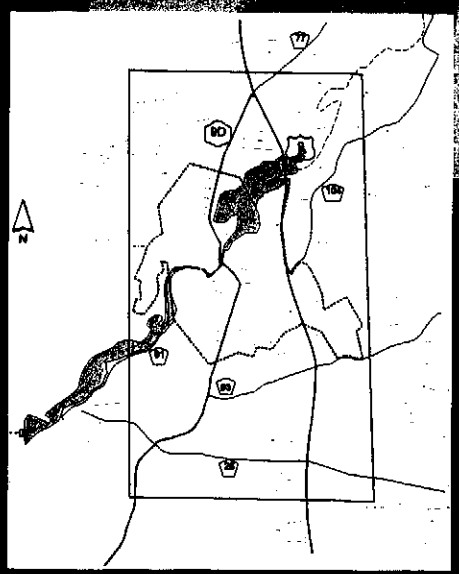
Wappingers Falls Transportation Plan



PDCTC

Poughkeepsie-Dutchess County Transportation Council

Wappingers Falls
Transportation Plan

March 2001

The Wappingers Falls Transportation Plan was a cooperative effort between the Village of Wappingers Falls, NYSDOT-Region 8, and the Poughkeepsie-Dutchess County Transportation Council. Financial assistance for this project was received from the Federal Highway Administration, and the New York State Department of Transportation.

Project Team

Dutchess County Department of Planning and Development
Kealy Salomon, Transportation Program Administrator
Eoin Wrafter, Senior Planner
Dennis Amone, Graphic Designer
Pat Houston, GIS Specialist

NYSDOT - Region 8
Richard Peters, Regional Planning and Program Manager
Jim Rapoli, Bicycle and Pedestrian Coordinator

Poughkeepsie-Dutchess County Transportation Council (2000-2001)

William R. Steinhaus
County of Dutchess
Executive
Chairman

Ward Todd
Ulster County
Legislative Chairman

Clara Lou Gould
City of Beacon
Mayor

Joan Pagones
Town of Fishkill
Supervisor

Harold Berean
Town of Lloyd
Supervisor

Penny Hickman
Town of Pleasant Valley
Supervisor

William Dowden
Town of Rhinebeck
Supervisor

Raymond Belding
Village of Wappingers Falls
Mayor

Robert A Dennison, III
NYS Department of Transportation
Regional Director
Secretary

Marc V. Shaw
Metropolitan Transportation Authority
Executive Director

Colette Lafuente
City of Poughkeepsie
Mayor

Yancy Mc Arthur
Town of Hyde Park
Supervisor

James Tanner
Town of Pawling
Supervisor

Ann Barcher
Town of Poughkeepsie
Supervisor

Constance Smith
Town of Wappinger
Supervisor

Jack Gaffney
NYS Bridge Authority
Executive Director

Ramesh Mehta
NYS Thruway Authority
Division Director

Robert Arnold
FHWA
Division Administrator

Letitia Thompson
FTA
Regional Director

Wappingers Falls Transportation Plan

Introduction

In 1998 the Poughkeepsie-Dutchess County Transportation Council (PDCTC) adopted its revised long-range plan, the Transportation Plan Update. The plan recognized that traffic on the main roads in Wappingers Falls, especially Route 9D, creates difficulties for pedestrians, bicyclists and motorists trying to maneuver in and through the business district. The plan recommended that a more detailed study of traffic in and around the Village of Wappingers Falls be undertaken with a view toward improving the ability of people to walk in the Village center.

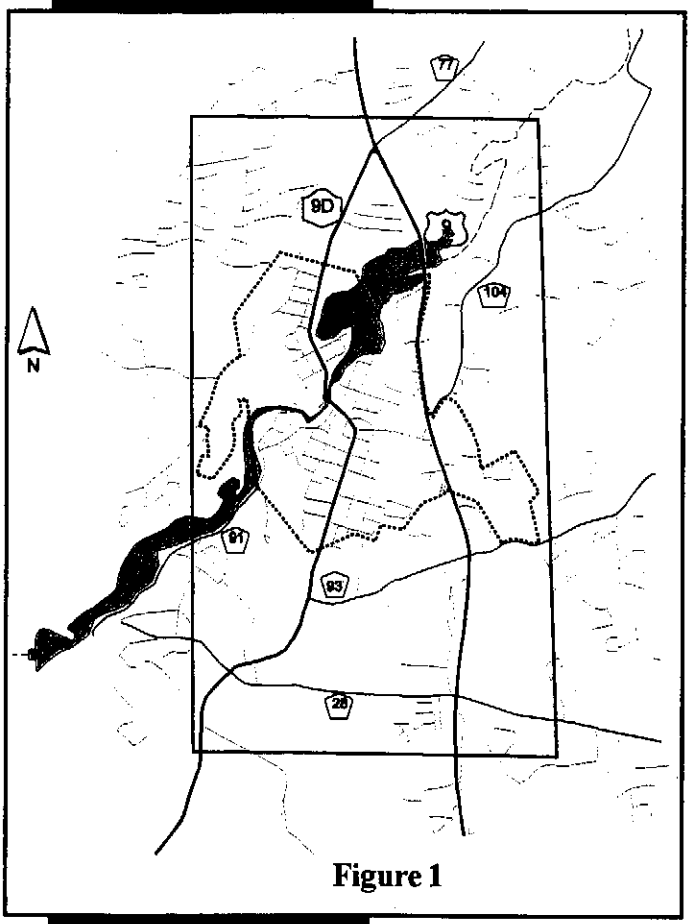


Figure 1

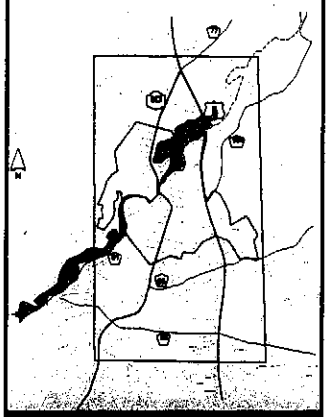
Wappingers Falls lies in the heart of the Poughkeepsie urbanized area. The Village straddles the Wappinger Creek and lies within two towns, Poughkeepsie and Wappinger. Two important north-south arterials, Route 9 and Route 9D run through the Village. Much of the Village is developed. The section of Route 9 between Spring Road in Poughkeepsie and CR 93 (Meyers Corners/Middlebush Road) in Wappinger has significant commercial development in the form of regional malls, smaller shopping centers, fast food franchises, automobile dealers, and independent businesses. Route 9D serves as part of the Village's Main Street, although it has fewer commercial and more residential uses.

