

Millerton Pedestrian Plan

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**Dutchess County
Transportation Council**



Millerton
NEW YORK

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Part I: Overview & Background

Pedestrian infrastructure plays a critical role in building healthy, vibrant communities. When we think of places we like to visit, they are usually those that are easy and enjoyable to walk around. We also know that local businesses do best where there is consistent foot traffic. People are much more likely to stop in a store if they are walking by, instead of driving down the street. The prevalence of walking is a key indicator of community vitality: lots of people walking is a clear sign of a healthy business district.

To support communities in their efforts to become more walkable, the Dutchess County Transportation Council (DCTC), in partnership with the Dutchess County Planning Department, assists local municipalities with pedestrian plans.

As the designated Metropolitan Planning Organization (MPO) for Dutchess County, the DCTC is tasked with carrying out a cooperative and comprehensive multimodal transportation planning process for the County, which includes the development and promotion of accessible walking and bicycling facilities.

The Millerton Pedestrian Plan is the fifth MPO-supported sidewalk study, after studies in the Village of Rhinebeck (2011), Town of Hyde Park (2013), Town of Pine Plains (2014), and Arlington Town Center (2017). The Plan was requested by the Village (see Appendix A for the Village Resolution). In accordance with the provisions set forth in 23 U.S.C. 134, this project is funded by federal planning funds from the

Federal Highway Administration (FHWA), which are programmed and administered by the DCTC. No local funds were used to complete this study.

a. Scope of Work

Representatives from a Village-designated volunteer Task Force worked with the DCTC to develop a scope of work to guide the study. The scope of work identified three main goals:

- To improve pedestrian access to key destinations.
- To improve safety for people walking in the village.
- To enhance the pedestrian experience in the village.



The scope addressed Task Force roles, defined the sidewalk inventory area, listed data to be collected during the inventory, outlined key elements to include in the plan, and suggested a basic schedule, including Task Force meetings and public outreach.

The team decided that the inventory area should include most of the village as well as a portion of the town east of the village line, to include the Main Street corridor. The team also decided that the plan should focus on improvements to Main Street and Century Boulevard, and in particular, to three key intersections on Main Street: Main/Maple; Main/Dutchess/John, and Main/Harlem Valley Rail Trail (see Map 1 - Study Area).

b. Background

The Village of Millerton is located in the Town of North East, in the northeastern corner of Dutchess County. Land use in the village is primarily single-family residential, but there is a strong commercial core along Main Street (Route 44) and additional commercial uses on North Elm Avenue (Route 22). With its compact size and vibrant local business district, the village is well suited for walking.

However, Millerton faces a common challenge in that its Main Street is also a State highway that serves as a key east-west connection. Thus, there is a tension between providing a safe, walkable Main Street and the need to provide access for trucks and other commercial vehicles. Route 22, which runs north-south on the west side of the village, is also a State road that serves long-distance traffic and is home to the local recreation park and several small businesses.

In addition, some local streets were not designed with walkability in mind. Century Boulevard, just one block north of



Large trucks on Main Street create a challenge for walkability and safety.

Main St, was originally used by trains. It was later used mainly for parking, and is still known by some as “parking street.” It is extremely wide, with no marked lanes or parking spaces (except at the east end), and no sidewalks except for a short segment from the northeast corner to the post office.

Millerton has been successful at developing a unique, small-town identity that is attractive to tourists and visitors as well as local residents. Many people visit or live in the village on weekends and summers. This weekend and summer population is likely to continue to grow, especially with the extension of the Harlem Valley Rail Trail (HVRT), expected in 2018. This increases the need for safe walking routes and clear connections between parking areas and local destinations.

Improving the walkability of Main Street and the village overall will enable Millerton to take advantage of its desirability and support its local businesses, while improving safety for residents and visitors.

c. Demographics

According to 2010 Census data, approximately 950 people live in Millerton. Measuring from the central intersection of Main Street and Dutchess Avenue, approximately 500 people live within a quarter mile (five-minute walk) of the intersection, while close to 1,000 people live within a half mile (ten-minute walk) of the intersection (this includes portions of the town). About 1,300 people live within a mile (20-minute walk) of the intersection. This represents more than 40 percent of the combined populations of the village and town (see Map 2 – Population Density).

d. Traffic Volumes

While Millerton is in a rural area, two of the village's major streets are State highways. Main Street (Route 44) is the busiest street in the village, with between 4,500 and 5,500 vehicles per day. Elm Avenue (Route 22) carries between 4,400 and 5,000 vehicles per day, and Maple Avenue (County Road 62) carries about 2,100 vehicles per day. Other streets in the village are low-volume, though Dutchess Avenue just north of Main Street has about 1,300 vehicles per day (see Map 3- Traffic Volumes).

The volumes on Main Street reflect the challenge of balancing pedestrian safety and comfort with access for vehicle traffic, including large trucks making deliveries or traveling through the village.

e. Comprehensive Plan & Village Code

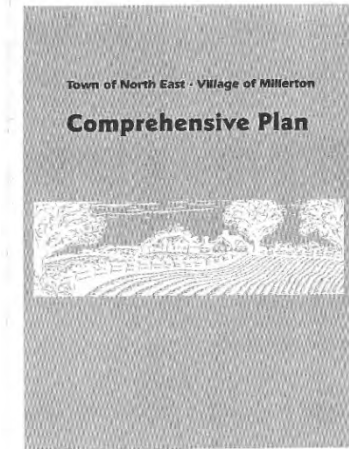
The Town of North East-Village of Millerton Comprehensive Plan and the Village Code provide guidance on where and how to improve walking and bicycling conditions in Millerton. Key elements of each are summarized below.

North East - Millerton Comprehensive Plan

The Town of North East and the Village of Millerton adopted a [joint comprehensive plan](#) in the 1990s (and are currently working on an update). The first part of the plan includes goals and recommendations, while the second part includes land use plans with specific recommendations for areas of the town and village. The plan supports the village as the center of

the community and encourages the development of pedestrian walkways and bikeways, as stated in the following goals:

- Recognize and **support the Village of Millerton as the primary center of the community**. Community facilities are encouraged in or near the village, while development that detracts from the village functioning as the primary center is discouraged (Goal #4, p.7).
- **Provide alternatives to the automobile** by encouraging planned pedestrian walkways and bikeways to provide safe and convenient travel between residential areas and the downtown and recreational areas. These should be promoted in all road improvement projects (Goal #8, p.12).



In addition, the Comprehensive Plan's background study showed that a majority (55%) of respondents supported improving or extending sidewalks.

The Plan includes the following recommendations related to walking:

- People (p. 20)
 - Plan for the **growing elderly population**.

- Make provisions for **handicapped access** as a “basic requirement of community projects and new developments.”
- Encourage **pedestrian access** to shopping centers, the village center, local services, and recreation sites through “a system of walkways serving a concentration of higher-density housing near the village.”
- Historic and Cultural Resources (p. 21)
 - Promote the history of the village and town through potential **walking tours**.
- Community Facilities (p. 22)
 - Encourage **pedestrian walkways** in both the town and village and in new residential development.
 - Support development of the **Harlem Valley Rail Trail as an economic and recreational resource**, and link public lands with the trail.
- The Economy (p. 24)
 - Clearly **mark and sign on-street and off-street parking**; provide signs to direct people to parking areas; improve existing parking areas; provide additional off-street parking near the rail trail; and locate off-street parking behind buildings in commercial areas.
 - **Coordinate walkways and parking areas** to create a “pleasant pedestrian environment.”
- Transportation (p. 27)
 - Routes 22 and 44: **Limit access points and encourage service roads** to be constructed behind structures to link parking lots.
 - North/South Center Street at Main Street: **increase the visibility and safety** of these intersections and crosswalks.
 - Dutchess Avenue at Main Street: improve sight distance and **provide safe pedestrian crosswalks**.
 - Route 22 at Route 44 (Main Street): **pursue clearly defined pedestrian passage**, including automated control.
 - Obtain extra **parking spaces in the village along the rail trail**, to bring customers to downtown.
- Aesthetic Controls (p. 32)
 - Define and strengthen existing centers with human-scale traditional lighting fixtures; entrance signs; textured **pedestrian walkways and entrance demarcations**; sidewalks and narrowed shoulders, or center islands with trees.

The town and village land use plans include the following recommendations for specific areas and topics:

- The Boulevard (p. 37) (Route 44 east of Maple Avenue)¹
 - Area A-2: Parking should be well set back from the Boulevard or to the side and rear, with the **buildings up front**.

¹ The Plan states that policies for this district come from Comprehensive Plan Supplement #1 (1987) and System Plan-Route 44 Corridor (1986).

- Area B-1: Driveways and parking areas should be interconnected with a **limited number of access points**.
- Circulation and Roadway: The recommended Boulevard cross-section includes 10 foot shoulders, curbs, a 5-foot snow shelf area, and **5 foot paved sidewalks on each side**.
- Streetscape: from Maple Avenue to Kelsey Brook, the Streetscape Plan recommends **evenly spaced street trees, sidewalks on both sides, and street lights**.
- Streetscape: modify the site plan review, lighting and sign criteria of the Zoning Law to encourage streetscape support features in site planning; employ the Streetscape Plan as a guide.
- Central Business Area Plan (p. 59) (Main Street between Route 22 and Maple Avenue, Century Boulevard, and sections of North Center Street, South Center Street, Dutchess Avenue, Park Avenue, and Central Avenue)
 - Maintain the traditional role of the Main Street area, and **strengthen the Main Street area**.
 - **Link the Boulevard** (Route 44 east of Maple Avenue) to the central business area.
- Central Business District (p. 60) (Main Street between Route 22 and Park Avenue; sections of North and South Center Streets, Dutchess Avenue, and John Street)
 - “A key to making this mixture of uses work is the pedestrian environment. Sidewalks must be maintained, walkways to parking areas must be constructed, and amenities like landscaping and benches must be provided to encourage pedestrian movement within the area.”
- **Provide pedestrian walkways** connecting off-street parking lots to sidewalks and store entrances.
- Provide walkways between Century Boulevard and Main Street.
- Planned Residential-Business District (p. 61) (Century Boulevard, Main Street between Dutchess Avenue and Maple Avenue, and the area west of South Center Street):
 - Provide landscaped areas among the parkings spaces on Century Boulevard
 - **Provide sidewalks along Century Boulevard** to encourage people to park there and walk to Main Street.
- Complementary Actions – Transportation (p. 64):
 - Provide signage at entrances to the central business area to **direct drivers to off-street parking lots and Century Boulevard**.
 - **Improve intersections and crosswalks on Main Street** at Route 22, Center Street, Dutchess Avenue, and Maple Avenue.
 - Realign the intersection of North Center Street at Main Street.
 - Improve the intersection of Church Street at North Center Street to improve visibility.
 - Develop a pedestrian walk along the drive path of the library and fire house to help people access the post office.

- **Improve on-street parking on Century Boulevard, providing curbing, sidewalks, drainage, marked parking spots, and human-scale lighting fixtures.**
- Central Business Area Design Standards (p. 66):
 - **All sidewalks in the Central Business Area shall be constructed and repaired with concrete.** Paving stones, slate and cobblestone may be substituted, but asphalt is discouraged.
 - **Site plans should place a premium on the convenience to pedestrians** and on linkages with the village sidewalk system.
- Harlem Valley Rail Trail (p. 67):
 - Develop the area north of Main Street with areas for sitting, activity, and community events or performances.
 - Develop the area south of Main Street with a unified, easy access area, including vehicular and pedestrian access to Center Street. Provide business access to the rail trail, creating an integrated open plaza blending rail trail use with business uses.

The Plan also recommends developing a bikeway plan, a shade tree ordinance and tree-cutting regulations, and improved sign and landscaping regulations to be incorporated in development regulations for the town and village (p. 54).

Village Code

The [Village Code](#) specifies certain procedures that are relevant to improving walking conditions, as listed below. In addition, the Village adopted Dutchess County's [Greenway Compact Program and Greenway Connections and Guides](#) in its zoning code (§170-1.1).

- Streets and Sidewalks
 - §136-9 Construction requirements: **All sidewalks shall be constructed of concrete or asphalt** and pursuant to the street standards of the Village of Millerton. All curbs shall be of concrete or asphalt and shall be constructed pursuant to the street standards of the Village of Millerton.
 - §136-11 Sidewalk maintenance: Property owners shall keep the existing sidewalks adjoining their premises free of snow, ice, dirt, filth, weeds and other obstructions.
 - §136-18 Responsibility for [Snow and Ice] Removal: Where residents do not keep their sidewalks free of snow, the village crew will do it for them and bill them. Where residents are elderly, ill and unable to pay such a bill, volunteers or those doing community service will shovel the sidewalks for them.
- Subdivision of Land
 - §140-19 C.3. In long blocks, the Planning Board may require the reservation of an easement through the

block to accommodate utilities, drainage facilities or **pedestrian traffic**.

- §140-19 C.4. **Pedestrian ways or crosswalks, not less than 10 feet wide, may be required** by the Planning Board through the center of blocks more than 800 feet long where deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation or other community facilities.
- §140-19 I.2. Dead-end roads (permanent). ...**the Planning Board may require the reservation of an appropriate easement to accommodate** drainage facilities, **pedestrian traffic** or utilities.
- §140-24 A.1. **Sidewalks shall be included** within the dedicated non-pavement right-of-way of all collector roads.
- §140-24 A.2. **Concrete curbs are required for all roads where sidewalks are required** by these regulations or where required in the discretion of the Planning Board.
- §140-24 A.3. Sidewalks shall be improved as required by village authorities. **A median strip of grassed or landscaped areas at least four feet wide** shall separate all sidewalks from adjacent curbs.
- §140-24 B. The Planning Board may require, in order to facilitate pedestrian access from the roads to schools,

parks, playgrounds or other nearby roads, **perpetual unobstructed easements at least 20 feet in width**.

- §140-24 C. Sidewalks shall be constructed on one side of the road and **shall have a minimum width of four feet**. In areas of high density or nonresidential development, the Planning Board may require wider sidewalks.

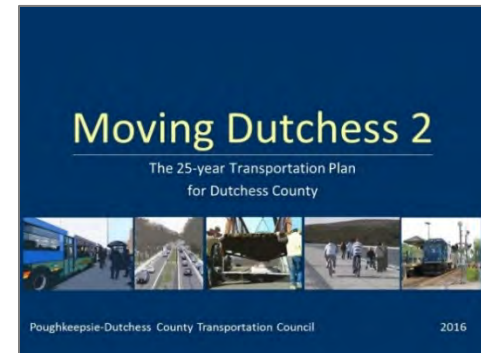
f. DCTC Planning Guidance

The DCTC has completed two countywide plans that include sidewalk and bicycle recommendation for Millerton. Each is summarized below.

Moving Dutchess 2

The DCTC completed its current long-range metropolitan transportation plan, [*Moving Dutchess 2*](#), in 2016. The plan

recommends policies, projects, and studies to address transportation priorities for the next 25 years. Focus areas include improving safety, promoting access, and maintaining infrastructure. The plan also takes a close look at the characteristics and special needs of the County's various communities.



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Moving Dutchess 2 states that the Village of Millerton is the only Harlem Valley community to have a pedestrian crash rate (0.55) above the county average of 0.29 crashes per 1,000 population. It identifies the following transportation needs relevant to the Village of Millerton (items designated in the plan as priorities are starred; project recommendation numbers are in parentheses):

- Conduct a **safety assessment** on Route 44 (Main Street) in Millerton.
- *Create a **rail trail on the former Hucklebush Rail Line** between Rhinecliff and the Harlem Valley Rail Trail in Millerton passing through Rhinebeck, Red Hook, Milan, Columbia County, Pine Plains, and North East (UF-75).
- ***Complete the Harlem Valley Rail Trail** (Stage IV) from Millerton to Columbia County (PB-3).
- **Provide signage** to direct visitors to parking lots for the Harlem Valley Rail Trail 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 (UF-19).

The Plan also recommends the following actions:

- **Repair State-owned, non-ADA compliant sidewalks and ramps** (PB-1). In Millerton, these include:

- Main Street intersection at John Street
- Main Street intersection at Central Avenue
- Main Street intersection at North Maple Avenue & South Maple Avenue
- Main Street sidewalk from Dutchess Avenue to Park Avenue
- Main Street sidewalk from Central Avenue to North Maple Avenue & South Maple Avenue

- **Evaluate Route 44 as a State Bicycle Route** and designate/sign if feasible (PB-2).

Walk Bike Dutchess

In 2014, the DCTC completed a Pedestrian & Bicycle Plan for Dutchess County, titled [*Walk Bike Dutchess*](#). *Walk Bike Dutchess* provides 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, especially in our cities, villages, and town centers.



Walk Bike Dutchess recommends a variety of short, medium, and long-range projects to make walking and bicycling a safer, more convenient part of everyday life in our communities. The recommendations are intended to help municipalities and

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agencies identify priorities, refine project ideas, and develop future applications for federal, State, and other funding programs.

The plan notes that Millerton has the most sidewalks per capita of any municipality in Dutchess County (21.6 feet of sidewalk per resident, compared to a County average of 7.7).

In terms of recommendations, the plan includes the Harlem Valley Rail Trail Extension to Columbia County, as well as widening shoulders on Route 22 where needed to provide safe access for bicycling, and installing appropriate signage to encourage safe sharing of the road.

