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- Kent Rd. and Quaker Hill Rd.
- 3. Install new traffic signals at Route 9D/Randolph School driveway, Blackthorn Loop East/Ketcham High School driveway, Kent Rd./Quaker Hill Rd., Losee Rd., and DeGarmo Hills Rd.
- 4. Provide sidewalks between Route 9D and Ketcham High School on the north side of CR 93, and between Ketcham High School and Route 376 on the south side of CR 93.
- 5. Provide crosswalks on CR 93 at Route 9D, Major McDonald Way, Old Route 9, Route 9, Losee Rd., Spook Hill Rd., Blackthorn Loop West, Ketcham High School driveway, Kent Rd., Laerdal Driveway East, and DeGarmo Hills Rd.
- 6. Provide five-foot shoulders along CR 93 for bicycle use.
- 7. Transit:
  - Improve existing service by increasing frequencies
  - Consider a new fixed route on CR 93
  - Consider connections to Wappinger Plaza and the Laerdal property
  - Promote paratransit services
- 8. Transportation Demand Management:
  - Promote transit, carpooling, vanpooling, bicycling, and walking with the help of employers, schools, and shopping areas within the corridor.
  - Target large employers, educational institutions, and large shopping centers to encourage use of regional strategies.

### **Dutchess County Bus Service Expansion Feasibility Study (2013)**

The Dutchess County Bus Service Expansion Feasibility Study was completed to determine the feasibility of expanding Dutchess County bus services within the City of Poughkeepsie, without adding additional costs to Dutchess County. The Bus Study also sought to determine the feasibility for Dutchess County to realize a positive financial return if it became the sole public bus operator in the City. The Study was administered by Dutchess County, through the Transportation Council and included a financial and operational review of the City of Poughkeepsie bus system. This review addressed topics such as staffing, capital equipment, and compliance with federal and State requirements. It also included a service analysis of the City of Poughkeepsie bus system, comparing it to services already provided by the County and recommending timetable and route adjustments to existing DCPT bus routes that would serve City residents without adding additional costs to Dutchess County.

The Bus Study proposed the creation of four new DCPT routes that would significantly expand its service in the Poughkeepsie area, while also replacing existing City routes:

1. Route H: providing service from the transit hub to Vassar College, Adams, Stop-and-Shop, and Kmart, using Main St., Fulton St., Collegeview Ave., Fairmont St., and Route 44.
2. Route I: providing service from the transit hub to Saint Francis Hospital, DCC, and the Poughkeepsie Housing

## ***Moving Dutchess 2***

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Authority, using Washington Ave., E. Cedar St., Pendell Rd., Creek Rd., and Smith St.

3. Route J: providing service from the transit hub to Vassar Brothers Medical Center, Saint Simeon/Fox Hill housing developments, and Vassar College, using Jefferson St., South Ave., Montgomery St., Hooker Ave., and Raymond Ave.
4. Route K: providing service on lower Main St. from the transit hub to the Poughkeepsie train station, using Mansion St., Donegan Pl., and Main St.

Based on the operational estimates associated with the proposed new routes and the marginal operating costs for DCPT, the Bus Study determined that the County could expand its service in the City without adding costs – however, this could only occur under a set of prearranged conditions, the most notable being the transfer of capital equipment at no cost to the County and the use of the City’s share of federal transit funding.

### **Beacon Main Street Parking Analysis (2014)**

Funded through the Transportation Council, the Dutchess County Planning Department completed an analysis of parking conditions in the area in and around the Main St. corridor in the City of Beacon. The Parking Analysis included an inventory of existing parking capacity and utilization, and an assessment of future needs based on planned development in the City.

The Parking Analysis indicated that, outside of specific street segments or lots at specific time periods, overall parking

utilization rates did not exceed 85 percent. This indicated that capacity was sufficient to meet demand. However, the east and west ends of Main St. contained areas exceeding 85 percent utilization. In the east (the area east of Fishkill Ave.), the highest rates occurred on Saturday evenings. In the west (the area west of Elm St.), the highest rates occurred during weekday afternoons. The parking counts also indicated that there was underutilized capacity on side streets and lots around activity centers in the east and west ends of Main St. Most side streets, portions of Main St., and numerous lots remained well below the 85 percent rate.

The Parking Analysis recommended a variety of strategies to improve parking capacity and vehicle turn-over:

1. Increase shared use of private parking lots.
2. Develop additional on-street capacity along the Van Nydeck St. corridor in the eastern section of Main St.
3. Add parking at the Madam Brett House.
4. Encourage better parking utilization by striping parking spaces, closing defunct curb cuts, and adjusting access to and from Main St. (one-way/two-way streets).
5. Charge for parking and enforce parking regulations.
6. Develop a Center City Benefit Fund to implement parking and other center city transportation improvements.
7. Adjust parking regulations in the Zoning Code.
8. Install consistent wayfinding signs to public parking.
9. Improve the biking and walking environment of Main St.
10. Enhance Main St. bus service.



**Natural & Historic Resources**

The Transportation Council reviewed natural and historic resource information from the State and County to identify potential constraints relevant to transportation planning in the Lower Hudson area. This process started with an inventory of 100-year and 500-year floodplains, NYSDEC wetlands, federal, State, and locally designated parklands, agricultural lands, critical environmental areas, and designated historic districts. These resources are shown on the Lower Hudson Natural & Historic Resources map.

**Waterbodies & Watersheds**

Major waterbodies in the area include the Hudson River; Wappinger Lake in the Towns of Poughkeepsie and Wappinger and the Village of Wappingers Falls; Cobalt Lake in the Town of Poughkeepsie; Wappinger Creek; Fishkill Creek; Casperkill Creek; Fallkill Creek; Clove Creek; Oniad Lake in the Town of Wappinger; and Lake Valhalla in the Town of Fishkill.

The northern and western-most portion of the area, including the City of Poughkeepsie, most of the Town of Poughkeepsie, and the western half of the City of Beacon is part of the Hudson River watershed. The central portion of the area, including the Village of Wappingers Falls and most of the Town of Wappinger is part of the Wappinger Creek watershed. The southeastern portion of the area, including the Village of Fishkill, most of the Town of Fishkill, and the eastern half of the City of Beacon is part of the Fishkill Creek watershed.

**Floodplains**

Floodplains make up a large percentage of some Lower Hudson communities, as shown in Table 6-1-10. The Town of Fishkill has the highest percentage of land area within 100-year and 500-year floodplains of all municipalities in the county, and ranks first in the county based on acreage of land in 100-year and 500-year floodplains.

