Chapter 4: Dutchess County Overview

This chapter summarizes demographic and travel data, reviews existing walking, bicycling, and transit facilities in the county, analyzes crash data and patterns, and highlights existing walking and bicycling-related programs in the county.

A. Demographics

According to the 2010 Census, Dutchess County is home to 297,488 people. The Town of Poughkeepsie has the largest population, with 44,090 persons, followed by the City of Poughkeepsie, with 31,045 persons. These two municipalities account for over a quarter of the County’s total population.

In terms of residential density, the City of Poughkeepsie is the densest municipality in the county, with over 5,400 residents per square mile (gross), followed by the Village of Wappingers Falls, the City of Beacon, and the Village of Fishkill (see below and Map 4).

As discussed in Moving Dutchess, the PDCTC’s 2011 Metropolitan Transportation Plan, the County’s minority population (African-American, Asian, American Indian/Alaskan Native, and Native Hawaiian/Pacific Islander) is just under 41,000 people, or about 13.8 percent of the total population. The Cities of Poughkeepsie and Beacon, Towns of Hyde Park, Fishkill, Poughkeepsie, and Wappinger, and Villages of Fishkill and Wappingers Falls all have Census block groups with above-average minority populations, and the City of Poughkeepsie also has block groups that are over 50 percent minority population.

The County’s Hispanic population is over 31,250 persons, or 10.5 percent of the population. Block groups with above-average Hispanic populations are found in the Cities of Beacon and Poughkeepsie, Towns of Amenia, Beekman, Dover, Hyde Park, Fishkill, Pawling, Poughkeepsie, and Wappinger, and Villages of Fishkill, Millerton, Pawling, and Wappingers Falls; the City of

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<td>5,444</td>
<td>T/Beekman</td>
<td>14,621</td>
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<td>V/Tivoli</td>
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<td>T/North East</td>
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*Dutchess County 297,488 370

Sources: U.S. Census Bureau, 2010 U.S. Census; Dutchess County GIS. Town populations exclude populations of Cities and Villages.
Poughkeepsie also has a block group with over 50 percent Hispanic population.

*Moving Dutchess* also reports that between 7.4 and 8.6 percent of the County’s population lives in poverty. The Cities of Beacon and Poughkeepsie have higher poverty rates than the county average.

**B. National and State Travel Data**

According to the Alliance for Biking & Walking’s 2012 Benchmarking Report, *Bicycling and Walking in the United States*, nationally, walking accounts for 10.5 percent of all trips and 2.9 percent of commute trips, and bicycling accounts for 1.0 percent of all trips and 0.6 percent of commute trips. These percentages have been fairly consistent since the year 2000, though bicycling to work has increased slightly. Combined, walking and bicycling account for 11.5 percent of trips, but 14 percent of all traffic fatalities. While men and women are equally likely to walk, men are more likely than women to bicycle. In terms of age, children under age 16 account for a large share of bicycle trips compared to their portion of the population.

New York State ranks third out of all 50 states for its level of walking and bicycling to work (2nd for walking and 24th for cycling). However, most of this is concentrated in New York City, which ranks fifth out of the 51 largest cities for its level of walking and bicycling trips. On average, States spend only 1.6 percent of their federal transportation dollars on bicycling and walking. New York State ranks 37th out of 50 states for its per capital funding for bicycle and pedestrian transportation ($1.59 per capita, or 1.8 percent of the state’s federal transportation dollars).
In terms of planning, the number of states with pedestrian and bicycle master plans has increased sharply since 2005. New York State has pedestrian, bicycle, and trails master plans, as well as published goals to increase walking and bicycling and decrease pedestrian and bicycle fatalities. It also has a Complete Streets policy (described in Chapter 2). However, New York State’s ‘safe passing’ law does not specify a safe passing distance, and the State has a mandatory bike lane use law (prohibiting cyclists from full use of the roadway if a designated bicycle lane exists). Bicycle enforcement is not required as part of State police academy training, although it is part of continuing training for officers. The State’s drivers’ test includes a few test questions related to walking, but none related to bicycling. See Appendix B for State Vehicle & Traffic Law related to walking and bicycling.

C. Dutchess County Travel Survey Data

The Census Bureau’s annual American Community Survey (ACS) collects limited information about walking and bicycling, focusing on trips to work. County-wide, four percent of the working population (about 5,800 people) walks to work. This is unchanged since the 2000 Census. The highest rates of walking to work appear in Arlington (in the Town of Poughkeepsie), the Town of Red Hook, and the Villages of Millbrook, Pawling, and Rhinebeck. County-wide, it is estimated that 0.4 percent of the working population, or about 400 people, bicycle to work. This percentage is slightly higher than the 2000 Census. There is insufficient data on bicycling to work by municipality. Detailed tables showing the Census data are included in Appendix C.

According to the 2009 National Household Travel Survey (NHTS), 84 percent of all surveyed trips in Dutchess County were made by personal vehicle, while 9 percent were made on foot, 4 percent by transit or school bus, 1 percent by bicycle, and 1 percent by train. Of trips to work, 77 percent were drive-alone, 8 percent were by carpool, 5 percent were by public transit, and 4 percent by foot. Five percent of workers work at home.

The 2009 NHTS also provides data on why Dutchess County residents travel. The return trip home, whether from shopping, work, or other activities, represents 38 percent of all trips. Other trip purposes include shopping (14 percent), social/recreational (14 percent), family business (9 percent), and eating out (6 percent). The trip to work represents only 9 percent of all trips.

Trip distances vary by purpose. The 2009 NHTS estimated that county residents traveled an average of 17.7 miles for social/recreational purposes and 17.2 miles to commute, whereas trips to school, shopping, or for family business were fewer than 10 miles. Measured as a whole, the average trip length in Dutchess County was 11.2 miles. On average, walking trips averaged 0.7 miles and bicycling trips averaged 1.1 miles.

Finally, the New York Metropolitan Transportation Council (NYMTC)’s 2010-2011 Regional Household Travel Survey included 463 Dutchess County residents. Based on this data, 86 percent of all trips taken by County residents are by automobile, while 6 percent are by walking and other non-motorized modes, 5.7 percent are by bus, 2 percent are by rail or ferry, and 0.4 percent is

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1 Non-motorized trips include walking, bicycle, wheelchair, mobility scooter, skates, skateboard, kick scooter, Segway, and others.
shared rides and taxi trips. Ten percent of non-motorized trips in the county are work-related, while 90 percent are non-work trips. Non-motorized trips average about 20 minutes in duration and 0.4 miles in distance.

D. Local Data

In addition to the NHTS and Census, we have local data on how many people walk and bicycle.

1. Pedestrian and Bicycle Counts
The number of people walking and bicycling at various locations around the county was counted in September 2012 and January, May, July, and September 2013. Counts were done for two hours on a weekday evening and/or a Saturday afternoon. Over 1,100 pedestrians and 175 bicyclists were counted at the busiest locations, though volumes ranged widely. On average, 25 percent of people on bicycles were female and 75 percent were male, while pedestrians were about equally split. Maps 5-9 show the locations and number of people counted.

