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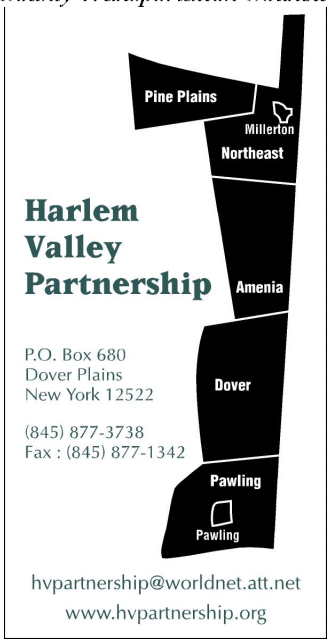

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ROUTE 22 CORRIDOR STUDY:

CORRIDOR MANAGEMENT PLAN

prepared by

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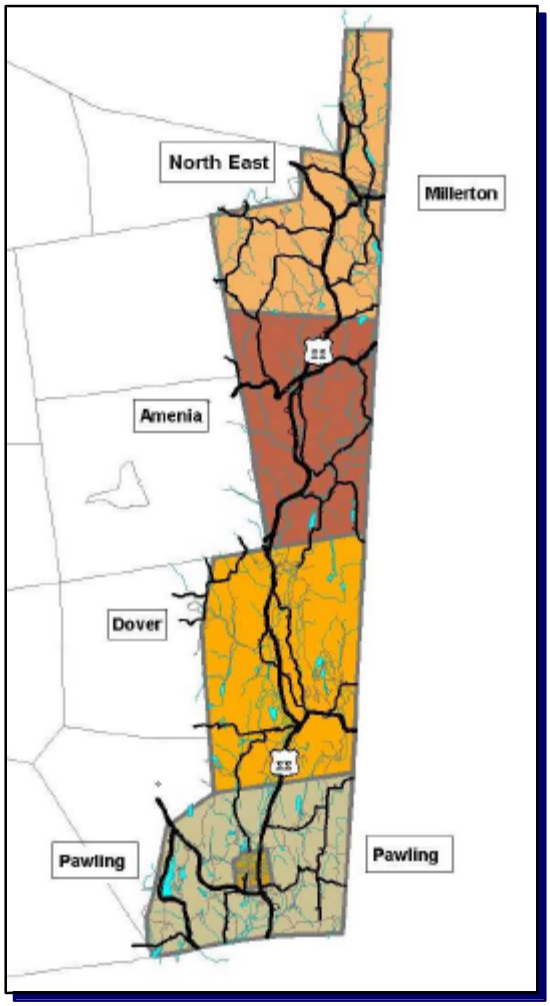
SECTION 1: INTRODUCTION

In mid-2000, the Poughkeepsie-Dutchess County Transportation Council (PDCTC) and the Harlem Valley Partnership (HVP) initiated the Route 22 Corridor Management Plan. **The main purpose of the project is to develop a regional corridor management plan to guide the affected municipalities and NYSDOT in making decisions about future land use, site access, and transportation proposals.** The project also advances the Dutchess County Greenway Connections program that seeks to build a network of connecting routes and improve development patterns in the County.

In Dutchess County, Route 22 runs from the Putnam County line just south of Pawling to the Columbia County line north of Millerton—a length of approximately forty miles. In the Harlem Valley, Route 22 is an uncontrolled-access, arterial highway that serves an important role for both through-traffic and the support of development. The study area includes six municipalities:

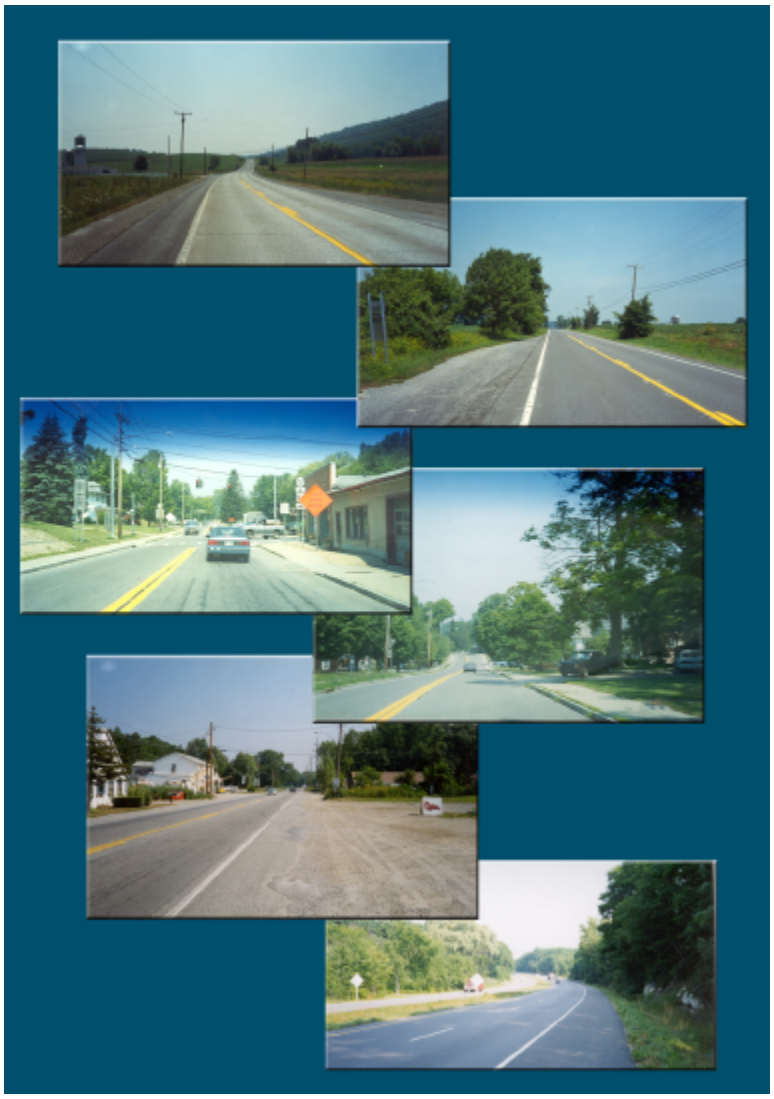
- **Millerton Village**
- **North East**
- **Amenia**
- **Dover**
- **Pawling Village**
- **Pawling**



Dutchess County hired the consultant team of C&S Engineers, Inc., and Howard/ Stein-Hudson Associates, Inc., to assist PDCTC and HVP with the project. In addition, HVP established a steering committee of local and regional interests to guide the development of the Corridor Management Plan. The role of this Corridor Project Task Force (CPTF) is to provide the project team with insight into the area's transportation needs, desires, expectations, and goals for development within the six communities. The Task Force met with the project consultants and PDCTC and HVP staff numerous times over the course of the study to review project materials and provide local knowledge and insight during the development of the Management Plan.

PROJECT STEPS

The development of the Route 22 Corridor Management Plan began with an agreement about the project scope. The HVP had identified the future development of the Route 22 Corridor as one of the key issues facing the communities in eastern Dutchess County. The HVP and PDCTC worked with the consultant team to define the overall purpose of the project and identify the specific components or phases of the corridor plan. The major phases of the project included **establishing a vision for the corridor, conducting an inventory of existing conditions, completing a corridor build-out and capacity analysis, and developing the**



Corridor Management Plan. The proposed Corridor Management Plan provides opportunities for development of land within the corridor while avoiding future traffic and safety problems and enhancing multimodal options.

The consultant team prepared detailed documentation of the project progress for review by the staff and CPTF throughout the course of the project. The major reports included:

- **Existing Operating Conditions, Issues, and Problems (March 2001)**
- **Future Development and Associated Operating Conditions (June 2001)**
- **Statement of Goals and Objectives (August 2001)**
- **Statement of Needs (November 2001)**

Major highlights of these reports were presented at the public meetings in June and November 2001 to provide a context for the discussion and evaluation of ideas and suggestions related to the project.