The plan also sets countywide goals; the most relevant to the Village of Millerton are listed below:

- **Incorporate Walking and Bicycling Facilities in Road Improvement and Maintenance Projects:** Encourage County DPW, New York State Department of Transportation (NYSDOT), and local municipalities to continue to incorporate walking and bicycling facilities into road improvement and maintenance projects where feasible.
- **Inventory Local Sidewalks, Crosswalks and Pedestrian Signals:** Local municipalities, in coordination with PDCTC and NYSDOT as needed, should inventory and review conditions at existing sidewalks and crosswalks on their streets. Municipalities that do not have an ADA Transition Plan for their streets and sidewalks should develop one,

identifying improvements needed to make all streets accessible per ADA standards and a timeframe for implementing those improvements.

[Route 22 Corridor Management Plan \(2002\)](#)

The Transportation Council and the Harlem Valley Partnership (HVP) developed the [Route 22 Corridor Management Plan](#) to guide affected municipalities and NYSDOT in making decisions about future land use, site access, and transportation proposals along Route 22. The following strategies are the most relevant of those proposed for the Village of Millerton:

- **Harlem Valley Transportation Plan**
 - **Village/hamlet cross-section guidelines:** These guidelines, intended to cover Route 22 within the village, include a sidewalk on both sides of the street.
 - **Safety Improvements at Route 22/44 Intersection:** Large 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.
- **Design Guidelines**
 - **Access Management:** Incorporate access management tools into site plan review and subdivision regulations. Encourage shared driveways, shared parking lots, and

internal parking lot connections. Establish parking on the rear or side of buildings.

- **Pedestrian/Bicycle Safety & Mobility:** Provide sidewalks in growth areas within a 0.5-mile radius. Require sidewalk construction with new development and redevelopment of existing parcels, incorporate sidewalk construction into roadway improvement projects, and create an annual program of sidewalk construction focusing on a limited amount of land acquisition and construction each year.
- Consider **village traffic calming measures** including on-street parking, gateway treatments, special pavement treatments, pedestrian signage, modern roundabouts, raised crosswalks, and curb extensions at corners.

Part II: Sidewalk Inventory & Data Collection

DCTC staff conducted an inventory and assessment of existing sidewalk conditions to inform recommendations and help establish priorities for improvements. The inventory gathered data on the following items:



DCTC staff inventory sidewalks and associated infrastructure.

- Sidewalks (width, material, and condition; buffer width and material; curb material)
- Sidewalk issues (broken pavement, lifted pavement, uneven pavement, obstructions, insufficient clearance, missing/removed sections, or other issues)
- Crosswalks (type; whether a median exists; condition)
- Curb ramps and detectable warning type
- Curb extensions
- Pedestrian crossing signals (countdown or not; pushbutton type)
- Street trees (type, condition, size)
- Utilities (street lights, utility poles, telephone poles, hydrants, drainage grates, and pedestrian or bicycle-oriented signs)

- Commercial driveways (width; whether sidewalk continues across the driveway or not)
- Street furniture (benches, trash cans, bicycle parking, pedestrian-scale lights, and outdoor seating areas)
- On-street parking (parallel, perpendicular, or other; time restrictions)

The inventory was completed in May 2017 and included geo-coded photos to show the issues that were identified (see Appendix B for summary tables).

Four elements were of particular importance: overall sidewalk condition, sidewalk issues, accessibility (including curb ramps, detectable warnings, and crosswalks), and pedestrian experience. These are summarized below.

Sidewalk Infrastructure	Length (feet)	Length (miles)	Percent
Existing Sidewalk	29,088	5.51	41%
No Sidewalk	42,057	7.97	59%
Total Area Inventoried	71,144	13.47	100%

Table 1. Sidewalk Infrastructure

a. Sidewalk Conditions

Every block within the village was inventoried, except for a vacant area near the southern border (see Map 1 - Study Area). The inventoried streets totaled 13.5 miles. Forty-one percent of the total street length had an existing sidewalk (5.5 miles), while 59 percent (8 miles) had no sidewalk. Several

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streets had a sidewalk on only one side. Streets without sidewalks were predominantly on the edges of the village, but also included Century Boulevard, the west sides of South Center Street and North Center Street, the east side of North Maple Avenue, and the north side of Main Street east of Maple Avenue (see Map 4 – Sidewalk Conditions).

The inventory used four ratings (Excellent, Good, Fair, and Poor/Unusable) to measure the overall condition of existing sidewalks. The categories were defined as:

1. Excellent: None/very few improvements needed.
2. Good: A mobility-impaired person could safely use the sidewalk, but some improvements are needed.
3. Fair: Difficult for a mobility-impaired person to safely use the sidewalk. Significant improvements are needed.
4. Poor/Unusable: Impassable to a mobility-impaired pedestrian, and difficult for an average pedestrian to use safely. Sidewalk should be replaced.

Sidewalk Condition	Length (feet)	Length (miles)	Percent
Excellent	13,997	2.65	48%
Good	9,782	1.85	34%
Fair	3,842	0.73	13%
Poor	1,462	0.28	5%
Total Existing Sidewalk	29,084	5.51	100%

Table 2. Sidewalk Conditions

Of the 5.5 miles of existing sidewalks, 82 percent were rated as either excellent or good, with 13 percent rated as fair and 5



This sidewalk on South Center Street was rated in good condition.

This sidewalk on North Center Street was rated in fair condition.

percent rated poor/unusable. Fair conditions exist on portions of North Center Street, Church Street, Barton Street, Dutchess Avenue, North Maple Avenue, South Maple Avenue, Park Avenue, Mill Street, and Route 44 (in the town), while poor conditions are found on portions of North Center Street, Church Street, John Street, Linden Street, and Dutchess Avenue.

b. Sidewalk Material, Width, and Buffers

Most of the sidewalks were concrete, but a substantial amount (17%) were asphalt. While some of the asphalt sidewalks were in good condition, about 40% were deemed fair or poor. In other cases, the sidewalks were rated good overall, but the edges were raveling. Many of the asphalt sidewalks were also uneven. It was noted that asphalt was

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often applied as a ‘quick fix’ over very poor concrete sidewalks.

Overall, sidewalks tended to be narrow—over half (56%) were narrower than five feet, which is NYSDOT’s preferred width.² About one-third were five feet, while the remaining ten percent were wider than five feet.

Most sidewalks had buffers (65%). Almost all buffers were grass, and most were wide—about half were at least six feet wide, and about three-quarters were at least 5 feet wide, which the County Planning Department generally recommends for pedestrian safety and comfort.

c. Sidewalk Issues

In addition to general conditions, the inventory identified location-specific sidewalk issues. These issues were grouped into eight categories, as listed below:

1. Lifted: Pieces of sidewalk lift up so that the surface is uneven.
2. Cracked: Cracked pieces in the sidewalk.
3. Uneven: The sidewalk surface is not flat.
4. Obstruction: Utilities, signs, or other objects are located in the sidewalk, limiting access (permanent).
5. Clearance: Insufficient room to walk due to branches, bushes, trash, or other objects (temporary).
6. Removed/Missing: Sidewalk sections have been removed or are missing.

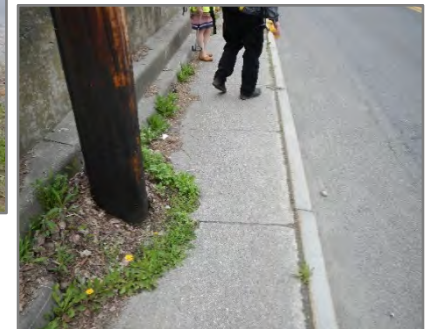
7. Drainage: There is ponding or another drainage issue.
8. Other: Any issue not captured above.

Locating these issues helps to identify specific areas in need of repair. They also identify low cost improvements to enhance access, such as removing tree branches or patching small sidewalk sections. They can capture locations on sidewalks that may be rated good or excellent overall, but have isolated sections in need of repair. For example, portions of Main Street that are in good or even excellent condition have lifts, cracks, and other issues.

A total of 142 specific issues were identified during the inventory, with cracks, lifts, and uneven sidewalks making up more than 80 percent of the issues. There were also several removed or missing sidewalk pieces.



Example of ‘clearance’ -- vegetation encroaching on the sidewalk (on Fish St).



Example of an obstruction (on South Elm Ave).

² See the [NYSDOT Highway Design Manual, Chapter 18](#), page 21.

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Sidewalk Issues	Number	Percent
Cracked/Broken	59	42%
Lifted	31	22%
Uneven	27	19%
Removed	14	10%
Other*	5	4%
Clearance (Temporary)	3	2%
Obstruction (Permanent)	2	1%
Drainage	1	1%
Total Issue Locations (points)	142	100%
*gravel, overgrown, slope		

Table 3. Sidewalk Issues

Many of the issues were concentrated on North Center Street, Dutchess Avenue (especially north of Barton Street), Linden Street, John Street, and Main Street between Dutchess Avenue and Park Avenue.

The inventory indicated a rate of one issue per 205 feet of sidewalk, which is better than rates found in the Arlington Town Center (one per 195 feet), Pine Plains Town Center (one per 107 feet), Village of Rhinebeck (one per 121 feet) and the Hyde Park Town Center (one per 122 feet). Map 5 – Sidewalk Issues shows the location of all the issues identified.

d. Accessibility

A number of issues related to accessibility were identified during the inventory, as outlined below:

Curb ramps: Eight corners were missing ramps, making the sidewalk inaccessible. In addition, 48 ramps/crossings at intersections or major driveways did not have a detectable warning to alert people that they were entering the roadway. Finally, about 15 ramps were diagonal, directing pedestrians (especially those in wheelchairs) into the center of the intersection rather than into the crosswalk. Best practice is to align each ramp with the corresponding crosswalk or unmarked crossing, and to provide two separate ramps at corners with two crossings. See Map 6 - Curb Ramps for a summary.



ADA compliant ramps have detectable warning strips (like these on Main Street) to warn visually impaired persons of the transition from sidewalk to street.

Pedestrian signals & pushbuttons: There are two signalized intersections in the study area, but only one (Main Street/Elm Avenue) has pedestrian signals (there are none at Main Street/Maple Avenue). It includes an exclusive pedestrian phase, where all traffic stops when the pedestrian crossing signals are activated.

Crosswalks: There are 11 marked crosswalks in the study area, but most were faded, and two (on Century Boulevard) were impossible to see, though they appear on aerial photographs.

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There are four marked crosswalks on Main Street, all between Route 22 and Dutchess Avenue, but there are none on Main Street between Dutchess Avenue and Maple Avenue, a distance of over 1,000 feet (see Map 7- Marked Crosswalks and Pedestrian Signals). Additionally, most intersections in the village do not have marked crosswalks. Unmarked crosswalks are legal crossings if they connect two sections of sidewalk (such as at an intersection). However, a lack of marked crosswalks along a street can make it difficult to cross the street safely, as people tend to cross at various locations, based on gaps in traffic.

e. Pedestrian Experience

While basic infrastructure such as sidewalks, curb ramps, and crosswalks are critical to pedestrian access, a walkable environment also requires a pleasant sidewalk experience. We inventoried several elements related to the pedestrian experience, including street trees, streetscape amenities, and driveways.

Street trees: In addition to providing shade, street trees provide a buffer between traffic and people walking (when planted along the curb), and have been shown to reduce vehicle speeds, improving safety. For our inventory, we defined street trees as trees between the sidewalk and roadway, or in planters on the sidewalk. We counted 102 street trees in the study area (see Map 8- Existing Amenities).

Many sidewalks have inconsistent trees and long stretches without street trees. In particular, Main Street has very few street trees on the north side and none (on either side) east of

Maple Avenue or west of North Center Street (it does have several large trees behind the sidewalk). Similarly, Elm Avenue has virtually no street trees, and Dutchess Avenue has only one street tree on the west side. Note that NYSDOT typically prefers to place trees behind the sidewalk to avoid conflicts with utilities, signs, and sight distance.



Amenities on South Center Street create a pleasant walking environment.

Pedestrian-scale lights: We identified only four pedestrian-scale lights in the study area—all

along the east side of Dutchess Avenue between Main Street and Century Boulevard. There are no pedestrian-scale lights on Main Street or other streets.

Other Amenities: There were twenty benches and six trashcans in the area, clustered around the Main Street/Dutchess Avenue intersection and Railroad Plaza. There were no benches or trashcans on other parts of Main Street, except for one trash can near the diner (across from South Center Street), and no recycling receptacles. The benches varied in style and material— most were wood, some with armrests and some without; others were decorative wrought iron.

There were also a few public seating areas, including a gazebo and benches in Railroad Plaza, movable tables and chairs in Veterans Park, and a couple of benches by Town Hall (at Century Boulevard and North Maple Avenue). Other than the tables in Veterans Park, there were no tables for outdoor dining.

Amenities	Number
Pedestrian-scale lights	4
Public seating areas	3
Benches	20
Bike racks	4
Trash cans	6

Table 4. Existing Amenities

Bicycle Facilities: There are no on-street bicycle facilities (bike lanes or shared lane markings) in the area, and no ‘Share the Road’ signs. We observed some bicyclists riding on the sidewalk on Main Street. Bicycles on the sidewalk are a safety issue for pedestrians and thus a challenge to creating a walkable environment.

We found only four bicycle racks—two in Railroad Plaza, and two on South Center Street near Main Street. We also observed bicycles parked at the coffee shop on Main Street, leaning against the building. Designated bicycle parking provides security for bikes and reduces crowding on sidewalks.

Driveways: We identified 98 commercial driveways in the study area, totaling over 2,600 linear feet (see Map 9- Parking Lots and Commercial Driveways). This equates to about four percent of the total street length inventoried. Most of the driveways, and most of the wider ones, are on North Elm Avenue and Main Street east of Maple Avenue.

For example, Main Street east of Maple Avenue has 22 commercial driveways, totaling about 700 linear feet, which represents 27 percent of the street length. This means that for every 100 feet one walks on this portion of Main Street, 27 feet are across a driveway. North Elm Avenue north of Main Street has 29 commercial driveways, totaling about 900 linear feet, which represents 34 percent of the street length. This means that for every 100 feet one walks on this portion of the street, 34 feet are across a driveway. Each driveway represents a potential conflict point, with cars entering and exiting. This decreases pedestrian safety and comfort.

On the positive side, on streets with sidewalks, the sidewalk continues across almost 80 percent of commercial driveways. This improves safety by indicating to drivers that people may be walking across the driveway, and is a visual prioritization of pedestrian access.

f. Summary of Field Observations

Based on the fieldwork, we noted the following key findings:

Sidewalk Conditions

- Most sidewalks are in good or excellent condition (with several exceptions as noted above).
- There is a lack of sidewalk connections on several key streets, including Century Boulevard, North and South Center Street, North Maple Avenue, and Main Street east of Maple Avenue.
- Almost 20 percent of sidewalks are asphalt.
- More than half of sidewalks are narrower than 5 feet.

- Over 60% of sidewalks have a buffer, and over half of the buffers are at least six feet wide.

Accessibility

- There are few marked crosswalks. There are no crosswalks on Main Street east of Dutchess Avenue, North Elm Avenue north of Main Street, or Dutchess Avenue north of Main Street.
- Most crosswalks are faded.
- Only one intersection has crosswalks marked on all legs; 90 percent of intersections have no marked crosswalks.
- Only two crosswalks have a curb extension.
- Several corners with sidewalks are missing curb ramps.
- Many curb ramps/crossings have no detectable warning.
- There is only one intersection with pedestrian signals (there are only two signalized intersections).

Pedestrian Experience

- There are very few streetscape amenities (pedestrian-scale lights, trash receptacles, and benches) outside of the Main/Dutchess intersection.
- Many streets with sidewalks have inconsistent trees and long stretches without street trees.
- There are no on-street bicycle facilities or ‘Share the Road’ signs, and few bicycle parking racks.
- There are many driveways on Main Street east of Maple Avenue and on North Elm Avenue north of Main Street.
- At most commercial driveways (on streets with sidewalks), the sidewalk continues across the driveway.

g. Pedestrian-Bicycle Counts

To better understand the amount of walking and bicycling in the study area, DCTC conducted 12-hour (7 am to 7 pm) video counts of people walking and bicycling at five locations on a Thursday and Saturday in mid-August. These included:

1. Harlem Valley Rail Trail (HVRT) south of Main Street
2. Main Street at the HVRT crossing (crosswalk and adjacent sidewalks)
3. Main Street at the South Center Street crossing (crosswalk and adjacent sidewalks; counted in mid-September)
4. Main Street at Dutchess Avenue (Main Street crosswalk and Dutchess Avenue crosswalk)
5. Main Street at Central Avenue (Central Avenue crosswalk and crossing Main Street, where there is no crosswalk)

The data are shown in Map 10. Key findings are as follows (all volumes are 12-hour totals):

Walking

- Weekday pedestrian activity is highest at the Main Street crosswalk near Dutchess Avenue (close to 600 people crossing).
- Saturday pedestrian activity is also highest at the Main Street crosswalk near Dutchess Avenue (over 1,300 people crossing).

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- About half as many people cross at the HVRT crosswalk on Main Street compared to the crosswalk near Dutchess Avenue (about 260 weekday and 570 Saturday crossings).
- About a quarter as many people cross at South Center Street as near Dutchess Avenue (about 150 weekday and 460 Saturday crossings).
- Pedestrian volume along Main Street at Central Avenue is about ten percent of the volume on Main Street near Dutchess Avenue (57 weekday and 160 Saturday crossings).
- At Main Street west of Central Avenue, where there is no crosswalk, there were 11 weekday crossings, and 24 Saturday crossings.