The highest-volume locations included:

1. City of Poughkeepsie, Walkway Over The Hudson (weekend): 1,108 pedestrians/123 bicyclists
2. Village of Rhinebeck, Market Street at Mill Street (Route 9) (weekend): 959 pedestrians/10 bicyclists
3. Village of Pawling, Charles Colman Boulevard north of Main Street (weekday): 497 pedestrians/3 bicyclists
4. Town of Poughkeepsie, Raymond Avenue at Collegeview Avenue (weekend): 490 pedestrians/4 bicyclists
5. City of Beacon, Main Street east of Cross Street (weekend): 436 pedestrians/20 bicyclists
6. Village of Red Hook, Market Street at Broadway (weekend): 435 pedestrians/42 bicyclists
7. City of Beacon, Main Street west of Fishkill Avenue (weekend): 396 pedestrians/44 bicyclists
8. City of Poughkeepsie, Main Street west of N. Cherry Street (weekday): 307 pedestrians/72 bicyclists
9. Village of Fishkill, Main Street west of Church Street (weekend): 294 pedestrians/2 bicyclists
10. Town of Wappinger, Dutchess Rail Trail at Diddell Road (weekend): 67 pedestrians/187 bicyclists

The Market St/Mill St intersection in the Village of Rhinebeck is the second-most active location in the county, based on counts of people walking.
City of Poughkeepsie
Pedestrian Counts

Count location

Pedestrian Volume

Note: Counts were not conducted during all time periods at some locations.

City of Poughkeepsie
Bicycle Counts

Bicycle Volume

Note: Counts were not conducted during all time periods at some locations.

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
Pedestrian Counts

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

Note: Counts were not conducted during all time periods at some locations.
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

Note: Counts were not conducted during all time periods at some locations.
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.
Upper Hudson Bicycle Counts

Upper Taconic Bicycle Counts

Harlem Valley Bicycle Counts

North East

Amenia

Pawling

Pleasant Valley

Tivoli

Red Hook

Rhinebeck

Hyde Park

This map is intended for planning purposes only. The PDTC 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

Note: Counts were not conducted during all time periods at some locations.
In August 2012, Parks & Trails New York, the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), and the New York State Trails Council organized volunteer counts on trails throughout the State, including the Harlem Valley Rail Trail trailhead in the Village Millerton. At this location, 380 people were counted on the trail over five two-hour weekday periods, for an average of 76 people per two-hour period. Based on this data, an estimate of almost 125,000 annual users was developed. This is likely a low estimate, since counts were not done on a weekend. About half of those counted were on foot, and the other half were on bicycles. Over 70 percent of bicyclists were wearing helmets.

2. **Walk-Bike Dutchess Survey**

The Walk-Bike Dutchess Survey was distributed to county residents in spring 2013 (March 1 - April 15). It was primarily distributed online via SurveyMonkey, though paper copies were also made available. The survey resulted in 1,319 total respondents, with responses from every municipality in the county except the Village of Millerton. Most respondents were between age 35 and 64, though 14 percent were under age 35 and 16 percent were 65 or older. Respondents primarily identified as White; two percent identified as Black/African-American, two percent identified as Hispanic/Latino, and three percent identified as another race/ethnicity. About equal numbers of males and females responded. Over 97 percent of respondents said they have access to an automobile.

Most respondents walk frequently: 27 percent walk every day, almost 40 percent walk at least five days per week, and more than 60 percent walk at least three days per week. Eight percent walk rarely or never. In comparison, about 30 percent of respondents ride a bicycle three or more days per week and 45 percent ride at least one to two days per week, while 25 percent ride a few times per month or on weekends, and 30 percent ride rarely or never.

People reported walking and bicycling for similar reasons. The most common responses were health/exercise (94 percent) and it’s pleasant/fun (over 80 percent), followed by environmental benefits (over 55 percent). Close-by destinations, to be with family/friends, and economic benefits were cited by over 35 percent of respondents.

Trip purposes were also fairly consistent. The largest number of respondents said they walk or bicycle for exercise (68-81 percent), followed by to enjoy their community/be outside (nearly 60 percent), and to go to a park or recreational area (about 35 percent). For walkers, these were followed by walking their pet, errands and shopping, and visiting family and friends (35, 31, and 22 percent). Twelve percent walk to get to work and eleven
percent to get to the bus or train. For those who bicycle, errands/shopping, visiting family/friends, and to/from work were cited by about 15 percent of respondents.

The most common factor that prevents people from walking and bicycling is inadequate sidewalks and road shoulders, followed by too much traffic and poor pavement condition. For walkers, the next most common factors were not feeling safe, and inconsiderate drivers. Potential walkers also cited the time/distance to walk and unpleasant walking environments. For bicyclists, inconsiderate drivers and too few bicycle paths were also top concerns, followed by not feeling safe and lack of safe bicycle parking.

According to respondents, the best places for walking in Dutchess County are (in order of popularity): rail trails, parks (national, state, and local), the Walkway Over the Hudson, local neighborhoods, and college campuses. For bicycling, the most common response was rail trails, followed by the Walkway Over the Hudson, parks, residential neighborhoods, and low-traffic streets.

When asked about the most problematic areas for walking, Route 9 was mentioned most often, followed by Route 44, Route 9G, and Route 55. Comments included concerns about safety, lack of sidewalks, narrow shoulders, and poor crossings. When asked about the most problematic areas for bicycling, Route 9 was mentioned most often, followed by Routes 9G and 9D, with concerns about narrow shoulders, poor pavement, heavy traffic, high speeds, and inconsiderate drivers.

The most important criteria respondents consider when choosing where to walk is the safety of the route, followed by scenic, good sidewalk or pavement quality, and the existence of a trail or path. For bicycling, respondents prioritize pavement quality, wide shoulders, the existence of a trail or path, and low traffic, followed by safety and scenic character.

When asked, “If equally good facilities existed, how would you prefer to travel? (by bicycle, walking, public transit, or car),” over 80 percent said they would prefer to walk or bike to parks/recreation; over 70 percent would prefer to walk or bike to the gym/exercise; almost 60 percent would prefer to walk or bike to school; and 55 percent would prefer to walk or bike to local errands or shopping. Almost half of respondents would prefer to walk or bike to work and to the bus or train.

While almost 60 percent of respondents said there are many places to go within walking distance of their home, less than half said stores are within walking distance, and only 30 percent said it is easy to walk to a bus stop or train station from their home.

Only 12 percent of respondents are very satisfied with how their community is designed for walking, while 39 percent are somewhat satisfied. Almost 50 percent are somewhat or very dissatisfied. In terms of community design for bicycling, only 5 percent of respondents are very satisfied, 27 percent are somewhat satisfied, and almost 70 percent are somewhat or very dissatisfied.

When asked about the most important improvements to be made, the most common responses were add bicycle lanes and/or shared
Chapter 4: Dutchess County Overview

3. Census Data: Who is Likely to Walk and/or Bicycle for Transportation?
Based on the Census Bureau’s 2007-2011 American Community Survey (ACS) five-year estimates, 2010 Census data for Dutchess County, and other sources, we can estimate some of the key groups that are likely to walk or bicycle for transportation:

- Young People: 19 percent of the county population is under age 16. This represents about 56,800 people who are too young to drive. Additionally, workers under age 25 are four to five times more likely to walk to work than are older workers. The median age of workers who walk to work is 28 years, compared to 44 years for workers overall.

- Older People: More than 6 percent of the county population is over age 75. This is another sub-group that often desires and appreciates alternatives to driving, including walking. Combined, these young people and older persons represent over one quarter of the county’s population.

- Non-Drivers: Approximately 12 percent of county residents aged 16 and over do not have a driver’s license. This represents close to 30,000 persons who would benefit from improvements to walking and bicycling options. These non-drivers likely include some of the disabled population, as well as older adults.

- Racial and Ethnic Minorities: In Dutchess County, Asian workers and Hispanic/Latino workers are twice as likely to walk to work as non-Hispanic/Latino whites. African-American workers are

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2 NYSDMV, 2011.

