) Bicycle Lanes Demonstration Project	Medium	Dutchess County, T/Hyde Park	
Upper Hudson	UH-14	T/Hyde Park	Route 9 Vanderbilt - Norrie Unpaved Trail	Medium	T/Hyde Park	
Upper Hudson	UH-17	T/Hyde Park	Pine Woods Road Bicycle Access	Medium	T/Hyde Park	
Upper Hudson	UH-18	T/Hyde Park	Creek Road Shoulders & Signage	Medium	T/Hyde Park	
Upper Hudson	UH-19	T/Hyde Park	East Dorsey Lane Shoulders & Signage	Medium	T/Hyde Park	
Upper Hudson	UH-16	T/Hyde Park	West Market Street (CR 41) - River Road Sidewalk	Medium	T/Hyde Park, Dutchess County	
Upper Hudson	UH-13	T/Hyde Park	Haviland Sidewalks	Medium	T/Hyde Park, NYSDOT	Hyde Park Central School District
Upper Hudson	UH-15	T/Hyde Park	Route 9 Sidewalk Extension - Quiet Cove Park to Stop & Shop	Medium	T/Hyde Park, NYSDOT	
Upper Hudson	UH-29	T/Hyde Park	Hyde Park Town Center Redesign	Long	T/Hyde Park	
Upper Hudson	UH-30	T/Hyde Park	Hyde Park Historic Crossroads Redesign	Long	T/Hyde Park	
Upper Hudson	UH-27	T/Hyde Park; T/Canton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-32	T/Red Hook, T/Rhinebeck, T/Hyde Park	Hudson River Greenway Trail	Long	T/Red Hook, T/Rhinebeck, T/Hyde Park	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.2](#)

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

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



RHINEBECK MULTI-LOCATION PROJECTS ● UH-24



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

Walk Bike Dutchess 2014 Project Recommendations by Municipality: RHINEBECK



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

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	Medium	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook	
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYS DOT	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYS DOT	
Upper Hudson	UH-32	T/Red Hook, T/Rhinebeck, T/Hyde Park	Hudson River Greenway Trail	Long	T/Red Hook, T/Rhinebeck, T/Hyde Park	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

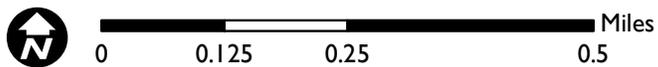
*For project descriptions, see [Walk Bike Dutchess, Chapter 5.2](#)

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

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VILLAGE OF RHINEBECK MULTI-LOCATION PROJECTS ● UH-5 ● UH-22 ● UH-24



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

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



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Walk Bike Dutchess Project Recommendations: Village of Rhinebeck*

Planning Area	Project Code	Location	Project Name	Timeframe¹	Lead	Other Partners
Upper Hudson	UH-5	V/Rhinebeck	Rhinebeck Village Center Sidewalk Improvements	Short	V/Rhinebeck, NYSDOT	
Upper Hudson	UH-22	V/Rhinebeck	Rhinebeck Village Sidewalk Extensions & Repairs	Medium	V/Rhinebeck, NYSDOT	
Upper Hudson	UH-31	V/Rhinebeck	Village of Rhinebeck Four Corners Redesign	Long	V/Rhinebeck	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	Medium	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.2](#)

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 | | |
| Recommendation (Linear) | | |
| — Medium-Term | | |
| — Long-Term | | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: RED HOOK



