

Chapter 2: Federal, State, and Local Guidance

Interest in pedestrian and bicycle planning has increased substantially since the 1996 Bicycle & Pedestrian Plan. This chapter reviews guidance and previous plans at the federal, State, County, and local level, as well as local comprehensive plans and codes.

A. Federal

In 2010, US Secretary of Transportation Ray LaHood signed a new [USDOT Policy Statement on Bicycle and Pedestrian Accommodation](#) which states that: “The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.” The policy statement recommends that other agencies and organizations adopt similar policy statements, and:

- Consider walking and bicycling as equals with other transportation modes
- Ensure that there are transportation choices for people of all ages and abilities, especially children
- Go beyond minimum design standards

- Integrate bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges
- Collect data on walking and biking trips
- Set mode share targets for walking and bicycling and tracking them over time
- Remove snow from sidewalks and shared-use paths
- Improve non-motorized facilities during maintenance projects

The 2012 federal transportation bill, [Moving Ahead for Progress in the 21st Century \(MAP-21\)](#), continues the eight planning factors of the previous bill, SAFETEA-LU. Section 5303 of the bill states that the metropolitan planning process shall provide for consideration of projects and strategies that will support economic vitality, increase safety, increase security, increase accessibility and mobility, protect and enhance the environment and improve quality of life, enhance connectivity across and between modes, promote efficient system management, and emphasize preservation of the existing system. Walking and bicycling infrastructure directly supports these goals.

The [Americans with Disabilities Act of 1990 \(ADA\)](#) aims to prevent discrimination against individuals with disabilities, including by making public rights-of-way accessible to all people. The U.S. Access Board developed detailed [Public Right of Way Accessibility Guidelines \(PROWAG\)](#) such as minimum sidewalk widths, maximum grades and slopes, and standards for curb ramps and crossings beginning in 1992, with revisions in 2005 and 2011. These guidelines continue to evolve based on research and best practices.

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Curb ramps are critical to making sidewalks accessible.

B. State

New York State's [Complete Streets Act \(2011\)](#) states that "For all State, county, and local transportation facilities that receive both federal and state funding and are subject to Department of Transportation oversight, the department or agency with jurisdiction over such facilities shall consider the safe travel on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users through the use of complete street design features in the planning, design, construction, reconstruction, restriping and rehabilitation." The law exempts resurfacing, maintenance, and pavement recycling projects as well as roads where walking and bicycling is prohibited by law. It also provides exemptions for situations when the cost

would be disproportionate to need (based on land use context, traffic volumes, population density, or other factors) or where there is demonstrated lack of need based on the above factors or demonstrated lack of community support.

New York State's [Smart Growth Public Infrastructure Policy Act \(2010\)](#) requires that state infrastructure spending meet ten specific smart growth criteria. These include: using, maintaining or improving existing infrastructure; locating projects in municipal centers or areas designated for infill development; protecting open space; fostering mixed land use and compact development; improving transportation choices; coordinating between State and local agencies; participating in community-based planning; ensuring predictability in codes; and promoting sustainability. The Act applies to projects approved, undertaken, supported or financed by State agencies or authorities, including through grants, awards, loans and assistance programs.



Complete streets serve all types of transportation (source: dot.ny.gov).

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NYSDOT established a new [Pedestrian and Bicycle Policy](#) in 2010 which updated its 1996 policy. The policy states that NYSDOT will promote pedestrian and bicycle travel for all persons on the State transportation system. NYSDOT's guidance states that the policy will be addressed in all planning, programming, scoping, design, construction, maintenance, operations, permits, and education and outreach programs. The objectives listed include promoting development of walking and bicycling networks; increasing the number of pedestrian and bicycle trips; reducing pedestrian and bicycle fatalities and serious injuries; and integrating walking and bicycling as viable modes for connectivity, smart growth, and transit oriented development.

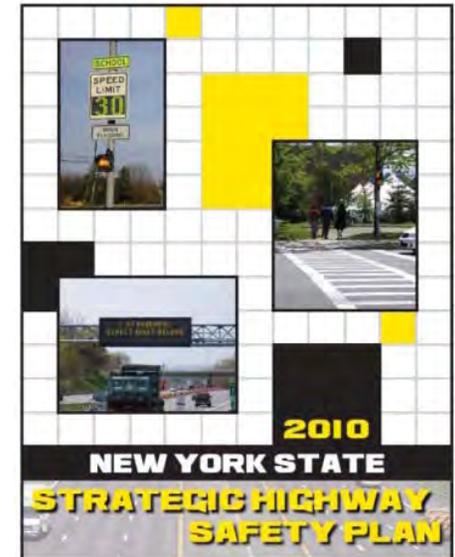
In 2010, NYSDOT drafted an [ADA Transition Plan](#) based on an ADA inventory of sidewalks, crosswalks, and curb ramps on State roads. The plan identifies intersections and sidewalk segments on State roads that are not fully ADA accessible. In Dutchess County, NYSDOT identified a total of 78 locations-- 39 intersections and 39 sidewalk segments-- that are not ADA accessible. These are listed in [Appendix C to Moving Dutchess](#). According to the plan, 90 percent of the 43 miles of NYSDOT sidewalks in the county comply with ADA. The next phase of NYSDOT's 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 [New York Statewide Trails Plan](#) (2010) establishes a vision of statewide trails networks including shared-use trails (such as rail trails), hiking trails, mountain bike trails, bicycle routes, and water trails to provide recreational opportunities; connect parks, forests, open spaces, historic and cultural sites, public facilities,

communities, and neighborhoods; attract economic opportunities; provide for alternative means of transportation; support tourism; promote residents' health and well-being; and enhance quality of life. Within Dutchess County, the network includes the Hudson River, the Dutchess Rail Trail, Harlem Valley Rail Trail (and extensions north and south), Walkway Over the Hudson, Appalachian Trail, the proposed Greenway Trail along the Hudson River, and a proposed east-west rail trail (using Metro-North's Beacon Line) into Putnam County. The plan describes trail types; outlines trail needs, trends, and benefits; and includes design standards for trail development.

NYSDOT's [Strategic Highway Safety Plan](#) (SHSP) is intended to promote practices that will reduce fatal and injury crashes. The 2010 SHSP includes objectives, performance measures, and strategies for seven emphasis areas, based on crash data: driver behavior, pedestrians, large trucks, motorcycles, highways, emergency medical services, and traffic safety information systems. To reduce pedestrian and bicycle fatalities, the SHSP calls for several strategies:

- Promote public awareness of pedestrian and bicycle safety issues and provide education and training for pedestrians, bicyclists and motorists
- Develop and implement engineering solutions to pedestrian and bicycle safety problems



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- Increase enforcement in documented high pedestrian crash locations, using tools such as electronic crash reporting to identify real-time hot spots
- Reconvene the New York State Bicycle and Pedestrian Safety Advisory Council

The SHSP specifically encourages MPOs (such as the PDCTC) and communities to implement pedestrian and bicycle safety programs and for schools to participate in Walk to School programs, Walking School Bus, Rolling School Bus, bicycle rodeos, and Safe Routes to School programs. Bicycle maps, safety brochures, and media campaigns are also encouraged. In terms of engineering, the SHSP encourages Safe Routes to School projects; sidewalk, crosswalk, and shoulder improvements; bicycle lanes, shoulders and multi-use trails; and pedestrian countdown timers, particularly at high-crash locations. It also encourages MPOs and local communities to develop bicycle plans. It highlights [New York City's Safe Routes to Transit](#) and [Safe Streets for Seniors](#) programs, and the Capital District Transportation Committee's (CDTC) ['Capital Coexist'](#) bicycle education campaign.