*Table 6-1-10. Floodplains-Lower Hudson*

	Total Floodplain Acreage	Percent of Land Area
City of Beacon	304	10
City of Poughkeepsie	443	12
Town of Fishkill	4,711	24
Town of Poughkeepsie	2,981	15
Town of Wappinger	2,027	12
Village of Fishkill	114	22
V. of Wappingers Falls	88	12

A number of transportation facilities in the Lower Hudson are subject to periodic flooding due to their location within designated 100-year and 500-year floodplains, NYSDEC wetlands, or adjacent waterbodies. These include:

1. Winnikee Ave., Pershing Ave., Mansion St., a portion of Mill St., and other areas adjacent to the Fallkill Creek in the City of Poughkeepsie.
2. Salt Point Turnpike in the Town of Poughkeepsie.
3. Tucker Dr. in the Town of Poughkeepsie.
4. Old Manchester Rd. in the Town of Poughkeepsie.

## Moving Dutchess 2

5. Old Hopewell Rd. between Route 9D and Route 9 in the Town of Wappinger.
6. Elm St. near Route 9 in the Village of Fishkill.
7. Route 9D in the Town of Wappinger.
8. Creek Rd. in the Village of Wappingers Falls.
9. Metro-North Railroad Hudson Line.

### Agriculture & Open Space

The Dutchess County Planning Department’s Centers and Greenspaces Guide identifies suburban development and areas susceptible to suburban development, defined as parcels under five acres that are outside of centers. These areas are concentrated in the eastern and southern portions of the Town of Poughkeepsie, much of the Town of Wappinger, and the northern portion of the Town of Fishkill. The guide also identifies protected and agricultural lands, which are concentrated in the southern portion of the Town of Fishkill, northeast corner and eastern boundary of the Town of Wappinger, and southwestern corner of the Town of Poughkeepsie.

The Lower Hudson contains 1,449 acres of land that received agricultural value assessments in 2014. These assessments identify properties with active farms, nurseries, stables, or other agricultural operations. The agricultural assessed lands represent 2 percent of the area’s total acreage. Table 6-1-11 shows the total acreage of agricultural assessed lands by municipality and its share of each municipality’s land area.

Table 6-1-11. Agricultural Assessed Land-Lower Hudson

	Total Agricultural Assessed Acreage	Percent of Land Area
City of Beacon	0	0
City of Poughkeepsie	0	0
Town of Fishkill	48	<1
Town of Poughkeepsie	226	1
Town of Wappinger	1,174	7
Village of Fishkill	0	0
V. of Wappingers Falls	0	0

The Lower Hudson also contains 2,688 acres of land certified by the NYS Department of Agriculture & Markets as Agricultural Districts. These districts contain locally-designated parcels that currently serve or could serve agricultural purposes. Agricultural districts represent about 4 percent of the area’s total acreage and include most of the agriculturally assessed lands. Table 6-1-12 shows total agricultural district acreage by municipality and its share of land area.

Table 6-1-12. Agricultural Districts-Lower Hudson

	Total Agricultural District Acreage	Percent of Land Area
City of Beacon	0	0
City of Poughkeepsie	0	0
Town of Fishkill	423	2
Town of Poughkeepsie	588	3
Town of Wappinger	1,677	9
Village of Fishkill	0	0
V. of Wappingers Falls	0	0

## ***Moving Dutchess 2***

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Five open space areas in the Lower Hudson are protected under Dutchess County's Partnership for Manageable Growth:

1. Carnwath Farm (95 acres) in the Town of Wappinger.
2. Forbus Butternut (0.5 acres) in the City of Poughkeepsie.
3. Hiddenbrooke (88 acres) in the City of Beacon.
4. Locust Grove (29 acres) in the Town of Poughkeepsie.
5. Peach Hill (158 acres) in the Town of Poughkeepsie.

The Lower Hudson hosts 4,688 acres of major federal, State, and local parkland. Key parks include:

1. Waryas Park (5 acres) in the City of Poughkeepsie.
2. Walkway Over the Hudson State Park (10 acres) in the City of Poughkeepsie.
3. College Hill Park (106 acres) in the City of Poughkeepsie.
4. Quiet Cove Riverfront Park (32 acres) in the Town of Poughkeepsie.
5. Bowdoin Park (319 acres) in the Town of Poughkeepsie.
6. Dutchess Rail Trail (77 acres) in the Towns of Poughkeepsie and Wappinger.
7. Stony Kill Farm Environmental Education Center (731 acres) in the Town of Wappinger.
8. Hudson Highlands State Park (1,305 acres) and Mount Beacon (239 acres) in the Town of Fishkill.

### **Critical Environmental Areas**

The Lower Hudson includes five locally designated Critical Environmental Areas (CEAs), which are recognized by NYSDEC

as having significant impacts on the natural environment:

1. Dutchess Airport Landfill Site and Dutchess Airport Balefill (inactive landfills; toxic pollutants present).
2. Town of Fishkill aquifer protection areas (various sites; to protect public water supply).
3. Page Industrial Park on Route 55 (inactive dump, toxic pollutants present).
4. Schatz Federal Bearing Closed Landfill Site and FICA Landfill Site on Van Wagner Rd. (inactive landfill; toxic pollutants present).
5. Wappinger Lake (protection of natural resource).

The Draft New York State Open Space Conservation Plan of 2014 identifies the following Regional Priority Conservation Projects in the Lower Hudson:

1. Hudson Highlands State Park/Fishkill Ridge/Scofield Ridge.
2. Hudson River Corridor Estuary/Hudson River Estuary and Greenway Trail/ Hudson River School Art Trail/Quadricentennial Legacy Trail: Hudson River Access including the Brockway Brickyard, Beacon Long Dock, and the Poughkeepsie Pirate Canoe Club addition.
3. Hudson River Greenway Trail Links: Properties along the Hudson River that would establish a continuous trail from New York City to Saratoga County, including the Walkway Over the Hudson, the Dutchess County Greenway Trail, and the Hudson Fjord Trail.
4. Hudson Tributaries: Sites which protect habitat and provide access to stream banks of tributaries, including the

## ***Moving Dutchess 2***

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Fishkill Creek, Wappinger Creek, Casperkill Creek, and Fallkill Creek.

