Pine Plains Pedestrian Plan

Town Board Presentation
February 19, 2015

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

- 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)
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**

Pine Plains Pedestrian Plan
Sidewalk Conditions

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

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<thead>
<tr>
<th></th>
<th>Length (feet)</th>
<th>Length (miles)</th>
<th>Percent</th>
</tr>
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<tbody>
<tr>
<td>Excellent/Good</td>
<td>13,384</td>
<td>2.44</td>
<td>85%</td>
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<tr>
<td>Fair</td>
<td>2,061</td>
<td>0.38</td>
<td>13%</td>
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<tr>
<td>Poor/Unusable</td>
<td>305</td>
<td>0.06</td>
<td>2%</td>
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<tr>
<td>Total</td>
<td>15,750</td>
<td>2.87</td>
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Sidewalk Conditions

Excellent/Good

Fair

Poor/Unusable
Sidewalk Material

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

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<th>Length (feet)</th>
<th>Length (miles)</th>
<th>Percent</th>
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<tr>
<td>Concrete</td>
<td>15,467</td>
<td>2.82</td>
<td>98%</td>
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<tr>
<td>Asphalt</td>
<td>72</td>
<td>0.01</td>
<td>0%</td>
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<tr>
<td>Other</td>
<td>211</td>
<td>0.04</td>
<td>1%</td>
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<tr>
<td>Total</td>
<td>15,750</td>
<td>2.87</td>
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</table>
Sidewalk Issues

- Lifted
- Broken/Cracked

- Obstruction
- Clearance
- Removed/Missing
Sidewalk Issues

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

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<thead>
<tr>
<th></th>
<th>Count</th>
<th>Percent</th>
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<tbody>
<tr>
<td>Lifted</td>
<td>62</td>
<td>42%</td>
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<tr>
<td>Broken/Cracked</td>
<td>54</td>
<td>37%</td>
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<tr>
<td>Obstruction</td>
<td>14</td>
<td>10%</td>
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<tr>
<td>Removed/Missing</td>
<td>7</td>
<td>5%</td>
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<tr>
<td>Other</td>
<td>6</td>
<td>4%</td>
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<tr>
<td>Clearance</td>
<td>4</td>
<td>3%</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>147</strong></td>
<td>79%</td>
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Village of Rhinebeck Sidewalk Study
Pine Plains Pedestrian Plan

Sidewalk Issues
- Lifted
- Broken/Cracked
- Removed
- Clearance
- Obstruction
- Other

Legend:
- Broken/Cracked: Orange
- Clearance: Green
- Lifted: Red
- Obstruction: Blue
- Removed: Yellow
- Other: Purple
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
On average, how often do you walk and/or ride a bicycle? (Select one response for each.)

- Every Day
- 4-6 Days per Week
- 1-3 Days per Week
- A few times per Month
- Rarely
- Never
- All Other Responses

Bar chart showing the frequency of walking and riding a bicycle.
For which of the following purposes do you usually walk or ride a bicycle? (Select all that apply)

- For exercise/athletic training
- To enjoy my community/be outside
- For errands/shopping
- To get to a park/recreational area
- To walk my pet
- To visit family/friends
- To/from work
- To/from school
What type of facility do you walk or bicycle on? (Select all that apply)

- On roads/shoulders
- On sidewalks
- On trails/paths
- In State or County parks
- In Town parks
- Indoor or outdoor athletic facilities

Legend:
- Orange: Where I Walk
- Blue: Where I Bicycle
How important are the following in encouraging you to walk more in the Town Center?

- Repairing existing sidewalks/better...
- Constructing new sidewalks
- Improving pedestrian crossings (e.g. crosswalks)
- Improved access for persons with disabilities...
- Improved pedestrian lighting
- Planting street trees or adding street...
- Improving trail connections to the Town Center
- Slower vehicle traffic
- Education on pedestrian and motor vehicle safety
- Stronger enforcement of traffic violations
- All Other Responses
Would you support any of the following sources of additional funding for pedestrian improvements if needed? (Check all that apply)

- Establish a community fund to accept donations
- Pursue federal, State, and regional grants
- Slight increase in property tax
- Transportation bonds (borrowing)
- 50/50 sharing of costs between Town & property owners
- Point of sale (require repair before selling property)
- Do not support additional funding
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)
Town Center
(¼ mile radius)

Phase 1
Sidewalk Repairs

Routes 82 & 199, & Academy St.

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)

Add crosswalks across intersecting streets to connect adjoining sidewalks.

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

Route 199 (Church St.) & Pioneer Dr.

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

Phase 1
Sidewalk Repairs & Crosswalks

Seymour Smith Learning Center

Add crosswalks to connect sidewalks
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

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.

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

- New sidewalk on north-side of Route 199 (Church St.)
- Connect to existing sidewalk
- Crosswalks
- H.S./M.S. Entrance
Town Center

Phase 2
New Sidewalk

Stissing Mountain
High School/
Middle School

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

Crosswalk
Town Center

Phase 2
New Sidewalk

CR 83A
(North Main St.)

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

Connect to existing sidewalk

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

Improve pedestrian and bicycle access between Town Center and Stissing Lake Park.
**Town Center/School Access**

**Phase 3 New Sidewalks**

- New sidewalk on west-side of CR83A (North Main St.)
- Connect to Phase 2 sidewalk
- New sidewalk from rear of High School/Middle School
- Connect to Phase 1 Sidewalk

**H.S./M.S. Rear Gate**
Town Center

Phase 3
New Sidewalks

Fairview Ave. & Stissing Ave.

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.)

New sidewalk on south-side of Route 199 (Church St.)

New sidewalk on west-side of Route 82 (South Main St.)

Crosswalks
Improve Access to Stissing Lake Park: Phase 3 Bicycle Sharrows
Town Center

Phase 3
Possible Multi-use Trail or Path
Town Center

Conceptual Redesign

Route 82 (S. Main St.) & Route 199 (Church St.)
Town Center Constraints & Opportunities

Pine Plains Pedestrian Plan
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)

Hyde Park Town Center Illustrative Sketch Plan
- Tree-lined Post Road with on-street parking
- Complete and connected sidewalk system
- Supermarket as new neighborhood anchor
- Street connection to light at Cumwold Place
- New sidewalk-oriented, mixed use buildings
- Landscaped lots screened behind storefronts
- Central green and tower at key intersection

Pine Plains Pedestrian Plan
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

NYSDOT 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

<table>
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<tr>
<th>Phase</th>
<th>Project Type</th>
<th>Est. Cost (2014 $)*</th>
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<tbody>
<tr>
<td>Phase 1</td>
<td>Sidewalks (Repairs)</td>
<td>$134,000</td>
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<tr>
<td></td>
<td>Sidewalks (New)</td>
<td>$74,000</td>
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<td>Phase 3</td>
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<td>Crosswalks &amp; Signs</td>
<td>$2,000</td>
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<td></td>
<td>Lane Markings</td>
<td>$15,000</td>
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<tr>
<td></td>
<td>Multi-use Trail</td>
<td>$425,000</td>
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**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
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Poughkeepsie, NY 12601
(845) 486-3600
Email: pdctc@dutchessny.gov
Internet: http://www.co.dutchess.ny.us/pdctc.htm