In 1998 the Wappingers Falls Transportation Study was initiated by the PDCTC and the NYS Department of Transportation (Region 8) with the cooperation and involvement of the Village of Wappingers Falls. A Steering Committee consisting of representatives from the Village, the towns of Poughkeepsie and Wappinger, and other interested groups was formed to assist in identifying the major issues to be covered as part of the study. Although the Village was concerned with a variety of issues, the major focus was on Route 9D and the impact this major arterial and its traffic has on the residents and businesses in the Village center.

Study Area

It is difficult to discuss transportation in Wappingers Falls without looking at the larger picture. The focus of this project was Route 9D and Route 9 from Old Hopewell Rd (CR 28) to the intersection of Route 9 and 9D in the Town of Poughkeepsie (Figure 1). The major concerns raised by the Steering Committee included: volume and speed of traffic on Route 9D (especially in the Village center), the volume of truck traffic (perceived to be high), and the poor pedestrian environment in the Village center and along Route 9.

Wappingers Falls Transportation Plan



Existing Conditions

Data collection efforts focused on automobile, truck and pedestrian movements in the study area.

Traffic Volumes - NYSDOT-Region 8 conducted special traffic counts in fall 1999 along the two major arterials, Route 9D and Route 9 between I-84 and the northern intersection (Figure 3). Both the historic and current traffic volumes show that the two corridors have different profiles. On Route 9D traffic volumes are higher close to the I-84 interchange (which provides a direct link to the Newburgh-Beacon Bridge) and are lower north of CR 93 (Middlebush Road). On Route 9 the volumes rise steadily between I-84 and East Main Street, and then decrease slightly north of CR 104 (New Hackensack Road).

The historic data also show that over the last decade volumes along the various segments of these roads have increased from as little as three and as high as 35 percent on Route 9 between CR 93 (Myers Corners/Middlebush Road) and CR 104 (New Hackensack Road) (Figure 2).

Figure 2.
Traffic Volumes - 1980, 1990, 1999

Route 9

	1980	1990	1999	Percent Change 1980-1990	Percent Change 1990-1999
I-84 - Rt. 52	15,800	25,300	31,700	60.1%	25.2%
Rt. 52 - CR 28	21,110	28,400	31,000	34.5%	9.1%
CR 28 - CR 93	25,400	28,900	35,900	13.8%	24.3%
CR 93 - CR 104	22,600	31,500	42,400[1]	39.4%	34.6%
CR 104 - Rt. 9D	27,500	36,200	35,900	31.6%	-0.9%

Route 9D

	1980	1990	1999	Percent Change 1980-1990	Percent Change 1990-1999
I-84 - CR 34	11,200	16,600	18,600	48.2%	12.0%
CR 34 - CR 28	11,800	15,300	18,400	29.7%	20.0%
CR 28 - E Main St.	8,400	14,700	16,700[2]	75.0%	13.8%
E Main St. - Rt. 9	15,900	13,800	14,200[3]	-13.2%	2.9%

1 Count section CR 93 to East Main Street
2 Count Section CR 28 to CR 93
3 1997 Count

Source: NYSDOT

The 1999 data shows that the traffic volumes are generally balanced by direction on both Route 9 and Route 9D.

Wappingers Falls Transportation Plan

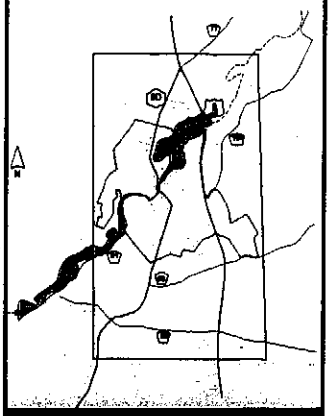


Figure 3
Traffic Volumes by Direction - 1999

Route 9D

	NB	SB	Total
Main Street (Beacon) to I-84	9,004	8,924	17,928
I-84 to CR 36 (Red Schoolhouse Rd.)	9,084	8,741	17,825
CR 36 (Red Schoolhouse Rd.) to CR 34 (Baxtertown Rd.)	9,397	9,198	18,595
CR 34 (Baxtertown Rd.) to CR 28 (Old Hopewell Rd.)	9,097	9,259	18,356
CR 28 (Old Hopewell Rd.) to CR 93 (Middlebush Rd.)	8,669	8,059	16,728
CR 93 (Middlebush Rd.) to E Main Street	7,263	7,166	14,429

Route 9	**NB**	**SB**	**Total**
I-84 to Route 52	15,666	16,012	31,678
Route 52 to CR 28 (Old Hopewell Rd.)	15,533	15,446	30,979
CR 28 (Old Hopewell Rd.) to CR 93 (Middlebush Rd.)	17,879	18,043	35,922
CR 93 (Middlebush Rd.) to E Main Street	21,177	21,230	42,407
CR 104 (New Hackensack Rd.) to Route 9D	18,194	17,679	35,873

Source: NYSDOT

Intersection Counts - Along with volume counts NYSDOT conducted intersection counts throughout the study area. The intersection counts showed that the majority of vehicles stayed on the main routes. For instance at the intersection of Route 9 and East Main Street in the Village almost 90 percent of all traffic continued through the intersection and remained on Route 9.