5. Scenic Viewsheds: Sites which provide scenic vistas, including Scofield Ridge, Fishkill Ridge, Mt. Beacon, the Mid-Hudson Bridge, the Walkway Over the Hudson, and the Hudson River National Historic Landmark District.
6. Buffer, Access or Addition to Historic Sites, Conservation and Park Lands: Properties which protect the integrity of existing conservation lands or historic sites, including the Poughkeepsie Waterfront Trail, Stony Kill Farm Environmental Education Center, and Poughkeepsie Rural Cemetery lands.
7. Urban Waterfronts: Sites which implement a local plan for mixed use waterfront revitalization, including the Poughkeepsie Waterfront and Beacon Waterfront.

### **Historic Resources**

The Lower Hudson includes a large number of designated Historic Districts:

1. Lower Main St. Historic District: several blocks of Main St. east of South Ave., in the City of Beacon (266 acres).
2. Academy St. Historic District: between Livingston and Montgomery streets in the City of Poughkeepsie (140 acres).
3. Balding Ave. Historic District: between Mansion and Marshall streets in the City of Poughkeepsie (40 acres).
4. Dwight St.-Hooker Ave. Historic District: Dwight St and Hooker Ave. between Dwight St. and Circular Rd. in the City of Poughkeepsie (60 acres).
5. Garfield Place Historic District: between Franklin and Montgomery streets, including portions of Montgomery and Barclay streets, in the City of Poughkeepsie (200 acres).
6. Mill St.-N. Clover St. Historic District: Mill and N. Clover streets, as well as parts of Davies Pl., N. Bridge St., Mansion St., Vassar St., Lafayette Pl., and Main St., in the City of Poughkeepsie (270 acres).
7. Union St. Historic District: Delano St., most of Union and S. Clover streets, and parts of Grand St., S. Bridge St., S. Perry St., Jefferson St., and Bellevue Ave., in the City of Poughkeepsie (18 acres).
8. Upper Mill St. Historic District: Mill St., Garden St., and Catherine St. in the City of Poughkeepsie (60 acres).
9. Main St. Historic District (New Hamburg): between Bridge St. and Stone St. in the Town of Poughkeepsie (10 acres).
10. Stone St. Historic District: between Division St. and Bridge St. in the Town of Poughkeepsie (10 acres).
11. Wappingers Falls Historic District: includes properties on Andrews Pl., Dutchess Ave., Dutchess Terr., E. and W. Main St., Givens Ave., High St., Market St., Mill St., N. and S. Mesier Ave., Park St., South Ave., and Upper Henry St., as well as the Dutchess Bleachery and Mesier Park, in the Village of Wappingers Falls (900 acres).
12. Wheeler Hill Historic District: includes the Obercreek, Elmhurst, Edge Hill, Suydam, Crosby and Carnwath Farms estates, in the Town of Wappinger (3200 acres).
13. Fishkill Village Historic District: includes Main St. and Broad St. and the roads connecting them in the Village of Fishkill (180 acres).

## ***Moving Dutchess 2***

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There are also many historic sites in the area, particularly in the cities of Beacon and Poughkeepsie, and villages of Fishkill and Wappingers Falls. The Lower Hudson Natural and Historic Resources map at the end of this chapter shows the locations of environmentally sensitive areas and historic properties.

### **Transportation Needs**

Based on a review of local comprehensive plans, previous Transportation Council studies, and transportation system data, the Transportation Council identified a series of transportation needs in the Lower Hudson. These needs were reviewed at two Lower Hudson public workshops and revised based on feedback from the workshops and a public survey. The revised list of needs includes the following items:

#### **Highway Maintenance (by municipality)**

##### Multiple Municipalities

1. Inventory pavement conditions on local streets and repave based on condition ratings.

Reconstruct or repave the following road segments with poor surface scores based on NYSDOT and Dutchess County standards:

##### City of Poughkeepsie

1. Academy St. between Cannon St. and Main St. (0.07 miles).
2. Market St. between Route 44 (Church St.) (eastbound) and Main St. (0.18 miles).

3. Reservoir Square between S. Clinton St. and S. Clinton St. (1.12 miles).
4. S. Grand Ave. between Fountain Brook Ave. and Town of Poughkeepsie line (0.40 miles).
5. De Laval Pl. between Innis Ave. and N. Grand Ave. (0.12 miles).

##### Town of Poughkeepsie

1. Route 115 (Salt Point Turnpike) from Hudson Ave. to Innis Ave. (0.3 miles).
2. Van Wagner Rd. between Hornbeck Rd. and bridge PO-4 (0.87 miles).

##### Village of Wappingers Falls

1. Market St. between the Town of Wappinger line and Fulton St. in the Village of Wappingers Falls (0.35 miles).

#### **Bridge Maintenance**

Bridges rated as structurally deficient under FHWA standards or deficient under NYSDOT standards should be repaired or closed if necessary, with replacement priority given to the following bridges:

1. I-84 over Metro-North Railroad Beacon Line (BIN 1032481) in the Town of Fishkill.
2. Route 9D over I-84 (BIN 1006360) in the Town of Fishkill.
3. Route 9D over the Fishkill Creek (BIN 1006340) in the City of Beacon.
4. Route 9 over Railroad Plaza (BIN 1005319) in the City of Poughkeepsie.

## ***Moving Dutchess 2***

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5. Route 44 over Route 9 (BIN 1005290) in the City of Poughkeepsie.
6. High St. over Fall Kill Creek (BIN 2262690) in the City of Poughkeepsie.
7. Mansion St. over Fall Kill Creek (BIN 2262750) in the City of Poughkeepsie.
8. Washington St. over Fall Kill Creek (BIN 2262670) in the City of Poughkeepsie.
9. CR 43 (Degarmo Rd.) over Wappinger Creek (BIN 3358440) in the Town of Poughkeepsie (LaGrange town line).

If funding becomes available, the following low-volume, NYSDOT deficient bridge could be repaired:

1. Reed Ave. over Metro-North Railroad Hudson Line (BIN 2262890) in New Hamburg (Town of Poughkeepsie) (2012 AADT of 232).

### **Highway Capacity**

1. As part of redevelopment of the former Hudson River Psychiatric Center, improve the existing street system to include multi-modal public streets between Route 9 and Route 9G and consider developing a secondary street and/or trail along the CSX East Branch to connect the property to Fulton St. and Parker Ave., as recommended in the [Route 9 Land Use and Transportation Study](#) (Town of Poughkeepsie).
2. Add a slow-speed pedestrian- and bicycle-friendly street (such as a bicycle boulevard with sidewalks) east of Route 9 between Myers Corners Rd. and New Hackensack Rd.,

using Imperial Boulevard and the area behind Hannaford, west of Marshall Rd., consistent with the [CR 93 \(Myers Corners Road/Middlebush Road\) Corridor Management Plan](#), the [Village of Wappingers Falls Route 9 Study](#), and the Town of Wappinger's [Comprehensive Plan](#). Include east-west connections to East Main St. and Old Route 9, and a northern connection from New Hackensack Rd. to North Mesier Ave. (Town of Wappinger/Village of Wappingers Falls).

