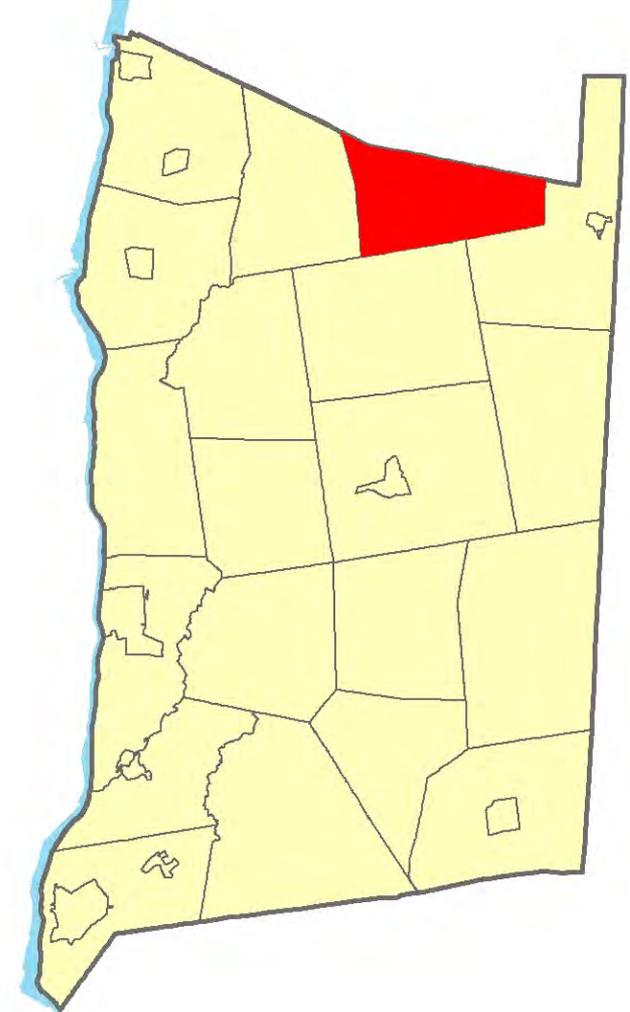


Pine Plains Pedestrian Plan

Town Board Presentation
February 19, 2015



*Poughkeepsie-Dutchess County Transportation Council &
Dutchess County Department of Planning & Development*



PDCTC
Poughkeepsie-Dutchess County Transportation Council

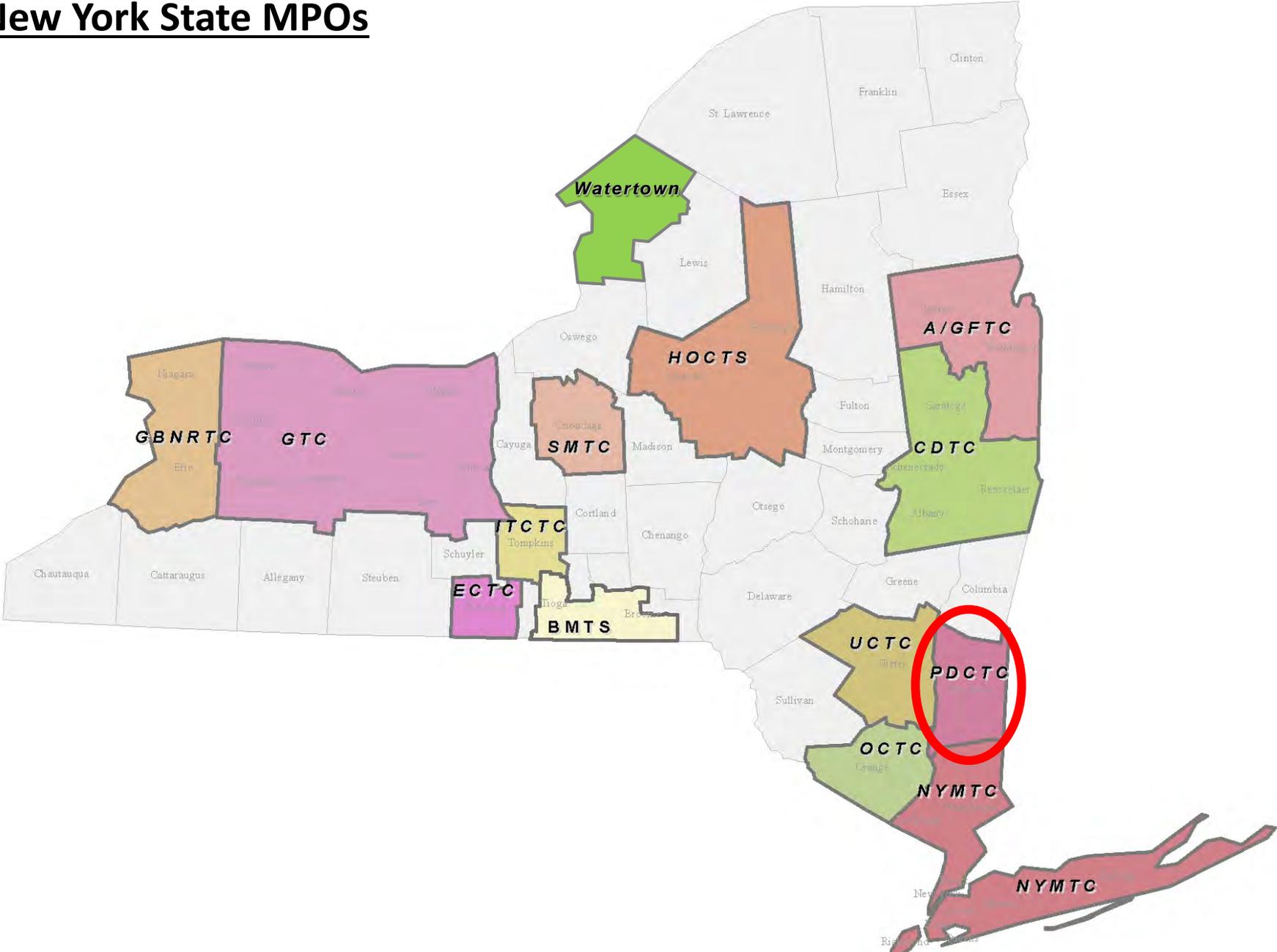


Poughkeepsie-Dutchess County Transportation Council

Who We Are:

- Designated Metropolitan Planning Organization (MPO) for Dutchess County
- Established in 1982
- Required by the federal government for Urbanized Areas of 50,000+ population
- Forum for establishing transportation policies, planning, and decision-making
- Programs federal highway and transit funding through a locally driven planning process
- Assists communities with transportation planning

New York State MPOs



Planning Project Examples

- **Route 9 Land Use & Transportation Study**

⇒ *Pedestrian underpass at Marist College*

- **CR 93 Corridor Management Plan**

⇒ *Traffic analysis and recommendations*

- **Transit Development Plan**

⇒ *New LOOP routes and schedules*

- **Village of Rhinebeck Sidewalk Study**

⇒ *Inventory and improvement strategy*

- **Hyde Park Sidewalk Study**

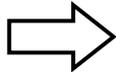
⇒ *Route 9 sidewalk improvements*



Study Funding

Financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

Work Program

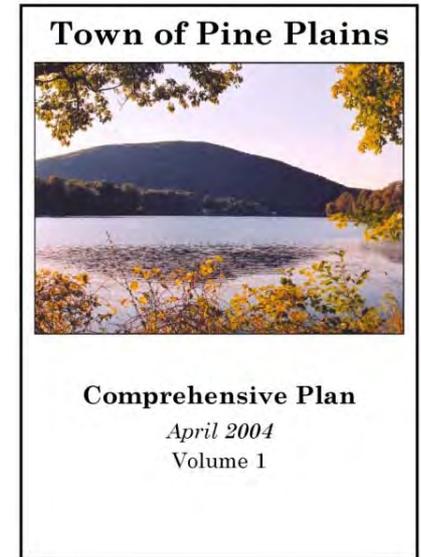
- **Organize *Walks Initiative Task Force***
 - Liaison between Town & PDCTC/Planning Dept.
- **Conduct Sidewalk Inventory**
 - Identify conditions, materials, and issues
 - Global Positioning System (GPS)/GIS Mapping
- **Review Town Comprehensive Plan & Zoning Law**
- **Conduct Public Survey & Stakeholder Interviews**
- **Two Public Workshops**
- **Develop Recommendations**  *Better position the Town to obtain future funding for pedestrian and trail improvements*

Project Milestones

- **Scoping Meeting: June 2013**
- **Sidewalk Inventory: July 2013**
- **Town Resolution: August 2013**
 - *Walks Initiative Task Force* formed
- **Task Force Meetings:**
 - Nov. 2013; March, April, May, June, & Nov. 2014
- **Public Survey: May-July 2014**
- **Town Workshop: June 25, 2014**
- **Town Board Meeting: Feb. 19, 2015**

Town Comprehensive Plan (2004)

- Request developers install new sidewalks when improving properties
- Work with NYSDOT to implement traffic measures on Route 82 (South Main St.)
- Create a parking plan to address existing/future needs
- Develop a recreation plan that considers the needs of all age groups, including the inclusion of trails and bike paths
- Work with the Greenway, NYSDOT, and County DPW to develop alternative transportation opportunities



Town Zoning Law (2009)

- **Hamlet Design Standards**
 - 4-6 foot wide sidewalks
 - 3-6 foot wide planting strips (medians)
- **Encourages use of County Greenway Guides**
- **Seeks to minimize conflicts between pedestrians and vehicles**
- **Encourages slower speeds through traffic calming**
- **Encourages provision of bicycle facilities**
 - On-street bicycle lanes (separate, striped 4 foot lanes)
 - Off-street trails (multi-use)

Pedestrian-Friendly Guidelines

Sidewalk Design:

- 5-foot minimum width (6-foot wide better); 8 to 15 feet in main street commercial areas.
- 7-foot minimum height clearance.
- Durable materials (concrete or brick pavers best).
- At least 9 feet (preferably 6 feet) back from curb to separate walkers from traffic and road spray, allow room for street trees and snow storage, and prevent side slopes at each driveway.
- Meet Americans with Disabilities Act requirements.

Sidewalk Locations:

- Both sides along central circulation streets, in commercial districts, near schools, and in residential areas with more than 4 units per acre.
- At least on one side in residential areas with 1 to 4 units per acre.
- Optional one side or wide shoulder in areas with less than 1 unit per acre.

Crosswalks:

- As short as possible with small corner radii.
- About 10 feet wide, well lit, boldly marked with bar stripes or textured surface, and at every major intersection and selected higher volume mid-block crossings.
- Extend curbs/sidewalks into parking lanes to shorten crosswalks and increase visibility.

Traffic:

- Slow speeds to under 30 mph in centers, preferably under 20 mph in higher pedestrian areas.
- Provide pedestrian signals and eliminate right turn on red at major crossing locations.

These York drivers need to be reminded that walkers have rights too. Additional crosswalks with bold markings will help announce equal access for walkers and cars in centers.

Corner radii in centers should be as small as possible to shorten crosswalks and slow down turning vehicles. Where a traditional 5 to 10 foot radius produces a 36 foot crossing distance, a near-30 foot radius can create a 60-foot crosswalk.

A redesign for the "five corners" intersection in Tinseltown calls for textured brick crosswalks, street trees, and flared sidewalks out into the parking lanes to slow traffic, increase pedestrian visibility, and prevent illegal parking too close to the intersection.

