

2024 Volunteer Pedestrian/Bicycle Counts – Summary

Data Collection

This year, volunteers conducted **44 counts at 31 different locations**: 37 counts at street screenlines (at 26 different locations) and 7 counts at intersections (at 5 different locations). We implemented a rotating schedule, so that most locations will be counted every three years, while some priority locations will be counted each year. In addition, we reached out to municipalities for count requests and included several requested locations.

Volunteer counts occurred in 15 municipalities, with the most counts taking place in the Town of Poughkeepsie (7) and Village of Red Hook (6), followed by the City of Beacon and Town of Pleasant Valley (5 each). The Red Hook counts were mostly local requests.

In addition to the volunteer counts, a contractor for DCTC conducted automated pedestrian/bicycle counts on trails, streets and intersections to support local planning studies and municipal requests. Our online [Traffic Data application](#) includes all our pedestrian & bicycle count data; the 2024 data will be added once processed.

External factors:

Weather this year was generally good, with some light rain during the week. Some counts were done the following week to avoid the rain. While we try to avoid special events, one count was done during Vassar College's Families Weekend, which increased the pedestrian activity.

Results

Pedestrians:

For **screenlines**, **Market Street in Rhinebeck** and **Main Street in Beacon** had the top pedestrian counts. Market Street had more than 1300 pedestrians in two hours on Saturday and more than 500 on the weekday; the two locations on Main Street in Beacon had between 1000 and 1300 pedestrians in two hours on Saturday and 500-600 on the weekday. These were followed by locations in Millbrook, the Village of Pawling, City of Poughkeepsie, and Village of Red Hook, all with more than 200 pedestrians in two hours.

For **intersections**, the highest count by far was the **Raymond/Collegeview** roundabout in Arlington, with almost 1100 pedestrians in two hours on Saturday (this was Families Weekend at Vassar College). This was followed by the **Main/Market** intersection in Poughkeepsie, with almost 400 pedestrians on a weekday, and the **Route 9/Market Street** intersection in the Village of Red Hook, with almost 370 pedestrians on Saturday.

The lowest pedestrian counts were in Pleasant Valley (West Rd and North Ave) and East Fishkill (Route 82 in Hopewell Junction).

Bicyclists:

The highest screenline bike count was on **Main St near Cherry St** in the City of Poughkeepsie, with almost 40 cyclists in two hours on a weekday, followed by **Franklin Ave in Millbrook** on a Saturday, with 34 cyclists. These were followed by West Rd in Pleasant Valley (Saturday), Annandale Rd in Red Hook (weekday), and Main St in Beacon (weekday and Saturday), all with 20-25 bicyclists in two hours. The highest count intersection was **Main/Market** in the City of Poughkeepsie, with 35 cyclists on a weekday.

Several locations had zero or one bicyclists, including Amenia (Main St & Route 44-Saturday), Pleasant Valley (North Ave-weekday), and Hyde Park (Route 9-weekday).