Bicycling

- Bicycle activity was highest on the rail trail, as one would expect (about 120 weekday riders and 250 Saturday riders).
- Only about 20 percent of the trail riders crossed Main Street in the HVRT crossing.
- Of the other count locations, the sidewalks on Main Street near the HVRT crossing had the most bicyclists (about 20 on the weekday and Saturday). Note that on-street bicyclists were not counted.
- Based on manual two-hour counts done on Main Street east of Dutchess Avenue (4-6 pm on a Wednesday and 12-2 pm on a Saturday), 75-80 percent of bicyclists ride on the sidewalk. All of the observed bicyclists were male, and most were not wearing a helmet.

Based on these counts, Main Street near Dutchess Avenue is the busiest pedestrian area in the village. The counts also show that Saturdays have two to three times more pedestrian traffic than a weekday.

The counts indicate that relatively few people walk east of Park Avenue. Poor infrastructure (especially at the Main/Maple intersection) may be part of the reason, as well as the lack of pedestrian-oriented destinations east of Maple Avenue.

In terms of bicycling, the data indicate that many people are riding on the rail trail, but very few appear to ride into the village proper. Based on the prevalence of sidewalk bicycling and lack of female bicyclists observed during the manual counts, it appears that many people do not feel comfortable riding on Main Street.



Most bicyclists on Main Street were observed riding on the sidewalk.

h. Public Outreach

Open House

DCTC staff held an open house at the local library on August 3, 2017 to solicit input on issues and recommendations related to walking in the village. Two large maps posed the questions: “Where in Millerton is it tough for you to walk?” and “What



Community members discuss walkability issues at the Open House event.

would make Millerton better for walking?” Attendees were encouraged to write specific concerns and ideas on the maps (see

Maps 11 and 12- Open House Issues and Open House Recommendations). Staff also provided maps from the inventory and talked to people about the project. Attendees’ input is summarized below:

Issues:

- It’s hard to walk to the recreation park; there’s no sidewalk
- It’s hard to walk on Church Street to downtown
- Sight distances are minimal along Main Street
- It’s hard to cross John Street (between the antique store and Saperstein’s)
- It’s hard to walk in front of Saperstein’s and west on John Street
- People cross Main Street near the curve—it’s not safe
- Improve the sidewalk at the top of the curve (by the Moviehouse)
- Sidewalks on the south side of Main Street east of Dutchess Avenue are in poor condition and need to be fixed

- Ice and snow makes it hard to cross Maple Avenue at Main Street in the winter
- It’s hard to cross Century Boulevard
- It’s hard to cross from the village to stores on Route 44—need crosswalks at the Main/Maple intersection
- It’s tough to cross Route 44 by the former McDonald’s

Suggestions:

- Lower speeds on Route 22 (people drive too fast)
- Eliminate some parking on Main Street, at least next to crosswalks
- Add signage to caution people exiting cars on the street side of Main Street
- Add street parking on the south side of John Street
- Move the crosswalk on Main Street at Dutchess further away from the bend; align it with the Moviehouse entrance; provide brighter lighting at the crosswalk
- Install curb extensions at crosswalks on Main Street
- Add lighting on Main Street
- Repair sidewalks on the south side of Main Street
- Install a flashing red light and sign on the rail trail approaching Main Street
- Formalize private paths to the rail trail
- Repaint crosswalks at both ends of Century Boulevard
- Add sidewalks, a planted median, lighting, and municipal parking on Century Boulevard; mark travel lanes and slow traffic down
- Add a crosswalk to the post office; add cross-hatching in front of the post office
- Create a pedestrian connection from Century Boulevard to Main Street

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- Install a sidewalk in front of Cumberland Farms
- Add crosswalks, curb ramps, and pedestrian signals at the Main/Maple intersection
- Provide a crosswalk between CVS and Cumberland Farms
- Add a crosswalk across Route 44 by the grocery store
- Require sidewalks for the Dunkin Donuts and Mavis developments
- Install a sidewalk on the north side of Route 44, and extend to the Connecticut border
- Install a sidewalk on the south side of Route 44 from the village to Kid's Time (near the Connecticut border)
- Replace the bumpy sidewalk on Church Street
- Provide sidewalks on Highland Drive
- Construct a sidewalk on the south side of Barton Street
- Create a bike path to Rudd Pond

Presentation

DCTC staff presented the inventory findings and draft recommendations to the public at a meeting on November 14, 2017. Attendees were interested in the project and supportive of the ideas presented. Suggestions included coordinating sidewalk work with water or sewer projects; potentially undergrounding utilities; coordinating the proposed John Street plaza 'knee wall' with a similar rock wall in Veterans' Park; ensuring that street trees are the appropriate species for each location (considering planting space, utility wires and truck traffic); marking parking t's on Main Street to encourage parking closer to the curb; and relaxing the Village's minimum parking requirements.

Attendees also discussed the proposed redesign of Century Boulevard. Some said that angled parking could increase traffic on side streets, since drivers may not be able to exit the way they entered. Others suggested wider crosswalks to increase the visibility of people trying to cross.

Final Draft Outreach

In December, DCTC staff circulated the draft plan to the Task Force, County DPW, and NYSDOT-Region 8 for feedback, and solicited additional cost estimate information from local municipalities and consultants. Based on feedback, staff updated the text and map regarding detectable warnings, added language regarding NYSDOT's preferences for street trees and sidewalk and curb material, updated Appendix D to reflect responsible entities and partners, updated the unit cost estimates, and made other minor edits to the text. Staff also improved the plan's organization for easier navigation and updated the drawings to reflect NYSDOT design standards.

Part III: Recommendations

The Millerton Pedestrian Plan recommendations are intended to assist the Village in setting priorities for infrastructure investments and help them seek funding to improve walkability. DCTC staff developed the recommendations through our analysis of existing conditions, review of previous plans, feedback from the project’s Task Force, discussions with NYSDOT and County DPW, and input from the public (see Appendix C for NYSDOT meeting notes).

Given the cost and complexities associated with achieving all of the recommendations, the DCTC recommends a “build when ready” strategy, whereby the Village or other responsible entity implements each recommendation as local conditions and funding opportunities permit. This allows the responsible entity to capitalize on various funding programs, changes in property ownership, or redevelopment opportunities that may be conducive to implementing one or more recommendations.

Within the context of this “build when ready” strategy, we have prioritized the recommendations by location (the Main Street corridor; the three key intersections; Century Boulevard; then village-wide infrastructure). Other recommendations are grouped by topic area. Within each section, we have organized the recommendations into three priority levels: Phases 1, 2, and 3. In general, the priority levels relate to the complexity and cost of each recommendation, as well as its proximity to the village center. The most viable project proposals and those closest to the center are listed

under Phase 1, while those that are more ambitious, costly, and/or further from the center are listed under Phase 2 or 3. The Plan purposely does not specify a timeframe for accomplishing the recommendations, since implementation will rely on the availability of funding and competing priorities. However, Phase 1 work items should be viewed as short-term priorities, Phase 2 as medium-term, and Phase 3 as long-term.

Appendix D provides a list of all the recommendations by location or topic, with their phase, the responsible entity and partners, and the relevant map and/or image reference. Map 13 – Infrastructure Recommendations shows their locations.

In general, new sidewalk construction is done by the property owner, road owner (State, County, or Village), or municipality (including, in many cases, for sidewalks on State and County roads). Sidewalk repair is typically the Village or adjacent property owner’s responsibility. Intersection-related work (signals, crosswalks, and sometimes curb ramps) is based on which entity owns the intersecting streets; the higher-level owner (State, County, or Village) is responsible for the intersection. In the village, the State owns Main Street (Route 44) and Elm Avenue (Route 22). The County owns Maple Avenue. All other streets are Village-owned.

Landscaping and amenities maintenance would be the responsibility of the Village, potentially in coordination with Townscape or the adjacent property owner. Work on or along a State road typically requires a permit from NYSDOT, while work on or along a County road typically requires a permit from Dutchess County DPW.

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The recommendations are organized by priority locations (items 1-5) and then by topic, as follows:

1. Main Street corridor
2. Main Street/Maple Avenue intersection
3. Main Street/Dutchess Avenue/John Street intersection
4. Main Street/HVRT intersection
5. Century Boulevard
6. Village-wide Infrastructure
7. Parking
8. Bicycle Access
9. Public Space
10. Safety
11. Policies & Programs

1. Main Street Corridor

The Main Street corridor was identified as the primary focus of this plan. It is the village's principal commercial street, with many independent, local businesses. It has a significant amount of pedestrian activity, especially on weekends. However, it is also a State Highway, with significant through traffic, including heavy trucks. Issues



Main Street's south sidewalk requires repair or replacement.

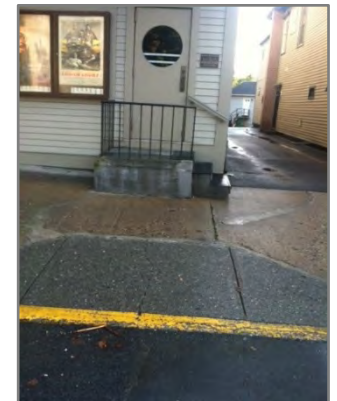
identified include sidewalk lifts and cracks, safety for people crossing, lack of warning strips at ramps, inconsistent amenities, and sidewalk connections and development patterns east of Maple Avenue.

a. Repair/replace sidewalks (Phase 1)

Sidewalk repairs/replacement should focus on the south side of Main Street, between the creek and the former Coyote Point building (just west of the Presbyterian Church). If feasible, this should be coordinated with other street work, such as a sewer project and/or utility undergrounding. Lifts and cracks on the north sidewalk could be addressed through shaving or replacing short segments.

b. Construct curb extensions; Re-align Moviehouse crosswalk (Phase 1)

Curb extensions improve visibility for people trying to cross the street, and make them more visible to drivers, increasing yielding and safety. Extensions are recommended at three existing crosswalks on Main Street: the rail trail crossing; the east side of South Center Street; and the east side of Dutchess Avenue (the Moviehouse crosswalk). They should extend the width of the parking lane, leaving sufficient room for two trucks to pass. In coordination with constructing curb extensions at the Moviehouse crosswalk, the crosswalk and



Realigning this ramp and crosswalk and adding a curb extension will increase safety.

ramps should be re-aligned slightly east, away from the stairs and driveway.

c. Mark crosswalks across side streets (Phase 1)

Marked crosswalks encourage drivers to slow and look for people crossing. NYSDOT should mark high-visibility ladder crosswalks on Main Street across South Center Street, Park Avenue, and Central Avenue.

d. Improve crosswalk warning signs (Phase 1)

Consistent, visible signage should be installed at uncontrolled crosswalks (those not controlled by a signal or a stop or yield sign). In-street pedestrian crossing signs are intended to be placed in the middle of the crosswalk, but they are prone to damage by vehicles. They are not intended to be placed at the curbside (as currently done on Main Street), where they are



In-Street Pedestrian Crossing signs (left) are intended to be placed in the middle of the crosswalk, but often suffer damage from vehicles. Pedestrian Crossing signs (right, in Arlington) are more visible and less prone to damage. Right image: Google

not particularly visible. We recommend the W11-2 (Pedestrian Crossing) sign, with an arrow pointing to the crosswalk³. These are taller and larger than the in-crosswalk signs, making them more visible from the curbside. They should be placed on both approaches to an uncontrolled crosswalk (e.g. Main Street at the rail trail, South Center Street, and Dutchess Avenue).

e. Add detectable warning strips at curb ramps (Phase 1)

Detectable warnings indicate a transition between a sidewalk and the street. They are required at signalized and stop-controlled intersections, at all marked crosswalks, and at commercial driveways that are controlled by signals, stop or yield signs, or that otherwise act like a public street.⁴ They should not be installed at residential driveways or minor commercial driveways.

Based on the guidance above, detectable warnings should be installed at intersections and select driveways in coordination with sidewalk or crosswalk work. See Map 6 (Curb Ramps) for locations needing warning strips.

f. Implement standard signal timing at the Main Street/Route 22 intersection (Phase 1)

The signal at the Main Street/Route 22 intersection has an exclusive pedestrian phase, which stops traffic in all directions while people cross in all four crosswalks. This adds delay for everyone, whether driving or walking, and more importantly, is not intuitive or well understood. We recommend changing

³ See [MUTCD](#), section 2B.11 (page 55) and section 2C.50 (page 130).

⁴ See [PROWAG Advisory R221, Detectable Warning Surfaces, in Chapter R2](#).

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the traffic signal to standard timing, where pedestrians cross with parallel traffic. This would reduce delay for everyone, and increase pedestrian compliance. As part of this project, detectable warnings should be added on all ramps, and the pedestrian sign and pushbutton on the southwest corner should be re-installed parallel to the crosswalk (it currently faces the crosswalk).

g. Install parking/wayfinding signage (Phase 1)

Clear signage that directs visitors to public parking will reduce confusion and encourage the use of longer-term parking options, rather than limited Main Street spaces. Based on a proposal by Townscape (see Appendix E), we recommend simple blue 'P' parking signs with arrows at various locations, directing people to Century Boulevard, the rail trail lot on South Center Street, and other long-term public parking. A series of signs should also be installed to direct visitors from parking areas to key destinations, such as Main Street and the rail trail.⁵

h. Extend sidewalks (Phases 1-3)

Sidewalks on the north side of Main Street currently end at Maple Avenue, and sidewalks on the south side end at the western edge of the grocery store parcel. In the short term, sidewalks on the north side of Main Street should be extended from North Maple Avenue to the gas station parcel (across from where the existing south sidewalk ends). In the medium-

term, sidewalks on both sides of Main Street should be extended to Kelsey Brook (including repair or replacement of the sidewalk in front of the former McDonald's). In the long-term, sidewalks may be able to be extended further east. Sidewalk extensions should be required as part of any site plan approval along Main Street.



Sidewalks on the south side of Main Street end before the grocery store.

i. Pursue additional marked crosswalks (Phase 2)

There are currently no marked crosswalks across Main Street east of Dutchess Avenue. A high-visibility ladder crosswalk should be considered on the west side of Central Avenue, connecting to the library.

Another marked crosswalk should be considered east of Maple Avenue, potentially between the bank and former McDonald's. This should be coordinated with sidewalk extensions and redevelopment in this area.

Both of these crosswalks would require an evaluation and approval by NYSDOT. The Village/Town would need to install ramps on both ends of the crosswalk before NYSDOT could mark the crosswalk. Since these are uncontrolled locations,

⁵ See [MUTCD](#) Section 2D.47 (Parking Area Guide Sign) for optional guidance.

the Village/Town and NYSDOT should consider pedestrian-activated beacons or other devices to alert drivers and encourage them to yield.⁶

A textured and/or colored material could be used under the ladder striping for these and other crosswalks, as long as it provides high color contrast, is low-maintenance, and is fully accessible.

j. Install amenities package (Phase 2)

A package of streetscape amenities should be installed in coordination with sidewalk repairs and curb extension construction. Amenities would include pedestrian-scale lights (particularly near crosswalks), benches, trash/recycling receptacles, and bicycle racks. These amenities make the street more inviting and comfortable. The amenities should be a consistent material and style, and could be ‘branded’ with a Village logo to create a uniform look along Main Street (and other key streets, including South Center Street).



Bike racks and other amenities can include a local logo. Image: JamestownAdvanced.com

Street trees should also be planted, either in landscape strips or tree grates, if feasible, or behind the sidewalk. Specific species should be selected for each location based on the space available and potential conflicts with utilities or passing trucks.

⁶ See [NACTO's Urban Street Design Guide](#) on midblock crosswalks for design guidance.

A sponsorship program could be developed to encourage local businesses and institutions to contribute towards amenities near their business.

k. Pursue land use changes to support walkability (Phases 1-3)

On an ongoing basis, the Village and Town should pursue walkable redevelopment of the Main Street/Route 44 corridor, focusing on the area east of Maple Avenue. This includes working with landowners and applicants to place buildings near the street with sidewalks and pedestrian connections into the site; locate parking to the side or rear; and consolidate driveways and share parking between uses. In all site plans, the Village and Town should aim to improve pedestrian access, safety, and comfort. We also encourage the Village to pursue a sewer system, which would allow additional commercial and residential development close to the center, creating an even more walkable community.

2. Main Street/Maple Avenue

The Main Street/Maple Avenue intersection is the eastern gateway to the village. However, it is a barrier to those who want or need to walk. It has no curb ramps— instead, two corners have stairs, and two have raised curbs. There are no crosswalks, and no pedestrian signals to help people know when to cross. There are also no connecting sidewalks on the northeast corner. All of this makes the intersection very

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difficult to cross on foot. The missing ramps are listed in NYSDOT's ADA Transition Plan as needing improvement. Making this intersection accessible would create a welcoming entrance to the village and allow the walkable nature of the village to extend further east.



The Main/Maple intersection lacks curb ramps, crosswalks, and pedestrian signals.

a. Redesign the Main/Maple intersection (Phases 2-3)

The Village should work with NYSDOT, Dutchess County DPW, and adjacent property owners to redesign the intersection to be fully accessible. This would include the following:

- Reconstruct the sidewalks on the northwest (bank) and southeast (church) corners at a lower elevation and construct curb ramps to the street level. Adjust signal and utility pole locations as needed.
- Install curb ramps at the southwest (residential) corner.
- Construct ramps and connecting sidewalks on the northeast (Cumberland Farms) corner.
- Mark high-visibility ladder crosswalks on all four legs.
- Install pedestrian signals, pushbuttons and signs.

- Reduce the curb radii as feasible, particularly on the southwest and northwest corners, to calm traffic and reduce the crossing distance.