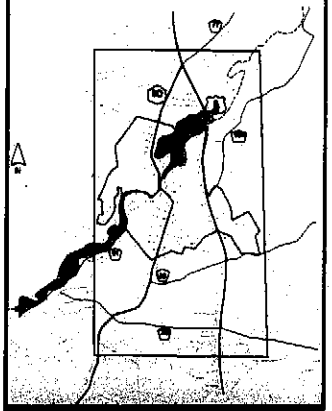
Travel Times - Motorists will generally weigh travel time and trip distance in choosing a particular travel path. In order to determine if there was a significant difference in travel times on Route 9 and Route 9D, PDCTC staff measured the time it took to drive both corridors from the Route 9D/I-84 interchange and the Route 9D/Route 9 intersection. Various paths were followed in both the northbound and the southbound directions during summer 1999.

Each route was driven at two different speeds: posted (adhering to the posted speed limit) and prevailing (following the flow of traffic). Each route was driven during three time periods: morning peak (between 7:00 a.m. and 9:00 a.m.), midday (between 11:00 a.m. and 1:00 p.m.), and evening peak (between 4:00 p.m. and 6:00 p.m.). Each route was timed at least three times and an average was calculated.

In all cases Route 9D was both the faster and shorter distance route for any motorist going to or from the Newburgh-Beacon Bridge or Beacon to Route 9D/Route 9.

Crash (Accident) Information - Using the NYSDOT Priority Incident Location (PIL) reports for Route 9D staff reviewed accidents for a three year period, October 1994 to September 1997. The information was summarized for four separate sections of the highway between I-84 and Route 9.

Wappingers Falls Transportation Plan

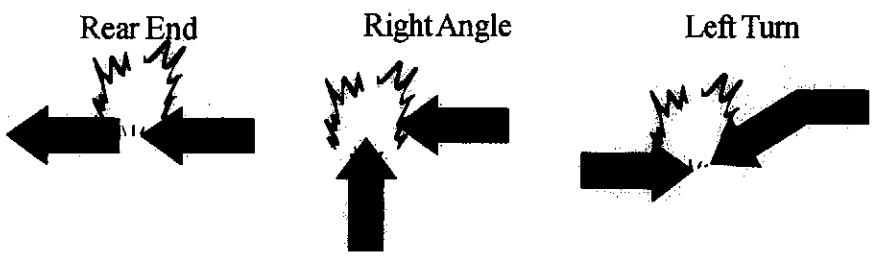


During the three years, the highest number of accidents on Route 9D occurred in the section that includes the Village, between the South Village line and Swenson Drive in the Town of Poughkeepsie.

I-84 to Castle Point	94 accidents
Castle Point to Stewarts Convenience Store	62 accidents
Stewart's Convenience Store to CR 93 (Middlebush Road)	79 accidents
Village Line to Swenson Drive	102 accidents

In the Village the most common type of crash was 'Rear End Collision' (35%). Other common collisions were 'Right Angle' (8%) and 'Left Turn with other car' (7%). The contributing factors with highest number of occurrences were driver inattention and following too closely. Rear end collisions are generally due to signals and excessive queues. Right Angle and Left Turn with other car accidents are attributable to high driver aggressiveness usually due to congestion and the lack of gaps in traffic (Figure 4).

Figure 4
Collision Types Recorded



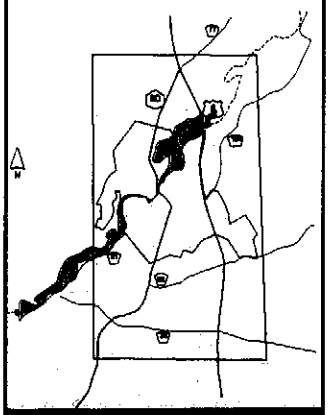
Truck Traffic - In an effort to analyze truck patterns and to determine if trucks were using Route 9D as an alternate to Route 9 or to conduct local business PDCTC staff collected information on truck movements during the summer of 1999 (Figure 5). Field personnel were positioned at three locations, (Route 9/ Route 9D intersection, the I-84/Route 9D interchange, and at Trap Rock Quarry) and trucks were followed from these locations to their destinations or until they left the study corridor. This was done over a period of six days at different hours of the day. In all 21 trucks were followed. Intervals between trucks were as long as a half hour on Route 9D which made it difficult to get a larger sample.

Figure 5
Trucks Movements

I-84 and Route 9D Interchange (northbound)

5 trucks

1 continued on Route 9D through the Village to Route 9
1 used CR 93 (Middlebush Rd) to get to Route 9 north
3 made deliveries along Route 9D



Route 9/Route 9D Intersection (southbound)

7 trucks

1 to Newburgh-Beacon Bridge (I-84 Westbound)
2 continued south beyond I-84
4 made deliveries along Route 9D

Trap Rock Quarry

9 trucks

4 used Route 9D south
2 to Newburgh-Beacon Bridge (I-84 Westbound)
1 made a delivery along Route 9D
1 continued south beyond I-84
3 used Route 9 south
1 crossed Route 9 to continue on Spring Road
1 used Route 9 north

Source: PDCTC

In summary, of the 16 trucks that used Route 9D, nine (56%) made local deliveries, three (19%) used Route 9D to connect to I-84 and the Newburgh-Beacon Bridge, three (19%) continued south beyond I-84 and one (6%) left Route 9D before entering the Village.

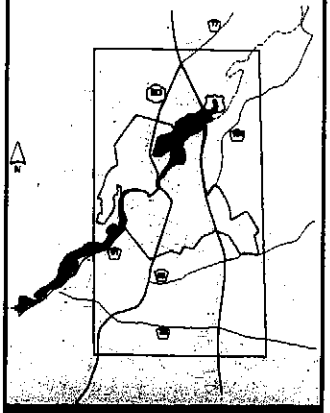
Questions have been raised about the restriction of trucks from Route 9D and the condition of the bridge on East Main Street over the Wappinger Creek to handle truck traffic. The New York State Department of Transportation cannot by law restrict trucks from any state route. The bridge was last inspected in 1997, and received an overall rating of a 5. This rating means that the bridge is safe and capable of handling truck traffic.

In addition to the volume of trucks a concern of the Village is trucks making the turn at the bottom of the hill at the intersection of East and West Main Streets (Route 9D). Due to the configuration of the roadway and the bridge crossing it is difficult for trucks and buses to make the turn and stay within the appropriate lane.