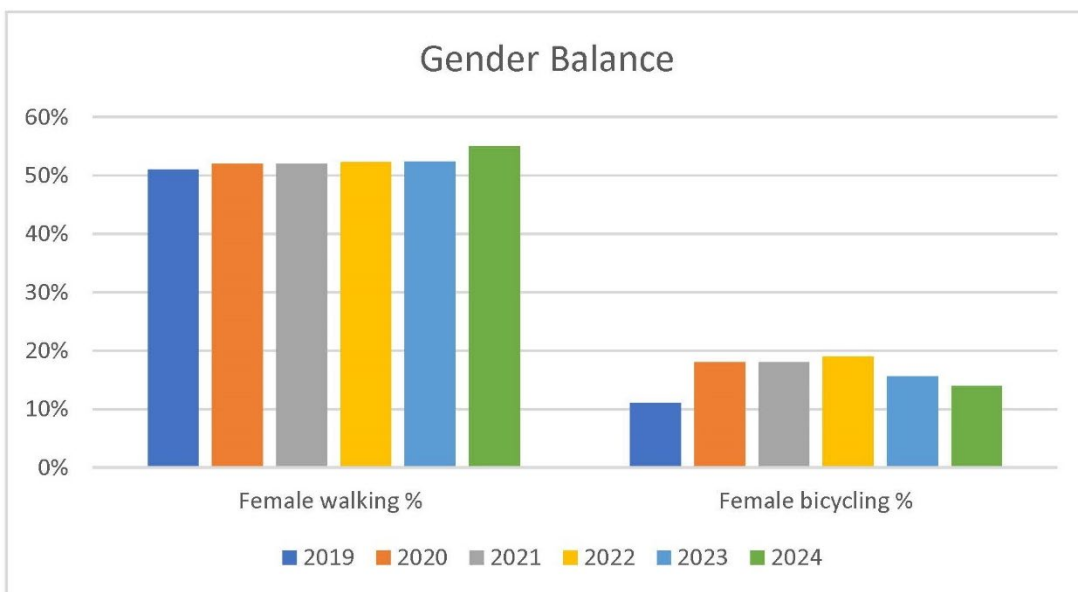
Not all volunteers noted **e-bikes**, but combining the locations where they were noted, e-bikes represented about 20% of the bicycles counted. We intend to capture e-bikes, e-scooters, and other ‘non-traditional’ mobility options more effectively next year.

Total Activity:

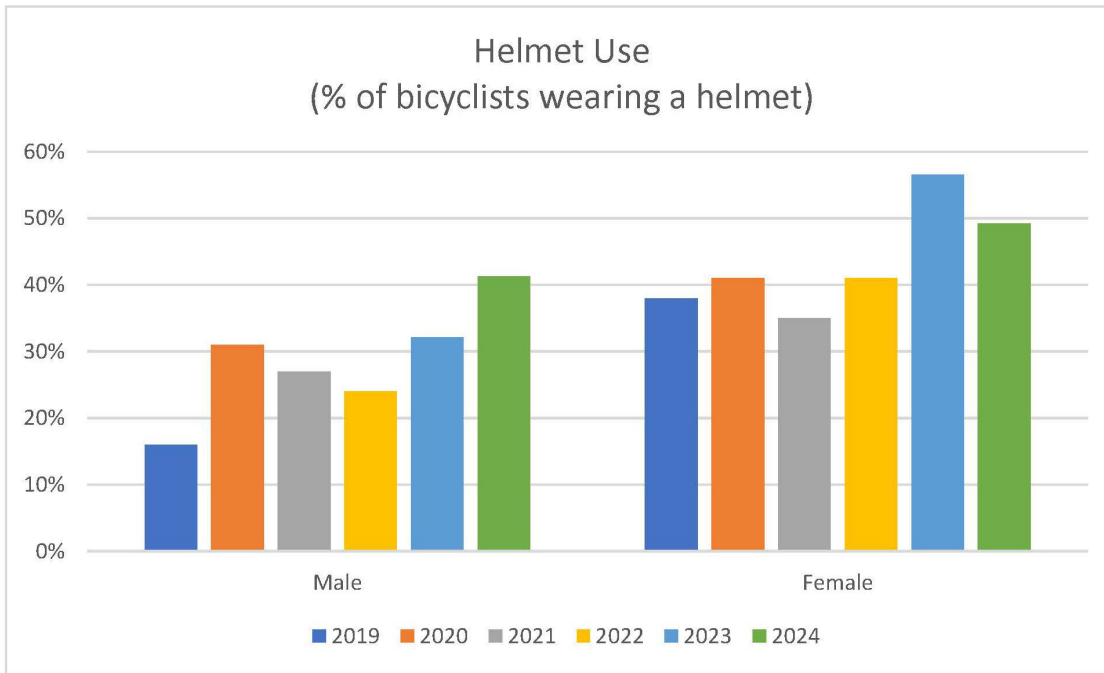
Four locations had more than 1000 people in the two-hour period, including **Main Street in Beacon** (two locations), **Market St in Rhinebeck**, and the **Raymond/Collegeview** roundabout in Arlington. These were all Saturday counts. The highest weekday totals were also on **Main Street in Beacon** and **Market St in Rhinebeck**, followed by the **Main/Market** intersection in the City of Poughkeepsie. The lowest total activity was in Pleasant Valley – both on West Rd and North Ave on a weekday.