The proposed design is shown in Drawings 1 and 2. Based on discussions with NYSDOT, the sidewalk improvements would likely be the Village's responsibility. Curb ramps would be constructed with the sidewalks, unless NYSDOT was repaving Route 44, in which case ramps could be incorporated in the paving project. NYSDOT would install the crosswalks and pedestrian signals once the sidewalks and ramps were in place.

3. Main Street/Dutchess Avenue/John Street

The Main/Dutchess/John intersection lies at the heart of the village. However, it presents several safety and accessibility issues. It is difficult to cross John Street, due to the elevated sidewalk and stairs on the north side, which are often blocked



The stairs on the north side of John Street are often blocked by parked cars. Image: Google

by parked cars. People often cross Main Street at the curve, where visibility is limited. The missing ramp on John Street is listed in NYSDOT's ADA Transition Plan as a location needing improvement.

a. Convert John Street parking to parallel (Phase 1)

As a first step, the perpendicular parking on John Street should be changed to parallel, with a no parking area by the stairs. Parallel parking can be added on the south side of John Street as well. Parking t's are recommended to encourage drivers to park close to the curb/road edge.⁷

b. Redesign the Main Street/John Street intersection (Phases 1-2)

The Village should work with NYSDOT to redesign the intersection to be fully accessible and safer for people walking. This would include the following:

- Construct a mini-plaza on the north side of the intersection, with a street-level sidewalk along John Street to Dutchess Avenue.
- Install a 'knee wall' along the southern edge of the plaza to discourage people from crossing Main Street near the curve.
- Add a curb ramp on the north side of John Street, a curb extension on the south side, and a marked crosswalk across John Street.

The proposed mini-plaza would remove several parking spaces, but the proposed addition of parallel parking on both sides of John Street would result in a net gain of about five spaces. The plaza design would retain the existing street width on Main Street, but would help calm traffic by narrowing the intersection. It would also provide more public space in the center of the village. The proposed design is shown in Drawings 3 and 4.

4. Main Street/Harlem Valley Rail Trail

The Main Street/Rail Trail intersection is already a key location in the village, and will become increasingly important after the trail is extended north. Issues include the visibility and safety of the crossing, unmarked and unclear parking, and the need for public space around the trail.

a. Coordinate with Dutchess County DPW to improve the trail crossing (Phase 1)

The Village, including members of the HVRT Association, should continue to work with County DPW and its consultant to improve



Curb extensions and more visible warning signs would improve safety at the trail crossing on Main St.

⁷ See [MUTCD](#) Section 3B.19 (Parking Space Markings) for guidance.

the safety of the Main Street crossing. Specifically, the crossing should include:

- Curb extensions on both sides of Main Street
- Crosswalk warning signs on Main Street (such as the Trail Crossing sign, W11-15)
- A warning sign and/or flashing light on the trail, as well as a slight curve, to slow bicyclists as they approach the crossing.

b. Clarify intended use of adjacent parking (Phases 1-2)

The Village should work with adjacent property owners to mark and sign the nearby parking lots, specifically at Railroad Plaza and on both sides of North Center Street, to clarify any use restrictions (e.g. for specific businesses only, or open to the public) and time limits.⁸ Additional signage should direct visitors to rail trail parking (see the Parking/Wayfinding recommendation above).

Pedestrian and parking space in these off-street lots could be better delineated with planters, landscaping, pavers, and other materials.

c. Provide public space around the trail (Phases 1-2)

Based on conversations with Dutchess County DPW's consultant, the trail design will leave open space for the Village to design and program. The Village, HVRTA, and Townscape should work together to provide landscaping, public seating, and event space adjacent to the trail. This

could include permanent structures as well as temporary and movable options.

5. Century Boulevard

Century Boulevard was originally part of a rail line, and was designed for trains, not people. It was later known as “parking street,” a clear indication of its primary use. It is extremely wide, with no sidewalks



Century Blvd was not designed for pedestrian safety.

(except for a short segment by the post office) and no visible crosswalks. Parking spaces are not marked, except for a few at the east end and by the fire department, and it is common to see large trucks parked along the street. While key institutions (the post office, Town Hall, library annex, and fire department) as well as businesses and homes are located on Century Boulevard, its design makes it uncomfortable, if not unsafe, to walk along or across.

a. Redesign Century Boulevard (Phases 1-2)

A walkable redesign of Century Boulevard would include the following:

⁸ See [MUTCD](#) Section 2B.46-48 (Parking, Stopping, and Standing Signs).

- A striped centerline
- Marked parking spaces, with use and/or time restrictions clearly posted, as needed
- Wide, high-visibility ladder crosswalks at both ends, midblock, and by the post office, with curb extensions to calm traffic, shorten the crossing distance, and increase the visibility of people crossing
- Sidewalks on both sides, with a buffer strip between the sidewalk and parking
- Street trees and pedestrian-scale lights

The Task Force considered several alternate designs for Century Boulevard. The proposed design is shown in Drawings 5 and 6. Note that this is intended as a conceptual guide; details will need to be adjusted based on an engineering survey and analysis.



Crosswalks at the east and west ends of Century Blvd are basically invisible.

Based on discussions with the Fire District Commissioner, striped walkways (rather than concrete sidewalks) are shown across the two Fire District driveways, and the parking spaces in front of the main Fire Department building are retained. The curb extensions should leave at least 24 feet of roadway clear to accommodate truck traffic.

Other options could include a mini-traffic circle to help drivers turn around to enter or exit the angled parking (and reduce potential cut-through traffic on adjacent streets); a concrete sidewalk flush with the Fire District driveways (the construction should be strong enough to withstand heavy vehicles); and a designated walkway between Century Boulevard and Main Street, if supported by the relevant property owner(s).

In terms of phasing, the centerline, parking space markings, and crosswalks could be done fairly quickly. A temporary walking area could be marked or cordoned off while funding is sought for sidewalks, curb extensions, and amenities.

6. Village-wide Infrastructure

A series of walkability/accessibility improvements are recommended throughout the village, outside of the key corridors and intersections outlined above.

a. Repair/replace sidewalks near the village core (Phase 1)

Fair and poor condition sidewalks near the village core should be repaired or replaced, including those on the east side of North Center Street (south of Church Street, including the short piece north of Main Street), the north side of John Street, and the west side of Dutchess Avenue (south



These sidewalks on Dutchess Ave should be replaced.

of Century Boulevard). Lifts, cracks, and other specific issues on overall good or excellent condition sidewalks should be addressed through shaving, replacing short segments, and trimming vegetation as needed.

b. Extend sidewalks near the village core; mark crosswalk across John Street (Phase 1)

Short-term sidewalk extensions include the west side of South Center Street (to the current rail trail parking lot); the east side of North Center Street (to connect the existing sidewalks at Main Street and north of John Street); and the north side of John Street (to connect the existing sidewalk on John Street with the proposed sidewalk on North Center Street). The North Center Street and John Street projects should be coordinated with sidewalk repair/replacement on adjacent segments as feasible.

As part of the sidewalk extension on North Center Street, a high-visibility ladder crosswalk should be marked across John Street, with curb ramps on both ends.

c. Add detectable warnings on curb ramps (Phase 1)

Detectable warnings should be added where missing at intersections and select commercial driveways, based on federal guidance. See recommendation 1.e above and Map 6 for more details.

d. Repair/replace sidewalks outside the village core (Phase 2)

In the mid-term, fair and poor condition sidewalks outside the village core should be repaired or replaced, and asphalt sidewalks should be replaced with concrete. These include segments on North Center Street (north of Church Street), Church Street, Dutchess Avenue (north of Century Boulevard), Simmons Street (north side, west of Dutchess Avenue), Barton Street (south side, west of Linden Street), Linden Street, Park Avenue, Park Street, Central Avenue, North Maple Avenue (north of Simmons Street), South Maple Avenue (near Fish Street), and Fish Street (south side, near South Maple Avenue). For the asphalt sidewalks, the asphalt and underlying concrete should be removed, and a new sub-base may be needed to create a stable, even sidewalk.



The North Center Street sidewalk should be replaced.

Lifts, cracks, and other specific issues on overall good or excellent condition sidewalks should be addressed through shaving, replacing short segments, and trimming vegetation as needed.

e. Extend sidewalks outside the village core; add crosswalk to Eddie Collins Park (Phase 2)

Mid-term sidewalk extensions include the east side of North Elm Avenue/Route 22 (to a proposed rail trail connection near Pine Ridge Rd); the west side of North Center Street (from Main Street to Church Street, in coordination with the property owners); the west side of South Center Street (from the rail trail parking lot to Fish Street); the south side of Barton Street (between Linden Street and Dutchess Avenue); the east side of Dutchess Avenue (to Highland Drive); and the west side of North Maple Avenue (to Highland Drive).

The Barton Street, Dutchess Avenue, and North Maple Avenue projects should be coordinated with sidewalk repair and replacement on adjacent segments.

As part of the sidewalk extension on North Elm Avenue (Route 22), a high-visibility ladder crosswalk should be marked across the street to the Eddie Collins Park entrance. As with new crosswalks on Main Street, this crosswalk would require an evaluation and approval by NYSDOT, and the Village would need to install ramps on both ends of the crosswalk before NYSDOT could mark it. In addition, the Village and NYSDOT should consider pedestrian-activated beacons or other devices to alert drivers and encourage them to yield.

f. Construct curb ramps where missing (Phase 2)

Curb ramps should be installed at curbed intersections without a ramp, including Park Street/Park Avenue (NE corner); Park Street/Central Avenue (NE corner); and Fish

Street/South Maple Avenue (NW and SW corners). See Map 6. Ramps should be constructed to direct a person into the crosswalk (whether marked or not), not into the center of the intersection.



This curb (on Park Street) lacks a ramp and warning strip.

g. Replace diagonal curb ramps (Phase 3)

Longer-term, diagonal curb ramps, which direct people into the center of the intersection, should be replaced with separate ramps that direct people into each crossing, if feasible. Locations include North Elm Avenue at Eddie Collins Park, North Elm Avenue at Wakeman Rd, North Elm Avenue at Main Street (NE and SE corners), North Center Street at Main Street (NW and NE corners), Century Boulevard at Dutchess Avenue (NE and SE corners), North Maple Avenue at Barton Street (NW corner), Park Street at South Maple Avenue (NW corner), and Fish Street at South Center Street (NE and SE corners). See Map 6.

h. Consider additional sidewalks (Phase 3)

Residents expressed interest in a sidewalk along the south side of Barton Street between Dutchess Avenue and North Maple Avenue. This would be challenging, given the location of utility poles, trees, and private fences and front yards. However, a sidewalk here would fill a gap in the village network.

i. Pursue land use changes to support walkability (Phases 1-3)

On an ongoing basis, the Village should pursue walkable redevelopment, particularly on Route 22 north of Main Street. This includes working with landowners and applicants to place buildings near the street; install sidewalks and pedestrian connections into the site; locate parking to the side or rear; and consolidate driveways and share parking between uses.

In all site plans, the Village (and Town) should aim to improve pedestrian access, safety, and comfort. As noted above, we also encourage the Village to pursue a sewer system, which would allow additional commercial and residential development close to the center, creating an even more walkable community.

7. Parking

Parking is critical to the economic success of the village, but it must be managed, like any resource, to ensure that it is used efficiently. Often, there is a perception of ‘not enough parking’ due to poor parking management, enforcement, or lack of signage/information. See also the policy recommendation to update parking requirements.

a. Mark parking spaces and clarify restrictions (Phase 1)

⁹ See [MUTCD](#) Sections 2B.46-48 (Parking, Stopping, and Standing Signs) and 3B.23 (Curb Markings).

As a first step, the Village should mark on-street spaces with parking ‘t’s to maximize the number of spaces and encourage drivers to park close to the curb. Off-street spaces should be striped to maximize the number of spaces. In addition, any parking use or time restrictions should be clearly signed, both for on-street and off-street parking.⁹ See also recommendation 1.g in the Main Street Corridor section and the discussion of parking in the Main Street/HVRT intersection section.



Parking on North Center Street near Main Street is unmarked and poorly defined.

b. Conduct a parking study (Phase 2)

A parking study should be conducted to better understand the supply and demand for parking within the village. This would involve an inventory of existing on-street and off-street spaces, both public and private, as well as their levels of use on various days and at various times. This information will help the Village understand where parking is available, so that drivers can be directed to those locations, as well as where parking is scarce, so that time limits or other tools can be considered to free up prime spots. For an example, see the [Beacon Center City Parking Analysis](#).

c. Implement a parking management plan (Phase 2)

Based on the results of the parking study, the Village should develop and implement a parking management plan. Tools to consider include signage, striping (including marking no parking areas, such as near crosswalks), time limits, pricing (for prime locations), enforcement, and development of additional parking as needed.

8. Bicycle Access

Bicycle access was not a focus of this study, but is likely to become a more important issue after the extension of the rail trail. Many people will be bicycling across Main Street, and the Village should consider how to encourage them to stop, visit, and patronize local businesses.

a. Install bicycle parking (Phase 1)

As discussed in the Inventory section, there are very few bike racks in the village. Bike parking provides a safe place for people to lock their bikes, reduces clutter from bikes parked on poles or against buildings, and encourages people to park their bike and walk around. A consistent series of bike



Bike parking provides a safe place for people to leave their bikes so they can explore the village on foot.

racks (preferably the 'Inverted U' or another simple, easy to use style) should be installed along Main Street and at key locations, such as near the rail trail crossing, the rail trail parking lot, and entrances of local destinations.

As noted in the Main Street section above, bike racks could be 'branded' with a Village logo or other element to create a uniform look. See DCTC's [Bicycle Parking Guidance](#) webpage and our [Bicycle Parking Recommendations](#) for detailed guidance.

b. Provide bicycle wayfinding signage (Phase 1)

Bicycle wayfinding signage helps bicyclists find destinations such as the rail trail, Town and Village Hall, the library, post office, the park, and Main Street businesses. A few simple, clear signs (such as the Bike Route Guide sign)¹⁰ could help the Village capture the economic benefits of bicycle tourists and visitors.



A bicycle wayfinding sign. Image: Google

c. Consider bicycle markings or signage on Main Street (Phase 2)

As discussed above under the pedestrian and bicycle counts, the vast majority of bicyclists observed on Main Street were riding on the sidewalk. This creates a safety issue for people walking, and is less safe for bicyclists than riding on the street (see the [Cornell Local Road Program's Bicycling on Sidewalks summary](#) for more information). The Village should work with

¹⁰ See [MUTCD](#), Section 9B.20 and Figure 9B-4 for guidance.

NYSDOT to consider 'Share the Road' or 'Bike in Lane' signage, or shared lane markings (sharrows) on Main Street to encourage bicyclists to ride on the street (see NYSDOT's Shared Lane Marking Policy in Appendix F). Note that NYSDOT has identified Route 44 as a potential future State Bike Route.

9. Public Space

There are several public spaces in the village core, including Veterans Park and the rail trail area, as well as the proposed mini-plaza at the Main Street/John Street intersection. However, there is a lack of outdoor

dining space, and some spaces, such as the Town Hall lawn, could be more inviting. The rail trail extension also provides the opportunity for additional trail connections.



The Town Hall lawn could be enhanced to encourage more active use.

a. Consider improvements to public spaces (Phases 1-2)

Improvements could include the following:

- Additional outdoor seating, such as movable tables and chairs, along Main Street.
- Enhancements to existing outdoor spaces, particularly the Town Hall lawn, to encourage more active use. This

could include additional seating, tables, play structures, a fountain, or other interactive features.

- Consistent design elements in all public spaces, such as low stone walls of the same style and material, similar furniture, etc.
- A 'pop-up plaza' at one of the village's public spaces, with a sheltered platform for performances, a hardscape area, space for food trucks, outlets for music, a movable screen for outdoor films, etc.

b. Formalize Rail Trail connections (Phases 1-2)

Several rail trail connections could be formalized to improve access to the trail. These include:

- Formalize the worn path between the (future) rail trail and Route 22 through the northern portion of the Flood's property, as well as the worn path between the rail trail and North Center Street.
- Pave a path between the (future) rail trail and the Four Brothers Pizza parking lot to provide access to the planned outdoor classroom at the bridge.
- Pave the path between the rail trail parking lot on South Center Street and the trail, and add signage as needed.

10. Safety

The following safety-related recommendations are suggested based on observations in the field, input from the public, and best practices.

a. Initiate evaluation of a speed limit reduction on Route 22 in Irondale (Phase 1)

The speed limit on Route 22 north of the village is 55 mph. At the village line, it drops to 30 mph. The Town (in coordination with the Village) should ask NYSDOT to consider a reduced speed limit of 45 mph for the area north of the village line, as a transition into and out of the village setting. A formal request along with a Town Board resolution would be forwarded first to Dutchess County DPW for their review, and then to NYSDOT.

b. Consider reconfiguring Park Avenue, Park Street, & Central Avenue (Phase 2)

Park Avenue, Park Street, and Central Avenue are narrow (about 18-20 feet), and become very congested during daycare drop off/pick up and funeral services, when many cars are parked along the street, leaving room for only one-way traffic. The Village should consider reconfiguring these streets to one-way or another configuration to allow space for parking and improve safety. For example, Park Avenue could be southbound,



Parked cars and drop-off/pick-up activity create safety and congestion issues on Park Street.

Central Avenue could be northbound, and Park Street could be eastbound.