Pedestrian Activity - Pedestrians make up a vital part of any small community and the environment and safety of those pedestrians was a major concern for this study. There was very little existing information about pedestrian activity in the Village. Using the PDCTC geographic information system (GIS) the staff compiled and field checked information about existing sidewalks and likely "pedestrian generators," and then conducted pedestrian counts at major intersections in and around the Village.

A pedestrian generator is an activity center that is likely to attract pedestrian traffic such as a library, a school, a post office, a commercial center, or Village hall. Twenty-two separate generators were identified and mapped (Figure 6). They included public buildings, shopping centers, and services. Most were in or close to the traditional Village center along Main Street, but there were several along Route 9. The generators are identified by number in Appendix A.

Wappingers Falls Transportation Plan



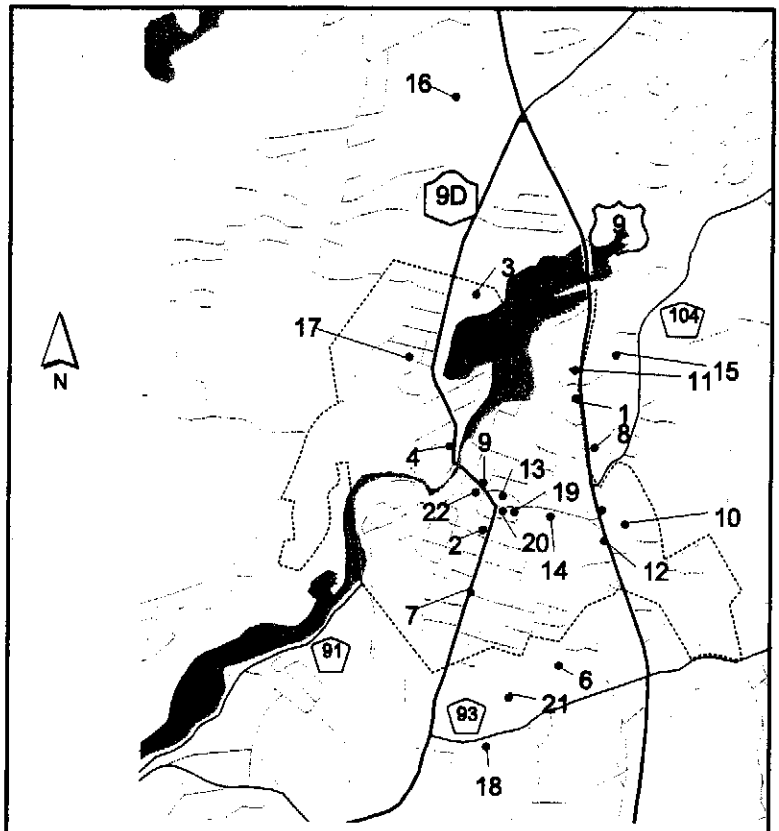


Figure 6 Pedestrian Generators

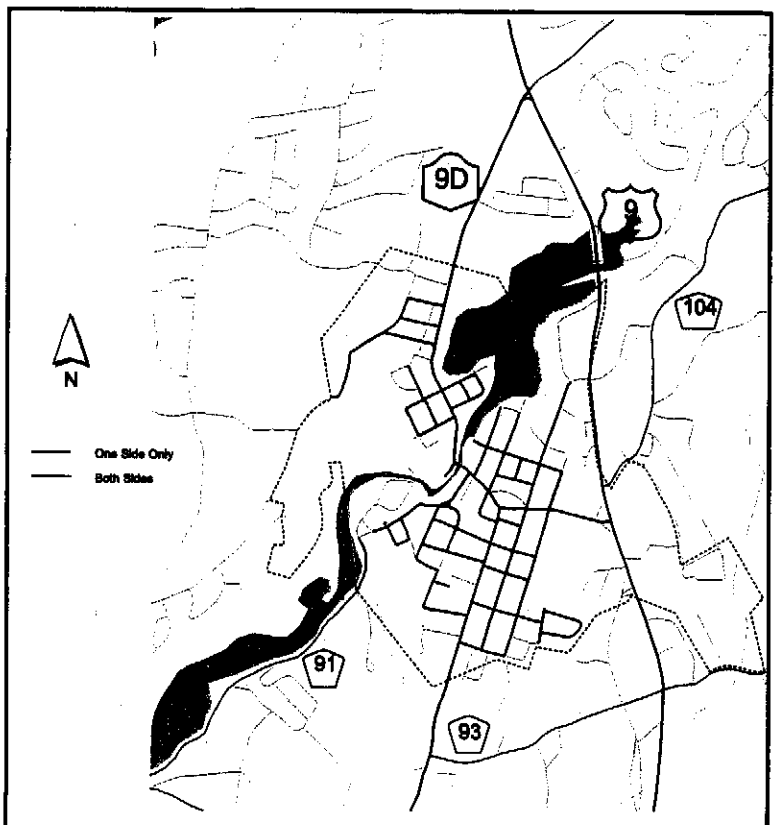
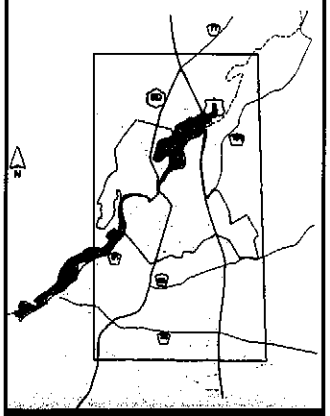


Figure 7 Sidewalks



Sidewalks - The initial sidewalk inventory was completed in 1998 and verified in 1999. Again, the traditional Village center has a fairly complete network of sidewalks on both sides of the major streets. In some residential neighborhoods sidewalks are limited to one side or missing altogether. Major gaps in the sidewalk network include: Route 9D from the Village line to the South Hills Mall, along the east side of Route 9 from the Imperial Plaza to CR 77 (Vassar Road), and Mesier Avenue between Route 9 and Liss Road (Figure 7).

Marked Crosswalks exist at 8 locations within the Village.