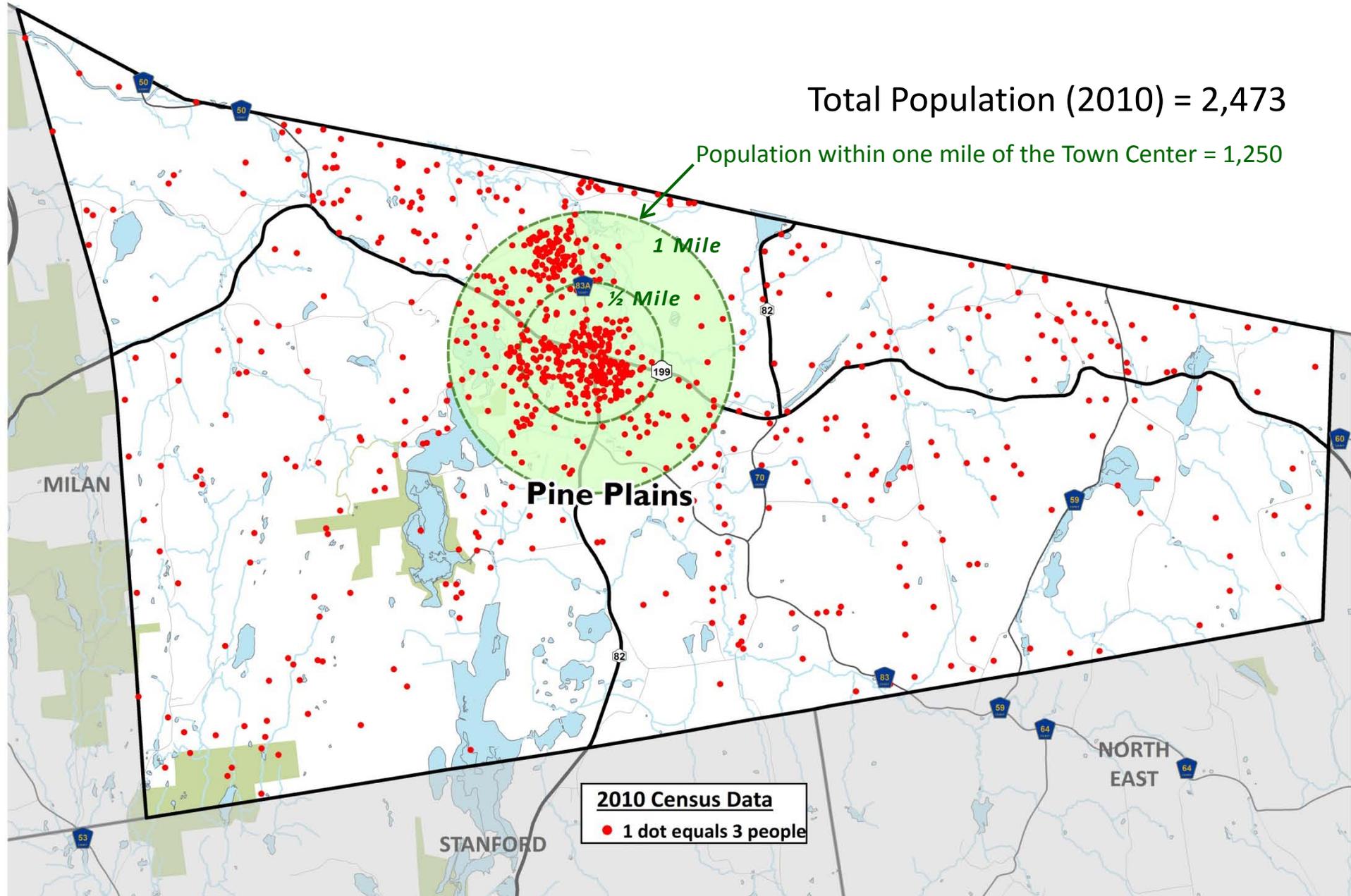
Pedestrians are the lost measure of a community... To plan as if there were pedestrians may be a self-fulfilling act.
Peter Calthorpe

Greenway Guide B2: Walkable Communities

Population Density

Total Population (2010) = 2,473

Population within one mile of the Town Center = 1,250



2010 Census Data

● 1 dot equals 3 people

Sidewalk Inventory

Key Data Elements

- Condition: Excellent/Good, Fair, Poor/Unusable
- Material: Concrete, Asphalt, Other (e.g. gravel)
- Issues: Lifting, Cracked, Obstruction, Removed, Clearance, Other

Other Data Elements

- Crosswalk locations
- Curb ramps
- Buffer width
- ADA condition
- Comments
- Photos



The PDCTC's Local Sidewalk Planning Initiative relies on GPS technology to capture data on the location and condition of existing sidewalks.

Sidewalk Conditions

Excellent/Good



Fair



Poor/Unusable

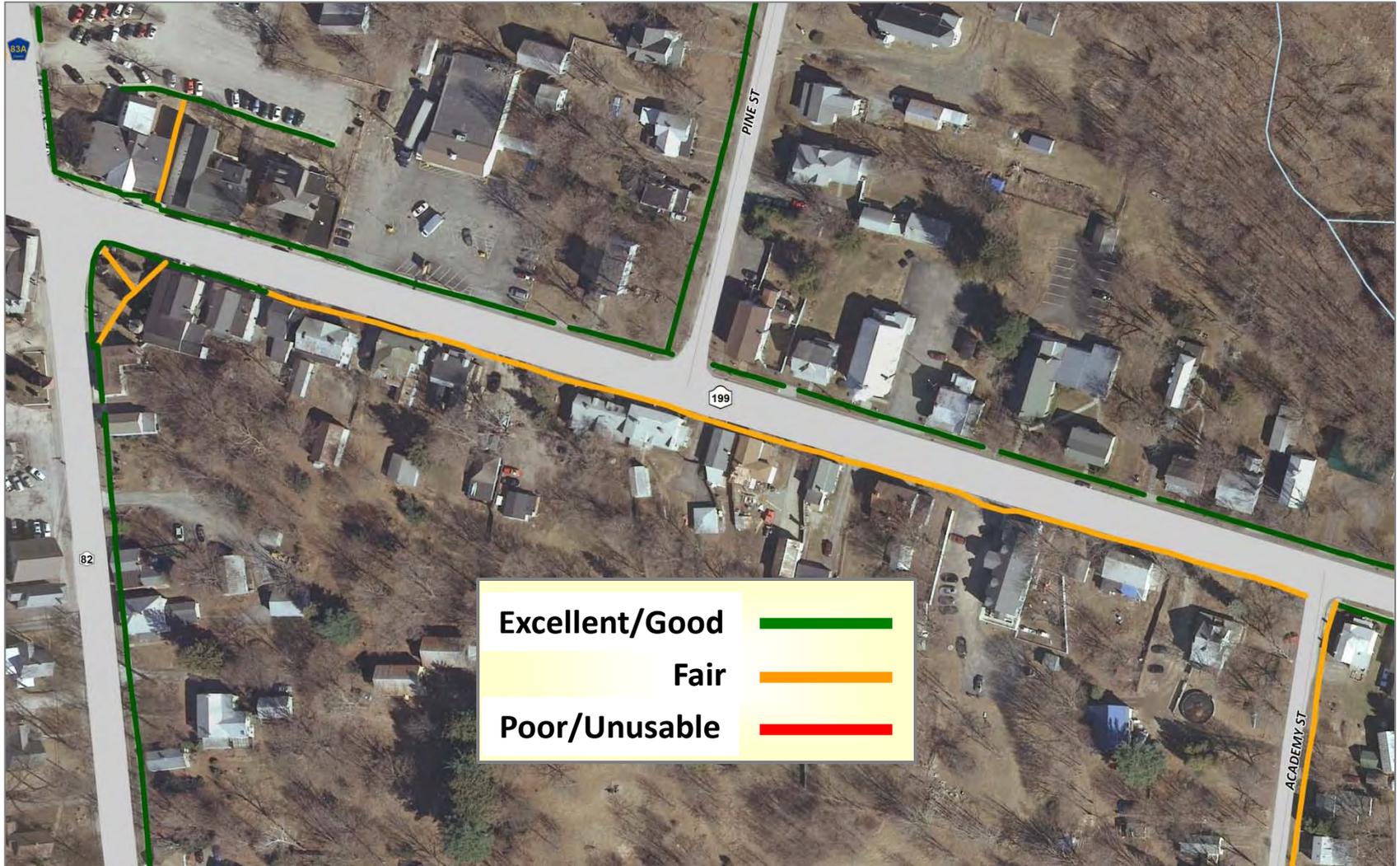


Sidewalk Conditions

- Total measured sidewalk length: 15,750 feet or 2.9 miles
- 85% rated excellent/good

	Length (feet)	Length (miles)	Percent
Excellent/Good	13,384	2.44	85%
Fair	2,061	0.38	13%
Poor/Unusable	305	0.06	2%
Total	15,750	2.87	

Sidewalk Conditions



Sidewalk Material

- Most sidewalks made of concrete with similar construction techniques
- Concrete sidewalks tended to have fewer issues.

	Length (feet)	Length (miles)	Percent
Concrete	15,467	2.82	98%
Asphalt	72	0.01	0%
Other	211	0.04	1%
Total	15,750	2.87	



Sidewalk Issues

Lifted



Broken/Cracked



Obstruction



Clearance



Removed/Missing



Sidewalk Issues

- Total issues identified: 147 (one issue per 107 feet of sidewalk)

	Count	Percent
Lifted	62	42%
Broken/Cracked	54	37%
Obstruction	14	10%
Removed/Missing	7	5%
Other	6	4%
Clearance	4	3%
Total	147	

79%



- Broken/Cracked** ■
- Clearance** ■
- Lifted** ■
- Obstruction** ■
- Removed** ■
- Other** ■

Field Observations

- **Excellent and poor sidewalks stood out**
- **Pronounced lack of sidewalks in the southwestern section of the Town Center**
- **Many sections have sidewalks on only one side of the road**
- **Lack of crosswalks at key locations**
- **Some street ramps at intersections in poor condition**
- **Occasional ponding at intersections**



Sidewalks & Trails Survey

- Web-based version (*Survey Monkey*)

- Town website
- PDCTC website

- Printed version

- Trails Committee insert

- 110 responses

- Closed July 11, 2014

Pine Plains Sidewalks & Trails Survey
A Joint Survey of the Pine Plains Walks Initiative Task Force & Pine Plains Trails & Bikeway Committee

We need your help! The Town Board has appointed a volunteer *Walks Initiative Task Force and Trails & Bikeway Committee* to work with the County Planning Department to improve walking and biking in Pine Plains. For the *Walks Task Force*, this means completing a pedestrian plan for the *Town Center* (see map on page 4). For the *Trails Committee*, this means completing a *Town-wide Trail and Bikeway Plan*. Both efforts will better enable the Town to seek funding to promote walking and biking in Pine Plains. **Sidewalks and trails can have a positive impact on communities, providing significant health, economic, safety, environmental, and social benefits to communities.** Please let us know your views by completing this 5-10 minute survey, which includes a special *Trails Committee* insert with questions.

You can fill this form out directly or go to <http://www.surveymonkey.com/s/PinePlainsSidewalks&Trails> to complete it electronically. Please return the questionnaire by **July 11, 2014** to Pine Plains Town Hall, Attn: Sidewalks & Trails Survey, PO Box 955, Pine Plains, New York 12567. For more information about the study, please visit the project website: <http://www.dutchessny.gov/pdctc.htm> or contact us via pdctc@dutchessny.gov. Thank you - *Pine Plains Walks Initiative Task Force & the Pine Plains Trails & Bikeway Committee*

Pine Plains Trails & Bikeways Committee
Survey Insert

The Pine Plains Town Board appointed the *Town Trails & Bikeway Committee* to assist the Town in developing a comprehensive *Trail and Bikeway Plan*. Since its inception, the *Committee* has been reviewing information on trails and bikeway planning and has met with representatives of other communities that have successfully completed trails and bikeways. Our research indicates that the development of trails and bikeways in communities has been a significant economic development and tourism driver with the added benefits of recreation, exercise, alternative transportation, and well being that comes from walking, skiing, and riding in a beautiful setting like we have in rural and scenic Pine Plains.