11. Policies

Local codes and policies are critical to providing consistency in development decisions over time. We recommend several changes to existing codes and policies to support a more walkable and accessible community. These changes require personnel resources, and timing will depend on Village and Town priorities. However, they should be considered in the short-term (Phase 1).

a. Require concrete for sidewalk construction and repair

As described in Part 1 above, the current comprehensive plan states that “All sidewalks in the central business area shall be constructed and repaired with concrete” (page 66). It adds, “Paving stones, slate, cobbles and brick may be substituted for concrete, but asphalt is discouraged.” However, the Village’s Streets and Sidewalks code states that all sidewalks shall be constructed of concrete or asphalt, and all curbs shall be of concrete or asphalt (§136-9 Construction Requirements).

Asphalt is not a recommended sidewalk material, as the edges tend to ravel off, and the surface often becomes uneven (especially when applied over poor condition concrete). We recommend requiring concrete for sidewalk and curb construction and repair, both in a revision to the Streets and Sidewalks code and in the updated comprehensive plan. If needed, the code and plan could allow an alternate material

to be used if a written justification is submitted and approved. Note that NYSDOT requires concrete for all sidewalks and curbs along a state highway, and ADA requirements limiting gaps and vibration would apply to other sidewalk materials.



Asphalt sidewalks often ravel (crack and break off) along the edge, reducing the useable width.

b. Require a five-foot minimum sidewalk width

Based on national accessibility guidelines, best practice is to build sidewalks at least five feet wide, so two wheelchairs can pass (four-foot sidewalks can be used, but should have a five by five foot passing area every two hundred feet). Facilities must be made accessible to the maximum extent practicable, both for new constructions and repairs. If there is a technical reason why a facility cannot be accessible, it should be documented.¹¹

The Village's Streets and Sidewalks code does not specify a minimum width, but the Subdivision code states that sidewalks shall have a minimum width of four feet (§ 140-24 Sidewalks). We recommend that the Village revise its Streets

and Sidewalks and Subdivision codes to specify a minimum sidewalk width of five feet, with exceptions allowed in cases of technical infeasibility, if documented and approved.

c. Encourage a five-foot sidewalk buffer

Sidewalk buffers make it safer and more comfortable to walk, and provide space for landscaping, street trees, and other amenities. The Village's Streets and Sidewalks code does not discuss buffers, but the Subdivision code states "a median strip of grassed or landscaped areas at least four feet wide shall separate all sidewalks from adjacent curbs" (§ 140-24 Sidewalks).

The County Planning Department recommends a minimum buffer width of five feet to separate walkers from traffic, allow room for trees and snow storage, and prevent side slopes at driveways (see [Greenway Guide B2, Walkable Communities](#)). We recommend that the Village revise its Streets and Sidewalks and Subdivision codes to encourage a minimum buffer width of five feet, unless infeasible.

d. Restrict parking near crosswalks

The Village code currently prohibits parking within twenty feet of a crosswalk at an intersection, unless otherwise indicated by official signs, markings, or meters (see Section 151-40). This should be updated to also prohibit parking within at least twenty feet of mid-block crosswalks.

¹¹ Based on discussions with a Federal Highway Administration Civil Rights Specialist. The US Access Board has developed Public Rights of Way

Accessibility Guidelines (PROWAG) which have been adopted by NYSDOT and others, but have not yet been adopted by the federal government.

In addition to signs, red paint along the curb could be used to designate these ‘no parking’ areas.¹² The proposed curb extensions at the uncontrolled Main Street crosswalks would also limit parking next to those crosswalks.

e. Update parking requirements

The Village’s zoning code details parking requirements for a variety of uses (§ 170-36, Off-street parking). However, the requirements are quite high, which is inconsistent with a walkable, pedestrian-oriented village. In addition, the code allows for shared parking, but does not reduce the base parking requirements if shared parking is implemented (except for churches, theaters, and assembly halls).

We recommend that the Village revise its parking code to provide more flexibility, particularly if public parking is nearby (on- or off-street), if shared parking can be arranged, or if the applicant can document that fewer spaces are needed. We suggest considering maximum parking ratios, or a range (minimum and maximums), rather than just a minimum. See [Massachusetts’ Smart Parking Model Bylaw](#) for an example.

As described above, parking lots abutting the street make the sidewalk less appealing and less safe, due to driveways interrupting the sidewalk. To reduce conflict points and prioritize pedestrian comfort, we recommend requiring off-street parking to be in the rear, or when that is not feasible, to the side of buildings.

¹² See [MUTCD](#) Sections 2B.46-48 (Parking, Stopping, and Standing Signs) and 3B.23 (Curb Markings).

f. Consider restricting sidewalk bicycling on Main Street

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.

g. Consider visual design guidelines

To support a walkable, pedestrian-oriented community, the Village should consider visual design standards, either as a supplement to the zoning code or as a stand-alone “pattern book” or design guidelines document. This would provide visual guidance to property owners and developers, illustrating building details such as entrances, roofs, windows, and materials, as well as signage, lighting, setbacks, and parking with photos and/or illustrations. In Dutchess County, 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.

h. Adopt the Pedestrian Plan and designate an implementation entity

In our experience, plans such as this are most effective when adopted as an official municipal document. This Pedestrian Plan could be incorporated as an appendix to the updated Village and Town comprehensive plan, or adopted by resolution as a separate document.

We also recommend that a specific entity be tasked with overseeing implementation of the Plan. Townscape could take on this role, or a Village committee or other entity.

12. Programs

We recommend several programs, or changes to municipal practices, to support the infrastructure improvements and policy changes. These programs require personnel resources, and timing will depend on Village and Town priorities. However, they should be considered in the short-term (Phase 1).

a. Develop a capital plan for sidewalk construction and maintenance

We understand that the Village Highway Department maintains public sidewalks in the village. This provides consistent, professional attention to a critical element of local infrastructure. However, we also understand that the Village does not have a sidewalk maintenance plan, or an annual capital program or long-term capital plan to fund sidewalk improvements. Rather, maintenance is performed somewhat ad-hoc, depending on the condition of the sidewalk, available funds, and local input. Sidewalk conditions and maintenance expenditures do not appear to be tracked in a database or other consistent system.

We recommend that the Village establish at least a five-year capital plan with an annual budget and prioritized list of projects, as well as a system to track sidewalk conditions and maintenance work. This will help ensure that the highest-

priority areas are addressed first and that funding is identified to address maintenance needs.

The capital plan should include sidewalk construction, repairs, sweeping (as needed to remove gravel), snow plowing, vegetation trimming, as well as curb ramps and detectable warnings. Crosswalk re-marking and public parking re-striping could also be incorporated into the capital plan, likely as an annual project, unless more durable materials are used. This Plan can provide a starting point. The Village of Millbrook's sidewalk improvement plan could also be a useful model.



Sidewalk maintenance, including brush trimming and gravel sweeping, should be incorporated into a capital plan.

b. Investigate sidewalk snow clearing options for difficult locations

The Village removes snow from sidewalks, except for those that are difficult to reach with plows (such as the elevated sidewalks on North Center Street and John Street). To improve pedestrian access, the Village should investigate alternate plowing methods for these locations.

In addition, the Village Highway Department should work with NYSDOT to prevent snow plowed on State roads (Main Street

and Elm Avenue) from being dumped onto the sidewalks or curb ramps. Providing snow storage areas, such as sidewalk buffers, is the best way to prevent snow from being stored on sidewalks.

c. Develop and implement a pedestrian safety education & enforcement campaign

We encourage the Village to promote pedestrian safety by working with Village police, local institutions, and the County Traffic Safety Board to develop and implement programs to encourage safe walking.

Part IV: Implementation

a. Unit Cost Estimates

Cost estimates require a detailed understanding of each project's context and components. However, cost-estimating tools can provide planning-level estimates. The estimates below are primarily based on information from NYSDOT-Region 8, the County Planning Department's Community Development Division, and local municipalities, with additional information from NYSDOT's online [statewide pay item catalog](#), a [New Jersey Safe Routes to School Implementation Costs](#) document, the Pedestrian and Bicycle Information Center's (PBIC) [national database of pedestrian and bicycle infrastructure costs](#), local consultants, and online searches. Estimates are based on recent local projects as much as possible.

As noted below, federal and state-funded projects will cost more than locally- or CDBG-funded projects. However, regardless of the funding source, projects on a State road need to follow State design guidelines, which generally involves higher costs.

The costs listed below will change over time. Also, costs related to right-of-way, drainage, and utility work are not included. These can vary substantially and may affect the feasibility of recommended projects. Additional cost estimates

could be provided by NYSDOT-Region 8, the Dutchess County Department of Public Works, or the Village Highway Department.

Cost Estimates

- Sidewalk with curb: \$150 - \$600 per linear foot (total project cost; depends on drainage, lighting, and other work required).¹³
- Sidewalk only (no curb): \$60 - \$95 per linear foot
- Pre-cast pavers: \$50 per linear foot
- Paved path/trail: \$45 per linear foot (10 feet wide)
- Concrete curb: \$25 - \$50 per linear foot
- Granite curb: \$35 - \$88 per linear foot
- Grass sidewalk buffer (5 feet wide): \$32 per linear foot
- Curb ramp: \$2,000 (with new sidewalk) - \$3,000 (replace existing)
- Detectable warnings: \$300 - \$350 per square yard, or about \$200 each
- Curb extension: \$7,500 - \$15,000 each (depending on drainage and utilities), or \$100 - \$120 per linear foot
- Marked crosswalk: \$800 - \$1,500 each (2 lanes or 4 lanes wide)
- Epoxy pavement stripes: \$1 - \$3.50 per linear foot (depending on length to be striped)
- Small sign: \$200 - \$400 each, or \$40 per square foot
- Crosswalk warning sign: \$450 each
- Radar speed sign (solar powered): \$9,000 each

¹³ Low-end estimate based on recent CDBG funded projects; high-end estimate based on recent federally funded projects.

Millerton Pedestrian Plan

- Replacement pedestrian push-button and sign (on existing pedestrian signal): \$300 each
- New pedestrian signal with push-buttons: \$7,500 (two per crossing)
- Pedestrian-activated beacon: \$2,000 - \$5,000 each, depending on type
- Bench: \$2,000 - \$2,500 each, including installation
- Pedestrian-scale street light: \$2,500 each
- Street tree: \$200 - \$400 each
- Tree grate: \$2,000 - \$2,500 each
- Trash/recycling receptacles: \$300 - \$1,000 (for one container or a trash/recycling pair)
- Signed Bicycle Route (signs and striping only): \$5,000 per mile
- Shared-lane marking (sharrow): \$200 each
- Bicycle parking rack: \$100 each or about \$500 for five in series (material only); \$900 each including installation
- Design: 10 percent of construction cost (based on project complexity); at least \$90,000-\$110,000 for a federal-aid project
- Survey: 1-3 percent of construction cost
- Clearing/grubbing: 1-3 percent of construction cost
- Work zone traffic control: 4-9 percent of construction cost (based on project complexity)
- Construction Inspection: 12-15 percent of construction cost (based on project complexity)
- Incidentals, inflation, and contingency: 20 percent of construction cost (estimated)

b. Funding Options

There are a variety of funding sources available for the projects recommended in this plan. Key sources are listed below.

Local Funds

Municipalities often find that it is less expensive to use local funds than federal sources. This is because federal funding typically requires higher-cost materials, lengthy review and right-of way processes, thorough construction inspection, and detailed grant reporting and administration. Although municipal resources are limited, local funds allow for more flexibility and a much faster process. Local funding sources include the following:

- **General Fund/Discretionary Funds:** The Village will need to weigh each project against other local priorities.
- **CHIPS** (Consolidated Local Street and Highway Improvement Program): The Village receives CHIPS funding annually from NYSDOT based on its local roadway mileage. CHIPS funds can be used for construction and repair of streets and bridges, as well as sidewalks and traffic calming projects. Capital projects must be paid for by the municipality and then reimbursed by NYSDOT.
- **Local Bond:** The Village could issue a local bond to fund a package of improvements.
- **Sidewalk Improvement District:** Ithaca, NY funds sidewalk installation and maintenance through sidewalk improvement districts. The districts assess an annual maintenance fee on properties, based on the type of

property, its size, and the amount of sidewalk work needed in the district. See [Ithaca's Sidewalk Policy website](#) for more information.

Private Funds

- **Development Conditions of Approval:** Prospective developers would have to construct or provide funding for the relevant improvements outlined in this Plan as part of their project.
- **Public-Private Partnerships:** Examples include working with Townscape on streetscape projects; working with adjacent property owners to fund a portion of sidewalk or other improvements; funding benches through the sale of advertising space; or creating an 'adopt a street' or similar maintenance program.
- **Non-Profit Organizations:**
 - The [Hudson River Valley Greenway](#) provides grants to municipalities through its Greenway Grant Program and Trail Grant Program. The City of Beacon used a Greenway grant to install sharrows, signage, and bicycle parking on its Main Street, and to develop a bicycle education program.
 - [America Walks' Community Change Micro Grants](#) fund projects or programs to make walking safer, easier, and more fun. These grants have funded walking maps, public art, signage, crosswalks, events, educational materials, and more.
- **Foundation Grants:** Foundations may have funding for walking and bicycling projects. The [Foundation Center website](#) has a national database of grant-makers and grants, as well as other tools for grant-seekers.

County & State Funds

- **Community Development Block Grants (CDBG):** These are federal funds from the U.S. Department of Housing and Urban Development and are administered by the Dutchess County [Department of Planning and Development's Community Development and Housing Division](#). Eligible activities include infrastructure improvements (such as sidewalk construction, roadwork, and drainage) in areas defined as low and moderate income, or projects to remove barriers to access. CDBG could fund construction and engineering work, but not an engineering study or administrative costs. CDBG funds can typically be used as a match for other federal funding. The entire village is eligible for CDBG funds.
- The [County Department of Public Works \(DPW\)](#) owns and maintains all County roads, including Maple Avenue (County Route 62) in Millerton. DPW receives CHIPS and County funds, and can use bonds or apply for state or federal funding for larger projects. DPW typically does not build or maintain sidewalks, but would be a partner for any project related to a County road.
- The [New York State Department of Transportation \(NYSDOT\)](#) owns and maintains all State roads, including Main Street (Route 44) and Elm Avenue (Route 22) in Millerton. NYSDOT is responsible for the roadway as well as intersections along it. This includes maintaining signals, marking crosswalks, and installing signs. NYSDOT uses State funds as well as federal funds for its projects.
- **New York State's [Consolidated Funding Application \(CFA\)](#)** is an annual application for funding from various State agencies, including the Department of Environmental

Conservation (DEC), Department of State (DOS), Empire State Development (ESD), Homes and Community Renewal (HCR), Parks, Recreation and Historic Preservation (OPRHP), and others. The particular funding programs and amounts vary by year. The CFA is intended to implement the economic development priorities and strategies developed by the [Regional Economic Development Councils](#), which for the Mid-Hudson, include promoting alternative transportation. For Millerton, potential funding programs could include the New York Main Street Program (HCR), which funds streetscape enhancement projects; Climate Smart Communities (DEC), which funds pedestrian and bicycle transportation projects; Environmental Protection Fund (OPRHP), for development of parks; Cleaner Greener Communities (NYSERDA); Green Infrastructure Grants (NYSEFC); and others.

- New York State's [Multi-Modal Program](#) provides reimbursement funding for capital projects related to five specific modes: rail, port, ferry, airport, and State and local highways and bridges. Projects are nominated by the Governor or a State Legislator and must be approved by a State Committee and determined to be eligible by NYSDOT.
- The [State and Municipal Facilities Program](#), administered by the State's Dorm Authority, can fund sidewalks and other local infrastructure. Projects are nominated by a State Legislator.
- **Legislative Discretionary Funds:** State legislators typically have discretionary funds that can be used for local priority projects.

Federal Transportation Funds

Most federal transportation funding comes from the multi-modal federal transportation law in effect at the time; the current law is the *Fixing America's Surface Transportation Act* (FAST Act), which was enacted in 2015. To use federal transportation funding, a project must be consistent with an overall transportation plan, such as [Moving Dutchess 2](#), and be added to the DCTC's [Transportation Improvement Program \(TIP\)](#). For more information, see the DCTC's webpage on [Federal Highway Funding](#) and the Federal Highway Administration's [Pedestrian and Bicycle Funding Opportunities](#) table.

Federal transportation funding programs that could be used for pedestrian and bicycle improvements include the following:

- **National Highway Performance Program (NHPP):** These funds may be used for projects, including walking and bicycling facilities, on roads on the National Highway System (NHS). In Millerton, the NHS includes Routes 22 (Elm Avenue) and 44 (Main Street).
- **Surface Transportation Block Grant Program (STBG):** These funds may be used for projects on any [federal-aid eligible](#) road. In Millerton, these include Route 22 (Elm Avenue) and Route 44 (Main Street). Projects can include walking and bicycling facilities, as well as non-construction projects related to safety (such as brochures, public service announcements, and route maps). A portion of each State's STP funds must be used for the STBG Set-aside (see below).

- **Transportation Alternatives/Surface Transportation Block Grant (STBG) Program Set-aside:** This program funds walking and bicycling infrastructure, safe routes to school projects, and trails, as well as landscaping and other projects. Eligible costs include studies, design, construction, and right-of-way incidentals and acquisition. Administrative and maintenance costs are not eligible.

Most federal programs are reimbursement programs, and the federal share of the costs is generally 80 percent. If these funds are used, the project sponsor is responsible for the required local match and any costs that are not covered by federal funds. The design and construction of pedestrian facilities could be funded by any of the sources, and could be a stand-alone project or combined with a roadway project. A large project could also be split into several smaller pieces with funding from different programs.

c. Final Thoughts


Municipalities across the nation face the challenge of maintaining a walkable Main Street that supports a healthy, vibrant commercial district, particularly when that Main Street is also a State highway. Millerton faces the additional challenges of topography and older infrastructure, which can make pedestrian access more difficult.