3. Pursue innovative ways to increase capacity and reduce congestion at the Route 9D/CR 28 (New Hamburg Rd) intersection in the Hughsonville hamlet (Town of Wappinger).
4. Reduce congestion on the following State highways:

- a) Route 9 between I-84 and Route 55/44:
  - Northbound: Mid-day, PM, and Saturday
  - Southbound: PM and Saturday

In particular, examine signal timing along Route 9 and identify ways to reduce congestion on the two-lane southbound segment south of Mesier Ave.

- b) Route 52 between I-84 and the Taconic State Parkway
  - Eastbound: PM
  - Westbound: PM

In particular, examine signal timing or other changes to improve traffic flow on Route 52 through the Village of Fishkill.

- c) Route 9D between I-84 and Route 9:
  - Northbound: AM and PM

## ***Moving Dutchess 2***

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- Southbound: AM and PM

### **Traffic Operations (by municipality)**

#### Multiple Municipalities

1. Limit the number of access points on State and County roads and require new commercial developments to share driveways and to internally link circulation or service roads between adjacent parcels. In new development, limit dead-ends and cul-de-sacs. Instead, ensure connected streets and several sources of egress, to distribute traffic and improve access for emergency service vehicles.

#### City of Beacon

1. Improve parking as detailed in the [Beacon Main Street Parking Analysis](#) (2014), specifically:
  - Increase shared use of private parking lots.
  - Develop additional on-street parking along the Van Nydeck St. corridor in the eastern section of Main St.
  - Add parking at the Madam Brett House.
  - Encourage better parking utilization by striping parking spaces, closing defunct curb cuts, and adjusting access to and from Main St. (one-way/two-way streets).
  - Charge for parking based on demand and enforce parking regulations.
  - Develop a Center City Benefit Fund to implement parking and other center city transportation improvements.
  - Adjust parking regulations in the Zoning Code.
  - Install consistent wayfinding signs to public parking.

- Improve the biking and walking environment of Main St.
- Enhance Main St. bus service.

#### City of Poughkeepsie

1. Redesign the Route 9/44/55 interchange to improve traffic safety and operations.
2. Redesign Market St. to allow two-way traffic between Church St. and Mill St, as outlined in the [Main Street Economic Development Strategy](#). Incorporate pedestrian crossing improvements, including marking a crosswalk across the west leg of Route 44/55 westbound (Mill St.). Consider a 'road diet' to reduce the number of lanes and add on-street parking and bicycle facilities.
3. Redesign Route 44/55 eastbound and westbound arterials between the City Center and surrounding neighborhoods to be walkable boulevards, as outlined in the [Main Street Economic Development Strategy](#). Consider changing from three one-way lanes to either two one-way lanes and one lane the opposite direction, or two lanes with a median, bike lanes, or on-street parking on both sides.
4. Reconfigure the Washington-Mill St. merging lanes as a more traditional intersection to eliminate the curve behind the Civic Center, slow traffic and shorten the crossing distance at *Main St*, as shown in the [Poughkeepsie Waterfront Redevelopment Strategy](#).
5. Replace or install traffic signals at the following intersections:
  - Washington St. and Parker Ave. (new signal)
  - Academy St. and Cannon St. (replace signal)
  - Mill St./N. Clover St./Donegan Pl. (replace signal)

## ***Moving Dutchess 2***

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6. Reconstruct the Creek Rd./Smith St./Little George St. intersection into a roundabout to improve safety and reduce congestion. Incorporate sidewalks and crosswalks across all legs of the roundabout.
7. Redesign the Route 44/55-Smith St.-Clinton St. intersection to improve safety, direct truck traffic away from Smith St., and create a new Clinton Square, as described in the [City of Poughkeepsie Transportation Strategy](#).
8. Open Liberty St. (between Main St. and Cannon St.) to slow-speed, one-way traffic with a pedestrian walkway.
9. Improve Water St. to include on-street parking on one side, as shown in the [Poughkeepsie Waterfront Redevelopment Strategy](#).
10. Add a southbound entrance to Route 9 south of the Hoffman Street Bridge.

### Town of Poughkeepsie

1. As part of redevelopment of the former Hudson River Psychiatric Center, establish a direct connection to the Mid-Hudson Plaza, and align the former Psychiatric Center entrance with Quiet Cove Park.
2. Improve operations and safety at the Main St/Grand Ave intersection: realign Grand Ave to form a traditional four-legged intersection; adjust signal timing; and evaluate crash patterns and make improvements to address safety issues.

### Town and Village of Fishkill

1. Reconstruct the I-84/Route 9D interchange to reduce delays and improve safety. In the short-term, adjust the

signal at I-84/Route 9D to provide more time for left turns out of the Beacon train station between 3-7 p.m., and/or add a second left turn pocket on Route 9D northbound onto the I-84 bridge.

2. Coordinate traffic signal timing on Route 52 between I-84 and CR 34 (Jackson St).
3. Provide separate turn lanes on Cedar Hill Rd. to facilitate right turns onto Route 52.
4. Reduce cut-through traffic on Florence Ave. by re-timing the signal at Route 52/Jackson St. to accommodate church traffic on Saturday evenings and Sunday mornings.
5. Reduce speeds and cut-through traffic by restricting the Route 52/Cary Ave. intersection to right-in/right-out only, installing speed tables on Broad St., and making the Smith St./Elm St. and Broad St./Jackson St. intersections all-way stop controlled.
6. Consider traffic calming on Route 9D near Dogwood Ln. and Chiappardi Pl.