The Governor's Traffic Safety Committee's (GTSC) [Highway Safety Strategic Plan \(HSSP\)](#) is similar to the SHSP, but focuses more on behavioral approaches to safety. The 2013 HSSP includes a focus area on Pedestrian, Bicycle, and Wheel-Sport Safety. To reduce pedestrian and bicycle injuries and fatalities, the HSSP emphasizes public awareness, promoting a "Share the Road" message; safety education, particularly to youth; expanding bicycle rodeos and helmet distribution and fitting programs; and developing community-based coalitions to focus on pedestrian and bicycle safety.

C. Region/Mid-Hudson Valley

The [Mid-Hudson Region Economic Development Council's Strategic Plan](#), adopted in November 2011, supports increasing walking and bicycling as part of a strategy to develop a green economy. The Plan recommends rewarding projects that address sustainable practices, including those that "promote reduction of transportation demand; shifting from single-occupant vehicles to reliance on transit, ride sharing/car pooling, and alternative modes of transportation such as biking and walking; using hybrid vehicles or non-fossil fuels in vehicles; and reducing fuel consumption" (page 46, Goal X, Strategy C).

The [Mid-Hudson Regional Sustainability Plan](#) (2013) was developed by the Mid-Hudson Planning Consortium, a group of Hudson Valley counties, local governments, and other organizations, to promote economic development, environmental sustainability, and quality of life in the context of climate change. The Plan emphasizes the role of transportation in creating more sustainable communities: one of the Plan's objectives is to create more 'complete communities' where residents can access jobs, services, schools, recreation, and



The Regional Sustainability Plan prioritizes non-motorized transportation (source: hudsonvalleyregionalcouncil.org).

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open space without having to drive (Objective TL2, page 4-21). This involves investing in sidewalks, crosswalks, bike lanes, and other non-motorized infrastructure to create Complete Streets. One of the Plan's high-priority initiatives for implementation is to improve streets, sidewalks and trails to promote non-motorized transportation (page 4-33).

The Hudson Valley Regional Council's [Comprehensive Economic Development Strategy](#) (CEDS) analyzes the region's strengths, weaknesses, opportunities, and threats and establishes goals and strategies related to economic development. The CEDS supports the vision of the Mid-Hudson Regional Sustainability Plan, including clustering development in existing centers to reduce automobile dependency, improve the environment, and foster economic development.

D. Dutchess County

The PDCTC's 1996 [Bicycle and Pedestrian Plan](#) was the first bicycle and pedestrian plan for Dutchess County. It includes a description of existing conditions, results of a bicyclist survey, a discussion of major issues, and a series of recommendations, including a detailed inventory of characteristics and needs along existing and potential bicycle routes on State and County roads and local streets.

Major issues identified in the Plan include the following, organized by the 'Four E's' of Encouragement, Education, Enforcement, and Engineering:

- Encouragement: pedestrian and bicycle access via walking and bicycling facilities and transit accommodation; safety via

adequate facilities, lighting, patrols, signage, and bicycle storage; bicycle parking at major destinations and high-use areas; workplace incentives and facilities (showers, lockers) and information about potential routes; and signs for bicycle routes and crosswalks.

- Education: education in schools and for drivers about the rules of the road and bicycle and pedestrian safety.
- Enforcement: police enforcement of existing vehicle and traffic laws affecting walking and bicycling, and local police bicycle patrols.
- Engineering: facilities including road shoulders; wide curb lanes; bicycle lanes; bicycle paths and multi-use paths; sidewalks; traffic calming features; pedestrian signals and right turn on red restrictions; and bus shelters, lighting, landscaping, and seating. This section also discusses drainage grates, railroad crossings, sidewalk surfaces, and maintenance; pedestrian signals and signal detection of bicycles; signage and pavement markings; and bicycle parking.

The 1996 Plan's recommendations include the following:

- Bicycle Network: the Plan includes maps and lists of recommended bicycle routes connecting residential areas to activity centers and employment destinations. Recommendations for these routes include a minimum shoulder width of four feet in rural and suburban areas, a 14 foot curb lane in urban areas, and bicycle lanes and/or separate paths on some State roads. The proposed bicycle networks for the County, City of Poughkeepsie, and City of

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Beacon are shown in Maps 2 and 3. Cities, Towns, and Villages are recommended to develop their own routes for local trips.

- **Pedestrian Zones:** the Plan includes maps of Pedestrian Zones in cities, villages, hamlets, and activity centers. Recommendations for these zones include a complete sidewalk network connecting community uses, crosswalks at all major intersections, curb ramps, pedestrian signals, buffer zones, traffic calming, and lighting and other amenities.
- **Land Use Strategies:** the Plan recommends compact, mixed-use development within a ten minute walk of key community destinations to support walking and bicycling.
- **Bicycle and Pedestrian Strategies:** the Plan includes strategies related to education and safety, specific pedestrian and bicycle strategies, and project recommendations for routes identified in the bicycle network, bridges, paths, and local streets.

The Plan states that the recommendations will be considered as part of the PDCTC's review of proposed transportation projects, and that all projects included on the Transportation Improvement Program (TIP) should be evaluated for inclusion of walking and bicycling facilities. In particular, the roads identified on the Bicycle Network should be considered priorities and proposed projects on those roadways should include walking and bicycling facilities as recommended in the Plan.

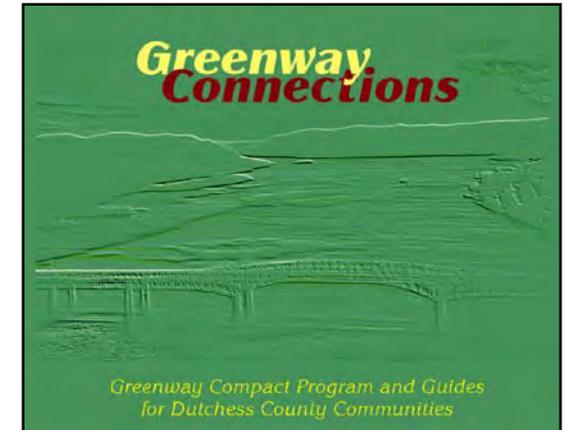
Several of the 1996 Plan's recommendations have been implemented: the Planning Department now maintains a GIS-based sidewalk inventory; sidewalks have been built and upgraded in many designated centers; and the PDCTC has conducted a series of sidewalk inventory projects in collaboration with municipalities.