The *Trails & Bikeway Committee* has become increasingly excited about the economic prospects of creating a bikeway and trail network that makes Pine Plains a recreation destination, as visiting walkers and riders eat at restaurants, stay at inns, and shop in the communities they visit. For example, *Stissing Mountain* and *Thompson Pond* are two trails that offer distinctly different hiking experiences and draw visitors from near and far. In Pine Plains, promoting trails to surrounding communities would draw more visitors, but also require more trail maintenance and amenities. The *Committee* has also had preliminary discussions about potential trail creation, linking a variety of sites in the Town. Biking on town roads has been another *Committee* topic. Some popular biking roads might benefit from widened shoulders or bike friendly signage. Though such projects would require financing, they would foster a safe and active biking community.

To help complete the Town's *Trail and Bikeway Plan*, the Town Board and *Committee* secured a small grant from the *Hudson River Valley Greenway* that will fund trail mapping activities, prioritize improvements, and result in a comprehensive trails analysis for inclusion in the Town's *Master Plan*. Your responses to the following questions will help shape the Town's *Trail and Bikeway Plan*. Thank you - *Pine Plains Trails & Bikeway Committee*

1. Are there roads in Pine Plains that you use that could be made more bicycle-friendly?
 No Yes (If yes, please identify: _____)

2. Where have you hiked in the past year?
 Stissing Mountain Trail from Lake Road *Stissing Mountain Trail* from State Land on Hicks Hill
 Thompson's Pond Trail Please tell us about other areas where you hike in Pine Plains:
 Jay Trail *Stissing Lake* _____

3. What would increase your use of trails in Pine Plains?
 Better maps Organized hikes for children and families
 Better signs Better construction/maintenance of trails
 Better trail marking Convenient parking and linkages to other activities/areas in Town
 Other: _____

4. Do you think Pine Plains would benefit from improving and expanding our existing Town trails?
 No Yes

The Pine Plains Trails & Bikeways Committee is looking for volunteers. Please contact us if you are interested!

cycle? (Select one response for each.)

Rarely	Never	Weekends Only	Not Physically Able
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

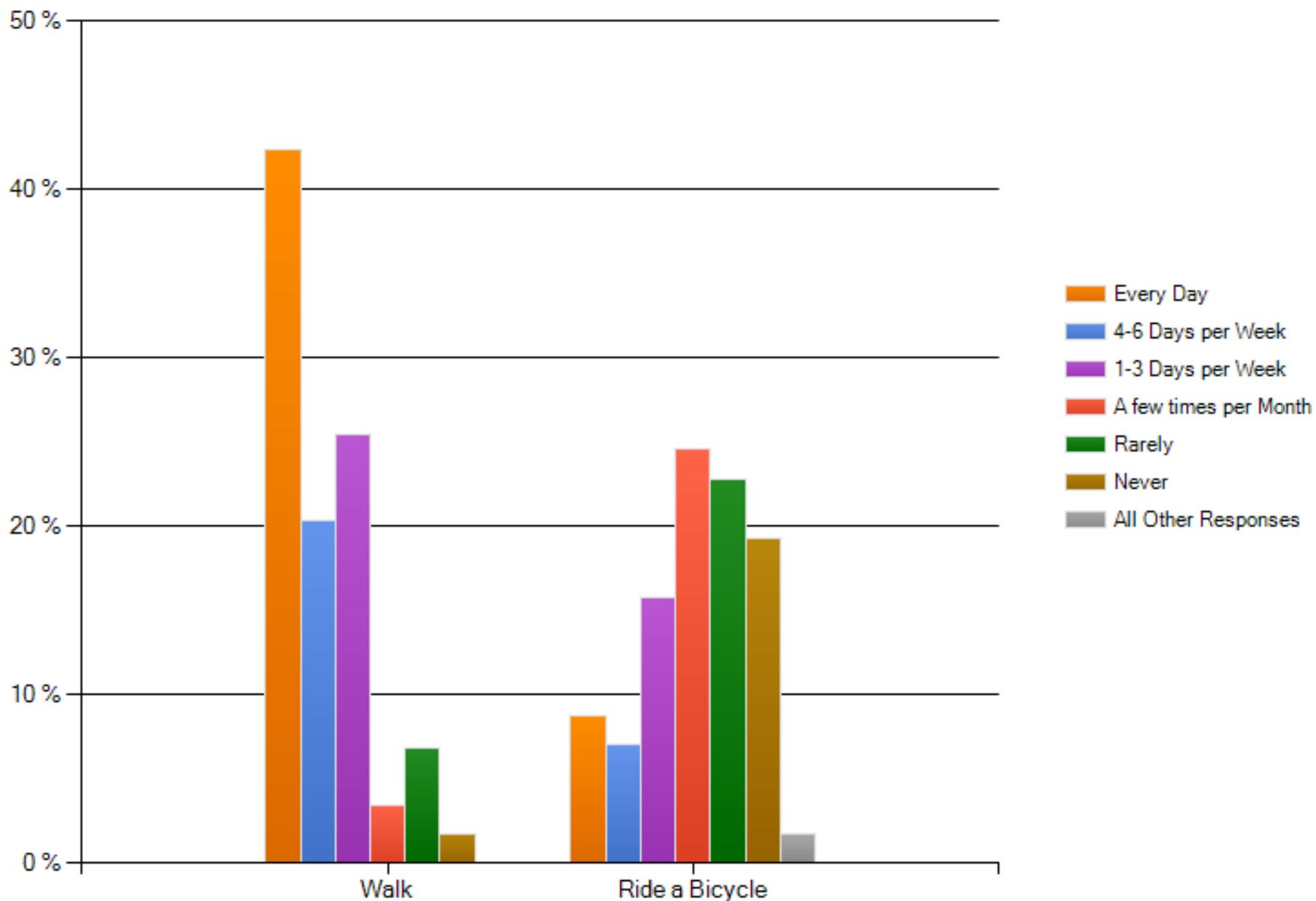
Walk or ride a bicycle? (Select all that apply.)

Trip Dates	Bicycling Trip Purposes
<input type="checkbox"/>	<input type="checkbox"/>

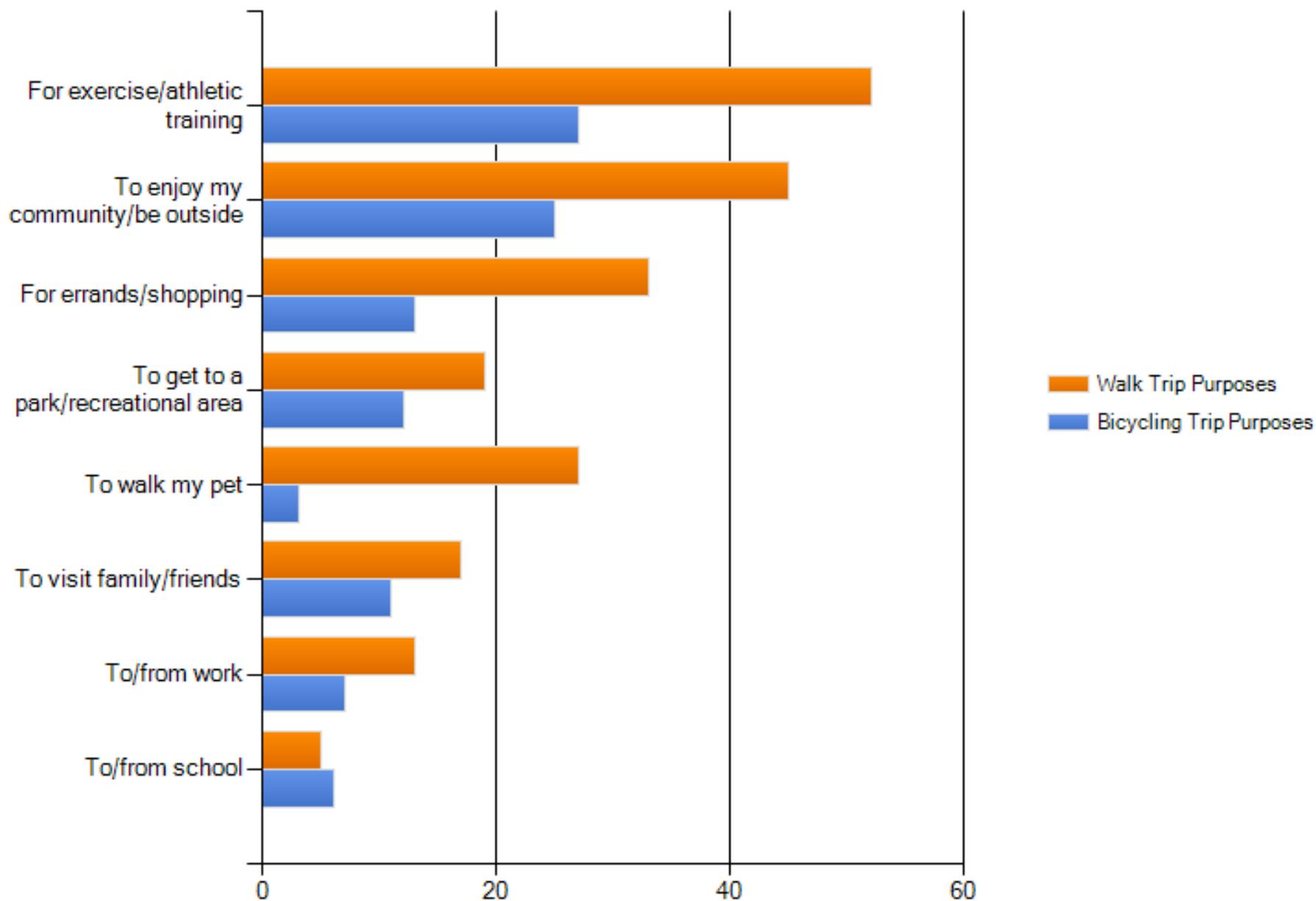
at apply.)