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### Suggested Improvements

<table>
<thead>
<tr>
<th>Suggested Improvement</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Add bicycle lanes/shared lane markings</td>
<td>700</td>
</tr>
<tr>
<td>Add more rail trails/shared-use paths</td>
<td>500</td>
</tr>
<tr>
<td>Increase width of road shoulders</td>
<td>400</td>
</tr>
<tr>
<td>Add more sidewalks</td>
<td>400</td>
</tr>
<tr>
<td>Provide smoother road pavement</td>
<td>300</td>
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<tr>
<td>Enforce traffic safety laws more strongly</td>
<td>300</td>
</tr>
<tr>
<td>Maintain walking/bicycling facilities</td>
<td>200</td>
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<tr>
<td>Add bicycle racks/parking for bicycles</td>
<td>200</td>
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<td>Install better crosswalks/crossing signals</td>
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<td>Implement traffic calming</td>
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<tr>
<td>Expand safety education</td>
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<tr>
<td>Provide more sidewalk amenities</td>
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<td>Upgrade traffic signals to detect bicycles</td>
<td>100</td>
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<tr>
<td>Provide safety/directional signage</td>
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</tr>
<tr>
<td>Other</td>
<td>100</td>
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lane markings, add more rail trails/shared use paths, increase width of road shoulders, and add more sidewalks.

When asked how to prioritize improvements, the top priority was completing missing pieces to create longer continuous walkways and bikeways. This was followed by maintaining existing walking and bicycling facilities, addressing locations where crashes have occurred or are likely, and facilitating local walking and bicycling trips.

The survey form and charts showing the survey responses are included in Appendix D.
slightly more likely to walk to work compared to non-Hispanic/Latino whites.

• Zero- and One-Vehicle Households: Workers in Dutchess County households without a vehicle are approximately 7 times more likely to walk to work than the overall population, while those in households with one vehicle are approximately 1.5 times more likely to walk to work. Zero- and one-vehicle households make up 39 percent of all households in the county (8 percent and 31 percent, respectively). This varies dramatically by municipality: approximately 66 percent of City of Poughkeepsie households have zero or one vehicle, as well as 68 percent of Village of Millbrook households, 59 percent of Village of Rhinebeck households, and over half of households in the Villages of Red Hook, Millerton, Tivoli, and Wappingers Falls.

• Lower-Income Persons: In Dutchess County, people who walk to work have median earnings of about $11,000, compared to $40,000 for workers overall. This dramatic difference in median earnings could be partly due to part-time workers, including college students, young people, and some older adults.

• Disabled Persons: According to the 2009-2011 ACS three-year estimates, 13 percent of county residents (about 36,700 persons) classify themselves as disabled and 6 percent (about 18,500 persons) classify themselves as having an ambulatory difficulty. While there are many types of disabilities, disabled persons 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.

4. Transit Ridership Data
People who take the bus or train often walk and sometimes ride a bicycle to their stop or station. There are four major transit systems in the county: the County’s LOOP bus, with over 450,600 annual riders in 2012; the City of Poughkeepsie bus, with over 403,300 annual riders in 2012; Metro-North Railroad, with approximately 6,150 average weekday and 8,500 average weekend inbound (towards New York City) boardings from Dutchess County stations in 2012; and Amtrak, with over 114,000 boardings at Dutchess County stations in 2010. Ridership by route/station is shown in the tables below.
Chapter 4: Dutchess County Overview

Effective March 27, 2014

Walk Bike Dutchess

### LOOP Annual Ridership

<table>
<thead>
<tr>
<th>Route</th>
<th>Annual Ridership (2012)</th>
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</thead>
<tbody>
<tr>
<td>Route A (Beacon–Poughkeepsie)</td>
<td>141,046</td>
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<tr>
<td>Route B (Beacon–Poughkeepsie)</td>
<td>126,468</td>
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<tr>
<td>Route C (Poughkeepsie–Tivoli)</td>
<td>60,231</td>
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<tr>
<td>Route D (Poughkeepsie–Dover)</td>
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<td>Route E (Poughkeepsie–Pawling)</td>
<td>22,196</td>
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<tr>
<td>Route F (Beacon–Hopewell Junction)</td>
<td>34,195</td>
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<tr>
<td>Route G (Beacon)</td>
<td>1,318[^1]</td>
</tr>
<tr>
<td>RailLink (Beacon, New Hamburg, &amp; Poughkeepsie)</td>
<td>20,417</td>
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<tr>
<td><strong>System Total</strong></td>
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### Metro-North Average Daily Inbound Boardings (2012)

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<th>Station</th>
<th>Average Weekday Boardings</th>
<th>Average Weekend Boardings</th>
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<td>Hudson</td>
<td>Poughkeepsie</td>
<td>1,824</td>
<td>3,328</td>
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<tr>
<td></td>
<td>New Hamburg</td>
<td>1,029</td>
<td>989</td>
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<tr>
<td></td>
<td>Beacon</td>
<td>2,524</td>
<td>2,933</td>
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<td><strong>Total (3 stations)</strong></td>
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<td><strong>7,250</strong></td>
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<tr>
<td>Harlem</td>
<td>Wassaic</td>
<td>259</td>
<td>663</td>
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<tr>
<td></td>
<td>Tenmile River</td>
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<td>56</td>
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<tr>
<td></td>
<td>Dover Plains</td>
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<td>131</td>
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<tr>
<td></td>
<td>Harlem Valley-Wingdale</td>
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<td>150</td>
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<tr>
<td></td>
<td>Appalachian Trail</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Pawling</td>
<td>250</td>
<td>205</td>
</tr>
<tr>
<td></td>
<td><strong>Total (6 stations)</strong></td>
<td><strong>772</strong></td>
<td><strong>1,209</strong></td>
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<td><strong>Dutchess County Total</strong></td>
<td><strong>6,149</strong></td>
<td><strong>8,459</strong></td>
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### City of Poughkeepsie Bus Ridership

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<th>Annual Ridership (2012)</th>
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<tr>
<td>Galleria Mall</td>
<td>71,877</td>
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<tr>
<td>Main Street</td>
<td>116,980</td>
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<td>Northside</td>
<td>103,744</td>
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<td>Southside</td>
<td>71,857</td>
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<td>Shopper’s Special</td>
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<td>Special</td>
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<td><strong>System Total</strong></td>
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### Amtrak Annual Ridership (2010)

<table>
<thead>
<tr>
<th>Station</th>
<th>Annual Boardings</th>
</tr>
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<tbody>
<tr>
<td>Poughkeepsie</td>
<td>37,294</td>
</tr>
<tr>
<td>Rhinecliff</td>
<td>77,345</td>
</tr>
<tr>
<td><strong>County Total</strong></td>
<td><strong>114,639</strong></td>
</tr>
</tbody>
</table>

[^1]: Route G was introduced in late November 2012; data includes the first six months of 2013.

5. **Recreational Trips**

Many county residents walk or bicycle for recreation and exercise. While only limited data on these trips is available, the success of recent walking and bicycling-related projects and events speaks to the demand for walking and bicycling infrastructure. For example:

- The [Walkway Over the Hudson](https://www.walkway.org) estimates that more than 700,000 people visit the pedestrian/bicycle bridge every year. About half of these visitors come from outside the region.
- [Bike New York](https://www.bikenewyork.org) organizes an annual [Discover the Hudson Valley Ride](https://www.bikenewyork.org/events/discover-the-hudson-valley-ride), a one-day ride with route options of between 15 and 100 miles, starting and ending at Waryas Park in Poughkeepsie. Approximately 1,500 riders participate.
Walk Bike Dutchess

- The Harlem Valley Rail Trail Association and others organize a Harlem Valley Rail Ride, a one-day ride with options of between 25 and 100 miles, beginning and ending in Millerton. All the routes include portions on the Harlem Valley Rail Trail. Approximately 1,200 riders participate.