The County Division of Public Transit has installed bike racks on all its buses and began a program to provide bicycle parking racks to municipalities. Access to the Mid-Hudson Bridge walkway was improved with the Gerald Drive ramp. Finally, the Dutchess Rail Trail and Walkway Over the Hudson have been completed and connected.

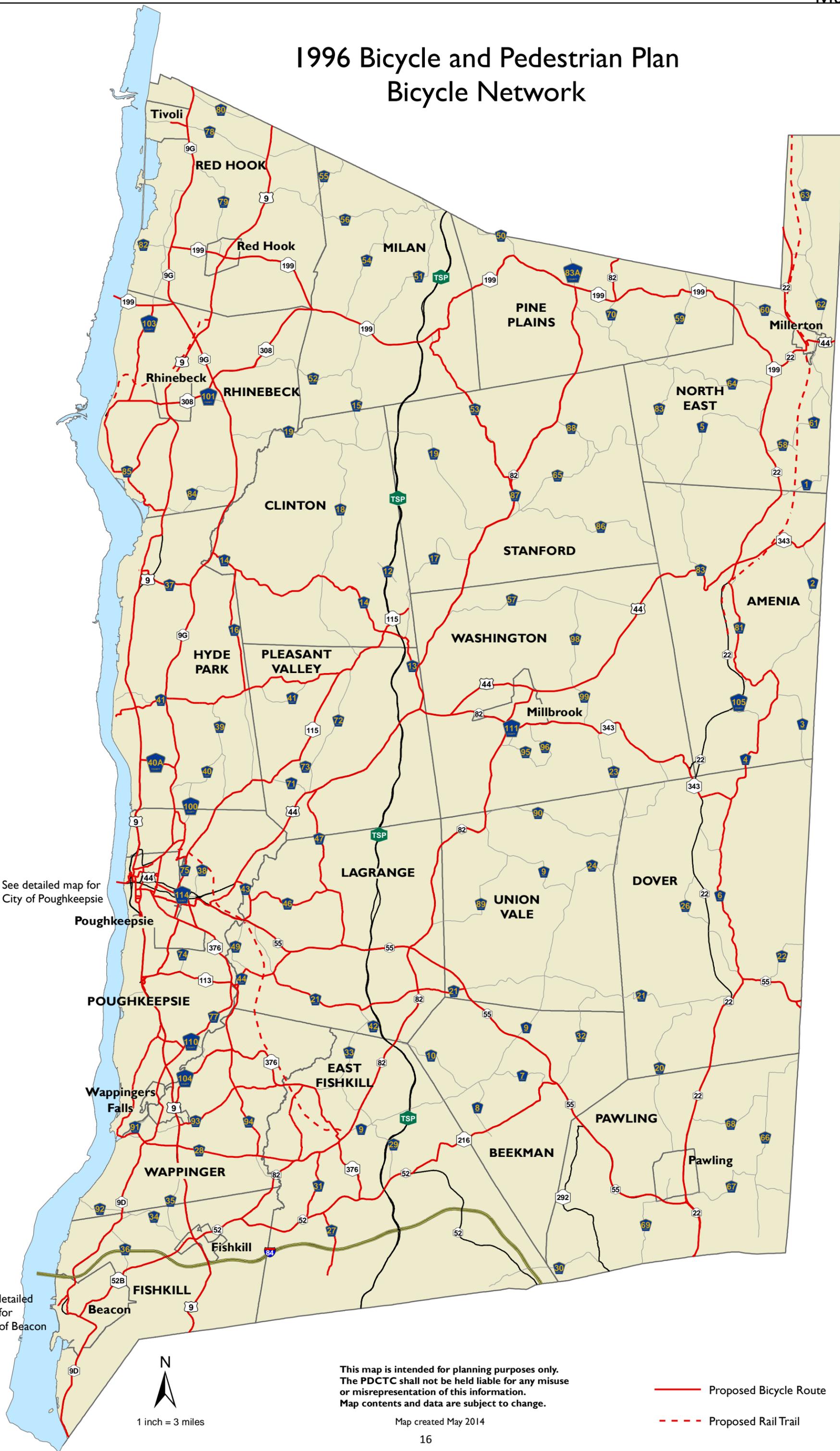
[Greenway Connections](#),

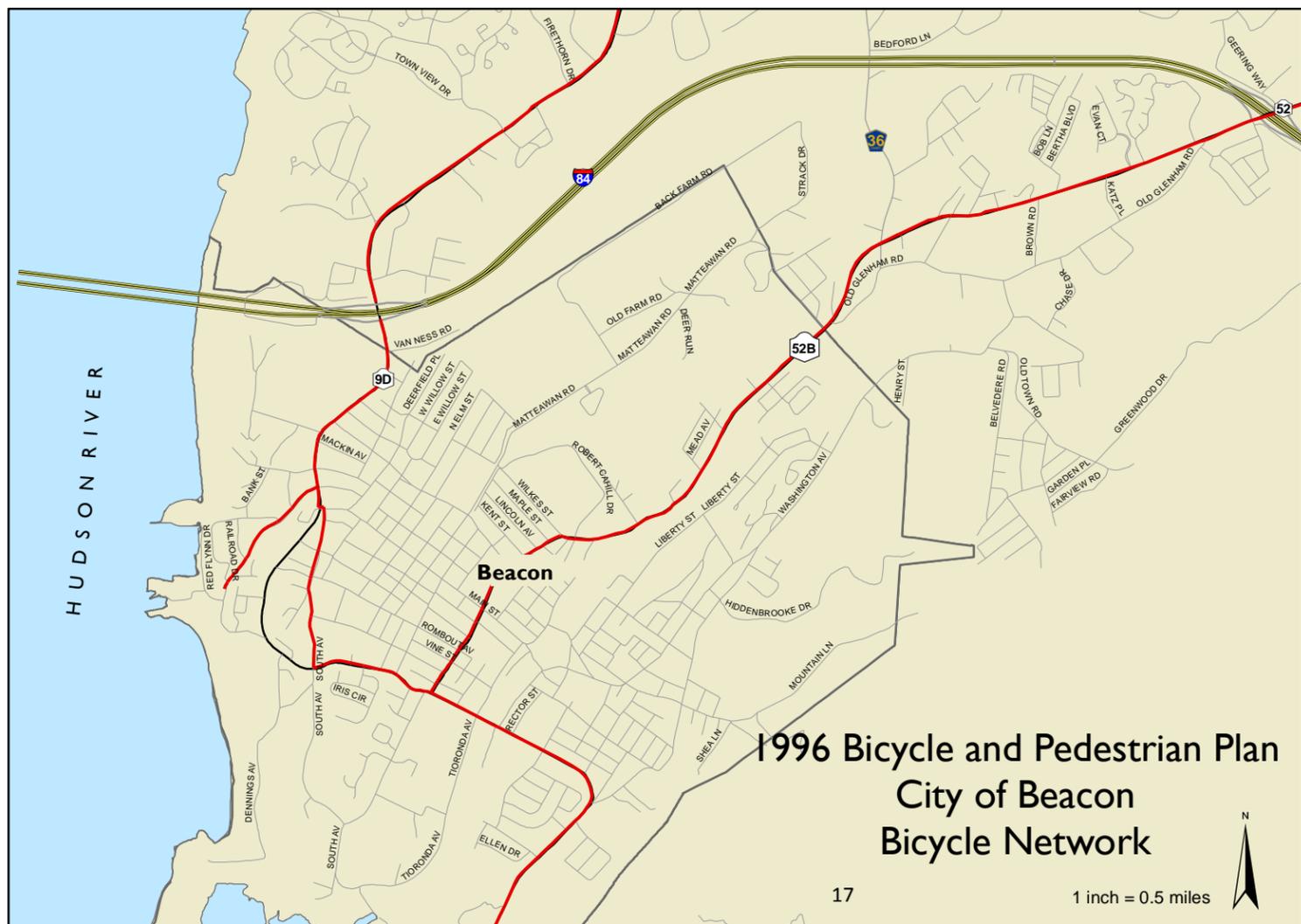
developed by the Dutchess County Department of Planning and Development, describes the Greenway Compact program, a State-sponsored, voluntary partnership between the Hudson River Valley Greenway Communities Council and local