Walk	Why I Bicycle
<input type="checkbox"/>	<input type="checkbox"/>

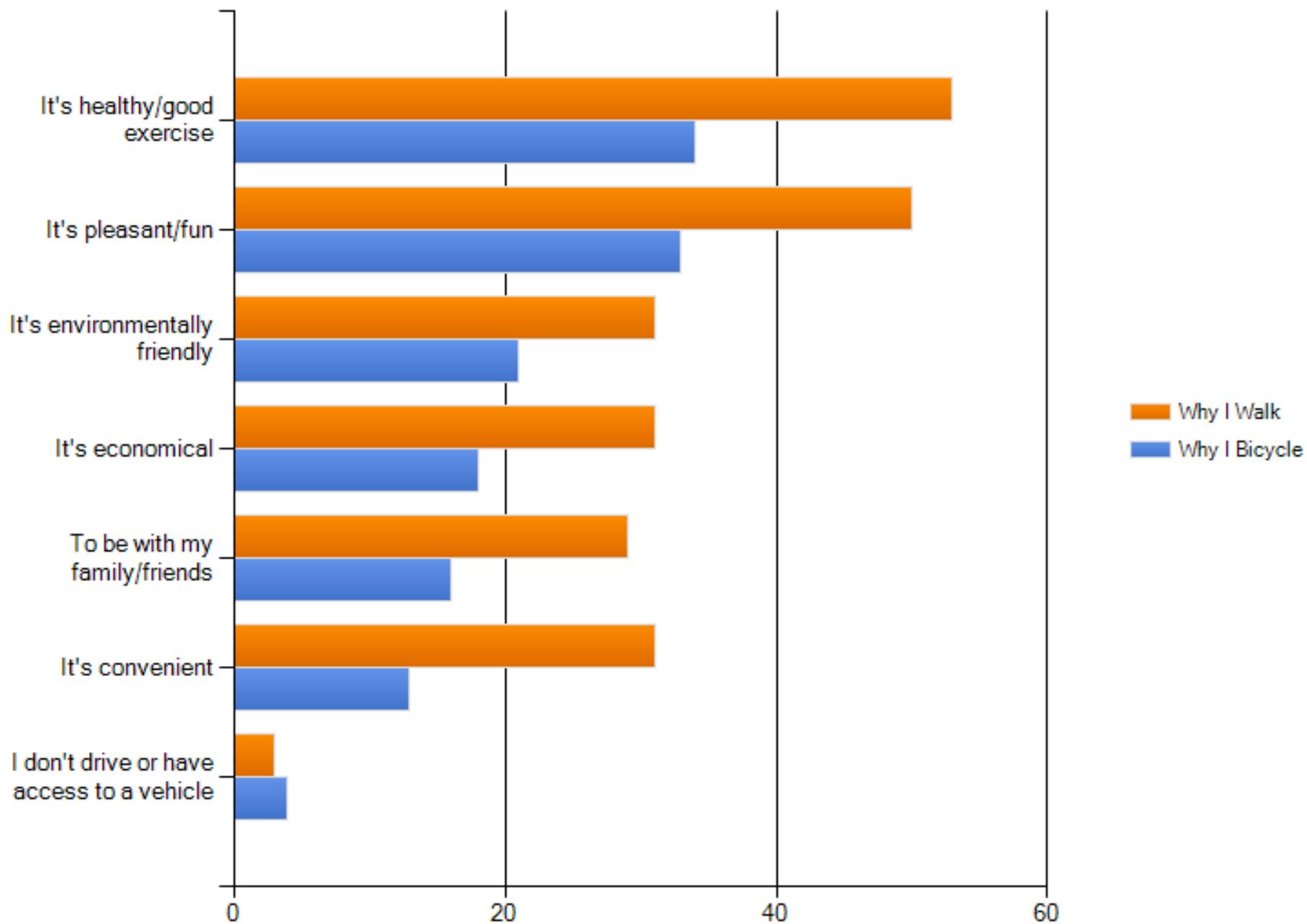
On average, how often do you walk and/or ride a bicycle? (Select one response for each.)



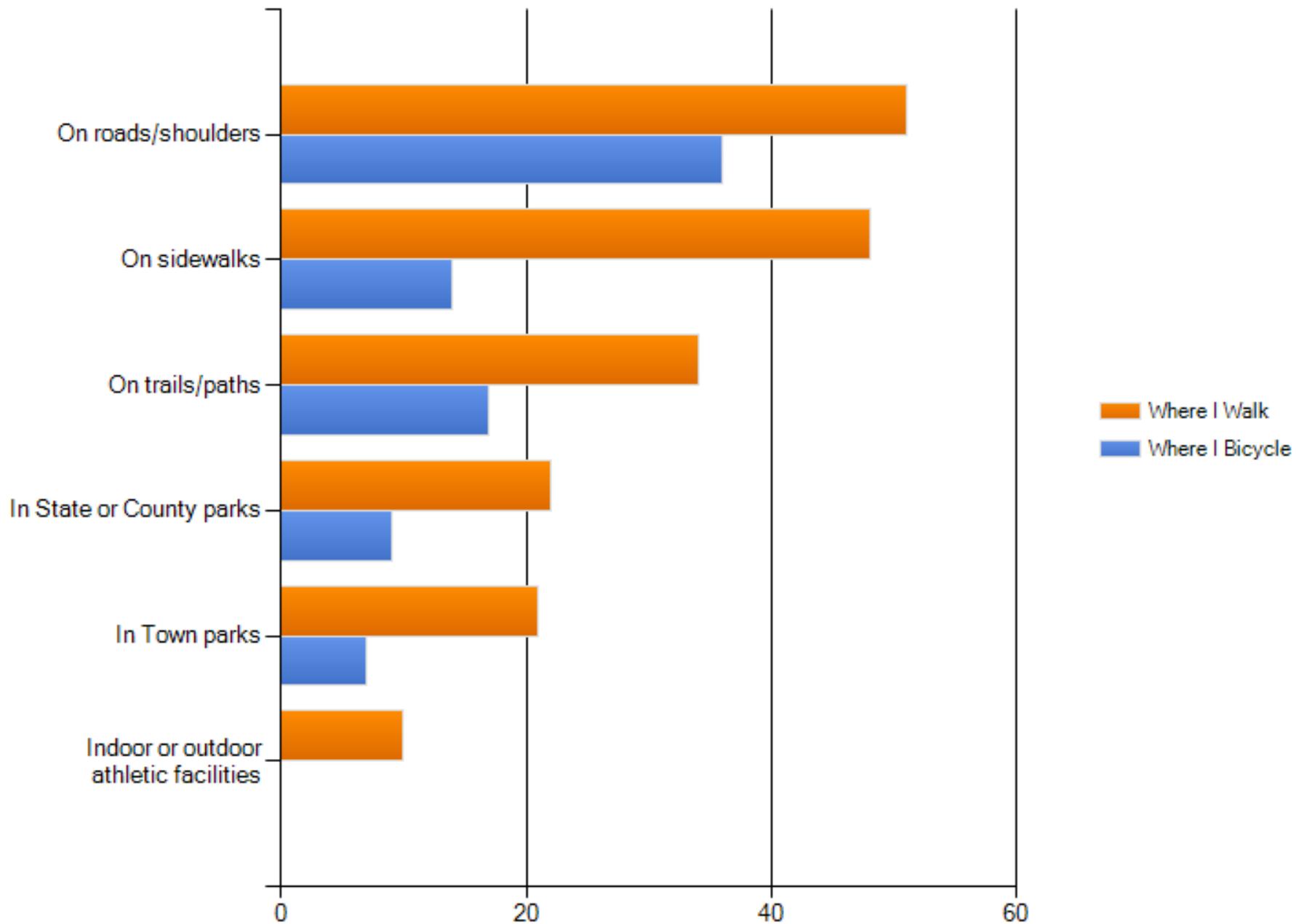
For which of the following purposes do you usually walk or ride a bicycle? (Select all that apply)



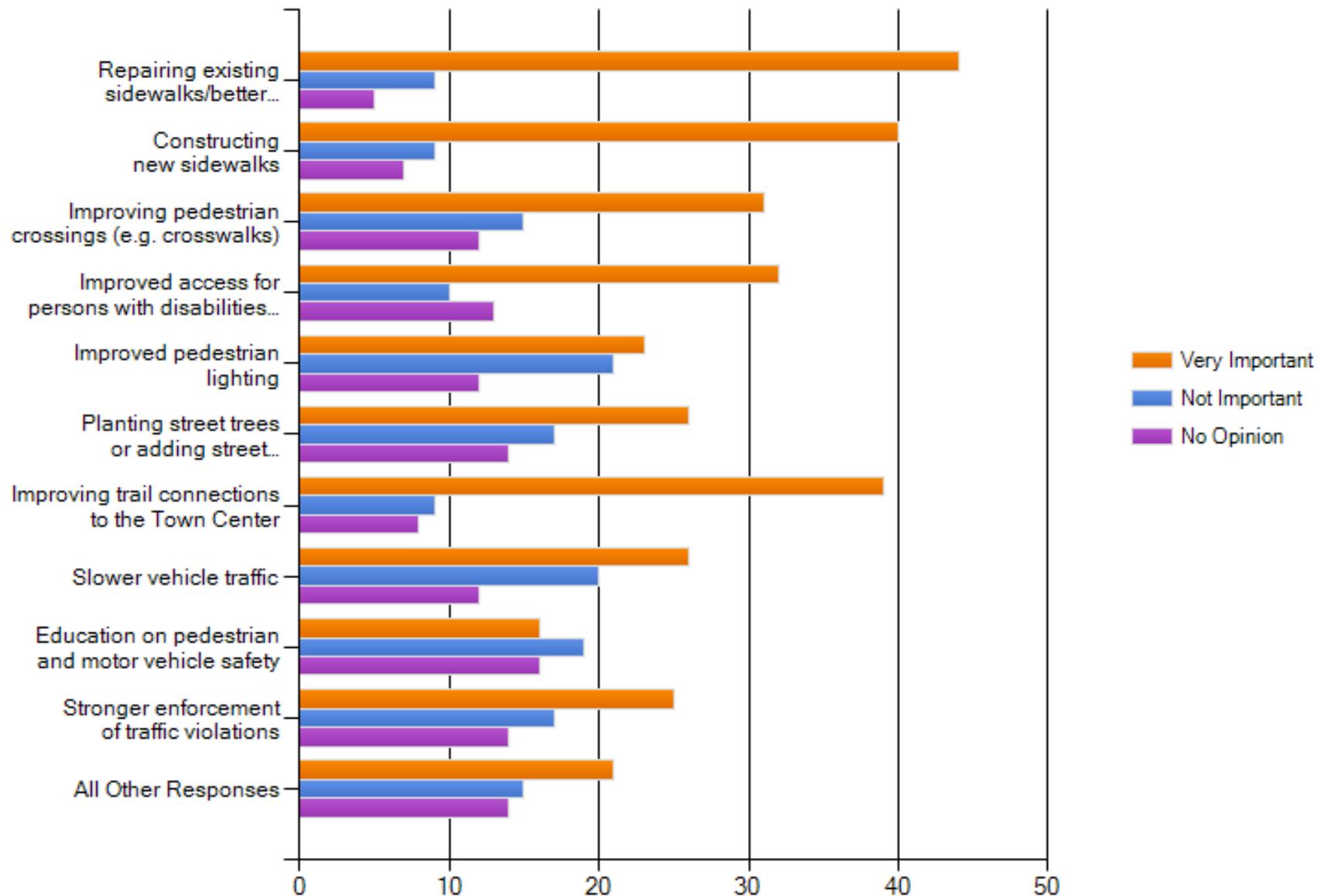
Why do you choose to walk or bicycle? (Select all that apply)