- Route 9 at McDonalds
- Route 9 and East Main Street
- Route 9 and CR 104 (New Hackensack Road)
- Route 9 and Mesier Avenue
- Route 9D and East Main Street
- Route 9D and Spring Street/Satterlee Place
- Route 9D and Market Street
- Route 9D and Convent Avenue

There are also 4 pedestrian crossing signals in the Village.

- Route 9D and East Main Street
- Route 9 and East Main Street
- Route 9 at McDonalds
- Route 9 and CR 104 (New Hackensack Road)

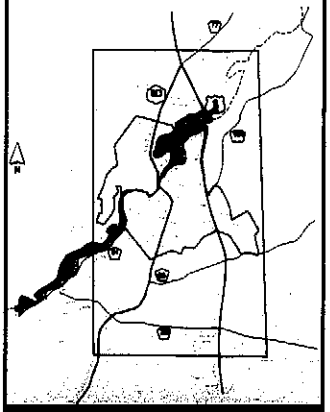
Pedestrian counts were taken at major crosswalks in the Village in summer 1999 during the midday hours (11:00 a.m. to 1:00 p.m.). This time frame was chosen because of a perceived peak. One drawback of the timing was that it did not include school-based activity. Over seven days 230 people were counted at seven different locations (Figure 8).

Figure 8
Pedestrian Counts

Route 9D and Mill Street/Market Street	109 pedestrians
Route 9D and Spring Street/Satterlee Place	37 pedestrians
East Main Street and South Avenue	18 pedestrians
Route 9 at McDonalds	34 pedestrians
Route 9 and CR 104 (New Hackensack Road)	15 pedestrians
Route 9 and East Main Street	14 pedestrians
Brookside Gardens and Route 9	3 pedestrians

Source: PDCTC

As expected, pedestrian activity in the Village of Wappinger Falls is concentrated along Main Street. Most of the pedestrian traffic is going to or coming from key points like Mesier Park, the post office, and Grinnell Library. In addition, there is pedestrian traffic from the Village center to the various retail areas along Route 9 and the South Hills Mall. Most of these key pedestrian generators are linked by sidewalks. The major exception is the South Hills



Mall. The current sidewalk stops at the Village line, leaving pedestrians to use the shoulder to get to the mall. The Scenic Gardens apartment complex across from Mesier Avenue behind what is now Gateway Computers is another location that lacks adequate linkages. There are sidewalks from the complex to Route 9, but there are no sidewalks on Mesier Avenue between Route 9 and Liss Road.

Pedestrian-Auto Crashes - The potential safety risks to pedestrians in the Village was another major concern. Using information from the Dutchess County Traffic Safety Board staff reviewed the 32 accident reports involving pedestrians between 1991 and 1998. There were no fatalities. Although the number of incidents is small there were some common elements.

- 26 accidents (81%) were attributed to error made by either the pedestrian (16) or the driver (10). Common errors were driver inattention, backing into the roadway unsafely, error/confusion of the pedestrian, and disregard of traffic controls
- 18 accidents occurred along Route 9 or Route 9D, the remaining 14 were evenly split between Village streets and parking lots
- 18 accidents (72%) of accidents on public roadways occurred at mid-block or non-signalized intersections where there were no crosswalks or special treatments for pedestrians
- 3 accidents were alcohol related (2 pedestrians and 1 driver)

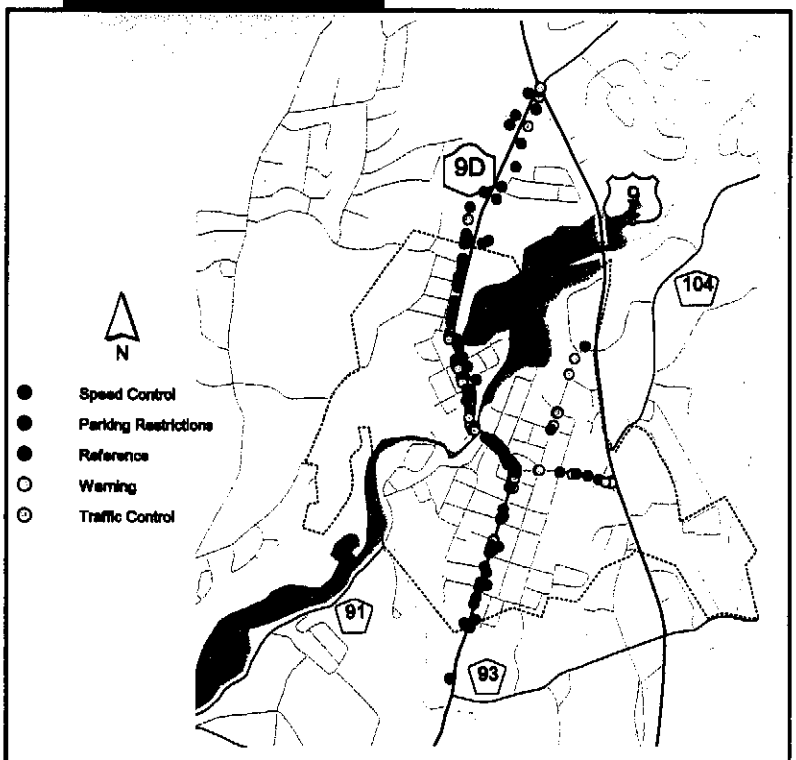
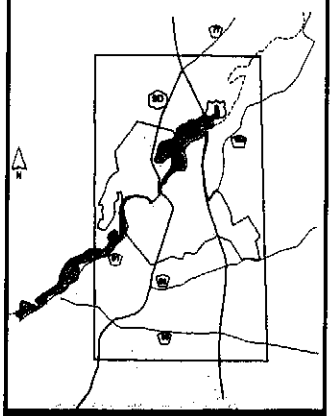


Figure 9 Sign Inventory

Other Information - During 1998 and 1999 PDCTC staff completed inventories of regulatory (e.g. speed limit) signs, and available parking, both on-street and off-street, within the Village center.