governments to protect natural and cultural resources, foster economic development, improve public access and trails systems, support regional planning, and promote heritage and environmental education. *Greenway Connections* envisions an integrated system of 'greenways': scenic roads and streets, bicycle and transit routes, open space corridors, waterways, and sidewalks linked to trails throughout Dutchess County and the region. Communities that join the Greenway Compact are eligible for State grants, planning assistance, and other benefits.



1996 Bicycle and Pedestrian Plan Bicycle Network





Proposed Bicycle Route

This map is intended for planning purposes only. The PDCTC shall not be held liable for any misuse or misrepresentation of this information. Map contents and data are subject to change.

Map created May 2014

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Greenway Connections encourages compact, walkable centers and a network of connected streets and trails that encourage walking and bicycling. It also includes a series of [Greenway Guides](#) with specific design recommendations for land development. The following Greenway Guides specifically discuss walking and bicycling infrastructure:

Walkable Communities: This guide discusses four steps to creating a walkable community: photograph/videotape your streets; observe and talk to seniors and kids; inventory and map all pedestrian features and obstacles; and develop and agree on a list of priority projects. It also provides guidelines for sidewalk design, sidewalk locations, crosswalks, and traffic speeds and signals.

Commercial Strip Redevelopment: This guide outlines “seven steps to retrofit the strip,” including building sidewalks and crosswalks to connect shared parking, transit, stores and housing; providing street trees and landscaping; moving buildings to the street frontage; and encouraging a mix of uses to build a walkable neighborhood.

Highways into Greenways: This guide provides guidance for scenic streets in centers. Recommendations include sidewalks behind planting strips with rows of street trees; narrow lanes for slow speeds; planted medians where possible; frequent, boldly marked crosswalks; on-street parking, continuous storefronts along sidewalks; parking lots toward the side or rear of buildings; pedestrian-scale signs and lighting; and speed limits under 30 miles per hour.

Street Trees: This guide states that “Street trees along a main commercial street are perhaps the single most effective



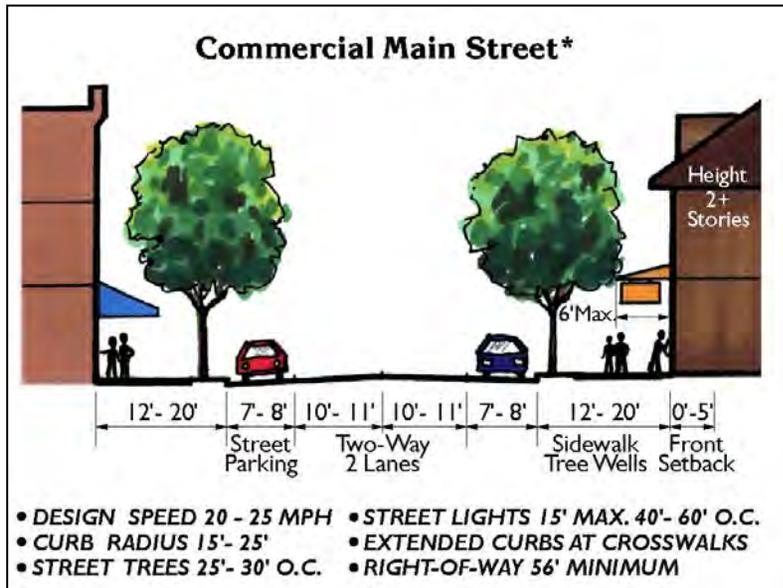
Beacon's Main Street is a good example of a well-scaled Commercial Main Street.

physical addition to make sidewalks seem welcoming and more walkable.” It recommends placing trees between the sidewalk and curb, 20-30 feet apart in centers with slow speed limits and 30-40 feet apart (and slightly back from the road) on higher-speed roads. It states that in addition to providing protection from traffic for walkers, street trees help slow vehicle speeds by narrowing the driver’s field of vision.

Centers and Greenspaces: This guide emphasizes protection of open space and agricultural land through focusing development in mixed-use centers that support walking, bicycling, and transit. It encourages municipalities to identify Greenspaces for protection and priority growth areas (land in or adjacent to existing centers, or strip districts for conversion into new centers) for development. Ideally, each major center should have the following within a half-mile walking radius: sidewalks, transit service, and a mix of housing, stores, jobs, parks, schools, and civic uses.

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Slower, Safer Streets: This guide promotes narrow streets for cities, villages, and hamlet centers, with buildings close to the street, sidewalks and crosswalks, street trees, on-street parking, and tight corner radii to slow vehicle speeds. It includes recommended sections for various local street types.



Building Bicycle Networks: This guide describes various bicycle facilities, including shared lanes and shared-lane use markings, road shoulders, bicycle lanes, bicycle boulevards, shared-use paths, and bicycle parking.

Moving Dutchess, the PDCTC's 2011 Metropolitan Transportation Plan (MTP), includes data, performance measures, and recommendations related to walking and bicycling. The data related to walking and bicycling has been incorporated and

expanded in this Plan. One of the MTP's ten goals is to increase bicycling and walking to reduce traffic, improve operations, and promote sustainable development. Other goals relate to improving safety, reducing traffic congestion, increasing transit ridership, promoting smart growth, and increasing public participation in transportation planning. The MTP includes specific objectives and performance measures to support these goals. The performance measures related to walking and bicycling have been modified and expanded upon for this Plan (see Chapter 6). The MTP's recommendations related to walking and bicycling are listed in Appendix A.

E. Local Plans

The PDCTC and Dutchess County Department of Planning and Development have produced or assisted with many local studies related to walking and bicycling since the 1996 Bicycle and Pedestrian Plan. Recommendations from each are summarized briefly below, organized by Planning Area. Most of the published studies are available on the [PDCTC website](#).