- Parks & Trails New York’s Cycling the Hudson Valley bike tour (also known as the Great Hudson Valley Pedal), an organized 6-day, 200 mile bicycle tour from Albany to New York City, brings close to 200 participants through Dutchess County. Riders pass through Red Hook, Rhinebeck, Hyde Park, Poughkeepsie, Wappinger, and Fishkill.

- The Mid-Hudson Bicycle Club organizes an annual century and half-century ride, often in Dutchess County. Approximately 100 riders participate.

- Dutchess County Tourism has produced a series of recreational bicycle tours, which are being updated to incorporate the completed Dutchess Rail Trail and Walkway Over the Hudson.

E. Existing Facilities

1. Walking Facilities

Sidewalks: There are currently approximately 435 linear miles of sidewalks in the county. This includes about 370 miles of public sidewalks and 65 miles of private sidewalks (such as in residential developments, at colleges and office parks). The City of Poughkeepsie has the most extensive sidewalk system, with 115 miles, or over 26 percent of all sidewalks in the county. The Town of Poughkeepsie has 90 miles, and City of Beacon has 56 miles.

Combined, these three municipalities have over 60 percent of the county’s sidewalks.

Recreational Trails: There are approximately 300 miles of publicly accessible hiking and walking trails in the county. This includes 25 miles of the Appalachian Trail in Beekman, Pawling, and Dover, approximately 10 miles in the Hyde Park Trail System, and over 70 miles in the Hudson River Valley Greenway Trail network (including riverside trails, countryside corridors such as the Harlem Valley Rail Trail, and connector trails), as well as trails in numerous state, County, and local parks. The County’s Healthy Communities Trail...
Map Series includes maps of nearly 70 trail systems throughout the county.

2. Shared-Use Paths/Rail Trails

There are three main shared-use paths in the county, currently totaling about 25 miles:

- The Harlem Valley Rail Trail, from the Wassaic train station in Amenia to Chatham in Columbia County (46 miles). As of 2012 the trail is open in Dutchess County between the Wassaic station and Main Street (Route 44) in the Village of Millerton (10.7 miles), as well as in Columbia County between Under Mountain Road in the Town of Ancram and Copake Falls Station (4 miles). The 8-mile section from Main Street in the Village of Millerton to Under Mountain Road is in development.

- The Dutchess Rail Trail, between the Walkway Over the Hudson in Poughkeepsie and Hopewell Junction in East Fishkill (13.25 miles). The trail was completed in 2013 with a 1.6 mile connection between Old Manchester Road and Overocker Road in the Towns of Poughkeepsie and LaGrange (including a bridge over Route 55) and a one-mile connection between the Walkway and Morgan Lake.

- Walkway Over the Hudson, a State Historic Park between Poughkeepsie and Highland in Ulster County (1.3 miles; about 1 mile in Dutchess County). The Walkway Loop Trail (3.6 miles) connects the Walkway and the path on the Mid-Hudson Bridge with existing sidewalks and local streets and provides links to adjacent rail trails.

3. Bicycling Facilities

Bicycle Lanes: There are currently no bicycle lanes in the county, with the exception of short stretches on State Bicycle Routes approaching right-turn pockets at intersections. In these instances, the shoulder transitions to a bicycle lane through the intersection to prevent bicyclists from being cut off by right-turning traffic (for example, on Route 9 northbound near Marist College).
Shared-Lane Markings: In 2013, the first shared-lane markings (SLMs or ‘sharrows’) in Dutchess County were installed in the City of Beacon on Main Street between North Avenue (Route 9D) and East Main Street. Soon after, sharrows were installed in the Village of Pawling on Charles Colman Boulevard between West Main Street and Union Street and on West and East Main Street between Dutcher Avenue and Coulter Avenue. Later in 2013, the Town of Amenia marked sharrows on Mechanic Street between the Harlem Valley Rail Trail and East Main Street.

NYSDOT has four signed State Bicycle Routes in the county. These routes typically use existing State, County, and local roads and accommodate bicyclists on shared travel lanes and/or shoulders. They are intended for experienced adult bicyclists.

These include:

1. NYS Bicycle Route 9: Signed route between NYC and Rouses Point, NY; then joins Quebec Route 223 and follows the Richelieu Valley and the Chambly Canal Towpath to Montreal (340 miles). 53 miles of the route are in Dutchess County on State, County, and local roads in Fishkill, Wappinger, Poughkeepsie (Town and City), Hyde Park, Rhinebeck, and Red Hook.

2. NYS Bicycle Route 17: Signed route between Lake Erie and Wappinger. It connects with Bicycle Route 9 at the intersection on Route 9D and Middlebush Road (CR 93) in the Town of Wappinger, and crosses the Newburgh-Beacon Bridge.

3. NYS Bicycle Route 199: Signed route along Route 199 from Route 32 in Ulster County, over the Kingston-Rhinecliff Bridge, to Route 308 in Milan.

4. NYS Bicycle Route 308: Signed route along Route 308 from Route 9 in Rhinebeck to Route 199 in Milan.

NYSDOT has proposed an extension of NYS Bicycle Route 199, as well as an extension of NYS Bicycle Route 22 through Dutchess and Putnam counties (it is currently a signed route through Columbia County, from New Lebanon to Ancram). In addition, NYSDOT has identified future potential State Bicycle Routes on Routes 44, 52, 55, and 82. These are described in the relevant Planning Area chapters.

Some local bicycle routes have been developed. The City of Poughkeepsie developed a bicycle route network which is outlined in City Code Chapter 15, Article V. However, the routes are not...
signed, and no physical changes to the streets have been made to better accommodate bicycling. The Red Hook and Rhinebeck Greenway Committees developed a Historic District Bike/Hike Trail, which includes two bicycle route loops. Signs have been installed along the routes, but no physical changes to the streets have been made to better accommodate bicycling. Map 10 shows existing rail trails, sharrows, and bicycle routes, as well as potential State Bicycle Routes and rail trail concepts.

Bicycle Parking: Bicycle parking exists at various destinations, but there is currently no centralized source of information regarding the location, type, or condition of the parking. A bicycle parking inventory has been developed as part of this Plan and is included in Appendix E.

4. Transit-Bicycle Accommodation
As of 2012, all LOOP buses and 75 percent of the City of Poughkeepsie buses have bicycle racks on the front of the buses. The racks carry two bicycles each. LOOP plans to install racks that hold three bicycles on new buses. Metro-North allows bicycles on board during off-peak hours only (as shown on timetables), and requires a permit. Tandems and motorized bicycles are not permitted. Folding bicycles are allowed on all trains without a permit, but must remain folded.

Amtrak allows folding bicycles onboard all trains, and full-size bicycles on trains with ‘walk-on bicycle service’ only. However, none of Amtrak’s routes in New York State currently have this service. On some routes, full-size bicycles can be checked as baggage in a bicycle box. Tandem and recumbent bicycles are not allowed.

