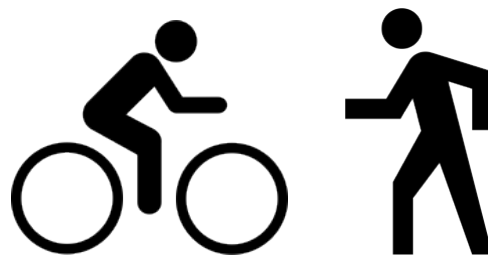




MASTERPLAN for BICYCLING & WALKING

Town of North East & Village of Millerton



Contents

Goal and Background	2
Geographical Circumstances	5
Considerations.....	6
TEN-YEAR ACTION PLANS: Overview	7
Multilayered Biking & Walking Planning Map	8
Walking Plan.....	9
Bicycling Plan.....	12
Signage Plan	17
User Map Plan.....	18
Steps Already Taken.....	19
Resources, Guides, Protocols.....	20

THE NORTH EAST & MILLERTON
CLIMATE SMART TASK FORCE

climatesmartmillerton.org

November 9, 2023

The Action Defined

"Municipalities should engage in a community-wide planning effort such as a bicycle and pedestrian master plan." —PE6

"Local governments can take a leadership role in increasing active transportation in their communities through planning initiatives and through installing infrastructure like paths, bike lanes, and way-finding signage." —PE6

Goal

Create a Bicycle and Pedestrian Master Plan for the Town of North East and the Village of Millerton that looks ahead 15 to 20 years and beyond, and provides planners and elected officials a vision of useful enhancements to existing bicycling and walking facilities and provisions offered to the public. Specific goals are to lower greenhouse-gas emissions, increase equity, improve public health, stimulate the local economy and job creation, and enhance the community's sustainability.

It has been shown that significantly increasing local bicycling and walking have a wide range of beneficial effects on the community.

Background

The Town of North East is an evolving rural community of 43.7 square miles. It has about 3,000 inhabitants including the Village of Millerton. The Village of Millerton covers 0.62 square miles and has about 900 inhabitants. Along with 1,300 of nearby town residents, more than 73 percent of all residents live within a mile of the Village.¹ Of a total of state, county, and local roads, the Town has 80 miles, the Village 7 miles.² Elevation varies 1,781 feet from lowest to highest point, the top of Brace Mountain, also the highest point in Dutchess County at 2,311 feet.

The area is no stranger to bicycling, nor is walking a foreign concept as it can be in suburbia. Serious cyclists and walkers find northeastern Dutchess County appealing, with the paved Harlem Valley Rail Trail extending from Amenia to Millerton having been in place since 2000. Doing errands on foot and walking for recreation are common practices. Hiking is a popular pastime on numerous local trails and nature preserves; including the South Taconic Trail network, the southern end of which is in Taconic State Park; and the Appalachian Trail, which skirts the area just across the nearby Connecticut border.

Elevating bicycling and walking in the service of a cleaner, lower-carbon environment is an interesting challenge—one with certain opportunities and some circumstances likely to meet resistance if not outright rejection. For example, many local workers commute long distances

¹"Millerton Pedestrian Plan, "Dutchess County Transportation Council, 2018, p2

²"Moving Dutchess 2, "Poughkeepsie-Dutchess Transportation Council 2016, p276

by car to their places of work. Opportunities to replace these car and truck commutes with self-propelled, human-powered modes of transportation will be limited. More likely is that these commuters will switch to electric vehicles, a process that has begun and will continue until the vast majority of drivers enjoy carbon-free transportation. This at least will reduce the greenhouse gases emitted by local people to and from their jobs.

Nevertheless, a cluster of employers in the Village is conveniently reachable by bicycle from the surrounding area, notably numerous retail stores and commercial offices. In addition, there are opportunities to convert local motorized vehicle trips to bicycle or walking for errands, chores, and visits.