1. Lower Hudson

The [Poughkeepsie Transportation Strategy](#) (1997) focused on the waterfront, city center, and northside. Key goals included:

- *City Center:* Redesign the arterials to more walkable boulevards; and restore two-way circulation on Market Street.
- *Northside:* Improve sidewalks, crosswalks, and landscaping along Smith and Cottage Streets.
- *Waterfront:* Extend the park and promenade north to the Fallkill Creek with Greenway linkages north and south [partially

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implemented]; build a direct path between the railroad station and the waterfront; and create a waterfront walking district around the train station with connections to Mount Carmel, lower Main Street, and the bridges.



The Poughkeepsie Transportation Strategy envisions a lively, mixed-use waterfront.

The [Route 9 Land Use and Transportation Study](#) (2007) focused on pedestrian safety, traffic growth, and future development around Route 9 near Marist College. The study recommended the following improvements:

- Design and construct a pedestrian bridge over Route 9 between Fulton Street and Beck Place to link Marist College west and east campus complexes. Remove the Donnelly Hall crosswalk and maintain at-grade crossings at other signalized intersections. [A pedestrian underpass was constructed in 2011.]
- Construct a sidewalk and/or separated path on the west side of Route 9 from the Marist north gate to Quiet Cove Park.
- Construct a multi-use trail on the CSX West Branch (east of Route 9, near Route 9G and West Cedar Street).
- Build a continuous Hudson River Greenway trail along the waterfront in Poughkeepsie and Hyde Park.
- Use the main CSX right-of-way for a non-motorized, multiuse trail connection to the Dutchess Rail Trail at Morgan Lake and to the Walkway Over the Hudson.
- Extend sidewalks on the north side of Fulton Street east to Route 9G.

The [CR 93 \(Myers Corners Rd/Middlebush Rd\) Corridor Management Plan \(CMP\)](#) (2011) recommended the following to improve conditions for walking and bicycling:

- A five foot sidewalk with a five foot landscaped buffer on one side of CR 93 (on the north side between Route 9D and Ketcham High School, and on the south side between the school driveway and Route 376).
- A five foot sidewalk with a five foot landscaped buffer on Route 9D.
- Crosswalks at major intersections.
- Five foot paved shoulders on both sides of the street for its entire length.
- Incorporation of a sidewalk and shoulders on the culvert over the Lake Oniad Stream, when replaced.

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- A future connection to the Dutchess Rail Trail from CR 93 via a sidewalk and wider shoulders on Route 376 and on the bridge over Sprout Creek.
- Modify the Town of Wappinger's Zoning Law to require consideration of sidewalks and other walking infrastructure in all site plans, particularly in commercial areas.

The [Wappingers Falls Transportation Plan](#) (2001) studied traffic volumes and speeds, truck traffic, and the walking environment on Route 9D and on Route 9 from Old Hopewell Road (CR 28) to Route 9D. Recommendations included high-visibility crosswalks at key intersections, bulbouts at several intersections on East Main Street, and new sidewalks along portions of Route 9, 9D, and Mesier Avenue.

The [Village of Wappingers Route 9 Planning Study](#) (2011) aimed to improve pedestrian access and safety along Route 9 and to integrate the Route 9 corridor with the Village center. Design concepts were prepared for the Route 9 Corridor, the East Main Street/Route 9 intersection, and the East Main Street/South Avenue (Route 9D) intersection. Relevant recommendations for each area included:

- *Route 9 Secondary Street System*: Promote walkable, mixed-use development east of Route 9 and work with developers to help fund a secondary street system.
- *East Main Street Gateway* (East Main Street/Route 9): Make the intersection more pedestrian-friendly by striping high-visibility crosswalks on all legs of the intersection, narrowing the travel lanes to allow for a planted median and pedestrian refuge islands, adding street trees, removing the right turn slip

lane at the north-west corner, and extending the curb to shorten the crossing and improve safety.

- *Village Center Gateway* (East Main Street/South Avenue (Route 9D)): Improve pedestrian safety and calm traffic by narrowing the intersection along the northern edge. Add on-street parking on one side of East Main Street to further calm traffic and provide parking for nearby businesses.

The design concepts and recommendations were incorporated into the Village's [Downtown and Waterfront Revitalization Strategy](#), which was adopted in March 2011.



The proposed Village Center Gateway in Wappingers Falls.

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The [Fishkill Traffic Analysis](#) (2006) focused on congestion around Route 52, the use of local streets to avoid congested areas, speeding on residential streets, and safety. It recommended enhancing Rapalje Road with sidewalks, lighting and other streetscape improvements, reduced lane widths, and a speed table to reduce speeds. However, property owners on Rapalje Road were opposed to the installation of sidewalks.

The ***Beacon Transportation Linkages Program Final Report*** (2008), prepared by BFJ Planning, focused on linking the City's waterfront, including the train/bus/ferry station, DIA:Beacon, and Denning's Point, to Main Street with walking and bicycling facilities. Its recommendations included providing bicycle lanes or signage and stencils on shared roadways; installing bicycle racks; creating a shared-use trail on some of the Beacon (Maybrook) rail line right of way; providing wayfinding signs; creating new pedestrian connections near City Hall, between Red Flynn Drive and the waterfront trail, and from Beekman Street to the Hudson River Trail; and creating new street connections with sidewalks between Beekman Street and Dennings Avenue and between Dennings Avenue and Tioranda Avenue (along the Beacon (Maybrook) rail line tracks).

2. Upper Hudson

The ***Albany-Post Road (Route 9) Corridor Management Plan*** (2006), led by NYSDOT and the Town of Hyde Park, identified strategies to improve safety and operations along Route 9 while maintaining Hyde Park's historic character and encouraging more walking and bicycling. Recommendations included:

- Establish standard features for intersections, including stop bars, crosswalks, pedestrian countdown heads and push buttons (at signalized intersections), and pedestrian-scale street lighting.
- Improve shoulder pavement markings on Route 9.
- Improve key Route 9 intersections by adding right turn lanes on side streets, reducing corner radii, and prohibiting right turns on red.
- Longer term, use raised crosswalks and bulb-outs at intersections, add on-street parking in the Town center, and upgrade signals.
- Develop a contiguous sidewalk system on Route 9 through the Town center.

The Plan included proposed roadway sections for the Town Center with 11 foot travel lanes, wider sidewalks, a planted median with pedestrian refuges, and on-street parking.