For the sign inventory the staff used videotape to identify sign types and locations on Route 9D between Middlebush Road and Route 9 and on East Main Street between Route 9D and Route 9. The information was transferred to the geographic information system for easier analysis (Figure 9). Many of the signs along the corridor are clustered together, and their proximity makes it difficult for some people to differentiate among the signs and to determine which are relevant. In some cases the signs are contradictory, for example two different parking regulation signs placed next to each other. There are two places where signs should be reviewed and if necessary changed: East Main Street between Mill Street and Route 9D, and West Main Street between Convent Avenue and Church Street.



An inventory of available parking spaces was done in the summer of 1999. The inventory focused on the business district and includes on-street and off-street parking. Municipal off-street lots are located on Mill Street (2), off East Main Street behind the Grinnell Library, on Spring Street, and in Mesier Park. Most of the parking in the Village is on-street parking. There is some confusion as to when and for how long you can park on Village streets. This could be contributed to the parking regulatory signage which is somewhat confusing. This initial inventory could be used by the Village in assessing on-street parking regulations.

Issues and Concerns

The original purpose of the Wappingers Falls Transportation Plan was to examine traffic patterns and to try and determine what steps could be taken to ease travel in and around the Village. Many of the concerns that were voiced by the Steering Committee revolved around how the volume of automobile traffic along Route 9D affected the access and safety of pedestrians in the Village Center. The *DRAFT Comprehensive Plan* (June 2000) for the Village lists "eliminate vehicular and pedestrian travel conflicts created by the Village asset of accessibility to Routes 9 and 9D" as one of its four major goals.

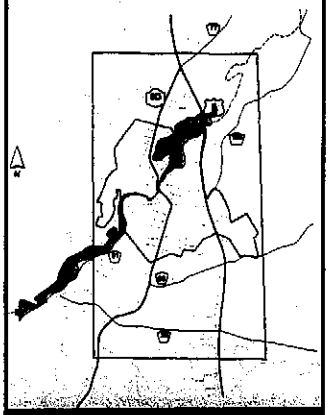
Review and analysis of data and information about travel in and around the Village highlighted some issues.

Vehicle Activity

- Although Route 9 carries most of the north-south traffic through Wappingers Falls, the volume on Route 9D in the Village Center is approaching 15,000 vehicles per day.
- Route 9D is the shortest route in both time and distance for travelers trying to reach Beacon or the Newburgh-Beacon Bridge from Poughkeepsie.
- Almost a third of the accidents on Route 9D occurred in the Village. Most of the accidents with known collision types were rear end collisions, right angle, and left turn against another car. The most frequent contributing factors were driver inattention and following too closely.
- Most of the trucks that travel on Route 9D are making deliveries along the corridor, or are headed for the Newburgh-Beacon Bridge.

Pedestrian Activity

- There is significant pedestrian activity in the Village Center, which is typical for a community like Wappingers Falls.
- Almost 80 percent of the vehicle-pedestrian crashes occurred at locations that did not have any pedestrian facilities, either crosswalks or pedestrian signals. These locations were intersections, parking lots and mid-block locations.
- Over 80 percent of the vehicle-pedestrian crashes involved errors by either the driver or the pedestrian.
- There are some significant gaps in the pedestrian network in the Village. New sidewalks are needed on Route 9D from the Village Line to the South Hills Mall, along the eastern side of Route 9 from the shopping plazas to CR 77 (Vassar Road), this would have to include a pedestrian bridge across Wappinger Lake, and Mesier Avenue between Route 9 and Liss Road.



In late 1999 the Village developed a pedestrian plan called *Walk Wappingers* which formed the basis of a 1999 Transportation Enhancement Program application. The proposals in *Walk Wappingers* were reviewed as part of the Wappingers Falls Transportation Plan, and are incorporated into the final recommendations.

Recommendations

The focus of *Walk Wappingers* is on improving and enhancing the pedestrian environment in the Village center by implementing some traffic calming mechanisms. Many of the recommendations are similar to those in the *Greenway Connections* program developed by the Dutchess County Department of Planning and Development. Traffic calming refers to changes in the physical environment that are designed to balance the needs of pedestrians and vehicles. Many of the traffic calming techniques are designed to slow down or limit the priority of automobiles to create a more balanced approach to pedestrians and bicyclists. Some of the techniques that are appropriate for Wappingers Falls include:

- narrowing a roadway to shorten the distance that pedestrians need to cross and to slow traffic

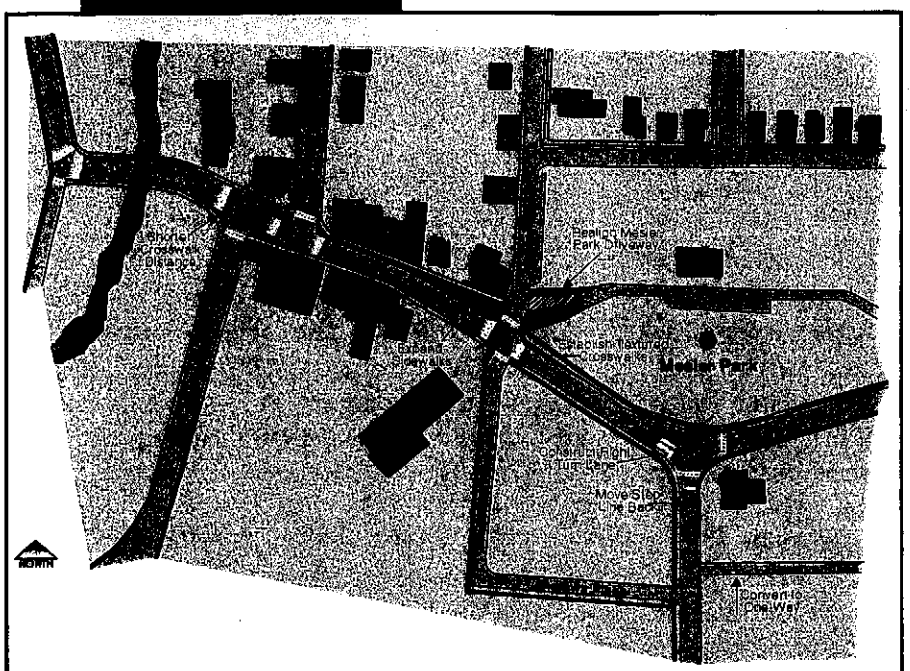
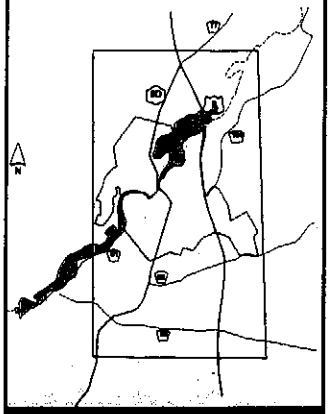