5. Bridges
The three bridges across the Hudson in Dutchess County all accommodate bicycling and/or walking. The Kingston-Rhinecliff Bridge has wide (8 foot) shoulders for bicycling and is part of State Bicycle Route 199. However, walking is prohibited on this bridge. The Mid-Hudson Bridge includes a walkway on the north side (accessed primarily from Gerald Drive in Poughkeepsie), though bicyclists are encouraged to walk (rather than ride) their bicycles on the walkway. The Newburgh-Beacon Bridge includes a separated walkway/bikeway for both walking and bicycling on the south side of the south span, with access from Route 9D.
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

Bicycle Facilities & Routes
- Sharrows
- Local Bike Route
- Proposed State Bike Route
- State Bike Route
- Potential Rail Trail
- Existing Rail Trail

Note: Potential Rail Trail alignments are conceptual.
F. Safety Data

Five years of crash data, from 2007 to 2011, were analyzed to determine trends in pedestrian and bicycle crashes. The data are from NYSDOT’s ALIS (Accident Location Information System) database of crashes reported to NYSDMV. They do not include unreported crashes, though some are classified as ‘non-reportable’, meaning they caused less than $1,000 in property damage and did not result in an injury or fatality.

1. Pedestrian Crashes

There were a total of 377 reported crashes involving pedestrians over the five-year period; 288 (76 percent) resulted in an injury and nine (2 percent) were fatal. In 2011, there were 86 reported crashes involving pedestrians. This is a decrease from a high of 95 crashes in 2010, but an increase from the previous three years (see tables in Appendix F). Overall, pedestrian crashes appear to be increasing over the period. Other findings include:

- **Season:** Except for winter, which has 16 percent of the pedestrian crashes, crashes are distributed fairly evenly across the seasons.
- **Weather:** Clear is the predominant weather type (62 percent of crashes), followed by cloudy (23 percent) and rain (11 percent).
- **Light condition:** Daylight is predominant, with 64 percent of crashes; dark road-lighted (a dark street with streetlights) accounts for 20 percent of pedestrian crashes, and dark road-unlighted accounts for 10 percent.
- **Intersection/Non-Intersection:** 63 percent of pedestrian crashes are at non-intersection locations, such as mid-block crossings or driveways. 36 percent are at intersections.
- **Time of day:** Pedestrian crashes are most common between 4:00 pm and 8:00 pm. This represents the after-school and work period, and also the transition to darkness, especially in the fall and winter.
- **Road type:** One-third of pedestrian crashes occur on City streets. These include only streets in the cities of Poughkeepsie and Beacon. State roads are the next most common, with 21 percent of crashes, followed by Town roads, with 16 percent.
- **Crash rates (per 1,000 population):** For the county overall, there are 0.25 pedestrian crashes per 1,000 population. By municipality, the Village of Fishkill has the highest rate, with 1.01. This is likely due to the amount of traffic (and crashes) on Main Street/Hopewell Avenue (Route 52), Route 9, and Merritt Boulevard, and the Village’s small population. The City of Poughkeepsie has the second highest rate, with 0.91, followed by the Village of Millerton, with 0.63 (see Map 11).

Pedestrian Crash Rate
(Crashes per 1,000 Population)

0.00 - 0.10
0.10 - 0.20
0.20 - 0.30
0.30 - 1.01

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
Collision factor: 24 percent of pedestrian crashes are attributed to error/confusion by the person walking. Driver inattention accounts for 18 percent. Drivers’ failure to yield right of way accounts for nine percent of crashes, while pedestrians’ failure to yield right of way accounts for two percent of crashes.

Age: The 16-24 year old age group is dramatically over-represented: they account for 22 percent of pedestrian crashes, but only 14 percent of the county population.

Gender: 53 percent of pedestrians involved in crashes are men; 44 percent are women (the gender of the remaining 3 percent is unknown).

2. Bicycle Crashes
There were a total of 194 reported crashes involving bicyclists over the five-year period; 119 (32 percent) resulted in an injury and four (1 percent) were fatal. In 2011, there were 41 reported crashes involving bicyclists. This is a decrease from a high of 50 crashes in 2010, but an increase from 2007 and 2009 (see tables in Appendix F). Overall, bicycle crashes appear to be increasing over the period. Other findings include:

- Season: Over 60 percent of bicycle crashes occur in the spring and summer. Winter accounts for 15 percent of crashes.
- Weather: Clear is the predominant weather type, with 77 percent; followed by cloudy (16 percent) and rain (5 percent).
- Light condition: Daylight is predominant, with 79 percent of crashes; dark road-lighted (a dark street with streetlights) is second, with 14 percent. Dusk represents 3 percent of crashes.
- Collision factor: 27 percent of bicycle crashes are attributed to error/confusion by the person bicycling. Driver inattention accounts for 22 percent. Drivers’ failure to yield right of way accounts for ten percent of crashes, while bicyclists’ failure to yield right of way accounts for eight percent of crashes.
- Age: The 10-15 and 16-24 year old age groups are dramatically over-represented in bicycle crashes, compared to their percent

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Map created May 2014
of the county population. 10-15 year olds account for 17 percent of crashes but eight percent of the population, while 16-24 year olds account for 26 percent of crashes but 14 percent of the population.

- Gender: Almost 80 percent of those involved in bicycle crashes are men. This likely reflects the population riding on the road.

3. High-Crash Corridors

Using the five years of crash data, we identified street segments with concentrations of bicycle and/or pedestrian crashes. We then calculated a crash rate per mile for those segments. Maps 13, 14, and 15 show the high-crash corridors, coded by the number of bicycle and pedestrian crashes per mile.

High-crash locations reflect areas with the most people walking and bicycling. All of the highest-crash corridors for pedestrians are in the City of Poughkeepsie, with the exception for a portion of Main Street that extends into the Town of Poughkeepsie. The highest crash rate is almost 26 crashes per mile on Mansion Street. The highest number of crashes is on a 2.2-mile segment of Main Street, which had 43 reported pedestrian crashes over the five-year period.

The highest-crash corridors for bicyclists are all in the City and/or Town of Poughkeepsie. The highest crash rate is 17 crashes per mile on Hamilton Street. The highest number of crashes is on a 2.6-mile segment of Main Street, which had 20 reported bicycle crashes over the five-year period.

While the concentrations of crashes reflect areas with significant levels of walking and bicycling, the seriousness of those crashes is typically related to vehicle speed. Research has shown that higher vehicle speeds are strongly associated with pedestrian crashes and more serious pedestrian injury. A person hit by a vehicle traveling at 20 mph has a 95 percent survival rate, but when speeds increase to 30 mph, pedestrian survival rates fall to 60 percent; at 40 mph, the survival rate is only 20 percent; and when hit by a vehicle traveling at 50 mph, a person on foot is almost certain to die.

G. Americans with Disabilities Act (ADA)

The Americans with Disabilities Act of 1990 (ADA) requires state and local governments to make their programs and services accessible to persons with disabilities. This includes removing any physical barriers from public facilities, including sidewalks.
High Crash Corridors (2007-2011)

Hyde Park, Poughkeepsie, Wappinger, Wappingers Falls

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
High Crash Corridors (2007-2011)
East Fishkill, Fishkill, Beacon, Amenia, Pleasant Valley

Pedestrian Crash Colors
- Green: 1-10
- Orange: 10-15
- Red: 15-26

Bicycle Crash Colors
- Green: 1-3
- Orange: 3-5
- Red: 5-17

Legend

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information.

Map created May 2014

The map contents and data are subject to change.

Map 15
The ADA requires public entities with fifty or more employees to identify barriers that may limit accessibility for persons with disabilities, and to develop a transition plan describing how the identified barriers will be addressed.