Employers beyond the core village, however, are not readily accessible by bicycle, being on two-lane 55mph state highways typically with narrow shoulders or much trafficked local roads with no shoulders at all. These notably include Harney & Sons headquarters south of the Village on Route 22, and the emerging business districts of Irondale north on Route 22 and the Boulevard district east on Route 44. Four miles south of the Village is the Webutuck public school campus a short distance west of 22 on Haight Road. Virtually all students and teachers rely on school buses or private cars to and from school.

The major near-term challenge to executing new walking and biking infrastructure is the expense of adding bicycle lanes to existing macadam two-lane roads that tend to offer only narrow shoulders. But as the area grows and gains population, such infrastructure for personal travel must be planned, backed by government leaders, and ultimately paid for largely or entirely with county, state, and federal funds. After all, the benefits of cleaner air and lower energy use accrue to everyone.

The Town of North East and the Village of Millerton are fortunate to have the Harlem Valley Rail Trail (HVRT) running like an artery through the community. This nationally recognized, non-motorized, paved, and augmented rural rail trail is the product of decades of work by local volunteers and the generosity of private citizens and county, state, and federal officials. Efforts began not long after the Penn Central Railroad terminated passenger service in the early 1970's north of Dover Plains and later freight service north of Wassaic, removing track and ties from Wassaic north to Chatham.

By 2021, a glorious new eight-mile section was completed north of the Village making the HVRT a continuous paved trail for 23.5 miles, running from the hamlet of Wassaic to a mile north of the Taconic State Park at Copake Falls. It includes public parking at several intersections, numerous safety railings, road-crossing markers and signage, map displays, historical exhibits, and seasonal restroom facilities at several locations. An informative website is maintained by the Harlem Valley Rail Trail Association. It is used by more than 100,000 people annually, according to HVRTA studies.

The culmination of the building of this Wassaic-to-Hillsdale stretch of rail trail will be the connection in the near future of this 23.5-mile trail to an existing two-mile paved section from

Hillsdale south, for a grand total of more than 26 continuous miles connecting the communities of Wassaic, Amenia, Millerton, and Hillsdale and several hamlets and nearby villages in between.

It makes sense to base biking and walking plans for North East and Millerton on the backbone of this marvelous public resource, and in the process partner informally with the Harlem Valley Rail Trail Association and Dutchess County Public Works, maintainer of the Rail Trail—a county public park—within the county's borders, to extend this resource's usefulness and appeal to the community and the region.

Considerations

The need to reduce greenhouse-gas emissions grows ever more urgent. The pre-industrial level was 270 parts per million (ppm) of carbon in our atmosphere³ and homeostasis for planet Earth is 350ppm. We are now globally often above 420ppm, with individual readings this year as high as 428 at the Mauna Loa Observatory in Hawaii.

Every success against carbon emissions is important. Even small ones can spark a chain reaction of further successes. Such a visible improvement as new bicycling and walking infrastructure sends a powerful signal that a community is taking the climate crisis challenge seriously- particularly if such changes are exemplary. Reinforced by strong, targeted communications, advances will motivate other positive changes in the community, and be potentially motivating among visitors to Millerton's tourist attractions.

This rural area has several corridors along which bicycles and pedestrians could be encouraged and protected. As the Town and Village grow in the next years and decades, these routes may become arteries. The time to accommodate non-motorized commuting and to inculcate non-carbon travel practices is before development forces expensive retrofits or pushes improvements financially out of reach. In fact, *as "Complete Streets"* and other policies spell out, any major roadway improvement for motorized vehicles should include facilities for bicycling and walking, whether they exist or must be added, from bike/walking lanes demarcated as distinct to sidewalks, where practical. These are a few examples:

1. Route 44 east through the Boulevard District commercial zone to the NY-CT state line
2. Elm Avenue/State Route 22 north through the Irondale commercial zone to Beilke Road
3. The Sharon-Millerton Road south of the Village to the junction with Indian Lake Road.

Most of these paths are anticipated in the Town of North East's revised Comprehensive Plan of 2019. However, any one is major undertaking beyond the resources of the Town and Village governments and of even sizable NGOs. It is time to fund these improvements. They are not difficult to design and build, and could be shovel-ready in a relatively short time.