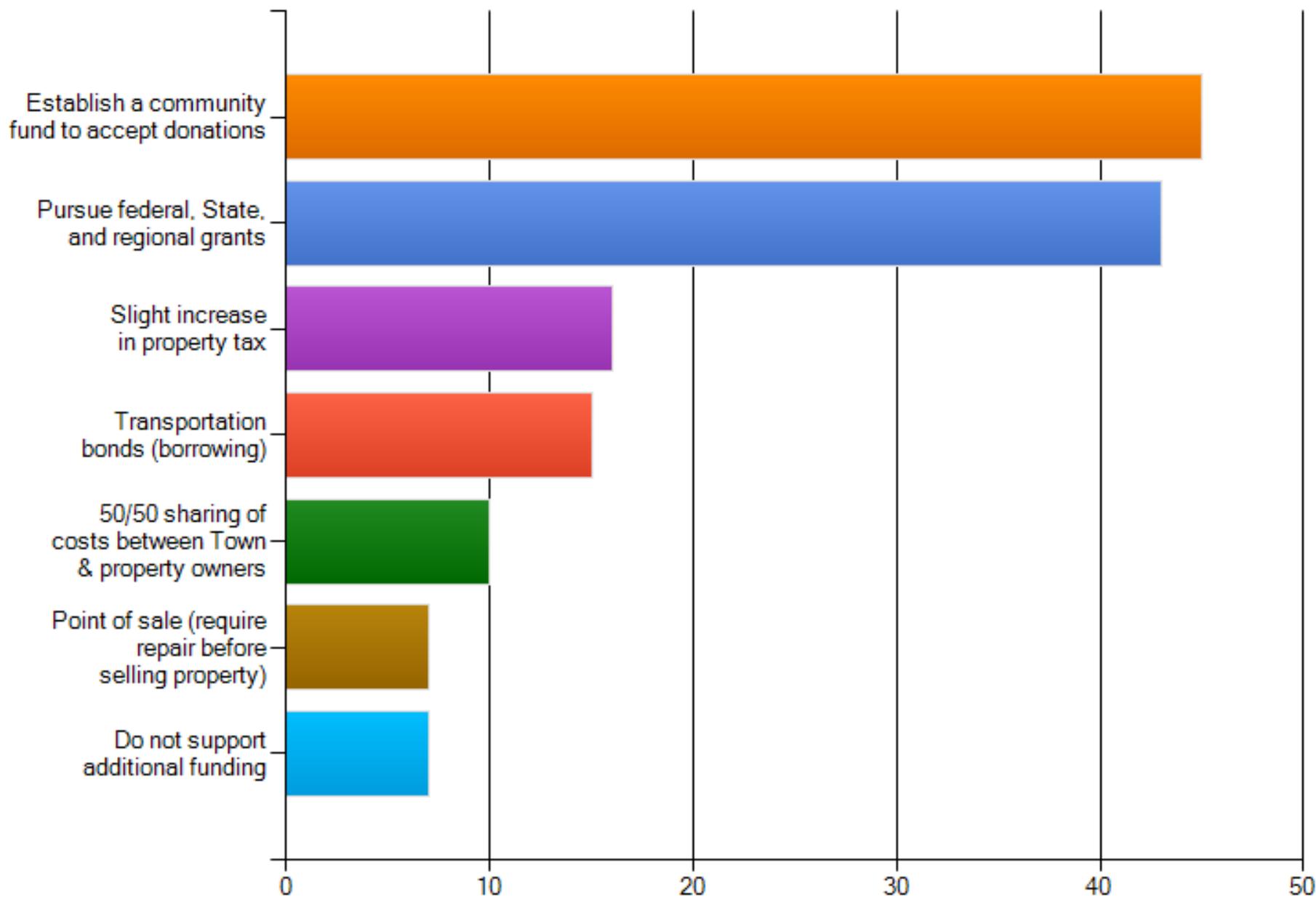
What type of facility do you walk or bicycle on? (Select all that apply)



How important are the following in encouraging you to walk more in the Town Center?



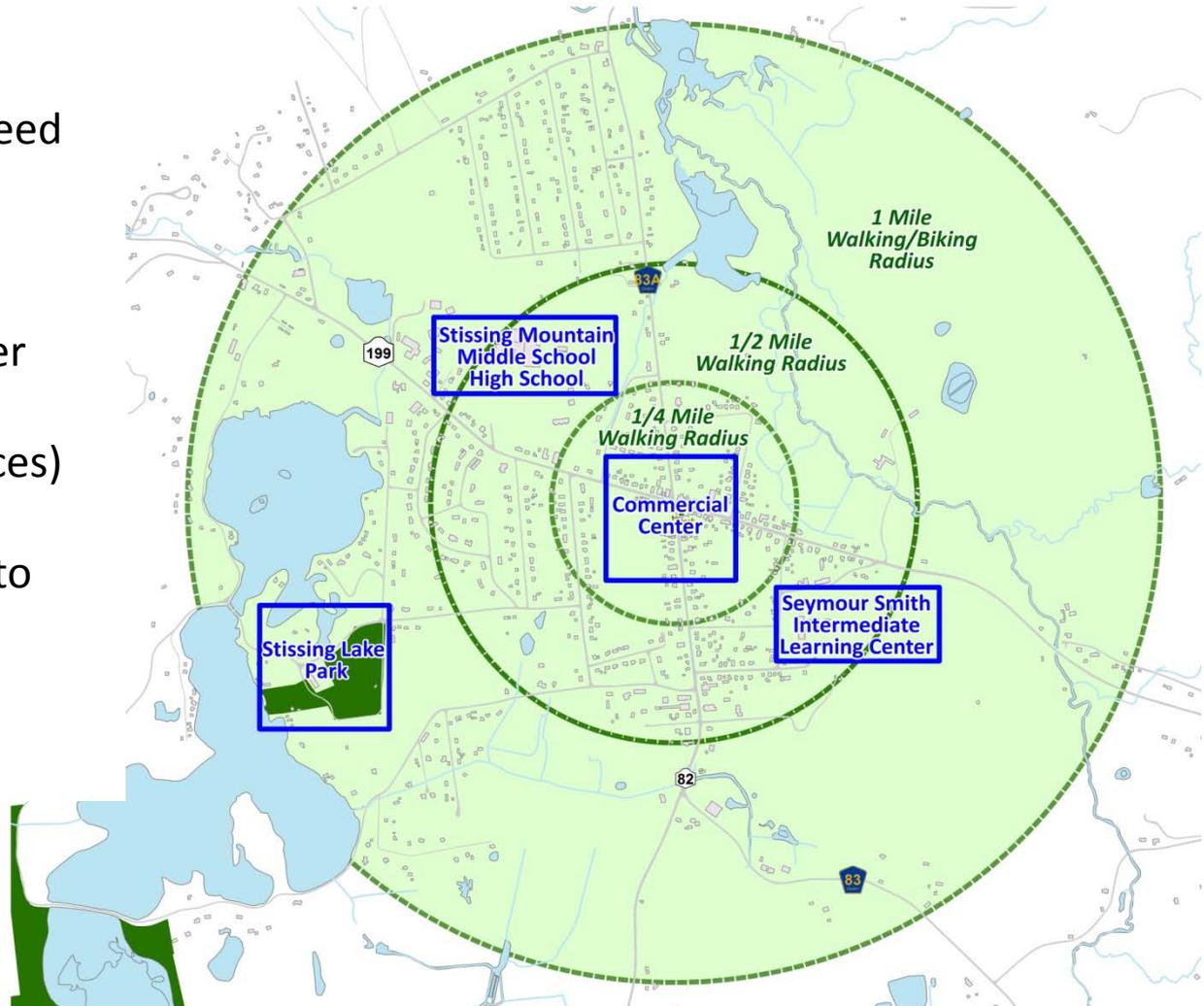
Would you support any of the following sources of additional funding for pedestrian improvements if needed? (Check all that apply)



Sidewalk Improvement Strategy

Objectives

- Identify locations in need of immediate repair
- Improve connections within the Town Center (¼, ½, and one mile walking/biking distances)
- Improve connections to public facilities (e.g. schools)
- Better connect Town Center to local and regional trails



Sidewalk Improvement Strategy

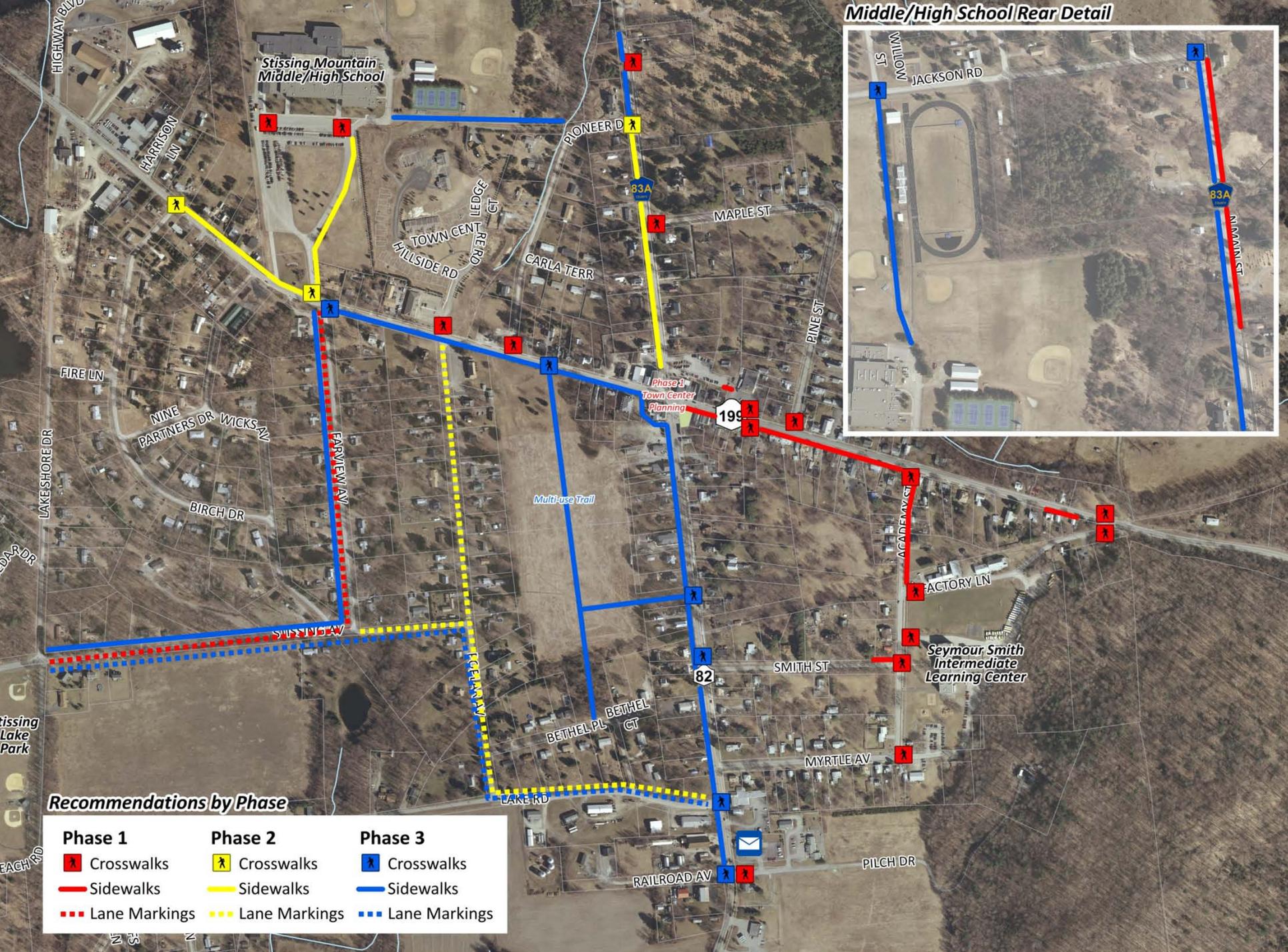
General Framework (Phased Implementation)

- **Phase 1: Address immediate safety and maintenance concerns**
 - Prioritize repair of existing sidewalks
 - Install crosswalks at key locations
 - Possible new sidewalk connections

- **Phase 2: Prioritize new sidewalks and additional crosswalks**
 - Commercial Center (¼ mile)
 - Public facilities (e.g. Schools, Post Office) (½ mile)
 - Residential Areas (½ mile)

- **Phase 3: Identify ways to better connect Town Center with Recreational Parks and Trails (one mile)**