### Town of Wappinger

1. Reconstruct the intersection at CR 28 (Old Hopewell Rd.) at CR 94 (All Angels Hill Rd.) to accommodate turn lanes and improved shoulders to improve sight distance and correct safety deficiencies.
2. Implement access management on Route 9 by removing traffic signals where feasible, providing left turn lanes, consolidating driveways to reduce conflict points, and providing access between commercial parking areas.
3. Improve operations along CR 93 (Myers Corners Rd.) as detailed in the [CR 93 \(Myers Corners Rd/Middlebush Rd\) Corridor Management Plan \(2011\)](#), specifically:



## ***Moving Dutchess 2***

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- i. Provide left turn pockets at various intersections on Route 9D, CR 93, and Route 376.
- ii. Provide right turn pockets at various intersections on Route 9D and CR 93.
- iii. Improve traffic signal timing at intersections on CR 93 including Route 9D, Route 9, Marshall Rd., Ketcham High School Driveway, Laerdal Driveway East, and CR 94 (All Angels Hill Rd.).
- iv. Upgrade signal equipment on CR 93 at Old Route 9, Ketcham High School Driveway, and Laerdal Driveway East.
- v. Install a traffic signal on CR 93 at Spook Hill Rd.
- vi. Implement access management on CR 93 at Blackthorn Loop West, Laerdal Driveway West, and at DeGarmo Hills Rd.
- vii. Consider construction of a roundabout at the CR 93 (Myers Corners Rd.)/CR 94 (All Angels Hill Rd.) intersection.
- viii. Realign and signalize intersections on CR 93 at Route 9D and the Randolph School driveway; Blackthorn Loop East and the Ketcham High School driveway; and Kent Rd. and Quaker Rd. (if development occurs).

### Village of Wappingers Falls

1. Create a four-way intersection at Route 9 and E. Main St. by providing a new connection on the eastern leg from Imperial Blvd. to E. Main St. Move the existing commercial parking access on the northeast corner further from the intersection, stripe high-visibility crosswalks on all four legs of the intersection, narrow the travel lanes to allow

for a planted median and pedestrian refuge islands, and remove the right turn slip lane at the northwest corner and extend the curb to shorten the crossing and reduce pedestrian-vehicle conflicts. Add a high-visibility crosswalk with a pedestrian refuge island across Route 9 on the north side of E. Main St.

### **Safety (by municipality)**

#### Multiple Municipalities

1. Improve roadway safety at high-crash locations identified in the *Moving Dutchess 2* crash analysis.
2. Improve pedestrian and bicycle safety on high-crash corridors identified in [Walk Bike Dutchess](#).
3. Deploy Emergency Vehicle Signal Preemption technology at major intersections along the Route 9 corridor, with Route 9/Fulton St. in the Town of Poughkeepsie as a top priority.

#### City of Beacon

1. Install traffic calming elements, such as raised crosswalks, on Beekman St. and West Main St.

#### City of Poughkeepsie

1. Conduct a comprehensive safety assessment focused on walking and bicycling on Main St. and implement changes to improve safety.
2. Improve safety for people traveling by car or bicycle between the Dutchess Rail Trail at Morgan Lake and Creek Rd. In particular, improve sight distance for left turns onto Creek Rd and from Creek Rd to the rail trail.

## ***Moving Dutchess 2***

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### Town of Poughkeepsie

1. Work with the Arlington School District and Town of Poughkeepsie to develop a Safe Routes to School Plan for Arthur S. May Elementary School (at the former Arlington Middle School site), defining recommended walking and bicycling routes to the school. Implement sidewalk and crossing improvements, as well as signage and signal timing adjustments along the designated routes as needed. Incorporate education, enforcement and encouragement strategies to improve safety for students walking or bicycling to school.

### Town of Wappinger

1. Improve horizontal alignment, sight distance and safety on CR 28 (Old Hopewell Rd.) from Route 9 to CR 94 (All Angels Hill Rd.).
2. Improve horizontal alignment, sight distance and safety on CR 93 (Myers Corners Rd.) from CR 94 (All Angels Hill Rd.) to Route 376.
3. Improve intersection sight distance on CR 93 at Major MacDonald Way and Ervin Dr.
4. Increase safety for bicyclists and pedestrians on Route 9D.

### Town & Village of Fishkill

1. Consider safety improvements on Merritt Blvd. to reduce crashes on this corridor.
2. Improve pedestrian safety and crosswalks at Route 9/Route 52 and at Route 9/Church St. (Shop Rite plaza).

### Village of Wappingers Falls

1. Install curb extensions on Main St. at the Market St. corners (two); Mill St. corners (two); in front of the Knights of Columbus building (just west of Wheel & Heel bike shop); at Church Street; and just north of Givans Ave. while accommodating turning vehicles. Stripe new shorter crosswalks across Main St. on both sides of Mill St. and Market St., across Mill St., and across Market St., and continue enforcement and education efforts to improve pedestrian safety on E. Main St.
2. Consider high-visibility crosswalks, signage, and other pedestrian crossing improvements at the following locations: Route 9/CR 104 (New Hackensack Rd.), Route 9 at E. Main St., Route 9 at Old Route 9, Route 9 at McDonalds/Planet Fitness (between E. Main St. and Wenliss Terr.), W. Main St. (Route 9D)/School St., W. Main St. (Route 9D)/Convent Ave., and E. Main St./W. Main St.

### **Transit**

1. Provide fixed route service every 15-30 minutes in the City and Town of Poughkeepsie, Towns of Fishkill and Wappinger, City of Beacon, and Villages of Fishkill and Wappingers Falls. In particular, establish frequent (every 15 minutes) transit service along Main St. in the City of Poughkeepsie to connect the waterfront and train station with businesses, neighborhoods, and Vassar College, as outlined in the [Main Street Economic Development Strategy](#).
2. In coordination with the City of Poughkeepsie, consider expanding Dutchess County Public Transit service to

improve access to destinations and increase frequency and hours of service in the City of Poughkeepsie.

3. Develop an integrated fare system and coordinated marketing between Dutchess County Public Transit and the City of Poughkeepsie transit system.
4. Establish timed transfers between Dutchess County Public Transit and City of Poughkeepsie buses.
5. Provide additional bus service to train stations and improve coordination with Metro-North schedules.
6. Add signs, bus stop shelters, route maps, timetables, and lighting to bus stops.
7. Provide better information about the bus routes and schedules, including making maps and schedules easier to use.
8. Develop real-time location/arrival information.
9. Improve transit access to local colleges.
10. Improve transit service to tourist destinations.
11. Consider expanded evening service, Sunday service, and holiday service, as well as express service on key corridors like Route 9.
12. Consider a new fixed bus route on CR 93 (Myers Corners Rd.), with stops at the Hannaford Plaza and Laerdal property in the Town of Wappinger.
13. Provide a centralized, multi-floor parking facility for the Beacon Train Station.
14. Improve access to the New Hamburg Train Station from the Village of Wappingers Falls by bus.
15. Improve pedestrian access to County bus service for Village of Wappingers Falls residents on the east side of Route 9.