³A figure widely accepted among scientists, from the UN's Intergovernmental Panel on Climate Change to leading scientists familiar in this area such as James Hansen, Gene Likens, and William Schlesinger, and journalist and climate advocate Bill McKibben.

NORTH EAST & MILLERTON BICYCLING & WALKING TEN-YEAR ACTION PLANS

Beyond the Rail Trail, the Town of North East and Village of Millerton remain undeveloped in terms of bicycling and walking infrastructure for its two major potential users, local residents and tourists. While these two groups have different needs and interests, their congruencies far exceed them.

Strategic Approach: Rather than the usual approach to public infrastructure—*build it and they will come*—North East should engage the community from the outset and pursue what the community is willing to support. At the same time, professional planners have learned how communities tend to grow, and how they should grow to maximize future safety, health, prosperity, and convenience for all. Our strategy is to find the best balance between community preference and professional planning guidance.

Assumption: Bicyclists and Walkers see and use the world differently. Plans to accommodate each set of needs and wishes should be developed separately, then brought together to maximize commonality and minimize expense and effort.

Challenge: *Resolve the rapidly emerging use of electric-motor-assisted bikes, skateboards, scooters, trikes, hover boards, unicycles (eWheels), and other such electrified personal transporters or vehicles (PEVs): Should they be encouraged to mix among walkers and muscle-powered machines or excluded? The experience of other communities will be eagerly sought. Here, for example, is the current HVRTA policy, from hvrt.org:*

No horses or motorized vehicles are permitted, with the exception of electric mobility wheelchairs and e-bikes. Electric scooters and hover boards are not permitted.

At their fullest, each of the four Action Plans will contain these sections:

- **Overview**
- **Actions** indicated from existing plans, whatever their source (usually county or state agencies)
- **Priority Actions** recommended over the next decade
- Future Actions recommended for serious consideration but not an immediate priority

First Step: A Multilayered Master Bicycling & Walking Planning Map

This is the lens through which all actions will be planned and executed.

Key to this process will be an updatable GIS-based master digital bicycling and walking map of the Town built in collaboration with the map experts at the Dutchess County Department of Planning & Development. *This process is well underway.* The planning map will have four layers in digital form: roads and boundaries, terrain, satellite imagery for structures, and overlays of bicycle and walking features, both existing and planned:

- > **Alternate routes** adjacent to the HVRT for scenery, exercise (hills), points of interest (POIs), services, etc.
- > Actual and potential **commuter routes**—back roads to and from work and services (shopping, groceries, destinations) where little traffic will be encountered.
- > **Parking** areas to accommodate bicyclists and walkers along the HVRT.
- > Needs in the Town and Village for biking **accessories**: point-of-interest signs, way finding signs, mileage signs, water sources, bike racks, repair racks, bad-weather shelters.
- > Resources for tourists: food, shopping, lodging, camping, recreation.

The Planning Map will be modified to provide bikers and walkers much the same information—routes, features, and resources—in the form of a Visitors Biking & Walking Map. It will first be produced digitally, for posting online and download (and home printing). Then potentially in hard-copy form for handout by businesses and public and private institutions such as the library, the Irondale Schoolhouse, restaurants, hotels and inns, and so on.

Walking Action Plan

The Village of Millerton has the most sidewalks (per capita) of any community in Dutchess County at 21.6 feet per resident, yet there are many gaps, ADA shortfalls, areas of concrete in need of repair, and stretches of asphalt that lack durability. On the plus side are new, ADA-compliant concrete sidewalks installed along much of Main Street's south side in 2022, and a laudable plan for the county to upgrade a stretch of Maple Avenue.

The Town of North East has the fewest sidewalks in the county. While it is largely rural, accommodations for walkers could be much improved, particularly in the Boulevard District.

A detailed **Pedestrian Plan** for the Village of Millerton was produced in 2018 by the Dutchess County Transportation Council (46 pages plus six appendices). It was financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 for the Metropolitan Planning Program.

This careful, well-thought-out plan has been and will continue to be a vital part of the planning process for bicycling and walking in Millerton and North East.