Figure 10 Proposed Improvements

•constructing neck downs or bulbouts at intersections to slow turning vehicles and to shorten the crossing distance
•increasing the visibility of crosswalks through more distinctive markings or textures
•adding or protecting the pedestrian phase at signalized intersections to minimize potential vehicle-pedestrian conflicts
•placing sidewalks behind planting strips with street trees
•maintaining on-street parking
•continuous storefronts along sidewalks
•parking lots toward the side or rear
•pedestrian scale signs and lighting
•slow speed limits under 30 mph

Traffic calming techniques can help improve the overall quality of the pedestrian experience by improving the infrastructure and by inducing drivers to slow down and watch for others in the vicinity.

The following section outlines specific proposals for pedestrian improvements in and around the Village Center. The main recommendations are illustrated in Figure 10. The recommendations are divided into two groups. The first includes lower cost, early win actions such as painting crosswalks and erecting



signs. The second group includes higher cost projects that may require more extensive design and construction. Recommendations for each intersection are included in Appendix B.

Early Win Actions

Add high visibility crosswalks at the following locations:

- South Avenue (Route 9D)/East Main Street intersection
- East Main Street/Satterlee Place/Spring Street intersection
- East Main Street/Remsen Avenue
- West Main Street (Route 9D)/Convent Avenue
- West Main Street (Route 9D)/West Street
- West Main Street (Route 9D)/School Street
- West Main Street (Route 9D)/Church Street
- Route 9 at 9 Plaza

Paint parking spaces along West and East Main Streets

Convert Reserve Place to one-way and add sign

Medium Term Actions

Install distinctive markings or textured crosswalks at the following locations:

- East Main Street/Satterlee Place/Spring Street Intersection
- East Main Street/Market Street/Mill Street Intersection
- East Main Street/West Main Street Intersection

Construct new sidewalks at the following locations:

- Route 9 (east side) between shopping plazas and CR 77 (Vassar Road)
- Route 9 (west side) between Mesier Avenue and 9 Plaza
- Route 9D between the Village line and the South Hills Mall
- Mesier Avenue between Route 9 and Liss Road.

Construct Bulbouts at the following locations:

- East Main Street/Satterlee Place/Spring Street Intersection, including a pocket park
- East Main Street/Market Street/Mill Street Intersection
- East Main Street/West Main Street Intersection

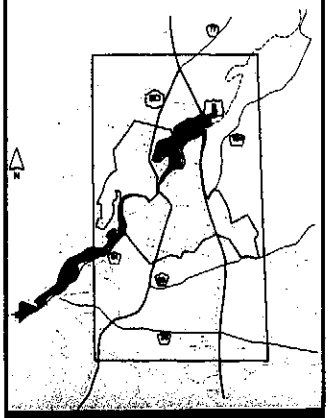
Construct a right turn lane from East Main Street onto South Avenue (Route 9D)

The reconfiguration of the intersection of East Main Street (Route 9D)/ Satterlee Place/Spring Street lends itself to the creation of a pocket park in front of the Grinnell Library. When implementing design changes care should be taken to ensure that green spaces are included in the project.

During the widening of Route 9 the intersection of Route 9 and Mesier Avenue should be reviewed. Mesier Avenue is narrow and making turns from Route 9 southbound onto Mesier Avenue can be difficult.

Landscaping - Main streets are the central focus of many villages, consequently the appearance of Main Street should be a high priority. The following recommendations can be used to create a scenic center street:

- maintain planting strips between the roadway and sidewalks



- maintain street trees along East Main Street
- create a pocket park in front of the library with trees similar to those along East Main Street
- when Route 9 is under construction advocate for a planted median

Parking - After evaluating the on-street parking regulations the Village should conduct a parking survey of the business district to evaluate if there is a need for new municipal parking.

- consider restricting movement to the municipal lot behind the library to right-in/right-out only, and investigate the possibility for an exit onto High Street from the parking lot.
- stripe parking spaces along West and East Main Streets.
- construct stairs between the municipal parking lots on Mill Street and the one behind the library.

Summary

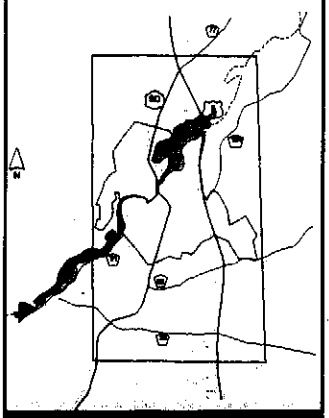
The Village has the basis for a strong pedestrian network, including a dense, diverse land-use pattern, and a good network of sidewalks, pedestrian crosswalks and signals that encourage and allow for safe pedestrian movement. While it has that strong base, the environment can be improved. Additional pedestrian facilities and traffic calming mechanisms have been suggested at various locations throughout the study area to improve the pedestrian environment. Many of the goals and objectives of this report are also included in the Village's new *Draft Comprehensive Plan*, and the *Walk Wappingers* program.