The [Hyde Park Recreational Trails & Community Recreation Conceptual Master Plan](#) (2009) provided concepts and plans for trails, recreational spaces, and bicycle routes. Goals included establishing a contiguous trail corridor linking parks and open space, improving and encouraging walkable routes to schools, and establishing bikeways to create greenway connections. The Plan identifies potential Bicycle Routes on Route 9, Route 9G, Salt Point Turnpike (Route 115), Quaker Lane (CR 16), North Cross Road (CR 37), St. Andrews Road (CR 40A), and East Market Street/Crum Elbow Road (CR 41) based on pavement width, shoulders, and connections to parks and regional trails. Other recommendations include:

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- Upgrade the pedestrian connection between FDR and Vanderbilt.
- Provide a pedestrian bridge connecting Hackett Hill Park to Pinewoods Park.
- Institute bikeway routes along roadways where feasible (consider colored lanes, signage and posted speed limits). Create rest stops with bike racks.
- Create more pedestrian-friendly environments at high-traffic zones and intersections (e.g. crosswalks, bulb-outs, and traffic calming measures).
- Construct sidewalks in the hamlet center business district along Route 9 and in residential neighborhoods within a half-mile of schools.

The [Hyde Park Town Center Pedestrian Study](#) (2013) included an inventory of existing sidewalks and recommendations for sidewalk improvements, land use, and street design. Short-term priorities focus on strengthening the Town center sidewalk system, adding crosswalks, minimizing curb cuts, and considering curb extensions, on-street parking, and other traffic calming treatments. Other recommendations include extending sidewalks on Route 9, retrofitting the shopping plazas south of Pinewoods Road, extending sidewalks on Route 9G in Haviland, and updating the Town's zoning ordinance.

The [Village of Rhinebeck Sidewalk Study](#) (2011) included an inventory of existing sidewalks and recommendations to improve walking access within the Village center, to public facilities (library and schools), and to the Village center from the north and south. Recommendations included reconstructing deficient sidewalks on Route 9, Market Street, and several local streets; redesigning the

Four Corners intersection; adding crosswalks at several locations across Route 9 and Market Street; and adding sidewalks and crosswalks to Livingston Elementary School, Rhinebeck High School, the Starr Library, Town Park, Northern Dutchess Hospital, and the County Fairgrounds.



The Historic Crossroads design from the Hyde Park Town Center Pedestrian Study includes a corner park, mixed-use buildings, rear shared parking lots, improved sidewalks and crosswalks, on-street parking and street trees.

3. Lower Taconic

The [LaGrange Town Center Plan](#) focused on the area along Route 55 between Freedom Road and Stringham Road. It recommended redesigning Route 55 with roundabouts at Freedom Road and

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Stringham Road, sidewalks, a landscaped median, bicycle lanes, on-street parking, street trees, and an interconnected street system south of Route 55, designed to allow people to park once and walk to civic and commercial destinations. The Illustrative Plan was included in the Town's 2005 Comprehensive Plan (as Figure 3.4-2). Three roundabouts (at Freedom Road, the Freedom Business Center/LaGrange Town Square, and the Arlington High School entrance), a sidewalk on the north side of Route 55 and the east side of Stringham Road, and a landscaped median have been incorporated into [a NYSDOT project to redesign Route 55](#).

The [Hopewell Hamlet Pedestrian Plan](#) (2002) sought to improve pedestrian safety in and connections to East Fishkill's principal commercial area. The Plan included an analysis of existing conditions, focusing on pedestrian safety and access, community aesthetics, and facility maintenance. Specific recommendations included:

- Install warning devices on Route 82 and 376 to alert approaching drivers to the presence of people walking.
- Install crosswalks across Route 82 and 376 at major street intersections.
- Redesign Route 376 into a boulevard.
- Construct new or rebuilt sidewalks on Route 82 and Route 376.
- Consider a roundabout at Route 82 and Trinkla Lane.
- Add a new pedestrian connection to the Dutchess Rail Trail, including a multi-use path between the Dutchess Rail Trail and Red Wing Park.



The Hopewell Hamlet Pedestrian Plan proposes a network of sidewalks and paths to connect the hamlet center to other destinations.

4. Upper Taconic

The [CR 71 \(West Road\) Sidewalk Feasibility Study](#) (2010) analyzed the feasibility of constructing sidewalks along West Road in the Town of Pleasant Valley. The report separated the corridor into three segments and identified constraints such as right-of-way, slopes, wetlands, sight distance, and existing utilities. For each segment, three options were evaluated: a shared-use path, sidewalks, or shoulder improvements. Crosswalks, signage, speed reduction strategies, unit cost estimates, and potential funding sources were also discussed. The report concluded that sidewalks

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were most appropriate for the segment from Main Street (Route 44) to Brookside Road, with a wide outside travel lane or widened shoulders for bicycling; a sidewalk and widened shoulders or a shared-use path should be considered for the segment from Brookside Road to Robert Lane; and improvements on the segment from Robert Lane to Salt Point Turnpike (Route 115) should be coordinated with the others to provide a continuous network.

[Pleasant Valley's Comprehensive Plan \(2009\)](#) includes several illustrative sketch plans for existing hamlets. The **Pleasant Valley Hamlet Illustrative Sketch Plan** (page 35) proposes curb extensions and high-visibility crosswalks on Main Street (Route 44) at North Avenue and other key crossing locations; improved sidewalks with a buffer strip and additional street trees; improved shoulders for bicycling; sidewalks on West Road to the elementary school, on North Avenue to the apartments, and on South Road as development occurs; and a potential walkway along Wappinger Creek. The **Washington Hollow Hamlet Illustrative Sketch Plan** (page 37) proposes infill development at the Route 44/82 intersection as well as sidewalks, curb extensions and high-visibility crosswalks, street trees, on-



The Washington Hollow Hamlet Sketch Plan proposes sidewalks, crosswalks, curb extensions and street trees on Routes 44 and 82.

street parking, and a central green space to create a walkable hamlet center. The **Salt Point Hamlet Illustrative Sketch Plan** (page 39) includes sidewalks along Salt Point Turnpike, narrowing the intersection of Salt Point Turnpike and Hibernia Road to reduce speeds, and a trail along the Little Wappinger Creek.

5. Harlem Valley

The [Route 22 Corridor Management Plan](#) (2002) covered the entire length of Route 22 in Dutchess County, and offered transportation and land use recommendations for each community. Recommendations included:

- Add walking/bicycling connections between the following: Dover Plains and the Tally Ho Mobile Home Park in Dover; the Amenia hamlet and Maplebrook School in Amenia; Poplar Hill Road (CR 4) and the Tenmile River Metro-North station via Sinpatch Road (CR 5) in Amenia; Route 343 and the Harlem Valley Rail Trail along Mechanic Street in Amenia; and Route 22 at Quaker Hill Road (CR 67) to the Pawling Metro-North station, via Main Street.
- Improve safety at the Route 22 intersections with Dover High School, the Food Town

entrance in Dover, Haight Road in North East, Route 199 in North East, and Route 44/22 in Millerton.

F. Local Comprehensive Plans

The local comprehensive plan serves as the long-range vision for a community. As such, the comprehensive plan can provide important guidance on a community's goals and values, including the role of walking and bicycling in creating a complete transportation system. Planning Department staff reviewed the available comprehensive plans for all municipalities in the county and inventoried what each plan says about walking and bicycling. Overall, 25 of the 30 municipalities discuss walking generally and 25 discuss bicycling generally; 17 include specific recommendations related to improving conditions for walking, and 12 include specific recommendations related to improving conditions for bicycling.