Identify, Quantify Needs and Reasonable Community Wishes

The Millerton Pedestrian Plan process researched the walking habits and needs of Millerton pedestrians thoroughly enough that gathering this information need not be repeated.

Before any significant changes are begun, it is important that the community compile all existing relevant legal, technical, and procedural guidance and requirements, including laws and regulations of NYSDOT; the county and any local ordinances; sections of state and county planning manuals; ADA laws; local zoning laws; the North East - Millerton Comprehensive Plan (2019); and the Climate Smart Task Force's 2021-22 Community Climate Survey.

WALKING ACTIONS SUGGESTED FROM EXISTING PLANS

The **Millerton Pedestrian Plan** recommends the following actions. *Our notes in italic.*

- Conduct a safety assessment on Route 44 (Main Street) in Millerton.
- Reduce speeds and improve shoulders to accommodate bicycles along CR 62 (Rudd Pond Road) between the Taconic State Park entrance and the Village of Millerton.

- Provide signage to direct visitors to parking lots for the Harlem Valley Rail Trail in Millerton. *Signs exist but need to be incorporated into the Town's Uniform Signage Design system to come and may need improved siting.*
- Complete the Harlem Valley Rail Trail (Stage IV) from Millerton to Columbia County. *Essentially complete as of Q3 2021. A final link, a bridge over Route 22 and some connective paving, is in the works. These actions are under the auspices of the HVRTA, paid for by grants and its own fundraising, and overseen by the appropriate State and County agencies.*
- The Millerton Pedestrian Plan identifies 11 issues and 25 suggestions (p20>). These should be examined in detail and, if feasible and desirable, proposed to Town and Village governments.
- Part IV of the plan offers a good starting point for roughly estimating costs and for sources of county, state, and federal funds. Add to above proposed ideas.

The **Walk-Bike Dutchess** plan recommends the following actions. *Our notes in italic.*

- Repair non-ADA compliant sidewalks and ramps (PB-1):
 - Main Street intersection at John Street
 - Main Street intersection at Center Street—*Completed.*
 - Main Street intersection at North Maple Avenue & South Maple Avenue
 - Main Street south side walk from Dutchess Avenue to Park Avenue—*Completed on one side.*
 - Main Street sidewalk from Center Street to North & South Maple Avenues
- Other recommendations include the following:
 - If Millerton does not have ADA Transition Plan for their streets and sidewalks, it should develop one, identifying improvements needed to make all streets accessible per ADA standards and a timeframe for implementing them.
 - Village/hamlet cross-section safety guidelines, intended to cover Route 22 within the village, require a sidewalk on both sides of the street.
 - Safety Improvements at Route 22/44 Intersection are needed, as trucks have trouble turning right from Route 22 northbound onto Route 44. A detailed study of this location is recommended, including documentation of the frequency of truck turns, vehicle size, pedestrian activity, and a crash analysis.
 - To improve available parking, incorporate access management tools into site plan review and subdivision regulations. Consider shared driveways, shared parking lots, internal parking-lot connections, and parking on the rear or side of buildings.

PRIORITY WALKING ACTIONS

State Road Signalized Crosswalks

Since crosswalks are necessary for safe travel across a busy state road and the state's involvement is both essential and time-consuming, these should be considered:

- Across State Route 22 to reach Eddie Collins Community Park, from the eastside of Route 22 and from a yet-to-be-identified access from the Harlem Valley Rail Trail⁴
- Across State Route 44 on the Highway Boulevard where needed

It is recommended that the Town and Village develop a **capital program** to build new or replace old sidewalks until there is at least one sidewalk per street, ideally one on each side of the street in the vicinity of major intersections. The **Millerton Pedestrian Plan** should be the starting point, and can help prioritize, being based on expert inspection of the Village and interviews with residents, the two highway departments, and county engineers (12a, p39).

- Zoning and Planning: Significant development of any property with street frontage should include installation of an ADA-compliant sidewalk to match adjacent or nearest sidewalk and Village (and Town) sidewalk specifications, at the developer's expense, in compliance with Dutchess County regulations.