The first step is to agree on a vision; then begins the hard work of securing funding and implementing priority projects.


This work take time and focused leadership. This plan is intended to help Millerton start this effort-- first, by identifying the scope of the challenge through an assessment of existing conditions; and second, by presenting a series of recommendations to improve safety, access, and the walking environment throughout the village.


With concerted effort by the Village of Millerton, working with the Town and local organizations, as well as the State and other partners, the village can become a more walkable and accessible destination for both residents and visitors.


Village of Millerton Pedestrian Plan: Map 1 - Study Area


 Inventory Area


 Focus Area


 Focus Intersections


 Village/Town Hall


 Post Office


 Library

 Trail

 Future Trail

 Park

 Municipal Boundary




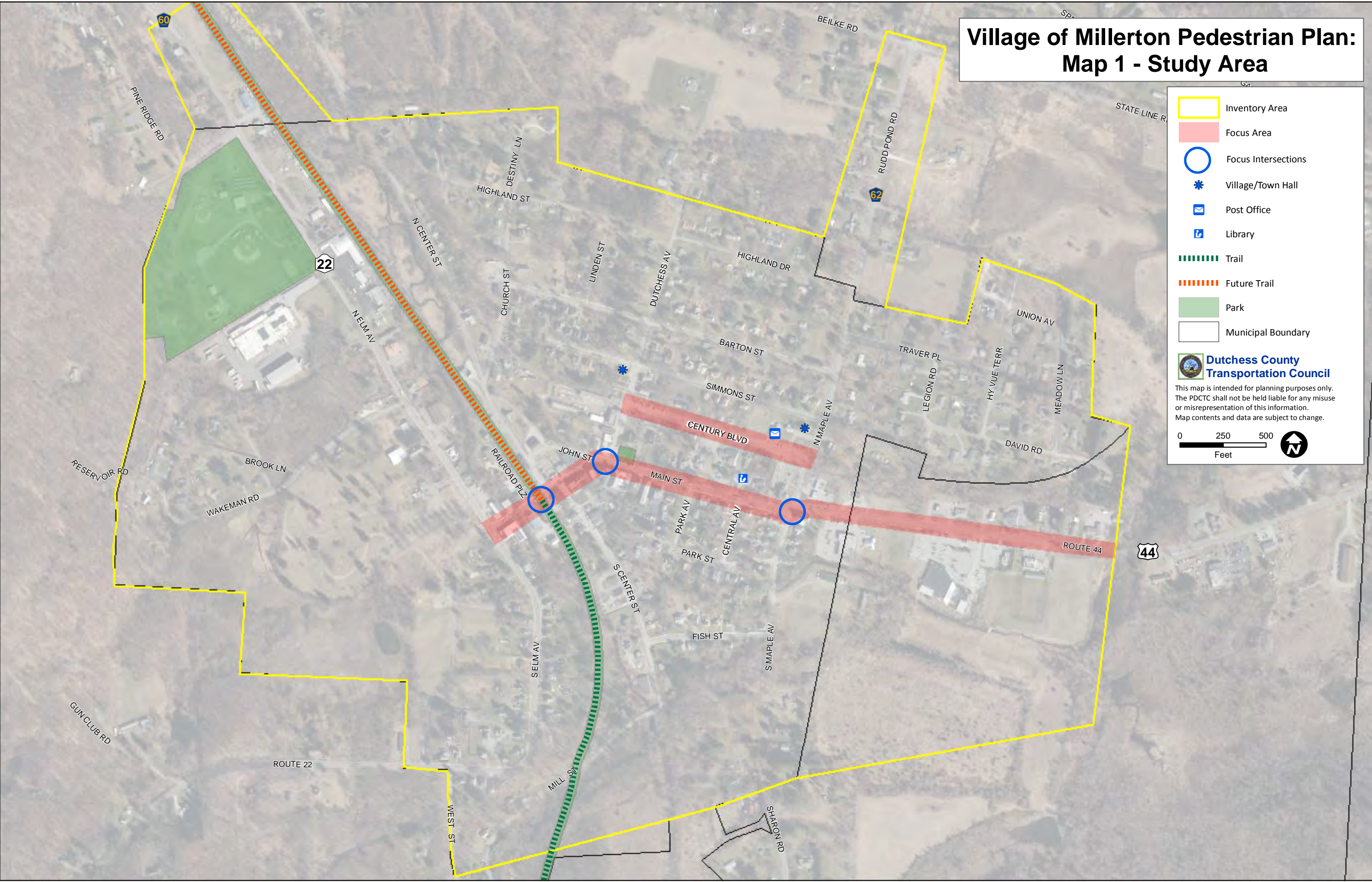
**Dutchess County
Transportation Council**

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0250500

Feet



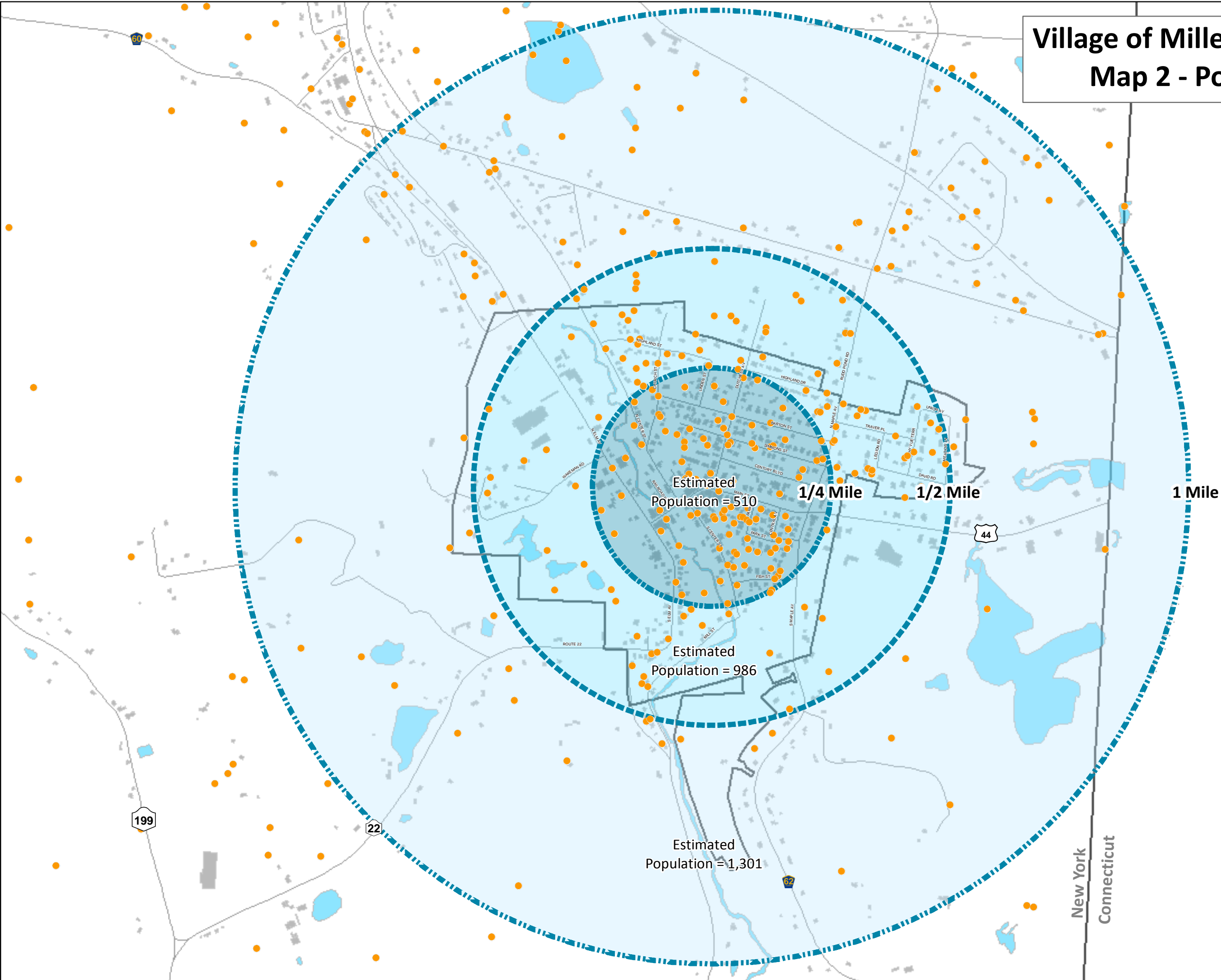
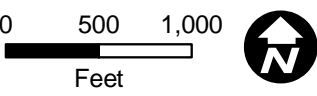


Village of Millerton Pedestrian Plan: Map 2 - Population Density

- 1 Dot = 5 People
- Structures
- Water Bodies



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Village of Millerton Pedestrian Plan: Map 3 - Traffic Volumes

Average Daily Traffic Volume *

- 0 - 500
- 500 - 2500
- 2500 - 5000
- 5000 +

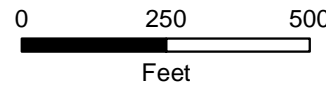
- Sidewalk
- No Sidewalk

* Data from 2013 - 2016

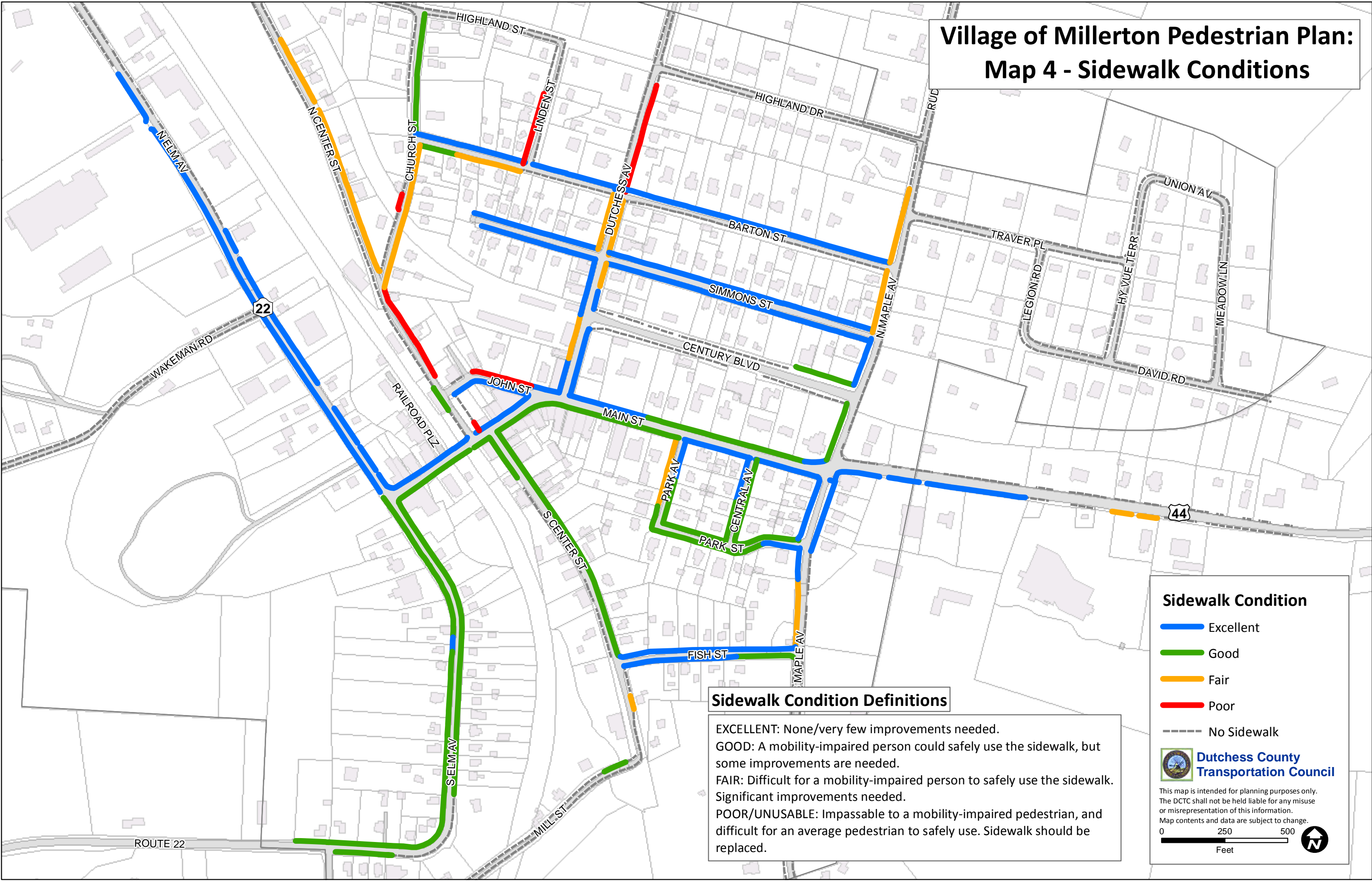


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Transportation Council**

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Village of Millerton Pedestrian Plan: Map 4 - Sidewalk Conditions



Sidewalk Condition Definitions

EXCELLENT: None/very few improvements needed.

GOOD: A mobility-impaired person could safely use the sidewalk, but some improvements are needed.

FAIR: Difficult for a mobility-impaired person to safely use the sidewalk. Significant improvements needed.

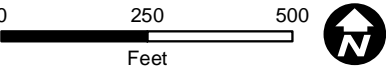
POOR/UNUSABLE: Impassable to a mobility-impaired pedestrian, and difficult for an average pedestrian to safely use. Sidewalk should be replaced.

Sidewalk Condition

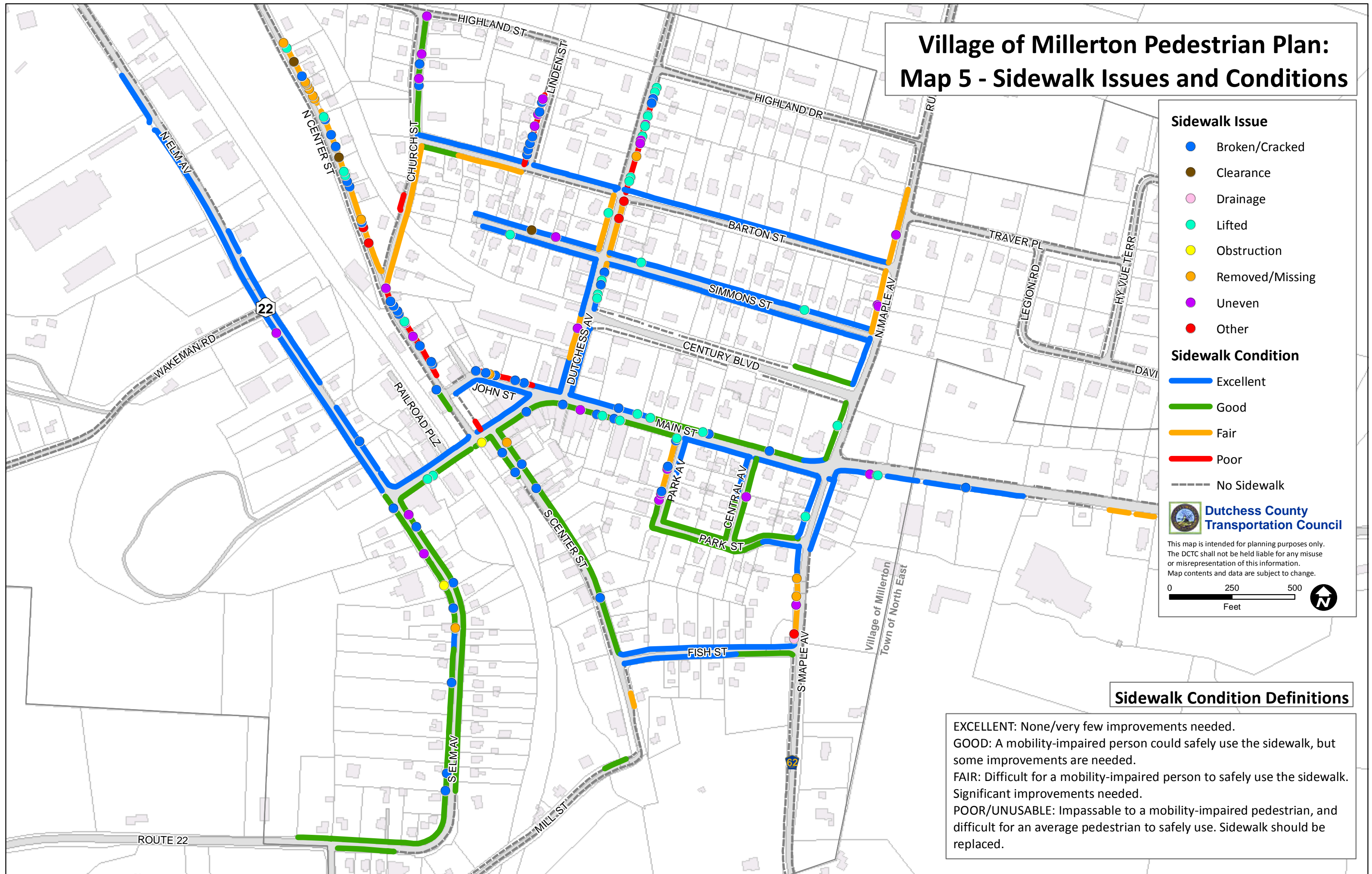
- Excellent
- Good
- Fair
- Poor
- No Sidewalk