A table summarizing these findings and highlighting best practice language from the plans is included below.

G. Local Codes

While the comprehensive plan outlines a community's vision, the municipal code details specific requirements and laws to implement that vision. Staff reviewed the local codes of all 30 Dutchess County municipalities related to sidewalk requirements, maintenance, and liability, as well as bicycling laws and Complete Streets policies. Overall findings are summarized below (note that some codes do not specify maintenance responsibilities or other

issues). Information related to maintenance practices based on a survey of local Highway Superintendents can be found in Chapter 4.

Zoning Purposes:

- Almost half (14) of the local zoning codes state that part of the purpose of zoning is to encourage walking, while five of the municipalities' codes state that part of the purpose of zoning is to encourage bicycling.

Sidewalk Locations:

- 15 municipalities' codes (50 percent) require sidewalks on all streets, unless waived by the Planning Board.
- 8 municipalities' codes (27 percent) require sidewalks only on certain streets or in certain areas.
- 13 municipalities' codes (43 percent) leave the decision of whether to require sidewalks (or sidewalks in areas beyond those specified) up to the Planning Board.

Maintenance:

- 8 municipalities' codes (27 percent) specifically require property owners to maintain adjacent sidewalks.
- 6 of those 8 municipalities' codes (20 percent) provide for a lien or charge to be assessed to the property owner if they do not repair sidewalks within a reasonable period.
- 20 municipalities' codes (67 percent) specifically require property owners to remove snow and ice from adjacent sidewalks.
- 10 of those 19 municipalities' codes (33 percent) provide for a lien or charge to be assessed to the property owner if they do not remove snow and ice within a reasonable period.

Walk Bike Dutchess

Liability:

- 21 municipalities' codes (70 percent) require prior written notice of a sidewalk defect and a failure to respond in order for the municipality to assume liability.
- 4 municipalities' codes (13 percent) state that the adjacent property owner may be liable for defects in the sidewalk.

Bicycling on Sidewalks:

- 3 municipalities' codes (10 percent) prohibit bicycling on some or all sidewalks.

Complete Streets:

- Currently, only the Town of Fishkill has a Complete Streets policy. However, it has not yet been incorporated into the Town code (see Chapter 7 for more information).

A table summarizing these findings is included below.

DUTCHESS COUNTY MUNICIPALITIES
Comprehensive Plan Review

Municipality	Date of Plan	Link (if online)	General language about walking?	General language about bicycling?	Specific recommendations for walking?	Specific recommendations for bicycling?	Best Practice language
City of Beacon	2007	http://www.cityofbeacon.org/files/comprehensive-plan-adopted-2007dec.pdf	Y	Y	Y	Y	Continue to develop a continuous Fishkill Creek Trail... Coordinate with neighboring municipalities to enhance access and linkages to and provide for continuation of the trail (p.96).
City of Poughkeepsie	1998	http://www.cityofpoughkeepsie.com/download/121/	Y		Y		Main Street should function as a traditional downtown, with its primary role as a central business corridor, easily accessible to and navigable by pedestrian and vehicular traffic (p.2-2).
Town of Amenia	2007	http://www.ameniany.gov/docs/doc_download/576-comprehensive-plan-update-7-20-07.html					
Town of Beekman	2011	http://www.townofbeekman.com/vertical/sites/%7B45AD6F45-1C6B-43EE-A091-A602A0E0E2B6%7D/uploads/Plan_-_Comprehensive_Plan.pdf	Y	Y			Prepare a "Detailed Pedestrian Access Master Plan" for new, reconstructed and/or improved sidewalks and existing crosswalks. The Plan should include existing uses, development patterns, and traffic patterns supportive of sidewalks and crosswalks (p.27).
Town of Clinton	2012	http://www.townofclinton.com/wp-content/uploads/Summary.pdf					
Town of Dover	1993	http://townofdovery.ny.us/uploads/0Introduction.pdf	Y	Y			
Town of East Fishkill	2002	http://www.eastfishkillny.org/sites/default/files/2002%20Master%20Plan.pdf	Y	Y	Y	Y	Install bicycle parking facilities at the Hopewell Junction commercial area, Town Hall, the town park-and-ride lots and town recreational areas such as the Hopewell Recreation Area (p.56).
Town of Fishkill	2009	http://www.fishkill-ny.gov/pdfs/2009%20Comprehensive%20Plan/TOF%20Comprehensive%20Plan%20-%20Adopted%209-23-09.pdf	Y	Y	Y		Amend the Zoning and Subdivision regulations to require that all new site plan and subdivision applications include provisions for "complete streets" with sidewalks, pedestrian paths and, where appropriate, bicycle lanes. Sidewalks should be provided where density is appropriate (generally ½ acre lots or smaller), where they connect people with destinations and can provide a pleasant experience, and where they link to other sidewalks (p.18).
Town of Hyde Park	2005	http://www.hydeparkny.us/Zoning/FinalComprehensivePlan7-11-05.pdf	Y	Y	Y		Where streams and other waterways traverse the Town, pedestrian rights-of-way should be sought, and public pathways developed. This is particularly appropriate where such waterways provide linkages between the Neighborhoods, Hamlets, Town Center and Business Districts (p. 74).
Town of LaGrange	2005	n/a	Y	Y			
Town of Milan	2007	n/a		Y	Y	Y	
Town of North East	1992	n/a	Y	Y	Y	Y	Just as a network of roads is necessary to an area, a network of trails linking open spaces, recreation areas and community facilities is necessary for pedestrian movement, recreational activities, and a coordinated approach to link various land uses in a community. Trails can serve the following purposes: Link parts of Town and Village; link areas to Rail Trail; link Village Center to adjacent areas; link stream corridors; link the Village with Rudd Pond; Utility Corridors; Encourage multiple-use trails in and around the village (p.58).