⁴This access from the HVRT is itself a high priority, to be taken up with the HVRTA and a willing property owner.

Bicycling Action Plan

Identify, Quantify Needs

Complete these three approaches and combine them.

Where do people bicycle in the Village? In the Town? Do they commute by bike? Run errands?

Action 1: Design a small study that employs observers at key points over several days. Include interviews of every fifth bicyclist or so about local biking habits and potential biking if circumstances were different, such as a sidewalk along Route 22 that reached Eddie Collins.

Action 2: Analyze bicycle plans of other communities of similar or somewhat larger size and geographic circumstances. Examples: Rhinebeck, Red Hook, Saranac Lake. Quote applicable ideas and executions. Research planning experiences of similar municipalities along State Route 22—in particular Copake, Dover, and Hillsdale.

Action 3: Compile all existing relevant legal, technical, and procedural guidance, including the laws and regulations of NYS DOT; county and any local ordinances; state and county planning manuals; ADA laws; and local zoning laws.

Identify Reasonable Community Wishes

Where would people bike if improvements made biking easier and safer? How can bicycle commuting become more appealing?

Action 1: Compile all useful answers from Action 1 above; add ideas from other communities discovered in Action 2 above; add requirements from Action 3 above.

Action 2: Consolidate the tasks into a list that represents in an orderly form the Town's and Village's bicycling infrastructure needs for the foreseeable future.

ACTIONS SUGGESTED FROM EXISTING PLANS

Suggestions from Dutchess County's **Millerton Pedestrian Plan**. *Our comments in italic.*

- Evaluate Route 44 as a State Bicycle Route and designate/sign if feasible (PB-2). The NYSDOT has "identified Route 44 as a potential future State Bike Route" (8c p35).
- Install bicycle parking [Ph1,8a]. *See potential locations below.*
- Provide bicycle way finding signage [Ph1,8b]
- Consider bicycle markings or signage on Main Street [Ph2,8c]
 - "If bicycle signage, markings, or other on-street improvements are made, the Village could consider restricting sidewalk bicycling on Main Street. See the City of Beacon and Villages of Red Hook and Tivoli for sample code language." [11f]
- Formalize connections between parking, roads, and the HVRT, for examples (PH1&2,9b):
 - Develop a walkway between the Rail Trail and Route 22, as well as a walkway between the Rail Trail and North Center Street.
 - Pave the path between the Rail Trail parking lot on South Center Street and the Trail, and add signage as needed.

PRIORITY BICYCLING ACTIONS

Bike Lanes and Road Shoulder Improvements

For several reasons, these two projects should be the top priority among the major ideas presented here. A first step is to consult with appropriate county and state officials about their feasibility and effective strategies to achieve them.

- Elm Avenue North/State Route 22: to the entrance to Eddie Collins field initially, then to the Village limit. One side unless both sides are feasible.
- Boulevard Districts West and East, from the Maple Avenue/Route 44 light to the state line.

New Parking Areas for Rail Trail Use

Negotiate land sale or lease sufficient for 4-5 parking spots. Include permeable parking surface and, if possible, shade trees, trash/recycling bin, bike rack, repair rack, picnic table with benches