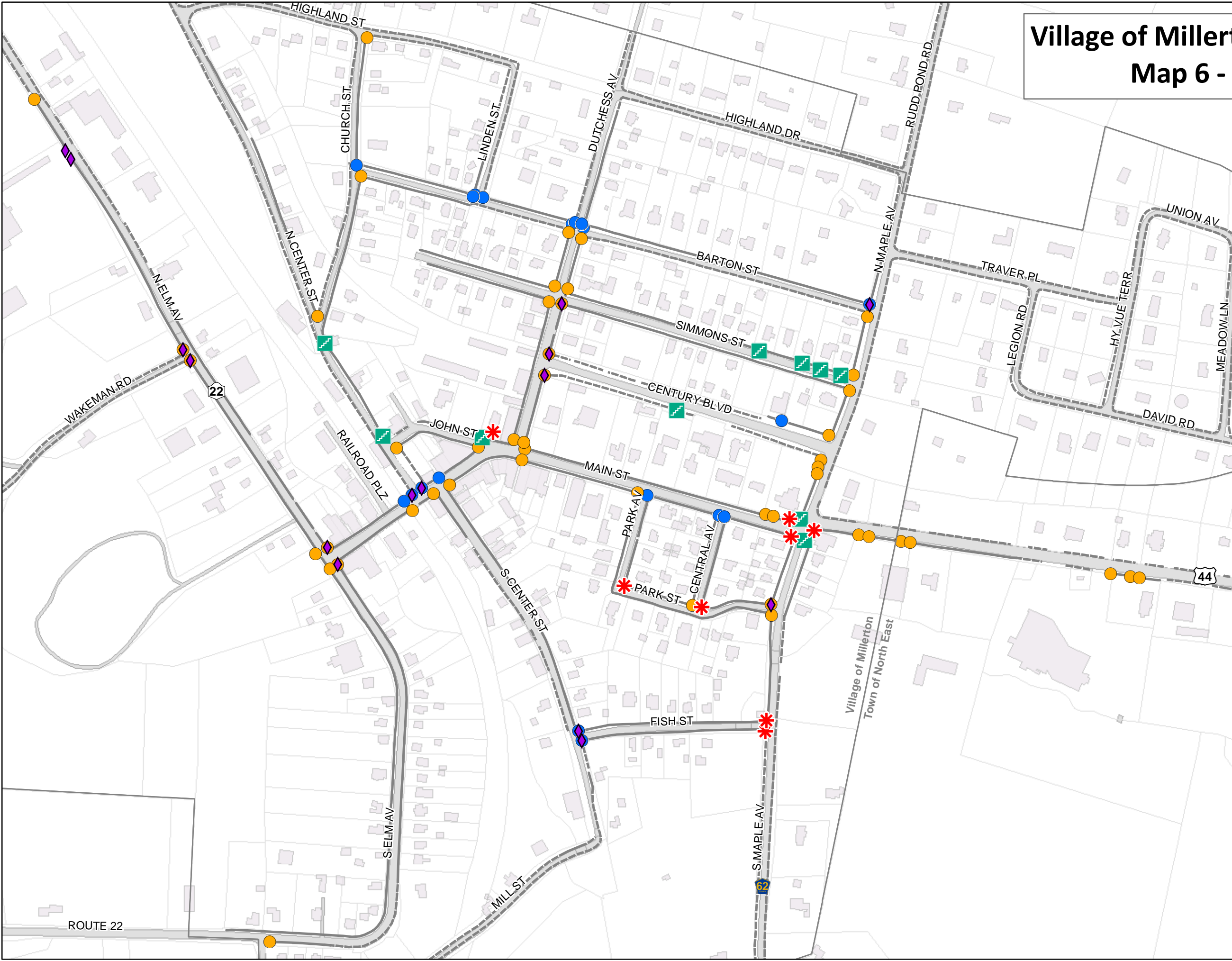
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Village of Millerton Pedestrian Plan: Map 5 - Sidewalk Issues and Conditions



Village of Millerton Pedestrian Plan: Map 6 - Curb Ramps



Curb Ramp Conditions

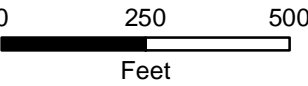
- Missing curb ramp
- Ramp/driveway crossing needing warning strip
- Ramp directs pedestrians into center of intersection
- Stairs
- Ramp with warning strip (colored domes)

- Sidewalk
- No Sidewalk



**Dutchess County
Transportation Council**

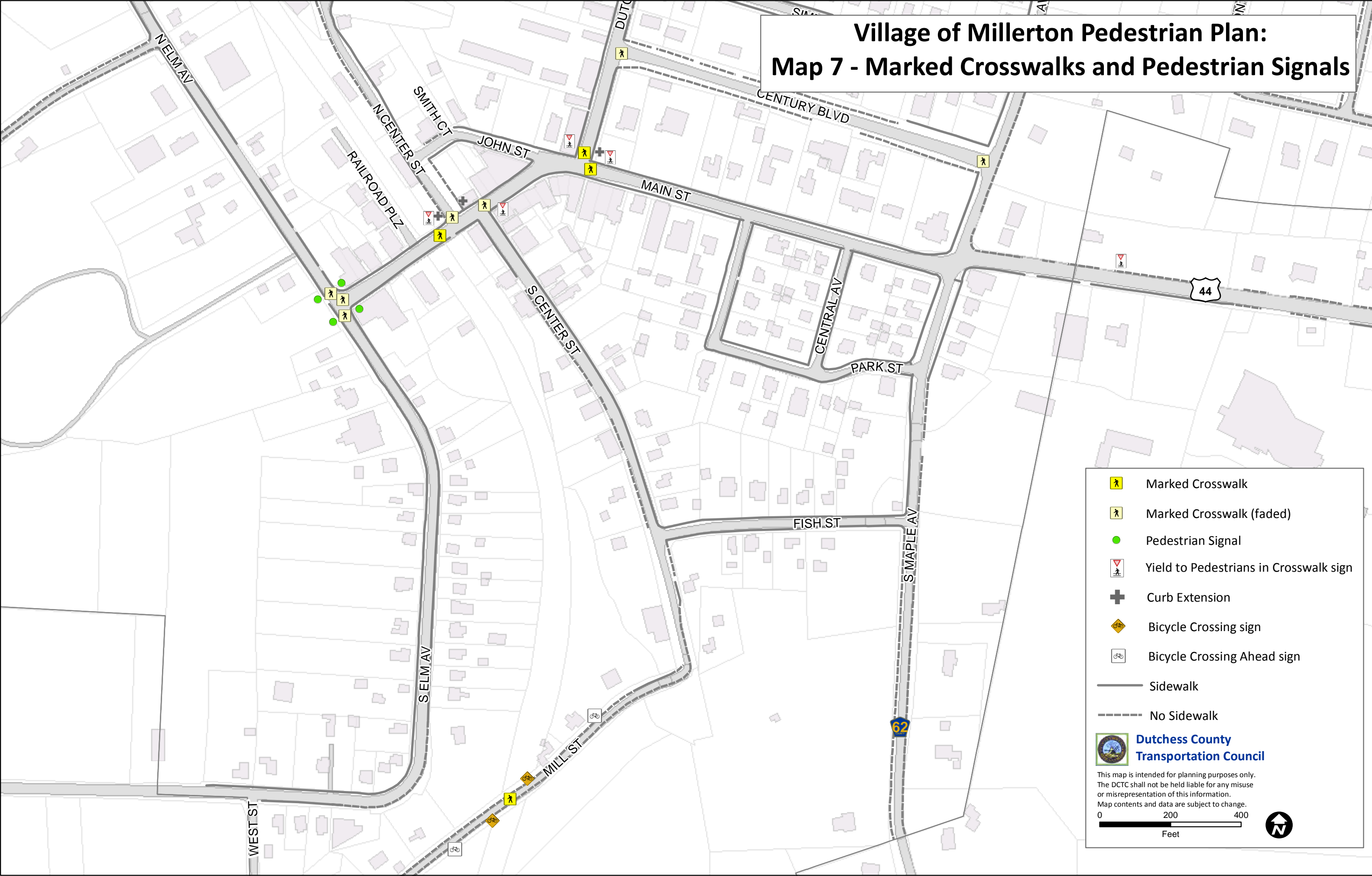
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ROUTE 22

Village of Millerton
Town of North East

Village of Millerton Pedestrian Plan: Map 7 - Marked Crosswalks and Pedestrian Signals






**Dutchess County
Transportation Council**









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0200400

Feet

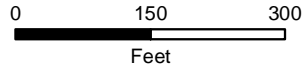


Village of Millerton Pedestrian Plan: Map 8 - Streetscape Amenities

- Street Furniture
-  Bicycle Rack
 -  Bench
 -  Public Seating Area
 -  Trash Bin
 -  Street Tree *
 -  Pedestrian Scale Light
 -  Sidewalk
 -  No Sidewalk



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* Only includes trees in buffer or that affect the sidewalk

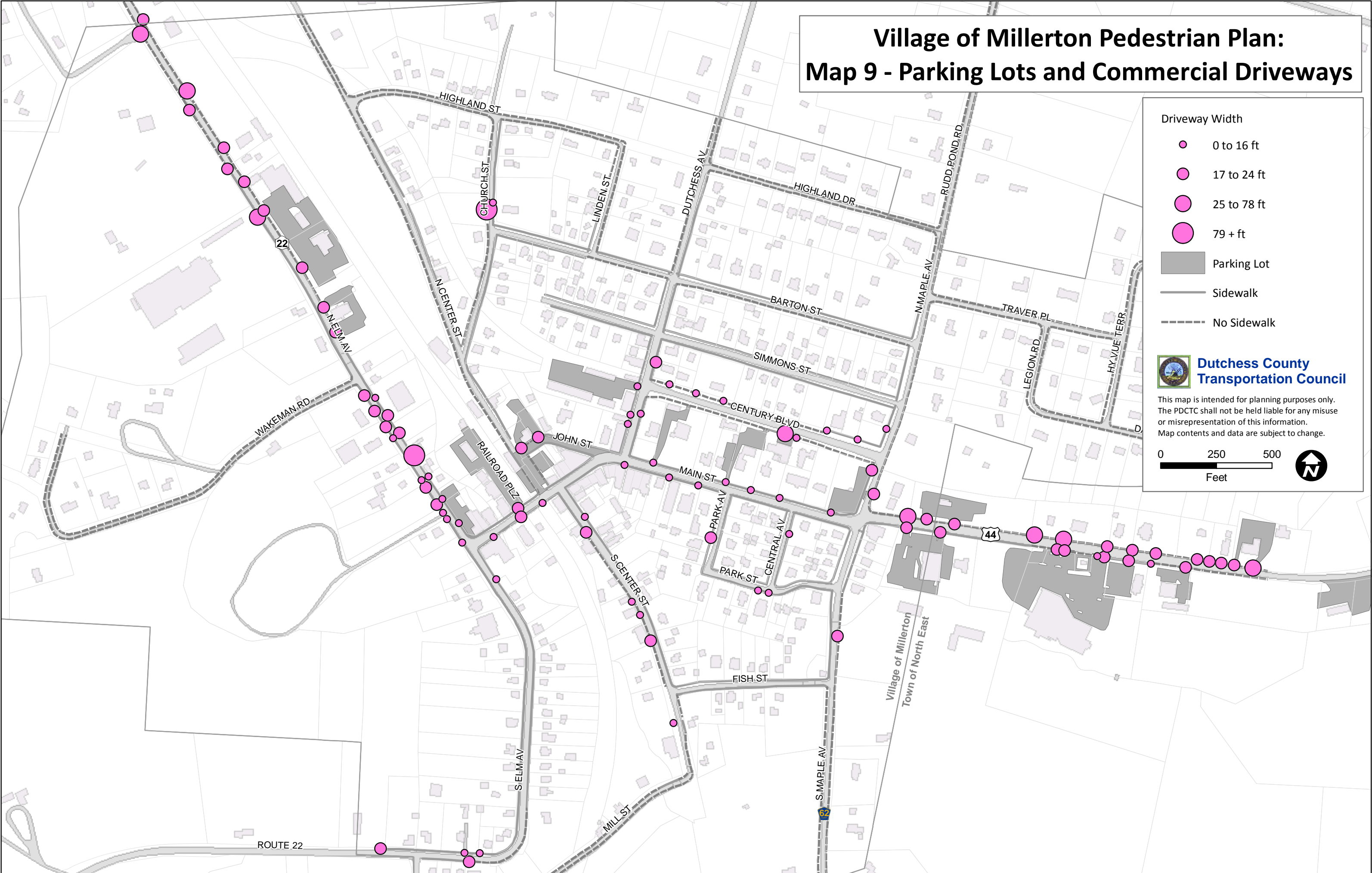
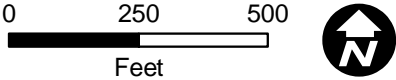


Village of Millerton Pedestrian Plan: Map 9 - Parking Lots and Commercial Driveways

- Driveway Width
- 0 to 16 ft
 - 17 to 24 ft
 - 25 to 78 ft
 - 79 + ft
- Parking Lot
- Sidewalk
- No Sidewalk





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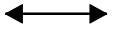


Village of Millerton Pedestrian Plan: Map 10 - Pedestrian and Bicycle Count Data




 Pedestrian Count

 Bicycle Count

 Count Location

XX (XX) Thursday (Saturday)


Counts were conducted by video on Thursday August 10th and Saturday August 12th from 7am to 7pm.

**Dutchess County Transportation Council**

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050100

Feet



Village of Millerton Pedestrian Plan: Map 11 - Open House Feedback

Where in Millerton is it tough for you to walk?

Hard to walk to park;
no sidewalk

Hard to walk on Church St into town

Sidewalk obstructed by vegetation
overgrowth

Hard to walk in front of Saperstein's
and west on John St.

People cross Main St.
near the curve

Improve crosswalk at top of curve;
lots of people cross from movie theatre

Hard to cross from the
antique store to Saperstein's

Sight distances are minimal along
Main St for pedestrians and vehicles

Sidewalk is in terrible condition

Hard to cross Century Blvd
north/south

Hard to cross John St.

Sidewalks still not redone

Ice/snow issue in winter--
very dangerous

Hard to cross Route 44/Maple Ave
east/west


Tough to cross Route 44
by former McDonald's

Hard to cross from village to
stores on Route 44-- need crosswalks

— Sidewalk


Inventory Area

Municipal Boundary

 **Dutchess County
Transportation Council**

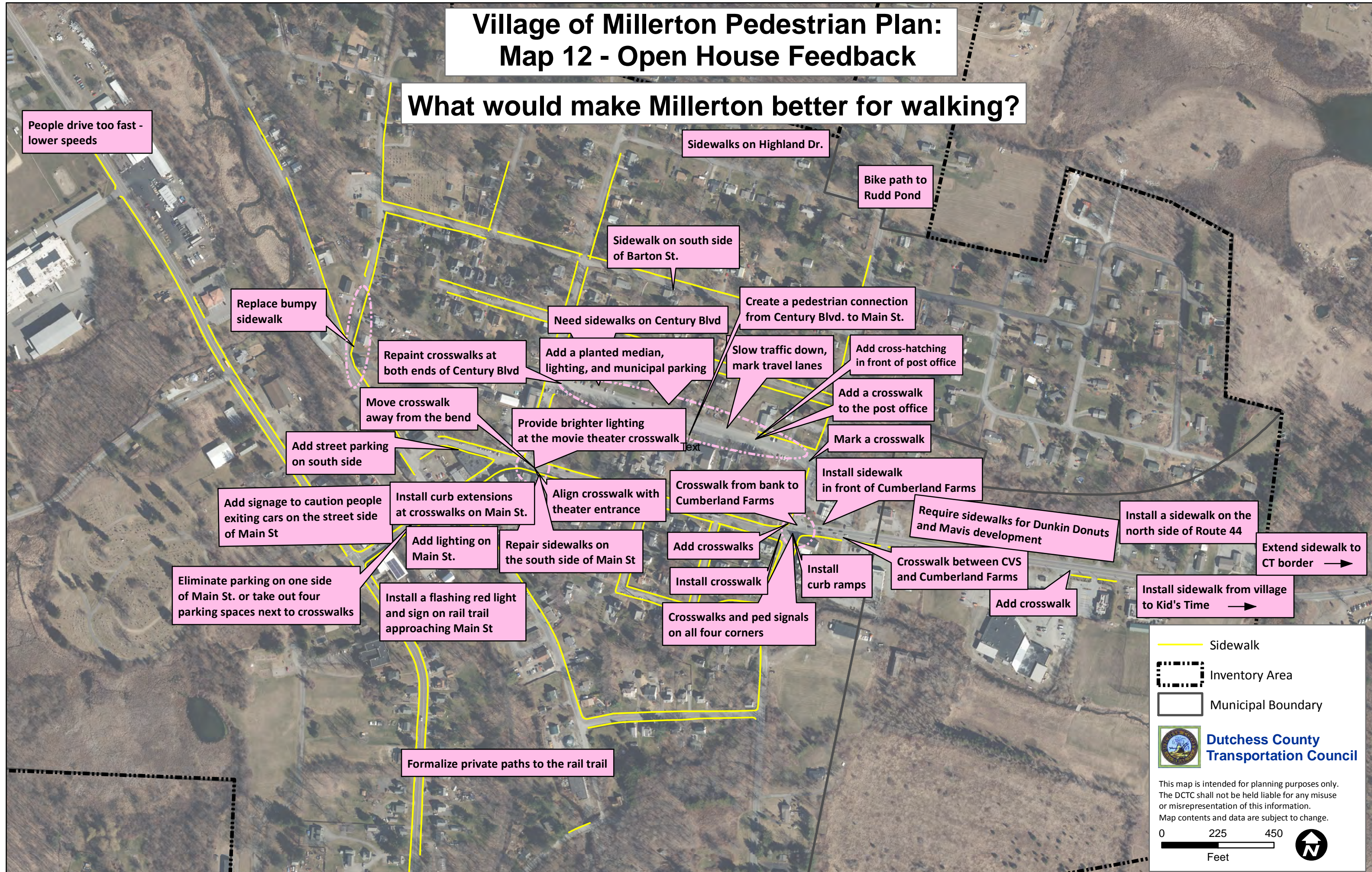
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0 225 450
Feet



Village of Millerton Pedestrian Plan: Map 12 - Open House Feedback

What would make Millerton better for walking?