### **Sidewalks/Pedestrian Facilities, including ADA projects (by municipality)**

#### Multiple Municipalities

1. Provide consistent sidewalks on Route 9 south of Kingwood Park/IBM Road, particularly between IBM Rd. and Mesier Ave., and between CR 93 (Middlebush Rd./Myers Corners Rd.) and CR 28 (Old Hopewell Rd.) in the Town of Wappinger.
2. Set specific opening and closing hours on the Newburgh-Beacon Bridge walkway/bikeway and Mid-Hudson Bridge walkway, which could vary by season. Longer-term, extend the walkway/bikeway hours, ideally to 24 hours. Install lighting or other measures as needed for security.
3. Improve yielding for pedestrians at crosswalks through signage and education.
4. Improve sidewalks and intersections on State Roads to meet ADA standards, based on [NYSDOT's inventory](#):
  - Route 9: one intersection and one sidewalk segment in the Town of Poughkeepsie, and one intersection (at Scenic Dr.) in the Town of Wappinger.
  - Route 9D: one intersection (at Clinton St.) and one sidewalk segment in the Village of Wappingers Falls, and one intersection (Wolcott Ave. at Beekman St.) in the City of Beacon.
  - Route 44: 11 locations in the City of Poughkeepsie and 14 in the Town of Poughkeepsie.
  - Route 52: three sidewalk segments in the Village of Fishkill.
  - Route 55: one sidewalk segment in the Town of Poughkeepsie.

## ***Moving Dutchess 2***

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- Route 113: two intersections and two sidewalk segments in the Town of Poughkeepsie.
- Route 376: four intersections and three sidewalk segments in the Town of Poughkeepsie.

### City of Beacon

1. Improve visibility at the I-84/Route 9D intersection by clearing vegetation near the intersection and relocating the fence at the northwest corner of the intersection. Consider supplemental signage to encourage turning drivers to yield to people in the crosswalk, and add a leading pedestrian interval to allow people on foot to start crossing before vehicles get a green signal.
2. Improve pedestrian access to the Beacon Train Station: provide a sidewalk on the northwest side of Beekman St. to complete the gap between West Main St. and the existing sidewalk south of River St. Create a new sidewalk or path south of City Hall between Beekman St. and Wolcott Ave./Route 9D to connect the train station and Main St. Consider a formal path or sidewalk connection between Ferry St. and Wolcott Ave./Route 9D, complete with stairs, handrails, and signage. Create a sidewalk or path along Red Flynn Dr. between the Beacon ferry dock and Riverfront Park.
3. Install a sidewalk on the east side of Route 9D from Hillside Rd. to the University Settlement Camp near Craig House Ln. Alternatively, mark crosswalks at appropriate crossing locations across 9D.
4. Improve pedestrian access to Madam Brett Park: Mark a crosswalk on the east side of the Tioronda Ave./Wolcott Ave. intersection, and install a sidewalk or path on one

side of Tioronda Ave. between Wolcott Ave. and South Ave. A path could continue south on South Ave. under the rail line and west to Madam Brett Park.

### City of Poughkeepsie

1. Improve pedestrian access to Dutchess Community College: Install a sidewalk along Creek Rd. from Smith St. to the DCC entrance (at the crosswalk between the parking lot and Hudson Hall), including an extension of the sidewalk on the north side of Smith St. to Creek Rd., and possibly extending on Creek Rd. to Cottage Rd. Install crosswalks, pedestrian-activated signals, and other improvements to help people safely cross Smith St. and Creek Rd.
2. Mark shoulders or edge lines on Beechwood Ave. to slow vehicles and provide some space for walking. Consider other traffic calming improvements to reduce speeds and improve safety for people walking. Longer-term, extend the sidewalk at least on one side of the street to Route 9.
3. Install a crosswalk across Hooker Ave. on the west side of Wilbur Blvd. Include curb ramps, signage, and other elements as needed. Extend the existing sidewalk on the south side of Hooker Ave. from east of Austin Court to the crosswalk on the east side of Raymond Ave. Long-term, extend the existing sidewalk on the north side of Hooker Ave. from Wilbur Blvd. east to the crosswalk at Raymond Ave.
4. Improve the walkways through Waryas Park to connect Main St. and the Poughkeepsie train station with the Walkway elevator, and install crosswalks across North Water St. to improve access for people walking between

## ***Moving Dutchess 2***

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the train station and Waryas Park, Upper Landing Park, and the Walkway elevator.

5. Improve the sidewalks, crosswalks, and landscaping along Smith and Cottage streets.
6. Increase awareness of pedestrian access to the Mid-Hudson Bridge walkway via the ramp at Gerald Drive. Add Walkway Loop Trail signage. Remove the sidewalk between the Route 9 ramps on the south side of the bridge. Add signage, high-visibility crosswalks, and other pedestrian safety improvements at the Route 9 ramps on the north-side of the bridge, or remove the north sidewalk and install signs directing people to the Gerald Dr. ramp instead.
7. Redesign the Washington St./Brookside Ave./Verazzano Boulevard/North Bridge St. intersection to extend the curb at the northwest corner, narrowing the intersection and reducing the crossing distance. Mark high-visibility crosswalks and stop bars on all legs of the intersection, and install pedestrian signals.
8. Redesign the Mill St./Verazzano Boulevard/Mt. Carmel Pl. intersection to extend the curb at the southwest corner, reducing the crossing distance and removing the non-standard crosswalk, and install high-visibility crosswalks and pedestrian signals for all legs of the intersection.
9. Improve access by foot to the Walkway Over the Hudson. Improve pedestrian crossings with high-visibility crosswalks, signage, curb ramps (where needed), and stop bars (where applicable) at key intersections (particularly Washington St. at Parker Ave, Bain St/Orchard Ave, Taylor Ave, and Clark St; Parker Ave at Fairview Ave/N Hamilton St, the Walkway entrance near Garden St, and Washington

St; and Garden St. at Brookside Ave). Consider a sidewalk 'bus bulb' (curb extension) or widened sidewalk with a bus stop shelter on Washington St. near Parker Ave. Install a bicycle rack near the stairs to the Walkway on Washington St. and consider adding a bicycle ramp or 'stair channel' to enable people to roll their bicycles up the stairs to the Walkway. Install pedestrian-scale lighting along Parker Ave.

10. Improve sidewalks on Main St, including replacing broken sections, improving lighting (particularly under the Route 9 overpass), providing benches, and planting more street trees.