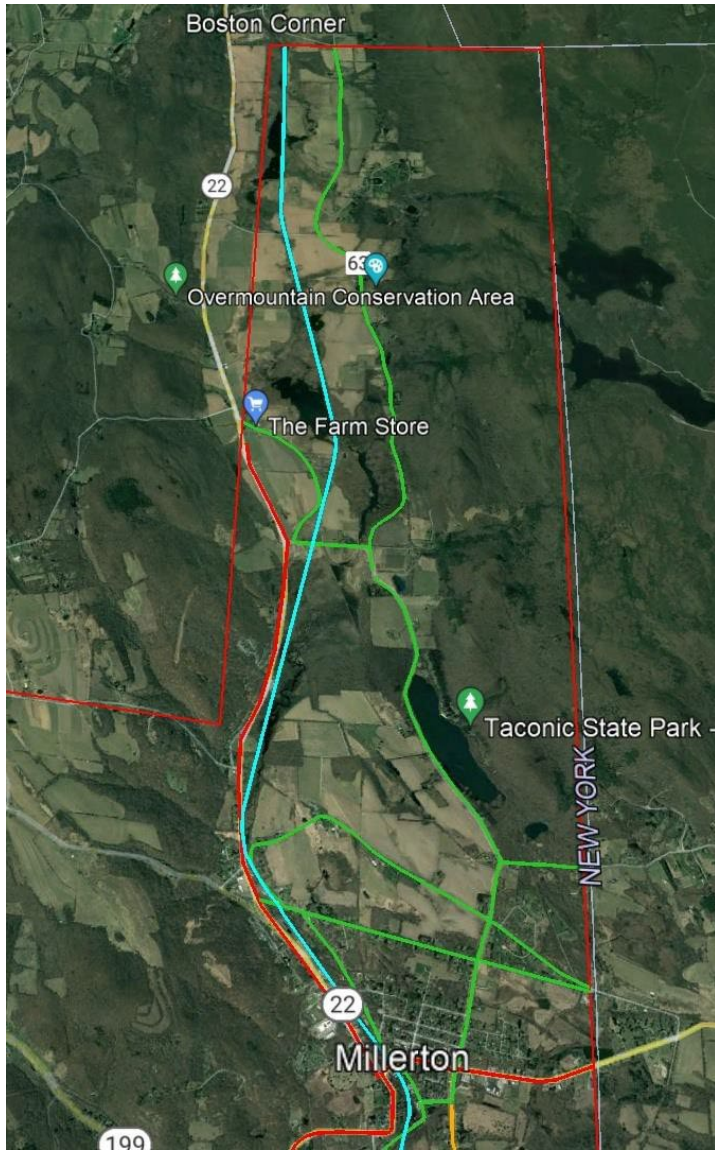
- Intersection of HVRT and Rudd Pond Road.
- Mill Road just north of Downey Road.

Bike Racks

Bike racks are proposed for the Town of North East and the Village of Millerton at the following locations:

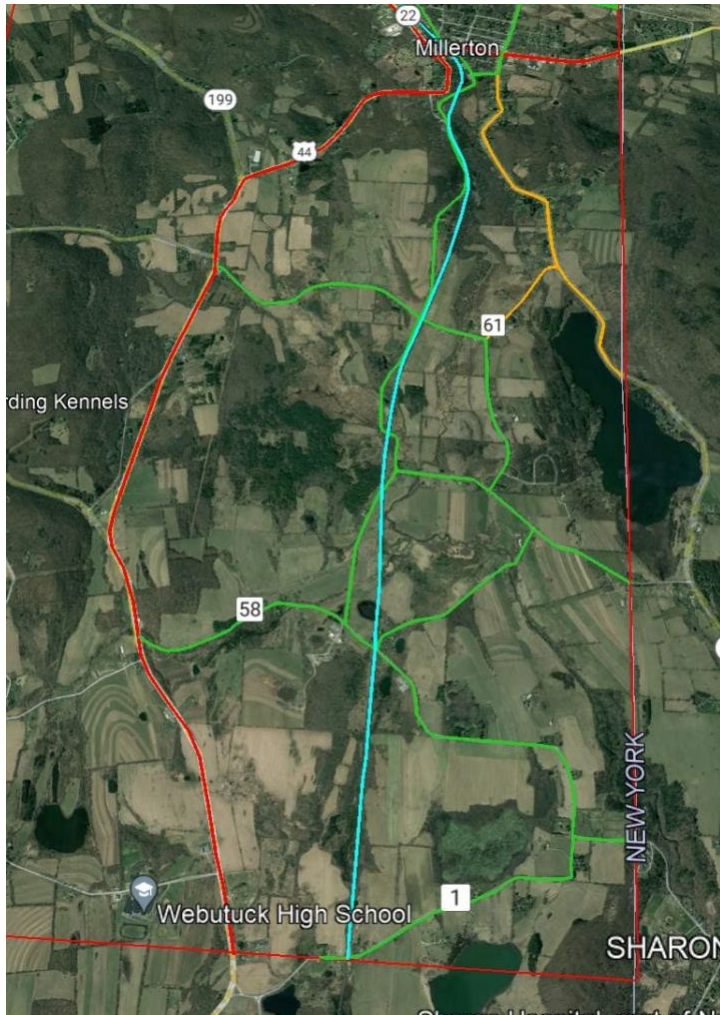
1. Near the Post Office
2. Library, center of front yard near sidewalk
3. Library Annex
4. South Center Street in HVRT Parking Area, near the bike repair station
5. Irondale School House, replacing those there
6. Veterans Park, near the sitting area
7. Coleman Station Rail Trail Parking Lot
8. Intersection of HVRT and Rudd Pond Road, at new parking area