Middle/High School Rear Detail



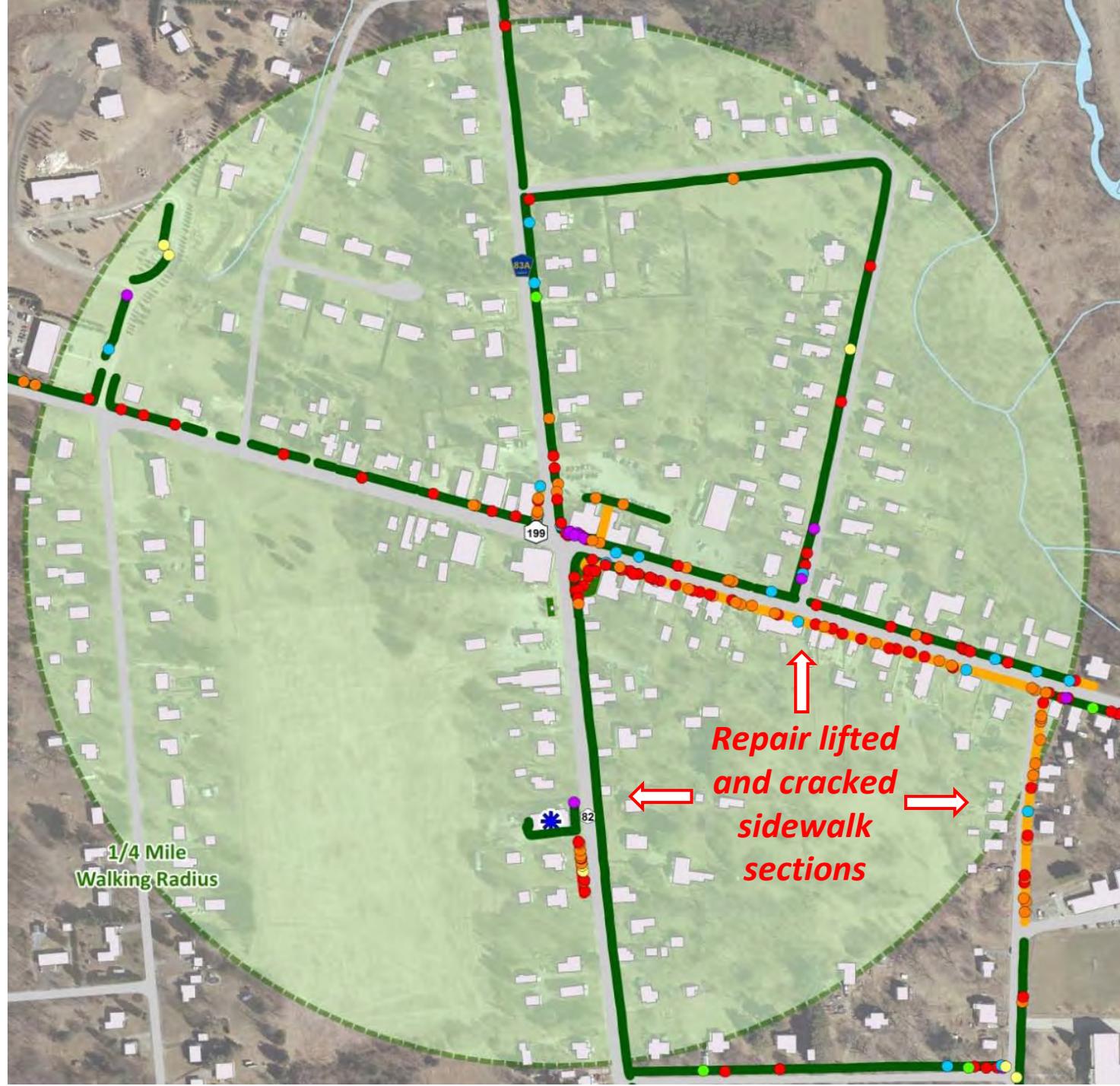
Recommendations by Phase

Phase 1	Phase 2	Phase 3
Crosswalks	Crosswalks	Crosswalks
Sidewalks	Sidewalks	Sidewalks
Lane Markings	Lane Markings	Lane Markings

Town Center
(1/4 mile radius)

Phase 1
Sidewalk Repairs

Routes 82 & 199,
& Academy St.



1/4 Mile
Walking Radius

**Repair lifted
and cracked
sidewalk
sections**

Recommendations

Phase 1 Crosswalks

- Town Center Rd. at Route 199 (Church St)
- Pioneer Dr. at Route 199 (Church St)
- Peck’s Market at Route 199 (Church St.)
- Academy St. at Route 199 (Church St.) and across Route 199
- Pilch Dr. at Route 82 (South Main St.)
- Maple St. at CR 83A (North Main St.)
- Evergreen Cemetery driveways at CR 83A (North Main St.)
- Northern driveway of Seymour Smith at Academy St.
- Myrtle Ave. at Academy St.



A mid-block crosswalk on Route 199 (Church Street) at Peck’s Market would improve pedestrian safety.



Examples of pedestrian warning signs, including an Advance Pedestrian Crossing sign on the left (W11-2) and Pedestrian Crossing sign on the right (R-5c).

Recommendations

Phase 1 Crosswalks (Town Center ¼ mile radius)



CR 83A (North Main St.) & Maple St.



Route 199 (Church St.) & Pioneer Dr.



Route 82 (South Main St.) & Pilch Dr.

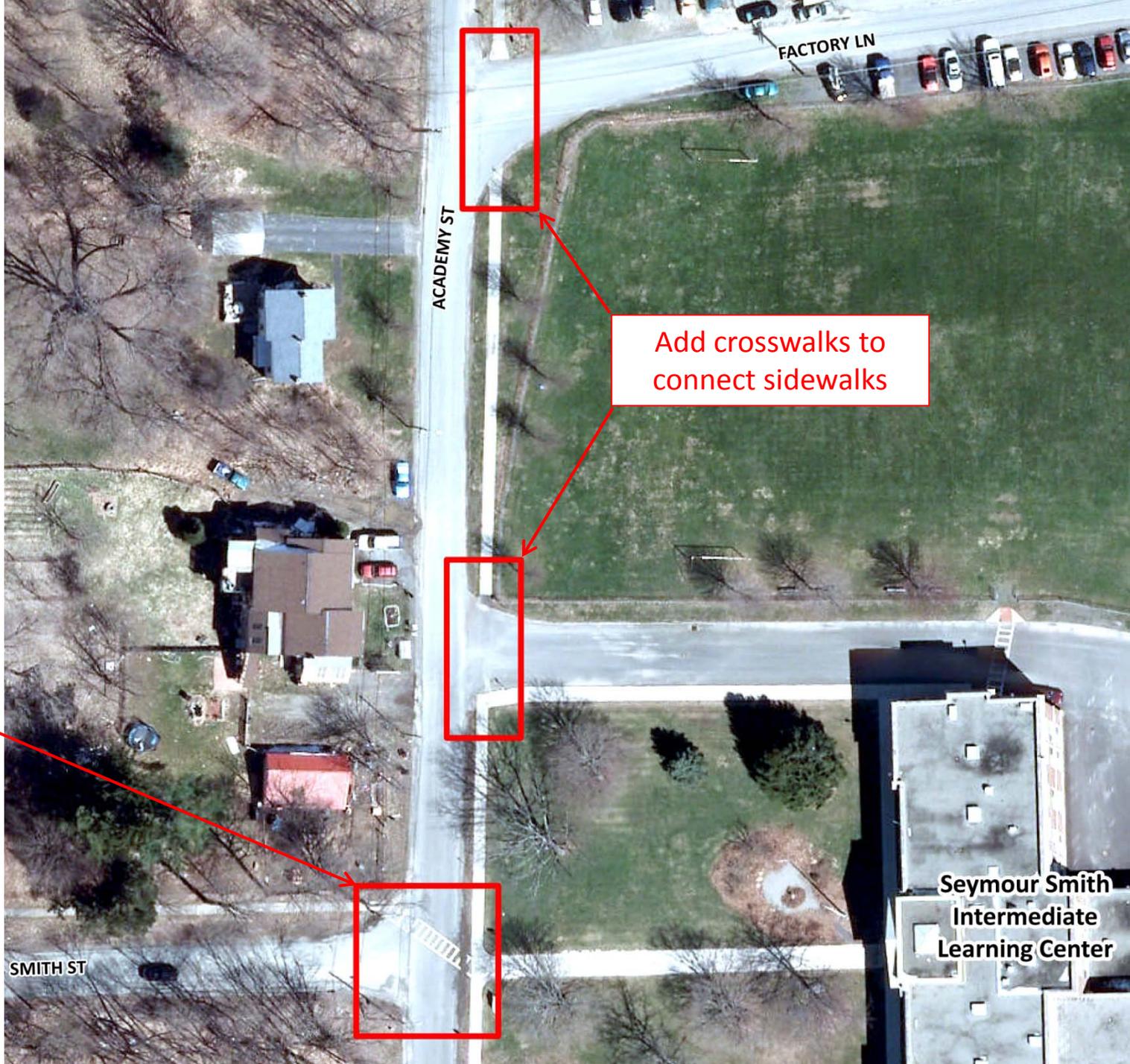
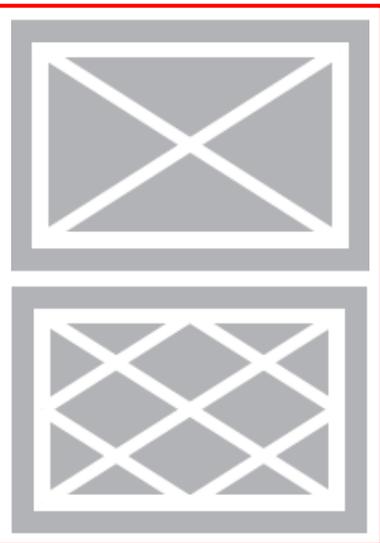
Add crosswalks across intersecting streets to connect adjoining sidewalks.

Town Center

**Phase 1
Sidewalk Repairs
& Crosswalks**

**Seymour Smith
Learning Center**

Crosswalk Box



Add crosswalks to connect sidewalks

Seymour Smith
Intermediate
Learning Center

SMITH ST

ACADEMY ST

FACTORY LN

Recommendations

Phase 1 Sidewalk Repairs & Crosswalks (Seymour Smith)



- Improve drainage to prevent ponding
- Repair pavement and add curbing
- Clear obstructions
- Install pedestrian warning signs
- Enforce parking restrictions and increase maintenance



Smith St. at Academy St.



In-street Pedestrian Crossing signs (R1-6 or R1-6a) may be used to remind road users of laws regarding right-of-way at an un-signalized crosswalk

**Improve Access to
Stissing Lake Park**

**Phase 1
Lane Markings**

**Fairview Ave. &
Stissing Ave.**



Improve pedestrian and bicycle safety between H.S./M.S. and Stissing Lake Park (without building new sidewalks)

Town Center

**Phase 1
New Sidewalk**

**CR 83A
(North Main St.)**



New sidewalk on east-side of CR83A (North Main St.)

Connect to existing sidewalk



CR83A (North Main St.)

Town Center: Phase 2 Sidewalk - Route 199 (Church St.)



Town Center

Phase 2
New Sidewalk

Stissing Mountain
High School/
Middle School



New sidewalk to H.S./M.S.