ESTABLISHING A VISION FOR THE CORRIDOR

This phase of the project occurred after the study team had completed the inventory of existing conditions and the corridor build-out and capacity analysis phases of the project (see below). The major activities included an evaluation of the planning goals in the municipal master plans for the six communities and the Dutchess County Greenway Connections program, and public discussion and agreement about how development should occur in the corridor. The main outcome was a set of eleven goals and objectives for the Route 22 Corridor that could be used to evaluate potential actions.

Goal 1: **Encourage growth in defined areas;**
Goal 2: **Maintain rural character;**
Goal 3: **Improve pedestrian safety, mobility, and accessibility;**
Goal 4: **Facilitate traffic flow;**
Goal 5: **Improve transportation safety;**
Goal 6: **Promote coordination between state and municipalities;**
Goal 7: **Recognize the balance between local and through-traffic;**
Goal 8: **Improve bicycle safety, mobility, and accessibility;**
Goal 9: **Enhance public transportation;**
Goal 10: **Improve connections between transportation modes; and**
Goal 11: **Enhance way-finding signage.**

Discussion of the goals was the main topic of the first public meeting in June 2001. There was a broad consensus across the six communities that encouraging growth in defined areas and maintaining rural character were the most important goals for the corridor. A separate report, **Statement of Goals and Objectives,** includes additional information about this phase of the project.

INVENTORY OF EXISTING CONDITIONS

The Route 22 Corridor is large and complex; it stretches forty miles through six municipalities. The inventory of existing conditions included a description of transportation facilities, environmental features, land use and zoning concerns, and information about the operating characteristics (e.g., traffic volumes, turning movements, capacity analysis) of Route 22. NYSDOT assisted with the collection of some of the project data. In addition, the consultants conducted surveys of corridor users to determine their origins and destinations. The detailed information is contained in the **Existing Operating Conditions, Issues, and Problems** report.

CORRIDOR BUILD-OUT AND CAPACITY ANALYSIS

The next phase of the project included an assessment of anticipated future growth and its impact on Route 22. For this step, the consultants worked with local municipal leaders to verify information about current land use and zoning, establish projections of future activity, and review current transportation issues. PDCTC staff and the consultants used the information about the transportation network, the operating characteristics, future land use, and corridor user surveys to estimate future traffic and its impact on Route 22 using a traffic simulation model. The **Future Development and Associated Operation Conditions** report summarizes this work.

The information about both existing and anticipated conditions were presented to, and discussed by, the CPTF and the participants in the first public meeting, and it formed the basis for the fourth project report, **Statement of Needs,** which summarizes the major transportation and land use issues within the Route 22 Corridor.

CORRIDOR MANAGEMENT PLAN

During the course of the study, the project team provided information to the public about the purpose of the study and its schedule of events and explained how inter-

ested individuals and groups could participate. As mentioned previously, two public information meetings were held (June 19 and November 27, 2001), and the participation of community members helped to define the project goals and guide the development of potential strategies.

The Project Goals and the Statement of Needs reports were used to develop improvements that respond directly to the transportation issues and problems within the corridor. The **Corridor Management Plan** describes the list of alternative land use and transportation management strategies that were developed to mitigate the identified problems and needs.

The remainder of this report is divided into four major sections. The first (**Develop and Screen Strategies**) lists the strategies that were developed for the Route 22 Corridor and describes the initial screening process that was used to determine which strategies would be progressed for further evaluation. The next (**Evaluation of Progressed Strategies**) discusses the more detailed evaluation process that was used to determine which of the potential strategies would be recommended for implementation. The information is summarized in a large matrix. The **Plan Recommendations** section presents information about the strategies that are recommended for implementation in at least one municipality. The strategies are categorized by both time period and location. This section also includes a map of physical improvements (Harlem Valley Transportation Plan) recommended along Route 22. Finally, **Next Steps** provides a preliminary outline of the work that needs to be done to begin making the changes envisioned in the Corridor Management Plan.

Detailed descriptions of all of the strategies are presented in the two appendices. **Appendix A** includes all of the strategies that were fully evaluated. **Appendix B** describes those that were eliminated before final evaluation.