Town of North East Bike Routes—North



- Rural Bike Routes. These are mostly Town roads. Low traffic volume precludes the need for bike lanes at this time.
- County Highways. Traffic volume is a possible hazard for bicycles. Add Share the Road signs now, plan for Bike Lanes in five to ten years.
- State Highways. Substantial traffic, high speeds, and many trucks. Cyclists and pedestrians should exercise extreme caution. As is, these roads are poorly suited for bicycle commuting. While classified as official State Bike Routes, they fall far short of that without bike lanes, which should be added at the next major resurfacing.
- Harlem Valley Rail Trail

Town of North East Bike Routes—South



- Rural Bike Routes. These are mostly Town roads. Low traffic volume precludes the need for bike lanes at this time.
- County Highways. Traffic volume is a possible hazard for bicycles. Add Share the Road signs now, plan for Bike Lanes in five to ten years.
- State Highways. Substantial traffic, high speeds, and many trucks. Cyclists and pedestrians should exercise extreme caution. As is, these roads are poorly suited for bicycle commuting.
While classified as official state bike routes, they fall far short of that without bike lanes, which should be added at the next major resurfacing.
- Harlem Valley Rail Trail

FUTURE BICYCLING ACTIONS

A Rest Stop

It is proposed that a small area north of the Village be established to include a walking and bicycle rest stop to serve the HVRT and other travelers with the following:

- Parking on permeable surface
- Toilet facility
- Space for a picnic area with two or three tables, trash/recycling container



Signage Action Plan

Adhering to road-sign regulations and criteria stipulated in the NYS Highway Design Manual, develop sign priorities and a branded **signage design system**.⁵ Initial effort: Install "Share the Road" signs at appropriate places around the Town and Village, starting with the following locations. All nine are on Town or Village roads:

1. Intersection of Boston Corners and Undermountain Road
2. Rudd Pond Road before Route 22
3. Intersection of Rudd Pond Road with Route 22
4. Intersection of Main Street and Route 22/44
5. NY/CT State Line on Route 44
6. Where Sharon Road(Route62) becomes Millerton Road (Route361) at the state line

Other potential sign types, keeping in mind the strong local desire to minimize "signage pollution": Drinking Water, Wear a Helmut advisory, Weather Shelter, Use Bike Courtesy, Warnings (Bad Dog, Blind Corner, High Vehicle Speeds, Fire House), Road Floods, Amphibian Migration Route, Gusty Winds, Slippery When Wet, Ices Early, Sticky When Hot, Nature Reserve/Preserve.

⁵"The Villages of Tivoli and Red Hook have pattern books that could serve as models, and the County Planning Department's *Greenway Guides* could be incorporated" [**Millerton Pedestrian Plan** 11g, p38].

User Map Action Plan

To reiterate, a Master Map (see page 8) of North East and Millerton of planned walking and bicycling routes, facilities, and supporting ideas will consolidate this plan into an action resource. It could be available online in scalable form, for use in various formats.

It should include all of the user-relevant information from the Master Map. It could be paid for either by grant or advertising from local merchants (or both). It is the first step to moving forward to a future of more walking, more biking, and less carbon generation locally.