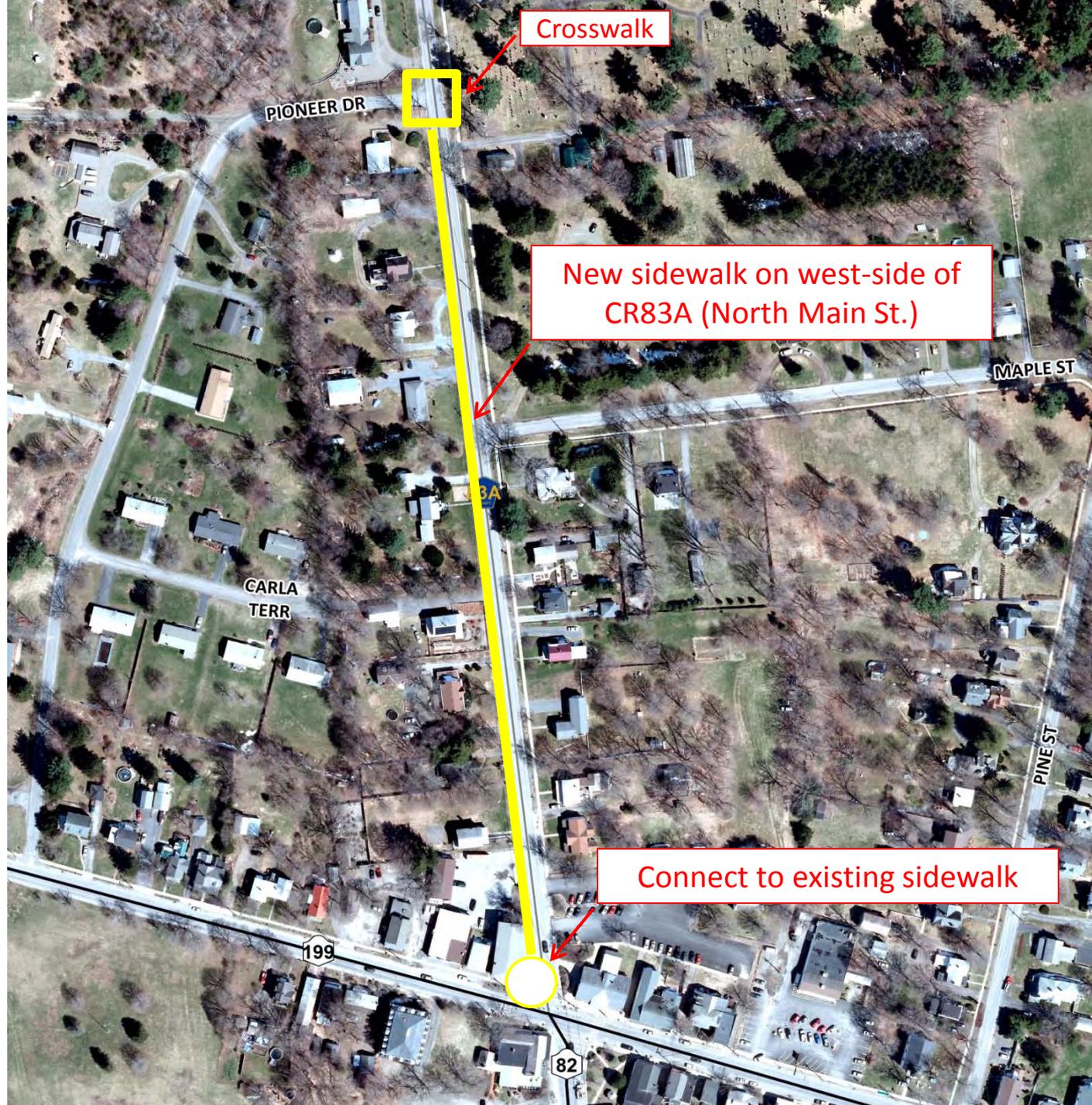
Crosswalk

Connect to existing sidewalk

Town Center

**Phase 2
New Sidewalk**

**CR 83A
(North Main St.)**

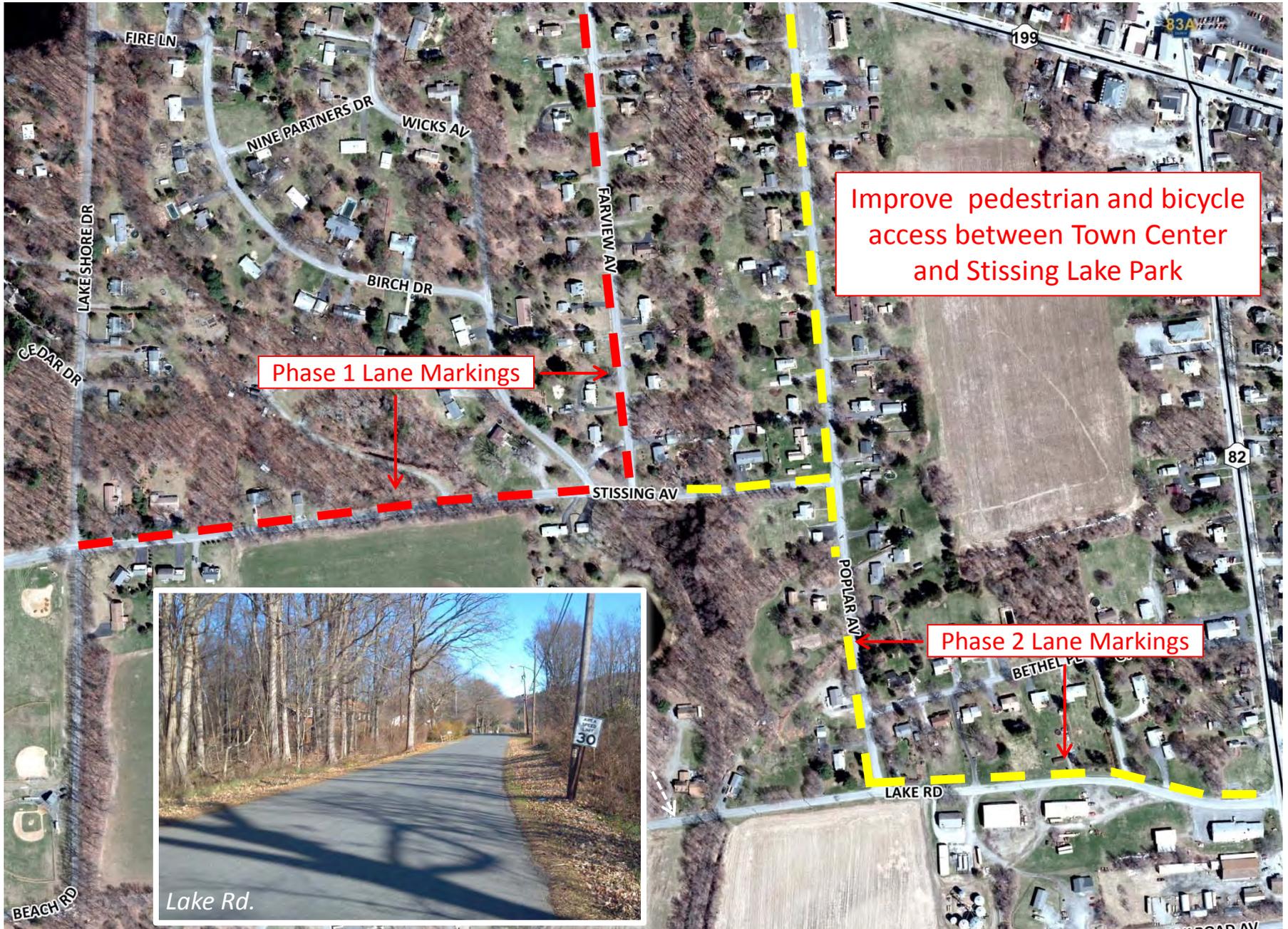


Crosswalk

New sidewalk on west-side of CR83A (North Main St.)

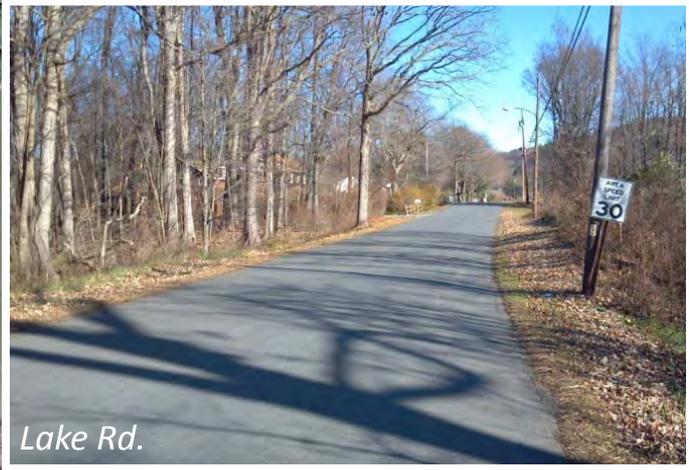
Connect to existing sidewalk

Improve Access to Stissing Lake Park: Phase 2 Lane Markings - Lake Rd., Poplar Ave., & Stissing Ave.



Phase 1 Lane Markings

Phase 2 Lane Markings



Lake Rd.

Town Center/School Access

Phase 3 New Sidewalks



Crosswalk

Crosswalk

New sidewalk on west-side of CR83A (North Main St.)

Phase 1 Sidewalk

New sidewalk from rear of High School/Middle School

Connect to Phase 2 sidewalk



H.S./M.S. Rear Gate

Town Center

**Phase 3
New Sidewalks**

**Fairview Ave. &
Stissing Ave.**



Crosswalk

New sidewalk on west-side of Fairview Ave.

New sidewalk on north-side of Stissing Ave.