Next steps - The Village can use this report as a guideline to create a plan to make the Village a more walkable community, starting with the following tasks:

- build on this report to conduct an inventory of pedestrian features like sidewalks, crosswalks, benches, bus stops, bike racks, etc.
- use the recommendations as a basis to generate a list of priority projects
- work with NYSDOT to determine which projects the Village could complete with in-house personnel on Route 9D, i.e. painting crosswalks
- coordinate with adjoining municipalities (Poughkeepsie and Wappinger) to develop a plan to extend the sidewalk network
- identify and pursue funding sources for project implementation
- require developers to include pedestrian facilities and enhancements in every new site plan

Financing Sources - There is a variety of funding sources available for pedestrian projects ranging from local municipal funds to Community Development Block Grants (CDBG) to federal transportation funds.

Community Development Block Grants are federal funds from the U.S. Department of Housing and Urban Development administered by the Dutchess County Department of Planning and Development. Eligible activities include economic development and improvements to infrastructure in areas defined as low and moderate income. The Village has received CDBG funds for sidewalk and street improvements in the first ward of the Village.



All federal transportation funding sources are part of the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 requires that the use of federal funds be consistent with an overall long-range plan such as the PDCTC Transportation Plan Update (1998) and be included in the Transportation Improvement Program (TIP).

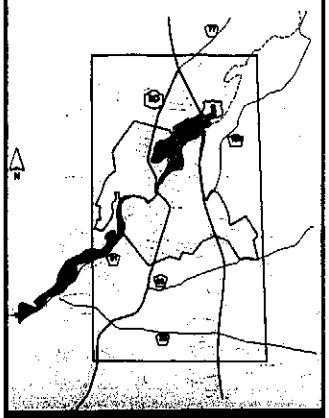
Examples of federal transportation funding sources that may be used for the projects identified in this plan are:

- National Highway System (NHS) funds - may be used to construct pedestrian facilities on land adjacent to any highway on the National Highway System. Route 9 is the only highway that would be eligible in the study area
- Surface Transportation Program (STP) funds - may be used either for the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements, and route maps) related to safety. A portion of each states STP funds must be used for Transportation Enhancement Activities
- Congestion Mitigation Air Quality Program (CMAQ) funds - may be used either for the construction of bicycle transportation facilities and pedestrian walkways or non-construction projects (such as brochures, public service announcements, and route maps) intended to increase bicycle and pedestrian use. These projects must have be primarily for transportation rather than recreation, and must have a demonstrated impact on existing congestion or air quality conditions

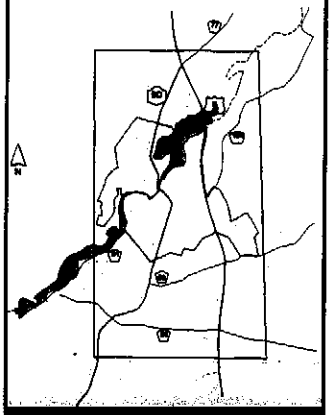
The federal share of the costs of projects under the NHS, STP, and CMAQ is generally 80 percent.

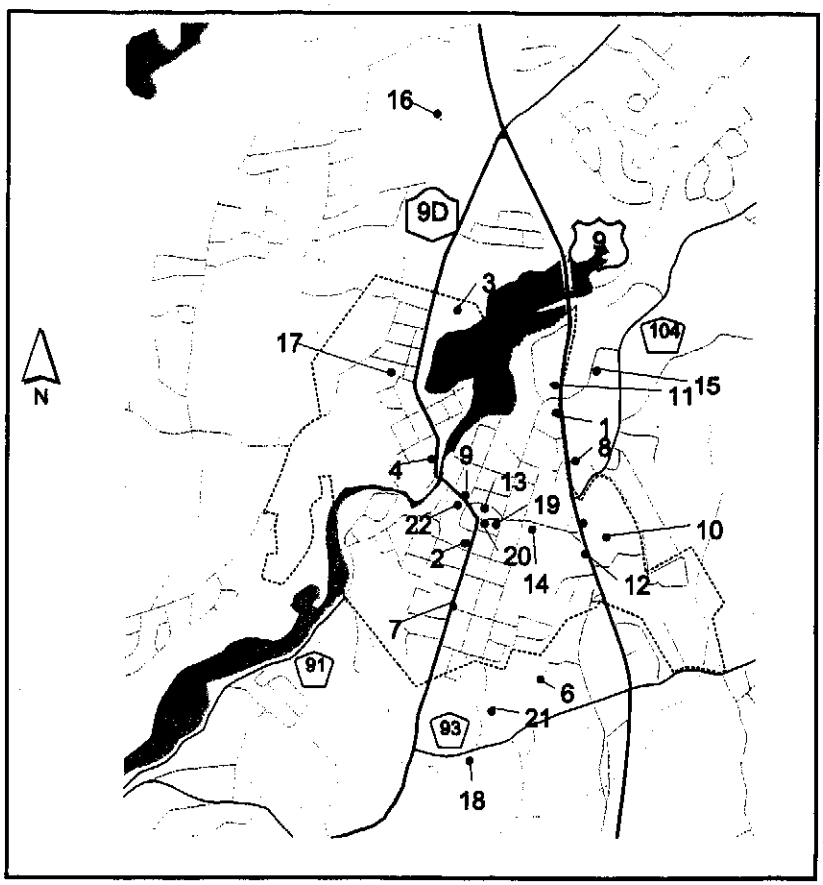
The Village has the assets that make for a pedestrian friendly environment. Implementing the recommendations outlined in this report will assist the Village in its effort to balance the needs of the pedestrian and the automobile, and to make the community more friendly and inviting for pedestrians.

Wappingers Falls Transportation Plan



Wappingers Falls Transportation Plan



Appendix A - Pedestrian Generators

1 Bank Plaza
2 Bethel Baptist Church
3 Canale Park
4 County Players
5 Dutchess Shopping Plaza
6 Evans Elementary School
7 First Presbyterian Church
8 Fun Central
9 Grinnell Library
10 Imperial Plaza (Home Depot/Grand Union)
11 Lafayette Plaza
12 McDonalds
13 Mesier Park
14 Post Office
15 Scenic Gardens Apartments
16 South Hills Mall
17 Saint Mary's Church
18 United Methodist Church
19 Wappinger Town Hall
20 Wappingers Falls Village Hall
21 Wappinger Junior High School
22 Zion Episcopal Church