Village of Millerton Pedestrian Plan: Map 13 - Infrastructure Recommendations

Install New Sidewalk

- Short Term
- Mid Term
- Long Term

Replace/Repair Sidewalk

- Short Term
- Mid Term
- Existing Sidewalk

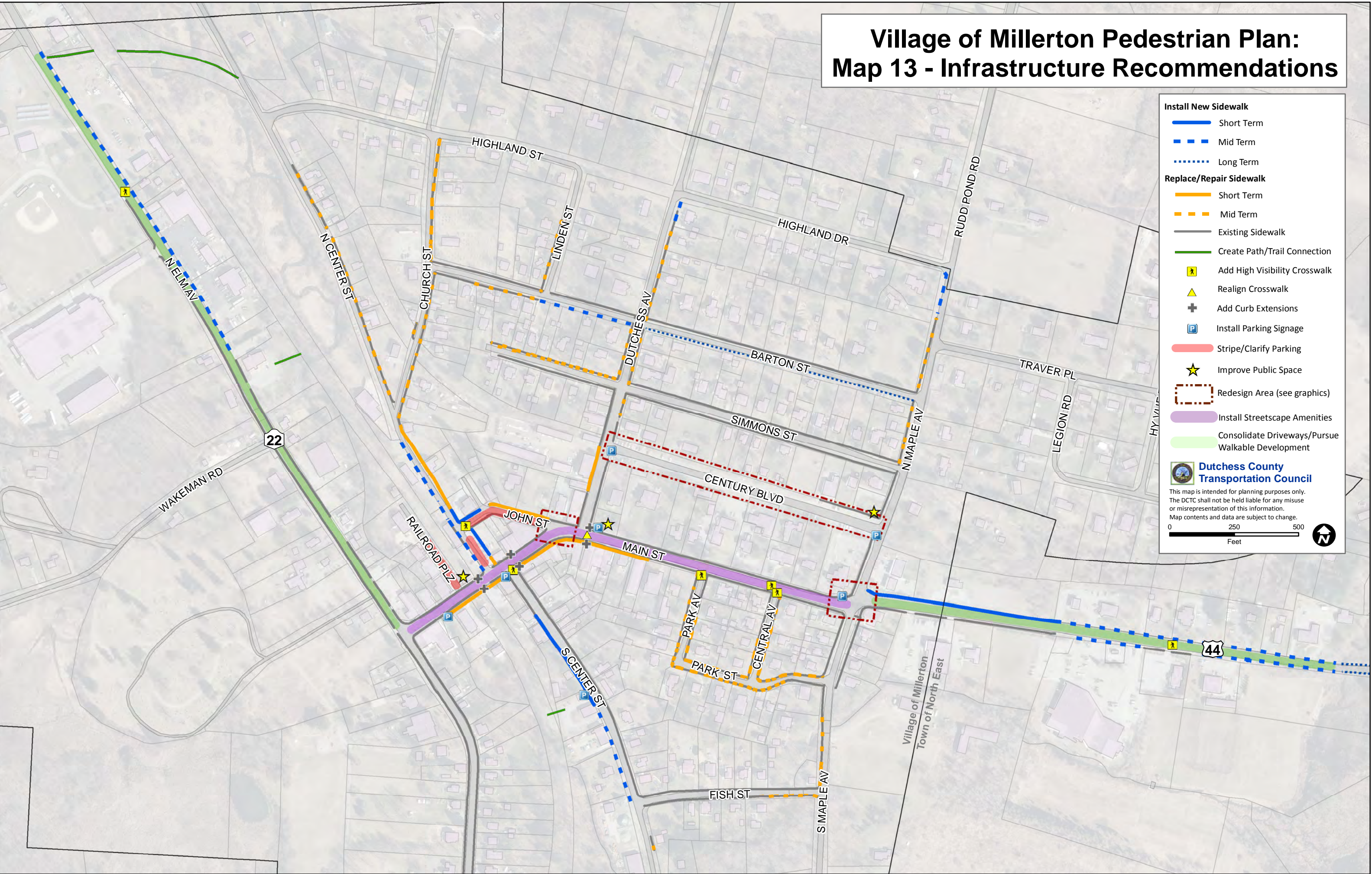
- Create Path/Trail Connection
- Add High Visibility Crosswalk
- Realign Crosswalk
- Add Curb Extensions
- Install Parking Signage
- Stripe/Clarify Parking
- Improve Public Space
- Redesign Area (see graphics)
- Install Streetscape Amenities
- Consolidate Driveways/Pursue Walkable Development

Dutchess County Transportation Council

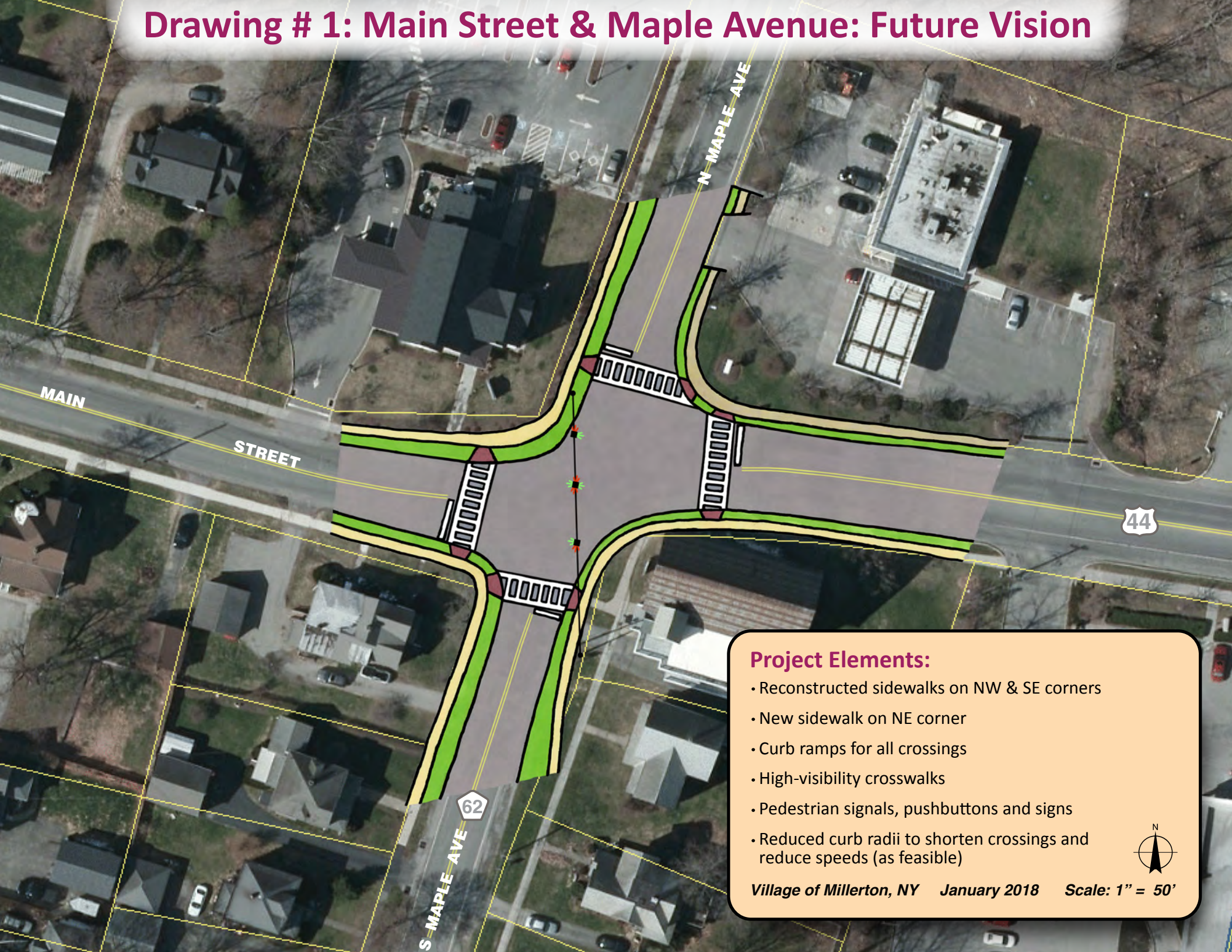
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0 250 500

Feet



Drawing # 1: Main Street & Maple Avenue: Future Vision

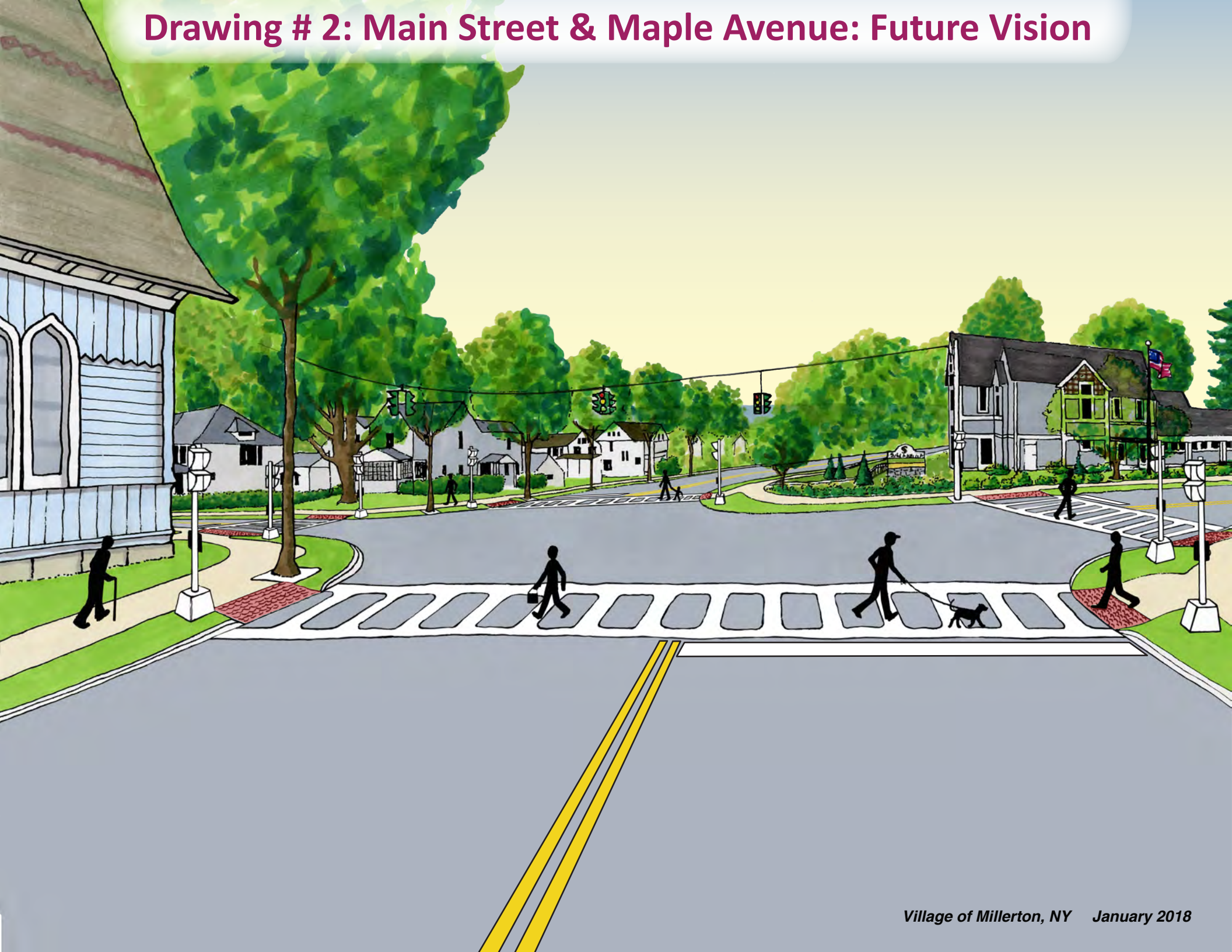


Project Elements:

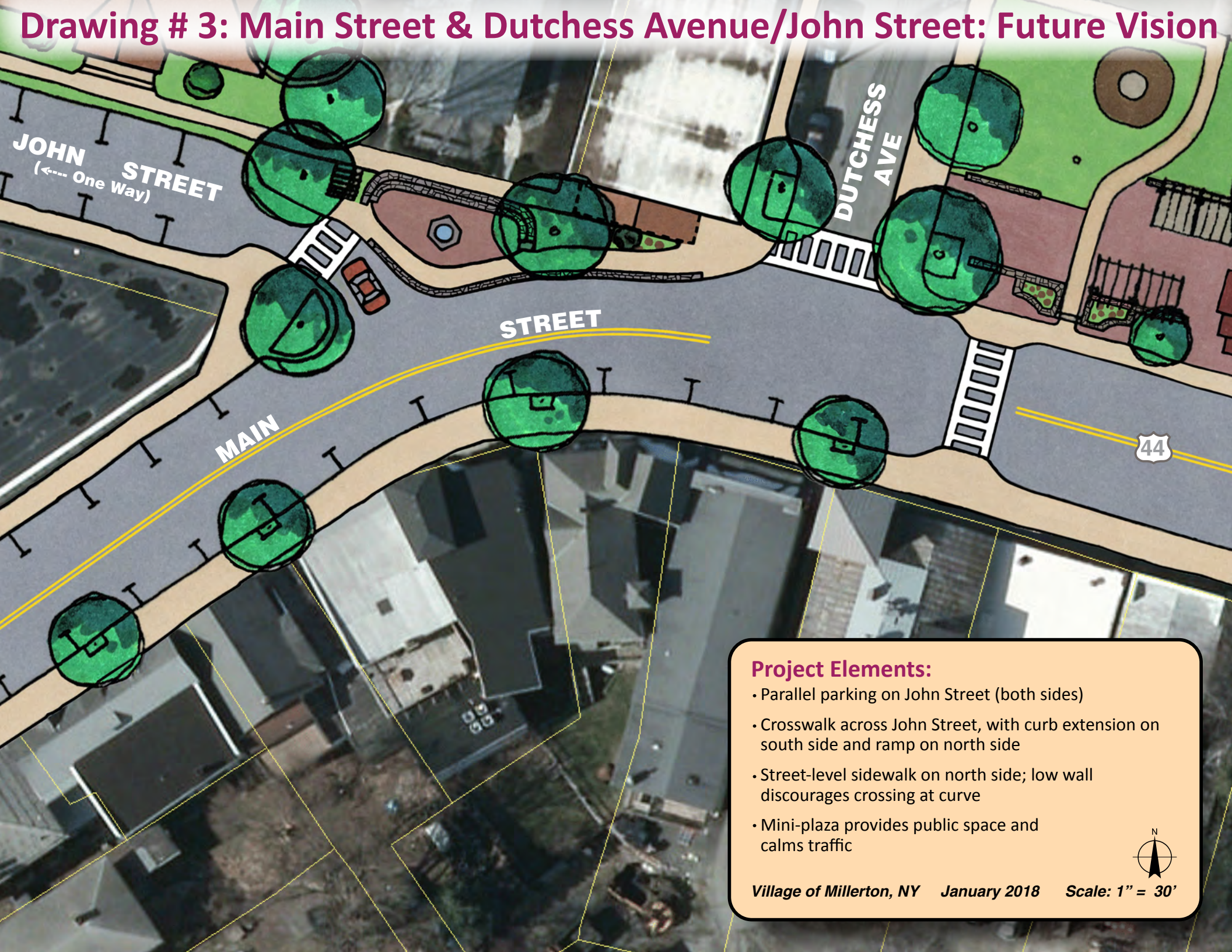
- Reconstructed sidewalks on NW & SE corners
- New sidewalk on NE corner
- Curb ramps for all crossings
- High-visibility crosswalks
- Pedestrian signals, pushbuttons and signs
- Reduced curb radii to shorten crossings and reduce speeds (as feasible)

Village of Millerton, NY January 2018 Scale: 1" = 50'

Drawing # 2: Main Street & Maple Avenue: Future Vision



Drawing # 3: Main Street & Dutchess Avenue/John Street: Future Vision



Project Elements:

- Parallel parking on John Street (both sides)
- Crosswalk across John Street, with curb extension on south side and ramp on north side
- Street-level sidewalk on north side; low wall discourages crossing at curve
- Mini-plaza provides public space and calms traffic



Village of Millerton, NY January 2018 Scale: 1" = 30'

Drawing # 4: Main Street & Dutchess Avenue/John Street: Future Vision



Drawing # 5: Century Boulevard: Future Vision



Project Elements:

- Centerline
- Striped parking spaces
- Sidewalks with landscaped buffer
- High-visibility crosswalks with curb extensions
- Street trees and pedestrian-scale lights

Village of Millerton, NY January 2018 Scale: 1" = 80'±



Drawing # 6: Century Boulevard: Future Vision