Attributes:

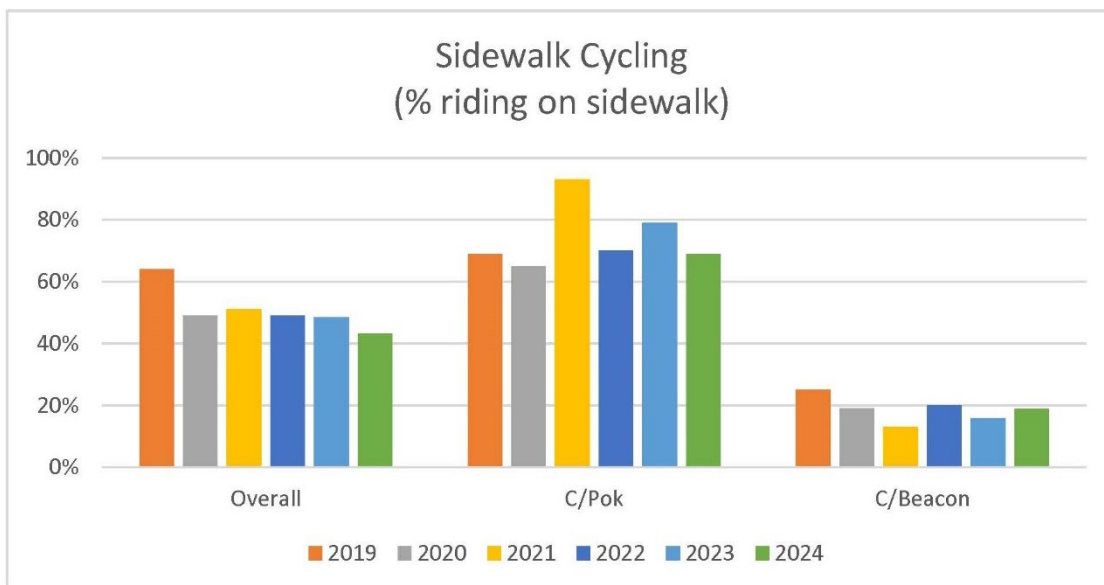
Gender: More than half of people walking were female, but just 14% of bicyclists were female. This is similar to previous years, and points to the need for safe, comfortable bicycle facilities on our local streets, as women tend to avoid bicycling on streets without good bike infrastructure.



Helmet use: About 40% of bicyclists wore a helmet, which is higher than previous years. However, unlike previous years, women were only slightly more likely than men to wear a helmet: about 50% of women wore helmets, while just over 40% of men wore helmets.



Sidewalk cycling: Overall, more than 40% of bicyclists rode on the sidewalk. This is lower than prior years, but it varied widely by location: about 70% in the City of Poughkeepsie, 60% in the Town of Poughkeepsie, 30% in the Village of Rhinebeck, and 20% in the City of Beacon. The relatively low percentage of sidewalk bicycling in Beacon and Rhinebeck is likely because the sidewalks there tend to be crowded; the high percentage of sidewalk bicycling in Poughkeepsie likely reflects discomfort and safety concerns with riding on the street.



Comparison over Time:

Of the 44 volunteer counts done this year, 26 have at least three years' worth of recent data to compare. For streets and intersections, comparing the 2024 counts to the prior years' average, pedestrian volumes rose 40% and bike volumes fell 14%, resulting in an overall increase of 37%. This is largely due to increases in pedestrian activity in Beacon and Arlington, as well as Rhinebeck and Pawling. The lower bike count may be due to the rainy weekday weather.

Improvements for next year:

In addition to capturing e-bikes and other nontraditional mobility vehicles better, we are considering dramatically simplifying the intersection count form to make intersection counts easier and more consistent.

Addenda:

1. Summary table for the 2024 volunteer counts.
2. Table showing change over time for the locations counted this year with at least three years of data.
3. Series of charts showing change over time for the locations counted this year with at least three years of data.