In 2010, NYSDOT completed an ADA compliance inventory of sidewalks, crosswalks, and curb ramps on State roads. A draft ADA plan was released in December 2010. The plan identifies intersections and sidewalk segments on State roads that are not yet fully ADA accessible.

In Dutchess County, NYSDOT identified a total of 78 locations that are not ADA accessible, including 39 intersections and 39 sidewalk segments. These include portions of Routes 9, 9D, 44, 52, 55, 82, 113, 199, 308, 343, and 376 (see Moving Dutchess, Appendix C for details). According to NYSDOT's Draft ADA Plan, 90 percent of the 43 miles of NYSDOT sidewalks in the county comply with ADA. The next phase of the Plan will include a prioritized list of improvements. NYSDOT expects to comply with ADA statewide by March 2027. ADA improvements in Dutchess County are currently planned to be completed by 2018.

The City of Poughkeepsie developed an ADA Transition Plan in 1992 based on an inventory of City-owned facilities (buildings, parks, fire houses, etc.). The Transition Plan also includes an inventory of crosswalks at approximately 400 intersections. Each location is rated based on whether it requires a curb ramp, detectable warnings, updated geometry and/or updated alignment. The plan prioritizes ramp improvements first at crosswalks along accessible routes serving public entities, second at crosswalks along accessible routes serving places of public assembly and business, and third, all remaining crosswalks.

The City's plan states that all street corners which are integral with street paving or repair programs shall have construction of accessible curb ramps incorporated within the scope of paving or repair programs. Since the 1992 plan, the City has incorporated many of the ramp improvements into sidewalk and street projects. As of 2012, NYSDOT and the City of Poughkeepsie are the only two agencies in the county that are known to have conducted a comprehensive ADA evaluation of their walking infrastructure.

H. Existing Walking & Bicycling Programs

1. Safety Programs

The Dutchess County Traffic Safety Board (TSB) promotes bicycle safety through presentations to local organizations, bicycle rodeos at schools, and helmet check events, as well as distribution of bicycle helmets, reflective materials, and educational materials. Pedestrian safety focuses on educational programs for youth groups and other organizations. Key awareness, education, and enforcement programs include:

- Approximately 20-25 bicycle rodeos and bicycle helmet safety presentations per year, in coordination with schools, municipal recreation programs, church groups, bicycle shops, and other community organizations. The TSB distributes about 200 bicycle helmets each year.
- Pedestrian safety programs for youth groups and other organizations.
2. **Senior Programs**

The County’s [Office for the Aging](#) recreation program includes Senior Walking/Bicycling Groups. These groups began in 2011 and provide a different meet-up location every weekday morning for seniors who want to walk or bicycle with a group. Several of the groups have volunteer coordinators. Locations include the Walkway Over the Hudson, the Dutchess Rail Trail, and the Harlem Valley Rail Trail.

3. **School Programs**

The federal Safe Routes to School (SRTS) program (incorporated into the [Transportation Alternatives Program](#) in 2013) provides funding for infrastructure, enforcement, education, encouragement and evaluation programs that make it safer for students in grades K-8 to walk and bicycle to school. In Dutchess County, the Town of Poughkeepsie received Safe Routes to School funding in 2008 to construct sidewalks, mark crosswalks, and monitor and enforce speeds around Violet Avenue Elementary School. In 2012, the City of Beacon received SRTS funding to

- Selective Traffic Enforcement Program (STEP): Support of targeted enforcement to reduce aggressive driving, speeding, and other unsafe driving behaviors.

- School Bus Safety Awareness: Distribution of school bus safety video, teaching guides, and educational materials for school children; School Bus Driver of the Year award and driver skills rodeo; and promotion of Operation Safe Stop to educate the public about stopping for school buses.

- Distribution of brochures and educational materials, press releases, and events.
replace deteriorated sidewalks and curbs and install ramps, crosswalks and signs on Liberty Street to improve safety for students walking to J.V. Forrestal Elementary School. The project also includes pedestrian and bicycle safety education, encouragement, and enforcement programs.

The National Center for Safe Routes to School coordinates an annual Walk to School Day (in October) and Bike to School Day (in May). Forrestal Elementary School in Beacon organized a Walk to School Day event in 2012 in coordination with the school’s Parent-Teacher-Student Organization. Violet Avenue Elementary held a walk to School Day event in 2013 using the sidewalks funded through the SRTS program. The Poughkeepsie Day School has held several Bike to School Day events. The school encourages students who live within five mile of school to commute by bicycle by educating them about safe bicycling techniques, providing route maps, organizing morning meeting locations, and hosting a breakfast reception for students who rode to school that day.

Other local schools have bicycling and walking programs. For example:

- Parents at Chancellor Livingston Elementary School in Rhinebeck organize a ‘Walking Wednesday’. Parents wait at specified corners for students to gather, and walk with them in a group to school.

- Chancellor Livingston teacher Barbara Rizzolo organizes an annual ‘Bike the Rail Trail’ event for all third graders at the school. Teachers, administrators, and parents join the students for a 16-mile ride on the Harlem Valley Rail Trail. County Sheriff’s officers monitor the trail crossings and teachers emphasize helmet use and safe bicycling. During the year, teachers integrate the trail ride into lessons about science, nutrition and physical activity.

- Poughkeepsie Middle School used to have a Safe Passage Home program. Working with adult volunteers and staff from the City Police Department and County Office of Probation, the school district identified key walking corridors through the city for students walking home. Volunteers stood at key crosswalks to ensure that students could walk home without being bullied or threatened.

Local school district policies related to walking and bicycling to school are summarized in the table below.

Bard students ride in a pedi-cab for ‘Moving Planet day’ (source: Laurie Husted, Bard College).
### DUTCHESS COUNTY SCHOOL DISTRICTS