Town Center

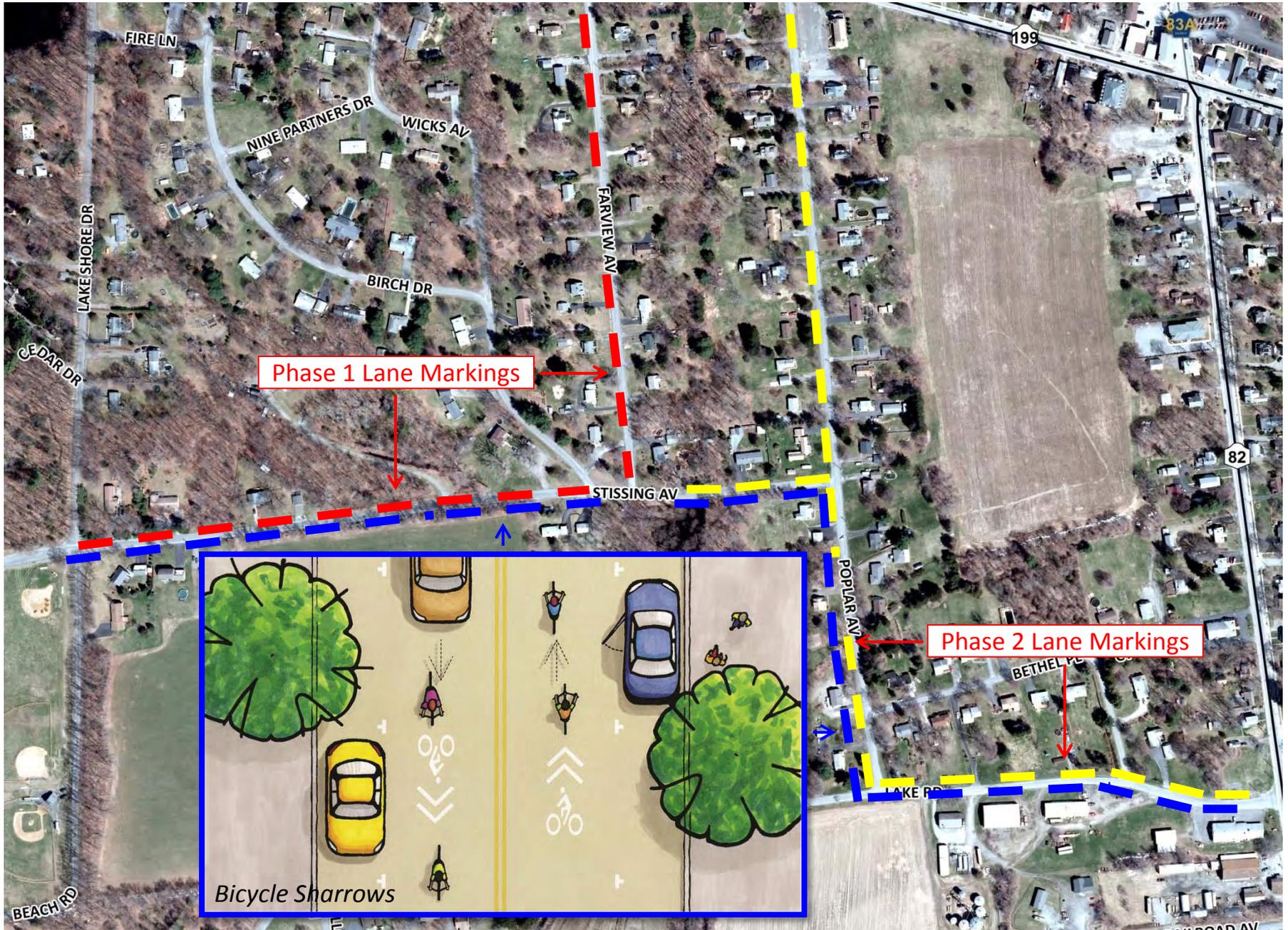
**Phase 3
New Sidewalks**

**Route 199 (Church St.)
&
Route 82 (South Main St.)**



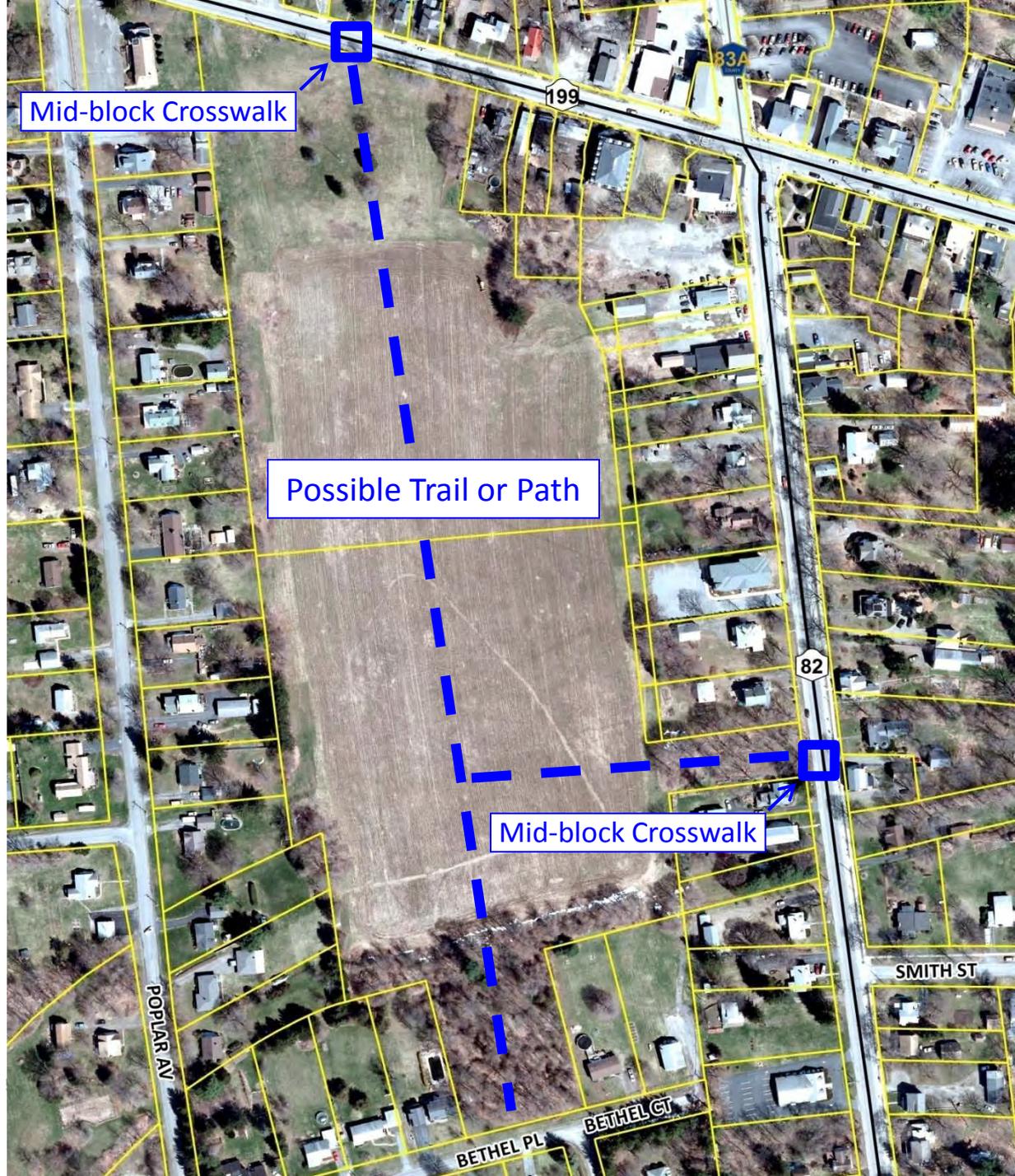
Route 82 (South Main St.)

Improve Access to Stissing Lake Park: Phase 3 Bicycle Sharrows



Town Center

**Phase 3
Possible Multi-use
Trail or Path**



Mid-block Crosswalk

Possible Trail or Path

Mid-block Crosswalk

Town Center

**Conceptual
Redesign**

**Route 82
(S. Main St.)
&
Route 199
(Church St.)**



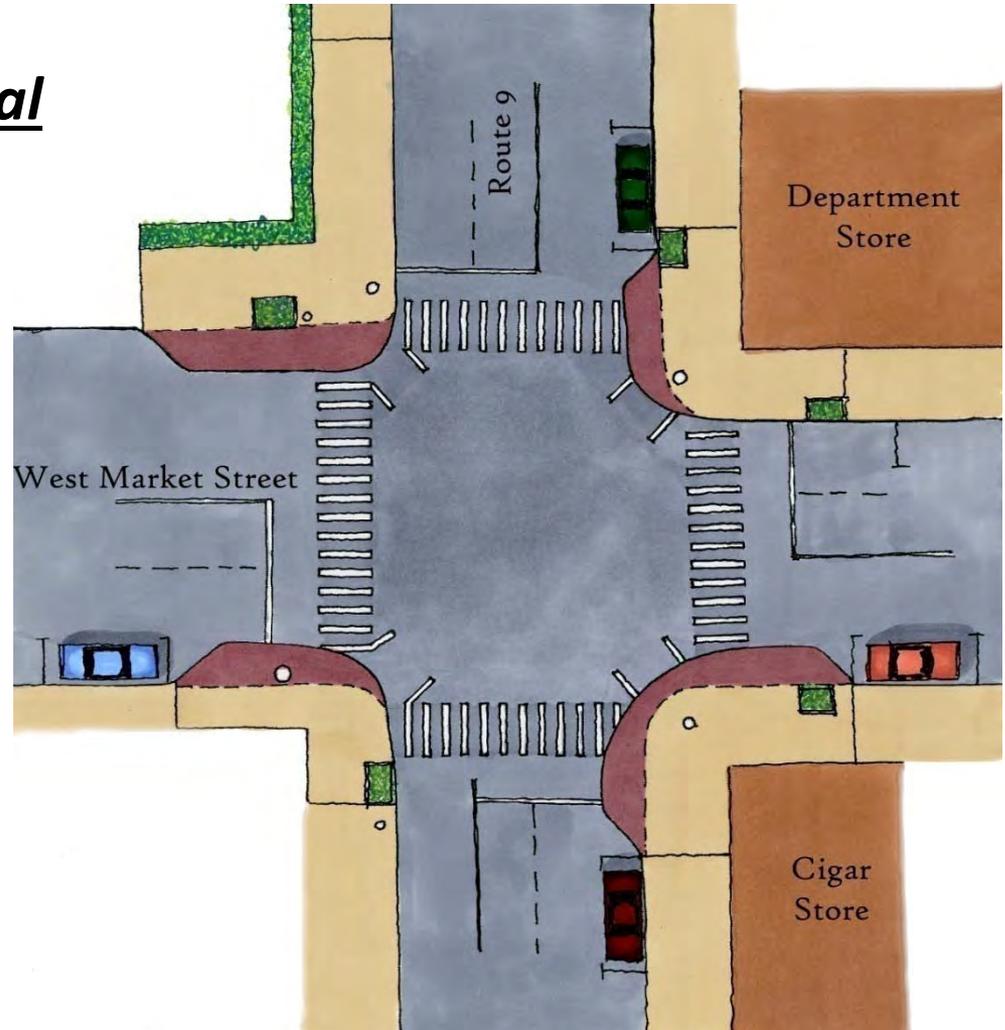
Town Center Constraints & Opportunities



Sample Recommendations (Village of Rhinebeck)

Four Corners Design Proposal

- NYSDOT signal project
- Add left-turn pockets
- Use bulb-outs to shorten walking distances
- Perpendicular crosswalk for the northern leg



Sample Recommendations (Hyde Park)



Policy Recommendations

- Add a “Streetscape Design” section to the Zoning Law.
- Include pictorial element/graphics in “Streetscape Design” section.
- Impose fines for repeated sidewalk maintenance violations.
- Encourage Context Sensitive Solutions in Site Plans.
- Mandate concrete as the preferred sidewalk material.
- Establish a Sidewalk Improvement District (SID) to fund sidewalks.

Unit Cost Estimates

NYS DOT Quick Estimator Reference

- Sidewalk (5 feet wide): \$74 per linear foot
- Shared-use path (10 feet wide): \$185 per linear foot
- Curb ramp: \$1,900 ea.
- Marked crosswalk: \$1,900 ea.
- Concrete curb: \$73 per linear foot
- Asphalt paved snow storage area: \$8.50 per square foot
- Raised crosswalk: \$15,000 ea.
- Epoxy pavement stripes: \$3.50 per linear foot if less than 1,000 feet; \$1.00 or less per linear foot if 20,000 feet or more.

Estimated Costs

Phase	Project Type	Est. Cost (2014 \$)*
Phase 1	Sidewalks (Repairs)	\$134,000
	Sidewalks (New)	\$74,000
	Crosswalks & Signs	\$35,000
	Lane Markings	\$11,000
Phase 2	Sidewalks (New)	\$215,000
	Crosswalks & Signs	\$8,000
	Lane Markings	\$16,000
Phase 3	Sidewalks (New)	\$672,000
	Crosswalks & Signs	\$2,000
	Lane Markings	\$15,000
	Multi-use Trail	\$425,000

Total = Approx. \$1.6 million

**Does not include right-of-way costs, which vary by location and project.*

Funding Options

Federal

- Transportation Alternatives Program (TAP) – through PDCTC (20% local match)
- Surface Transportation Program (STP) – through PDCTC (20% local)
- Community Development Block Grant (CDBG) – County application process

State/Regional

- Greenway Grants
- State Dedicated Funds

Local

- General funds
- Bonds
- Foundation Grants
- Development Conditions of Approval



This sidewalk on Fulton St. in Hyde Park was funded through the federal Safe Routes to School Program.

Contact Information

Poughkeepsie-Dutchess County Transportation Council
27 High Street, 2nd Floor
Poughkeepsie, NY 12601
(845) 486-3600
Email: pdctc@dutchessny.gov
Internet: <http://www.co.dutchess.ny.us/pdctc.htm>