Steps Already Taken

Establish government support for the initiative

- Resolution supporting a Climate Education & Engagement program. **DONE-passed by Town Board vote 12-9-21**
- Resolution adopting "Complete Streets." **DONE-passed by Town Board vote 2-10-22**

"Walk-Bike Dutchess"[2014] recommendations:

- **Amenia & NorthEast:**"Extend the Harlem Valley Rail Trail south to the Wassaic hamlet [one mile]." **DONE-Completed Q2 2020** via Harlem Valley Rail Trail Association efforts.

Actions pending

- **Improve bike parking** [2points]—installation of new racks for U.S. Post Office/NorthEast Town Hall, accommodating up to eight bikes.
- **Improve bike and pedestrian signage** [2 points]—Nine "Share the Road" signs to be purchased and installed on Village and Town roads by the respective highway departments.

Actions initially planned but deferred as major infrastructure improvements

- **Plan for expanded bike/walking paths, bike lanes, sidewalks**[3 points]—

The Town has four and possibly five corridors along which pedestrian and bicycle use should be encouraged and protected. As the Town surrounds the Village, these are obvious routes beyond the Village line along which pedestrians and bicyclists might travel:

1. State Route 44 east through the Boulevard District commercial zone to the state line
2. Maple Avenue/State Route 22 north through the Irondale commercial zone
3. The Sharon-Millerton Road/State Route 62 south of the Village to approximately the junction with Indian Lake Road and the Heritage Tour.

Sidewalks and bike lanes for any of these are major undertakings beyond the resources of our local governments and NGOs. However, they are anticipated in the Town of North East's revised Comprehensive Plan of 2019. The Task Force plans to investigate these possibilities, develop proposals, and seek funding in coordination with relevant Town and Village entities. Because these involve Dutchess County or New York State roads, those public works and transportation departments will be intimately involved in design and responsible for construction.

Resources, Guides, and Protocols

Comprehensive Plan for North East and Millerton, 2019

<https://townofnortheastny.gov/comprehensive-plan-2019/>

Millerton Pedestrian Plan, 2018

A 68-page Pedestrian Plan for the Village of Millerton was produced in 2018 by the Dutchess County Transportation Council. It was financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, for the Metropolitan Planning Program. This plan has been and will continue to be a vital part of the planning process for Millerton and North East, except for revisions to the plan to fix the following:

- The survey for Century Boulevard was measured incorrectly; the plan calls for a much wider street with a median, a more ambitious idea than necessary.
- Revisions to Century Boulevard recommendations to include a realistic evaluation of driving, parking, bicycling, and walking patterns around the Millerton Post Office.

NYSDOT Complete Streets Report, 2014

New York State's Complete Streets Act went into effect February 15, 2012. It embraces the needs of all users of our roadways, including pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities. The New York State Department of Transportation (NYSDOT) is committed to evaluating all the forms of transportation that are widely recognized to support economic growth, safety, and sustainability goals. This report highlights policies and programs, best practices, and next steps for furthering Complete Streets in the state.

Moving Dutchess 2: The 25-Year Transportation Plan for Dutchess County, 2016

Poughkeepsie-Dutchess County Transportation Council. Note especially Chapter 6-5, "The Harlem Valley," pp270-92. www.dutchessny.gov/pdctc.htm

NYSDOT Highway Design Manual (current)

www.dot.ny.gov/divisions/engineering/design/dqab/hdm

Small Town and Rural Multimodal Networks, 2016

Alta Planning + Design; Small Urban and Rural Livability Center—Western Transportation Institute; National Association of Counties; Federal Highway Administration—Bicycle and Pedestrian Program (fhwa.dot.gov/environment/bicycle_pedestrian/);

"...a bridge between existing guidance on bicycle and pedestrian design and rural practice... [with] peer communities and project implementation appropriate for rural communities."

Walk-Bike Dutchess: The Pedestrian-Bicycle Plan for Dutchess County, 2014

This is a 20-year "vision for improving walking and bicycling conditions in Dutchess County, and aims to address the gap between our goal to make these activities a greater part of everyday life and the current limitations of our built environment." Key excerpts p242 >.

www.dutchessny.gov/Departments/Transportation-Council/Docs/bppchaptersall.pdf