#### Walking/Bicycling Policies

<table>
<thead>
<tr>
<th>School District</th>
<th>Transportation Policies (if online)</th>
<th>Wellness Policy (if online)</th>
<th>Allow Students to Walk to School*</th>
<th>Allow Students to Bike to School*</th>
<th>District Transportation Practices*</th>
<th>Best Practice Policy Language</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington Central School District</td>
<td>Policies 8410-8411: <a href="http://policy.microscribepub.com/cgi-bin/om_isapi.dll?clientID=293865151&amp;depth=5&amp;infobase=arlington.nfo&amp;record=%7BF67%7D&amp;softpage=P_L_tocframe">http://policy.microscribepub.com/cgi-bin/om_isapi.dll?clientID=293865151&amp;depth=5&amp;infobase=arlington.nfo&amp;record={F67}&amp;softpage=P_L_tocframe</a></td>
<td>Policy 5425 and 5425-R: <a href="http://policy.microscribepub.com/cgi-bin/om_isapi.dll?clientID=324531369&amp;advquery=5425&amp;depth=8&amp;headingswithhits=on&amp;hitstypheading=on&amp;infobase=arlington.nfo&amp;record=%7BF67%7D&amp;softpage=PL_frame">http://policy.microscribepub.com/cgi-bin/om_isapi.dll?clientID=324531369&amp;advquery=5425&amp;depth=8&amp;headingswithhits=on&amp;hitstypheading=on&amp;infobase=arlington.nfo&amp;record={F67}&amp;softpage=PL_frame</a></td>
<td>Y</td>
<td>Y</td>
<td>The District currently provides busing for all students, though some choose to walk or bike to school.</td>
<td>Student Bicycle Use (Policy 5453): Students are permitted to ride bicycles to school. During the school day bicycles may be used on school grounds only for direct transportation between home, school, and work. Bicycles must be parked and locked in the designated rack areas.</td>
</tr>
<tr>
<td>Hyde Park Central School District</td>
<td>Policies 8410-8414: <a href="http://www.boarddocs.com/ny/hpcsd/Board.nsf/goto?open&amp;id=92NQZ76B564E">http://www.boarddocs.com/ny/hpcsd/Board.nsf/goto?open&amp;id=92NQZ76B564E</a></td>
<td>See Policies 5405 and 5405-R: <a href="http://www.boarddocs.com/ny/hpcsd/Board.nsf/goto?open&amp;id=8ZMMWZ5D4F16">http://www.boarddocs.com/ny/hpcsd/Board.nsf/goto?open&amp;id=8ZMMWZ5D4F16</a></td>
<td>Y</td>
<td>Y</td>
<td>Busing is provided for all students, though students may walk or bike if they prefer.</td>
<td>Policy 5405-R: Wellness Regulation on Physical Activity and Nutrition: The District/school will provide information about physical education and other school-based physical activity opportunities before, during, and after the school day; and support parents’ efforts to provide their children with opportunities to be physically active outside of school. Such supports will include sharing information about physical activity and physical education through a website, newsletter, or other take-home materials, special events, or physical education homework.</td>
</tr>
<tr>
<td>Millbrook Central School District</td>
<td>Policies being updated: District Goals: <a href="http://www.millbrookcsd.org/BOE/policy">http://www.millbrookcsd.org/BOE/policy</a></td>
<td>Not found online; pdf of 2006 Wellness Policy (#5401) provided by Cornell Cooperative Extension staff.</td>
<td>Y</td>
<td>Y</td>
<td>Students are allowed to walk or bike to school with permission from their parent. Students in grades K-8 may be required to walk if they live less than 0.5 miles from school; students in grades 9-12 may be required to walk if they live less than 1.0 mile from school.</td>
<td>2006 Wellness Policy (#5401): The Millbrook Central School District will... encourage active transportation to/from schools by assessing the safest routes for students to walk or bike to school, and by installing bike racks at school buildings. Wellness Guidelines, Section VIII.B. Policy Review. Assessments of each school’s existing nutrition and physical activity environments, policy and guidelines will be performed every three years to help review policy compliance, assess progress, and determine areas in need of improvement. As part of that review, the District will review our wellness policy and guidelines; provision of an environment which supports healthy eating and physical activity; and nutrition and physical education program elements. The District, and individual schools within the District, will, as necessary, revise the wellness policy and guidelines and develop work plans to facilitate their implementation.</td>
</tr>
<tr>
<td>Pawling Central School District</td>
<td>Policies 8410 and 8410-R: <a href="http://www.pawlingschools.org/board_education.cfm?udpage=1417563">http://www.pawlingschools.org/board_education.cfm?udpage=1417563</a></td>
<td><a href="http://www.pawlingschools.org/webpages/jwellness/">http://www.pawlingschools.org/webpages/jwellness/</a></td>
<td>Y</td>
<td>Y</td>
<td>Busing is provided for all students, but they may walk or bike with written permission from a parent. The District has a Health &amp; Wellness Committee which prepared Wellness Guidelines for each school, organizes programs and events in the schools, and completed a Health &amp; Wellness Assessment in 2012. The assessment recommended pursuing Safe Routes to School grants to improve pedestrian safety and access from Route 22 and Reservoir Road to and through the Middle and High School campus.</td>
<td></td>
</tr>
<tr>
<td>School District</td>
<td>Transportation Policies (if online)</td>
<td>Wellness Policy (if online)</td>
<td>Allow Students to Walk to School*</td>
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<tr>
<td>Pine Plains Central School District</td>
<td>Policies 5710-5711: <a href="http://www.ppcsd.org/policies.cfm?pid=404">http://www.ppcsd.org/policies.cfm?pid=404</a></td>
<td>Policy 5661: <a href="http://www.pppssd.org/policies.cfm?pid=19914&amp;searchwords=">http://www.pppssd.org/policies.cfm?pid=19914&amp;searchwords=</a> Allow Students to Walk to School*</td>
<td>Y</td>
<td>Y</td>
<td>Busing is provided to all students, but some students walk. Individual schools may require written permission from parents to allow walking or biking to school.</td>
<td>District Wellness Policy: This district has established a Wellness Committee... to develop the district’s proposed local Wellness Policy, making such policy recommendations for review and adoption by the Board of Education. The district’s Wellness Committee includes, but is not limited to, a representative from each of the following groups: (a) parents, (b) students, (c) the district’s food service program, (d) school administrators and (e) members of the public. The district Wellness Committee will assess current activities, programs and policies available in the district; identify specific areas of need within the district; develop the policies; and provide mechanisms for implementation, evaluation, revision and updating of the policy.</td>
</tr>
<tr>
<td>Pine Plains Central School District</td>
<td>Policies 5610-5611: <a href="http://www.pppssd.org/policies.cfm?pid=19914&amp;searchwords=">http://www.pppssd.org/policies.cfm?pid=19914&amp;searchwords=</a> Walk to School*</td>
<td>Policy 5610: <a href="http://www.pppssd.org/policies.cfm?pid=19914&amp;searchwords=">http://www.pppssd.org/policies.cfm?pid=19914&amp;searchwords=</a> Walk/Bike to School*</td>
<td>Y</td>
<td>Y</td>
<td>Busing is provided for pre-K, K, and special needs students. Other students may take the City bus.</td>
<td>Wellness Policy Section IV. Monitoring and Policy Review: Each school will conduct a baseline assessment of its nutrition and physical activity policies. The results of those school-by-school assessments will be compiled at the district level to identify and prioritize needs. Assessments will be repeated every three years to help review policy compliance, assess progress, and determine areas in need of improvement.</td>
</tr>
<tr>
<td>Red Hook Central School District</td>
<td>Policy 8410-8411: <a href="http://www.redhookcentralschools.org/domain/40">http://www.redhookcentralschools.org/domain/40</a></td>
<td>Policy 9591: <a href="http://www.redhookcentralschools.org/cm/lib04/NY01000233/Centricity/Domain/40">http://www.redhookcentralschools.org/cm/lib04/NY01000233/Centricity/Domain/40</a></td>
<td>Microsoft Word – 9591.pdf</td>
<td>Y</td>
<td>Busing is not provided for students who live in the Village of Red Hook and attend school within the Village.</td>
<td>Wellness Policy Section IV. Monitoring and Policy Review: Each school will conduct a baseline assessment of its nutrition and physical activity policies. The results of those school-by-school assessments will be compiled at the district level to identify and prioritize needs. Assessments will be repeated every three years to help review policy compliance, assess progress, and determine areas in need of improvement.</td>
</tr>
<tr>
<td>Rhinebeck Central School District</td>
<td>Policy 8410: <a href="http://www.rhinebeckcsd.org/policies.cfm?pid=12186">http://www.rhinebeckcsd.org/policies.cfm?pid=12186</a></td>
<td>Policy 5140: <a href="http://www.rhinebeckcsd.org/policies.cfm?pid=12186">http://www.rhinebeckcsd.org/policies.cfm?pid=12186</a></td>
<td>Y</td>
<td>Y</td>
<td>The District provides busing to all 6th - 12th grade students who live more than 1 mile from school, and to K-5th grade students who live more than 0.5 mile from school. Students are allowed to walk and bike to school at their parent’s discretion. There are bike racks at schools.</td>
<td>Wellness Policy Section IV. Monitoring and Policy Review: Each school will conduct a baseline assessment of its nutrition and physical activity policies. The results of those school-by-school assessments will be compiled at the district level to identify and prioritize needs. Assessments will be repeated every three years to help review policy compliance, assess progress, and determine areas in need of improvement.</td>
</tr>
<tr>
<td>Spackenkill Union Free School District</td>
<td>Specific policies not found. related policies in Section 8114: <a href="http://www.boarddocs.com/sufsd/Board.nsf/goto?open&amp;isid=86KMP7C17DE#">http://www.boarddocs.com/sufsd/Board.nsf/goto?open&amp;isid=86KMP7C17DE#</a></td>
<td>Policy 5137: <a href="http://www.boarddocs.com/sufsd/Board.nsf/goto?open&amp;isid=86KMP7C17DE#">http://www.boarddocs.com/sufsd/Board.nsf/goto?open&amp;isid=86KMP7C17DE#</a></td>
<td>Y</td>
<td>Y</td>
<td>Busing is provided for students who live 0.50 mile or more from the elementary school, 0.75 mile or more from the middle school, and 1 mile or more from the high school.</td>
<td>Local Wellness Policy (#5900): All students will have support and encouragement to be physically active on a regular basis... Schools will provide information to parents to help them promote and incorporate physical activity and healthy eating into their children’s lives.</td>
</tr>
<tr>
<td>Wappingers Central School District</td>
<td>Policy 8410: <a href="http://www.boarddocs.com/ny/wcsd/Board.nsf/goto?open&amp;isid=87WTGK02687F">http://www.boarddocs.com/ny/wcsd/Board.nsf/goto?open&amp;isid=87WTGK02687F</a></td>
<td>Policy 5900: <a href="http://www.boarddocs.com/ny/wcsd/Board.nsf/goto?open&amp;isid=87WTGK02687F">http://www.boarddocs.com/ny/wcsd/Board.nsf/goto?open&amp;isid=87WTGK02687F</a></td>
<td>Y</td>
<td>Y</td>
<td>The District provides busing for every student in the district. If any student is not going to take the bus, they need written permission from the parent.</td>
<td>Local Wellness Policy (#5900): All students will have support and encouragement to be physically active on a regular basis... Schools will provide information to parents to help them promote and incorporate physical activity and healthy eating into their children’s lives.</td>
</tr>
<tr>
<td>Webutuck Central School District</td>
<td>Currently being updated: <a href="http://www.webutuckschools.org/pages/Webutuck_CSD/Policy_Pages">http://www.webutuckschools.org/pages/Webutuck_CSD/Policy_Pages</a></td>
<td>Currently being updated; not available.</td>
<td>no policy</td>
<td>no policy</td>
<td>This is a rural district, so all children are bused to school. According to District staff, no students walk or bike to school, so there is no specific policy, but there is also no prohibition.</td>
<td>Local Wellness Policy (#5900): All students will have support and encouragement to be physically active on a regular basis... Schools will provide information to parents to help them promote and incorporate physical activity and healthy eating into their children’s lives.</td>
</tr>
</tbody>
</table>