Municipality	Date of Plan	Link (if online)	General language about walking?	General language about bicycling?	Specific recommendations for walking?	Specific recommendations for bicycling?	Best Practice language
Town of Pawling	2012	http://www.pawling.org/Pages/PawlingNY_CompPlan/1%20Adopted%20Pawling%20CPU%20071112.pdf	Y	Y	Y	Y	The metropolitan transportation plan promotes completion of a Greenway Trail along the unused railbed from Hopewell Junction through Pawling and then south to the Putnam County line (p.75).
Town of Pine Plains	2004	http://pineplains-ny.gov/content/Generic/View/7:field=documents/content/Documents/File/536.pdf	Y	Y	Y	Y	Use techniques such as... street trees, delineated pedestrian islands, and "bulb-outs" of sidewalks in order to work with NYS DOT and the Pine Plains Highway Dept to implement traffic calming (p.58).
Town of Pleasant Valley	2009	http://pleasantvalley-ny.gov/comprehensive-plan/	Y	Y	Y	Y	Adopt zoning regulations about the inclusion of pedestrian amenities such as sidewalks, public recreational facilities, benches, bike racks, and crosswalks as part of the review process (Section 5.4).
Town of Poughkeepsie	2007	http://www.townofpoughkeepsie.com/supervisor/poughkeepsietownplanadopted092607.pdf	Y	Y	Y	Y	There are a number of potential trail projects in the Town. An abandoned rail spur splits off from the Maybrook line at Morgan Lake, passes Peach Hill, and continues into the Town of Hyde Park and on to Pleasant Valley where it meets West Road Elementary School and the adjacent Redl Park (p.44-45).
Town of Red Hook	1993	n/a	Y	Y			Requir[e] safe pedestrian access in the design of all commercial sites, and further requir[e] service roads, combined parking areas, and strong pedestrian linkages between individual establishments within areas of concentrated business activity (p.14).
Town of Rhinebeck	2009	http://www.greenplan.org/GREENPLAN_Website/Our_Work_Documents/Rhinebeck/The%20Rhinebeck%20Plan%20Complete.pdf	Y	Y			
Town of Stanford	2012	http://www.caryarchive.org/stanford_masterPlan_draft.pdf	Y		Y		Create a Planned Development Overlay (PDD) District in Stanfordville. The overlay district could be used as a tool to encourage the development of a walkable mixed-use center, concentrating future development south of Town Hall (p.42).
Town of Union Vale	2001	http://www2.marist.edu/Unionvale/HdMaster.htm	Y	Y			
Town of Wappinger	2010	http://www.townofwappinger.us/pdf/comp_plan/Wappinger%20Comp%20Plan%2010-9-27.pdf	Y	Y	Y	Y	Develop a staged Pedestrian and Bikeway Master Plan that inventories and evaluates existing and potential facilities and improvements. Review and expand requirements for the provision of sidewalks in conjunction with new commercial development (p.59).
Town of Washington	2012 (Draft)	http://comp.washingtonny.org/wp-content/uploads/Comp-Plan-Final-Version-2.pdf	Y	Y			
Village of Fishkill	2009	http://www.vofishkill.us/sites/default/files/documents/comprehensive-plan/web/binder_lettersize_wholereport.pdf	Y	Y	Y		The best means to reduce congestion in the Village is to support and promote alternative forms of transportation, namely pedestrian and bicycle... There are some areas that remain un-sidewalked or where there are missing connections. The Village should look to solidify this network by extending existing sidewalks and by providing new sidewalks where connections are missing (p.28).

Municipality	Date of Plan	Link (if online)	General language about walking?	General language about bicycling?	Specific recommendations for walking?	Specific recommendations for bicycling?	Best Practice language
Village of Millbrook	1985	http://www.village.millbrook.ny.us/pdf/Village_Master_Plan_1985-2000.pdf		Y			
Village of Millerton	1992	n/a (Note: combined Comprehensive Plan with Town of North East)	Y	Y	Y	Y	Village merchants should take advantage of the opportunities provided by the Harlem Valley Rail Trail which is adjacent to the downtown. Businesses should cooperate to upgrade frontage on the trail to make it more accessible and attractive to users (p.24).
Village of Pawling	1994	http://www.villageofpawling.org/wp-content/uploads/2013/06/VP-Comprehensive-Plan-1995.pdf	Y	Y			
Village of Red Hook		n/a	[Plan not available for review]				
Village of Rhinebeck	1993	n/a	Y	Y			
Village of Tivoli	2005	n/a	Y	Y	Y	Y	We envision Tivoli as a village in which walking and other low-impact forms of transportation take precedence over the automobile. To achieve this we propose to... Promote Tivoli as a biking-friendly village by: Designating bike paths through Tivoli Bays to Bard College, installing bike racks in front of village buildings and businesses, and exploring other opportunities for bike paths (p.5).
Village of Wappingers Falls	2001	http://www.greenplan.org/GREENPLAN_Website/Our_Work_Documents/Wappingers%20Falls/Wappingers%20Falls%202001%20Plan.pdf	Y	Y	Y	Y	Create an Alternative Transportation Committee consisting of interested volunteers from the community. The Committee's task would be to develop and promote programs that support, increase and facilitate transit (bus), rideshare (carpooling and vanpooling), pedestrian, and bicycle transportation to minimize vehicular traffic volume (p.5.10). All Village actions that may affect traffic and circulation should be guided by the basic principle of "pedestrians first" (p.5.11).
Total			25	25	17	12	
Percentage of all municipalities			83%	83%	57%	40%	

DUTCHESS COUNTY MUNICIPALITIES

Local Codes Inventory

	City of Beacon	City of Poughkeepsie	Town of Armenia	Town of Beekman	Town of Clinton	Town of Dover	Town of East Fishkill	Town of Fishkill	Town of Hyde Park	Town of LaGrange	Town of Milan	Town of North East	Town of Pawling	Town of Pine Plains	Town of Pleasant Valley	Town of Poughkeepsie	Town of Red Hook	Town of Rhinebeck	Town of Stanford	Town of Unionvale	Town of Wappinger	Town of Washington	Village of Fishkill	Village of Millbrook	Village of Millerton	Village of Pawling	Village of Red Hook	Village of Rhinebeck	Village of Tivoli	Village of Wappingers Falls	Total Number	Overall Percentage	
Zoning Purposes: Encourage Walking	Y	Y	Y	Y		Y	Y	Y	Y					Y	Y						Y	Y	Y								Y	14	47%
Zoning Purposes: Encourage Bicycling			Y			Y			Y					Y	Y																	5	17%
Sidewalks																																	
Locations: All Streets, Unless Waived	Y			Y		Y	Y	Y		Y	Y	Y	Y								Y	Y	Y			Y		Y	Y		15	50%	
Locations: Certain Streets/Areas Only		Y															Y	Y		Y			Y	Y		Y				Y	8	27%	
Locations: As Required by Planning Board		Y	Y		Y				Y					Y	Y	Y	Y	Y		Y			Y	Y					Y	13	43%		
Maintenance: By Property Owner	Y							Y		Y										Y		Y			Y		Y	Y		8	27%		
Maintenance: Local Assessment	Y							Y		Y										Y					Y			Y		6	20%		
Snow/Ice Removal: By Property Owner	Y	Y	Y	Y		Y		Y	Y	Y			Y	Y	Y	Y				Y		Y		Y	Y	Y	Y	Y	Y	Y	20	67%	
Snow/Ice Removal: Local Assessment	Y					Y			Y	Y			Y		Y	Y								Y	Y				Y	10	33%		
Liability: Prior Written Notice Required	Y	Y	Y		Y	Y	Y	Y		Y	Y		Y		Y		Y	Y		Y	Y		Y	Y	Y		Y	Y		Y	21	70%	
Liability: Property Owner	Y															Y							Y					Y		4	13%		
Bicycling: Prohibited on Sidewalks	Y~																										Y		Y		3	10%	
Complete Streets Policy								Y^																							1	3%	

~: On Main Street only.

^: Separate policy; not yet in Town Code.