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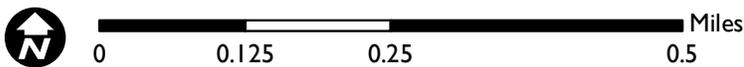
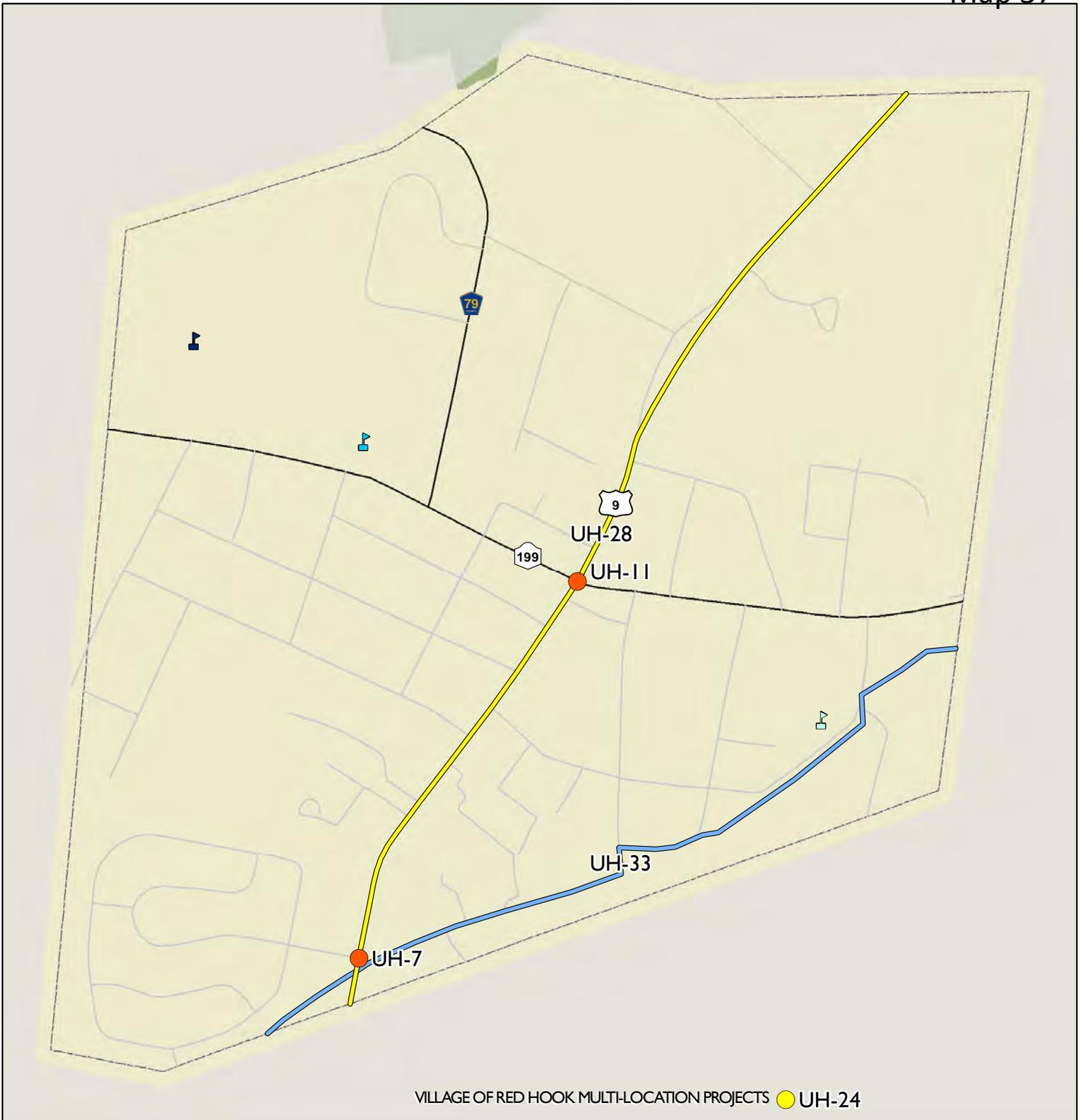
Walk Bike Dutchess Project Recommendations: Town of Red Hook*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Hudson	UH-6	T/Red Hook	Red Hook - Route 9 Sidewalk Extension	Short	T/Red Hook, NYSDOT	
Upper Hudson	UH-9	T/Red Hook	Tivoli Bays Bicycle Connection	Short	T/Red Hook, Bard College	NYSDEC, V/Tivoli
Upper Hudson	UH-10	T/Red Hook	Red Hook Route 199 Shoulder Improvements	Short	NYSDOT, T/Red Hook	
Upper Hudson	UH-12	T/Red Hook	Red Hook Linden Avenue (CR 79) Sidewalk/Path	Short/Medium	T/Red Hook, Dutchess County	
Upper Hudson	UH-26	T/Red Hook	Bard College Entrance - Route 9G Intersection Improvements	Medium	NYSDOT, Bard College	
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	Medium	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook	
Upper Hudson	UH-25	T/Red Hook; V/Tivoli	Tivoli - Clermont Shared-Use Path	Medium	V/Tivoli, T/Red Hook	NYS Parks
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-32	T/Red Hook, T/Rhinebeck, T/Hyde Park	Hudson River Greenway Trail	Long	T/Red Hook, T/Rhinebeck, T/Hyde Park	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.2](#)

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 | — Major Roads |
| ● Medium-Term | 🏫 Elementary/Middle | |
| ● Long-Term | 🏫 Middle/High | |
| Recommendation (Linear) | | |
| — Medium-Term | | |
| — Long-Term | | |

**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
VILLAGE OF RED HOOK**



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.

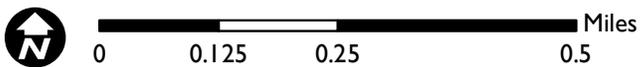
Walk Bike Dutchess Project Recommendations: Village of Red Hook*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Upper Hudson	UH-7	V/Red Hook	Amherst Road/Firehouse Lane - Route 9 Intersection Realignment	Short	V/Red Hook, NYSDOT	
Upper Hudson	UH-11	V/Red Hook	Red Hook Route 9/199 Intersection Evaluation	Short	NYSDOT, V/Red Hook	
Upper Hudson	UH-24	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Red Hook/Rhinebeck Bicycle Route Implementation & Bicycle Boulevard Demonstration Project	Medium	V/Red Hook, V/Rhinebeck, T/Rhinebeck, T/Red Hook	
Upper Hudson	UH-28	T/Hyde Park; T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook	Route 9 Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-33	T/Rhinebeck; V/Rhinebeck; T/Red Hook; V/Red Hook, T/Milan, T/Pine Plains, T/North East, V/Millerton	Hucklebush Rail Trail	Long	Towns, Dutchess County	Rail owner

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.2](#)

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) | Parks | Local Roads |
| ● Short-Term | | |
| ● Medium-Term | | Major Roads |
| ● Long-Term | | |
| Recommendation (Linear) | | Trails |
| | | |

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



www.dutchessny.gov/WalkBikeDutchess

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Walk Bike Dutchess Project Recommendations: Village of Tivoli*

Planning Area	Project Code	Location	Project Name	Timeframe¹	Lead	Other Partners
Upper Hudson	UH-27	T/Hyde Park; T/Clinton; T/Rhinebeck; T/Red Hook; V/Tivoli	Route 9G Shoulder Improvements	Medium	NYSDOT	
Upper Hudson	UH-25	T/Red Hook; V/Tivoli	Tivoli - Clermont Shared-Use Path	Medium	V/Tivoli, T/Red Hook	NYS Parks
Upper Hudson	UH-8	V/Tivoli	Tivoli Sidewalks and Crosswalk Repair	Short/Medium	V/Tivoli	
Upper Hudson	UH-23	V/Tivoli	Tivoli Sidewalk to the Hudson River	Medium	V/Tivoli, Dutchess County	

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.2](#)

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

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