### Town of Poughkeepsie

1. Extend the sidewalk on Route 113 (Spackenkill Rd.) from Croft Rd. to Boardman Rd. to provide access between destinations on Route 9 and Spackenkill High School, Oakwood Friends School, and schools on Boardman Rd., and provide consistent four foot minimum shoulders on Route 113 (Spackenkill Rd.), particularly near Wilbur Blvd. Mark crosswalks and add pedestrian signals at crossings.
2. Extend the sidewalk on one or both sides of Fulton St. from the Mid-Hudson shopping center (across from Beck Place) east to Children's Way to connect to the sidewalk to Violet Avenue Elementary School. Extend the sidewalk on the north side of Fulton St. from the elementary school entrance to Route 9G, and provide a crosswalk to connect to the sidewalk on the east side of Route 9G.
3. Fill sidewalk gaps along Innis Ave. north of Arnold Rd. to create a continuous network and extend sidewalks from Jackman Dr. north to Salt Point Turnpike. Extend the

sidewalk on the south side of Salt Point Turnpike (Route 115) from Hudson Ave. to Innis Ave., mark high-visibility crosswalks to connect sidewalks on opposite sides of the street, and provide other crossing improvements as needed.

4. Provide consistent sidewalks on both sides of Route 44 between Raymond Ave. and Overlook Rd., particularly between Longview Rd. and Overlook Rd., and possibly extend to CR 43 (DeGarmo Rd.). Provide crosswalks and pedestrian signals on all legs of the Route 44/Cherry Hill Dr. intersection and the Route 44/Burnett Blvd. intersection. Adjust signal timing as needed to allow sufficient time for people to cross intersections, and provide consistent four foot minimum shoulders for bicycling on Route 44.
5. Improve pedestrian access in Red Oaks Mill: add sidewalks along New Hackensack Rd. (Route 376) between Hogan Drive and Old Mill Rd., at least on the east side; provide sidewalks on CR 77 (Vassar Rd.) from Route 113 (Spackenkill Rd.) through the commercial area; consider a sidewalk on Route 113 (Spackenkill Rd.) between Boardman Rd. and CR 77 (Vassar Rd.); and add crosswalks and pedestrian signals at the Route 376/Route 113/CR 77 intersection.
6. Construct a sidewalk or separated path on the west side of Route 9 between Marist's north gate and Quiet Cove Park, and connect with the Greenway Trail as well as future sidewalks along Route 9 in Hyde Park.
7. Provide a sidewalk on Sheafe Rd. between the elementary school (Delavergne Ave.) and the baseball park just north of Cottam Hill Rd. As a second phase, extend the sidewalk

south to Bowdoin Park. Longer-term, consider access to the New Hamburg train station.

8. Mark a high-visibility crosswalk across Fairmont Ave. at Collegetree Ave., and consider an all-way stop at the intersection. Install in-street pedestal style "Yield to Pedestrians" signs at uncontrolled crosswalks.

### Town & Village of Fishkill

1. Install a sidewalk on the north side of Route 52 from near Jeannette Dr., under I-84, to the existing sidewalk west of Blodgett Rd., and install a sidewalk on Geering Way and Central Hudson Way from Route 52 to Geering Park. Add crosswalks and pedestrian signals as appropriate.
2. Create pedestrian connections to Sarah Taylor Park and the Westage Business Center, including safe pedestrian access from the west side of Route 9 to Sarah Taylor Park; from Sarah Taylor Park to Merritt Park Condominiums; a footbridge across Fishkill Creek; and bicycle access from Jackson St. south into Westage Business Center.
3. Extend the sidewalk on Route 9D north from I-84 to Dutchess Stadium, connecting to the sidewalk on the northwest side of 9D at Brockway Rd. Provide a sidewalk connecting the ramp at the southeast corner of the Route 9D/stadium entrance intersection to the stadium entrance, and add crosswalks where needed to connect sidewalk segments.
4. Create a safe crossing for pedestrians and bicyclists on the I-84 overpass on Route 9D.

## ***Moving Dutchess 2***

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### Town of Wappinger & Village of Wappingers Falls

1. Pursue a sidewalk, path, or wider shoulders along CR 28 (Old Hopewell/New Hamburg Rd.), particularly from Route 9 or Route 9D to the New Hamburg train station, and add appropriate signs to increase driver awareness of people walking and bicycling.
2. Install a sidewalk with a landscaped buffer on CR 93 (Myers Corners Rd.): on the north side between Route 9D and the Ketcham High School driveway, and on the south side between the high school driveway and Route 376. Incorporate a sidewalk and/or shoulders as part of the replacement of the culvert over the Lake Oniad Stream.
3. Create a connection between CR 93 (Myers Corners Rd.) and the Dutchess Rail Trail via a sidewalk and/or wider shoulders on Route 376 and on the bridge over Sprout Creek.
4. Mark crosswalks at key intersections along CR 93 such as Route 9D, Major McDonald Way, Old Route 9, Route 9, Losee Rd., Spook Hill Rd., Blackthorn Loop West, Ketcham High School driveway, Kent Rd., Laerdal Driveway East, and DeGarmo Hills Rd., in coordination with other improvements.
5. Evaluate the feasibility of installing a sidewalk on Route 9D between Middlebush Rd. and the existing sidewalks on Route 9D in the Village of Wappingers Falls.
6. Construct sidewalks on Route 9D between the northern Wappingers Falls Village line and Route 9, and on N. Mesier Ave. between Liss Rd. and Route 9.
7. Pursue sidewalks on CR 104 (New Hackensack Rd).

### **Multi-Use Trails & Bicycle Facilities (by municipality)**

#### City of Beacon

1. Install bike parking at destinations including City Hall, the Beacon Visitor's Center, Post Office, Library, Dutchess County Building, DIA-Beacon, Beacon High School, and along Main St., as well as recreational areas such as the park at the base of Mount Beacon, University Settlement Camp, Madam Brett Park, and Riverfront Park. Work with MTA to provide bicycle lockers at the Beacon train station.
2. Mark sharrows on Beekman St. and Red Flynn Drive between Route 9D and the Beacon train station and ferry dock; as well as on South Ave. between Main St. and Dennings Ave., and on Dennings Ave. to the rail line. Consider sharrows on Verplank Ave and sharrows or a bike lane on Route 52 (Teller Ave/Fishkill Ave).
3. Create wider shoulders for bicycling along Route 9D, including between Beacon and the Bear Mountain Bridge.
4. Create the Beacon Hudson Trail, a shared-use Greenway Trail along the waterfront from the Beacon train station to the Newburgh-Beacon Bridge access road and north into the Town of Fishkill.
5. Create the Fishkill Creek Greenway & Heritage Trail along the Fishkill Creek, either immediately adjacent to the Creek or as a 'rail with trail' using part of the Beacon rail line right of way, or some combination. Extend the trail through the City of Beacon to the Hudson River and connect to the Greenway Trail along the Hudson River. Extend the trail into the Town and Village of Fishkill, including to Jackson St., Sarah Taylor Park, Merritt Blvd., and Westage Business Center.