* Individual schools may implement restrictions based on local conditions.

* Based on conversations with School District staff.
Colleges in Dutchess County also promote walking and bicycling:

- **Bard College** has several programs to support bicycling, including a celebration of National Bike Month every May, a guided bike ride to the Village of Red Hook for incoming students, and maps of recommended cycling routes to the Villages of Red Hook and Tivoli.

- **Marist College** has worked to educate students about pedestrian safety and has established enforcement policies involving disciplinary action for students who violate traffic laws. Marist also worked with NYSDOT on the pedestrian underpass under Route 9. Marist currently does not have any bicycle programs in place, but is working on establishing a bike rental program on campus.

- In 2005, Vassar College started a ‘pink bikes’ program, which allows students to use a school-owned bicycle for the school year for a small deposit (refunded unless the bicycle is stolen or damaged).

4. **Law Enforcement Programs**

The Dutchess County Sheriff’s Office has a Bicycle Unit consisting of officers who are trained to patrol areas by bicycle where it is impractical to use motorized vehicles, such as village and business areas, rail trails, and special events. The unit has also conducted bicycle safety presentations. However, there is currently little funding for the Unit. Similarly, the Town of Poughkeepsie has bicycle officers, but they are not often used aside from special events. Other local police agencies may also use bicycle patrols.

5. **Recreational Programs**

- Since 2006, the Town of Hyde Park, in coordination with the National Park Service, County Department of Health, Scenic Hudson, and the Winnikiee Land Trust has organized an annual **Hyde Park Healthy Trails ‘Walkabout’ Program**. The program promotes use of the trails in Hyde Park by providing brochures with maps, safety information, and a checklist. Those who walk at least five of the Town’s eleven trails earn a free patch, which is different every year.

- The **Walkway Over the Hudson** hosts a number of walking, running, and other events every year. On January first, the Walkway holds an annual ‘First Day Hike’ along with other State parks across the country. First Day Hikes aim to promote physical activity through the use of national, State, and local...
parks. Participants can choose either a 1.2 or 2.4-mile guided group walk on the Walkway, and are entered to win raffle prizes. During the winter, the Walkway holds a Fitness Challenge to encourage people to remain active during the colder months. Participants who walk, run, or bike on the Walkway for at least 30 minutes twice a week are eligible to enter a contest for prizes.

- The Mid-Hudson Bicycle Club, founded in 1966, organizes recreational rides throughout the county and surrounding area, as well as other activities.

### Maintenance Practices

1. **Highway Superintendent Survey**

A survey of local highway superintendents found the following sidewalk maintenance practices:

- 5 of the 14 municipalities that responded maintain public sidewalks (Towns of Amenia and Poughkeepsie, and Villages of Millbrook, Pawling, and Red Hook).
- 5 of the 14 municipalities that responded remove snow and ice from public sidewalks (City of Beacon, Towns of Amenia and Poughkeepsie, and Villages of Millbrook and Pawling).
- 3 of the 14 municipalities that responded plan for sidewalk repairs by developing a Sidewalk Maintenance Plan or incorporating maintenance costs into their annual Capital Program (Villages of Millbrook, Pawling, and Rhinebeck).

Respondents suggested several ways to improve sidewalk maintenance:

- Partnerships with local businesses, schools, civic groups and property owners to share the cost and responsibilities of sidewalk maintenance and snow removal.
- Sharing labor and equipment with the County and NYSDOT to assist with repairs of sidewalks located on County and State roads.
- Business Improvement Districts to provide a more predictable annual revenue stream to better finance routine and unpredictable snow removal expenditures.
2. **Best Practices**

The following best practices were identified through code reviews, the highway superintendents’ survey, and discussions with municipal staff:

*Sidewalk Improvement Plan - Village of Millbrook:* For more than ten years the Millbrook Highway Department has assumed responsibility for maintaining and repairing all sidewalks in the Village, including snow plowing, shaving sidewalks to remove trip hazards, and replacing segments where needed. The cost is programmed into the Village budget each year based on a Sidewalk Improvement Plan. According to the Highway Superintendent, residents, particularly seniors, are grateful for this service. By taking responsibility for the condition of sidewalks, the Village ensures that sidewalks are maintained consistently and in a timely manner.

*Sidewalk Removal Prohibition - Village of Rhinebeck:* The Rhinebeck Village code specifically prohibits any removal of a sidewalk.

*Snow Removal - City of Beacon:* After heavy snowfall, the City removes snow from sidewalks on both sides of Main Street for its entire length.