## ***Moving Dutchess 2***

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6. Work with Dia:Beacon to develop a walking trail or path from Dennings Ave. to Dia:Beacon for visitors coming from Dennings Point. A loop could be created between the Beacon train station, along the Klara Sauer Trail to Dennings Point, and DIA.
7. Reconstruct the South Ave. Bridge across the Fishkill Creek to allow access by people walking and bicycling, as well as driving. This could provide a connection to the Hudson Highlands Fjord Trail via the Slocum Rd. subdivision to Route 9D.
8. Create a rail trail on the old Beacon rail line.

### City of Poughkeepsie

1. Work with property owners to complete the Hudson River Greenway Trail from Quiet Cove Park at the Hyde Park Town line south to the Locust Grove Historic Site. Include connections to the Walkway elevator and around Kaal Rock Point (including paving trail gaps in Kaal Rock Park).
2. Implement the city's nine bicycle routes in coordination with street repaving and other planned projects. Mark streets as bicycle boulevards, with bicycle lanes or sharrows, or maintain as shared lanes, as appropriate. Identify the routes with wayfinding signs, and install bicycle racks at destinations along the routes, including racks and lockers at the Poughkeepsie train station.
3. Improve conditions for bicycling along Main St, including repairing pavement and removing recessed manholes.
4. Provide bike parking at destinations throughout the city, including long-term protected bike parking at the train station.
1. Establish greenway trails along the Town of Poughkeepsie's major creek systems.
2. Pursue development of a trail along the abandoned rail spur from Morgan Lake, past Peach Hill, into Hyde Park, to West Road School in Pleasant Valley.
3. Pursue a trail along the Central Hudson utility corridor from Marist College east to the Hudson River Psychiatric Center property, accessing Violet Ave. Elementary School, Dutchess Community College, the Fallkill Creek, Peach Hill Park, and the abandoned rail line. Pursue a connection to the Dutchess Rail Trail near St. Peter's cemetery.
4. Construct a multi-use trail on the CSX West Branch (near Route 9 and Marist College, between Kittredge Pl. and Winslow Gate Rd.) as part of development of the One Dutchess Avenue site.
5. Widen shoulders along Route 376 between Cedar Valley Rd. and Red Oaks Mill Rd. (CR 44) where feasible, and improve shoulder maintenance, including pavement repair and brush clearing, particularly between Route 113 (Spackenkill Rd.) and CR 93 (Myers Corners Rd.).
6. Widen the Wilbur Blvd. path to at least 12 feet and upgrade the path to meet ADA standards to the extent practicable. Improve driveway and intersection crossings based on current design standards, and provide a transition between the southern end of the path and Wilbur Blvd. for access to Spackenkill Rd. Consider signage, pavement markings, and other elements to direct people on bicycles between the street and the path and to alert drivers of their presence. Provide a crossing and signage at Croft Rd. to direct bicyclists to Todd Middle School. Consider a pedestrian/bicycle-activated flashing light at

### Town of Poughkeepsie



the crossing, similar to one installed on N. Grand Ave. in the Town of Poughkeepsie at the Dutchess Rail Trail crossing.

7. Create a shared-use path along the west side of Zack's Way/Boardman Rd. between Hooker Ave./New Hackensack Rd. and Spackenkill Rd., connecting Vassar College, the Arlington neighborhood, and the Vassar Farm with the Boardman Road library, Our Lady of Lourdes High School, Poughkeepsie Day School, and destinations on Spackenkill Rd. Connect the path to walking and bicycling facilities on Hooker Ave., and improve the traffic signal at Zack's Way/New Hackensack Rd. to detect bicycles.
8. Install a sidewalk or shared-use path along the north side of Overocker Rd. between Burnett Blvd. and the Dutchess Rail Trail, and install a sidewalk or shared-use path along the east side of Burnett Blvd. from Overocker Rd. to Route 44. Mark a crosswalk across Overocker Rd. at Burnett Blvd. to connect to new sidewalks on Overocker Rd. and Burnett Blvd. Designate a bicycle route from Fairmont Ave. to the Rail Trail using Manchester Rd., the path and crossing at Burnett Boulevard, and Overocker Rd. Connect to State Bike Route 9 at Hooker Ave. via Collegeview Ave. and Raymond Ave., or Collegeview Ave., Raymond Ave., College Ave. and DeGarmo Place. Review the signal detection (southbound) and timing at the Route 55/Burnett Blvd. intersection and make improvements to better accommodate people on bicycles. Add wayfinding signage to assist people bicycling along the route.
9. Maintain 4 foot minimum shoulders (5 feet preferred) or construct bike lanes on common bicycling routes, including CR 77 (Vassar Rd.) and Route 376.

10. Provide facilities for bicycling along the Route 9 corridor south of IBM Road.

### Town and Village of Fishkill

1. Construct the Hudson Highlands Fjord Trail, a nine-mile separated path or trail along Route 9D or the Hudson River shore connecting the Beacon train station to the Village of Cold Spring train station in Putnam County and providing access to Hudson Highlands State Park, Little Stony Point, and Mount Beacon.
2. Ensure that new trails connect with existing trails on Stony Kill Farm, Mount Gulian, Scenic Hudson Land Trust lands, and other properties, and with regional trails including the Greenway Trail and the Dutchess Rail Trail.
3. Develop a trail to connect the Beacon Hudson Trail from the Newburgh-Beacon Bridge north along the Hudson River to the Wappinger Greenway trail.
4. Create a bicycle path or bike lanes on Route 52 west of I-84 to Beacon.

### Town of Wappinger and Village of Wappingers Falls

1. Continue development of the Wappinger Greenway Trail, including a pedestrian walkway or bridge along the west side of Route 9 crossing Wappinger Lake.
2. Pursue a connection between the Greenway Trail and the Dutchess Rail Trail to link the Village of Wappingers Falls to the Dutchess Rail Trail.
3. Evaluate the feasibility of converting CR 91 (Creek Rd.) to one way southbound with a shared-use, two-way walking/bicycling path on the creek side. The path could be part of the Wappinger Greenway Trail.

## ***Moving Dutchess 2***

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4. Evaluate the feasibility of adding wider shoulders (four foot minimum) along CR 104 (New Hackensack Rd.) and Widmer Rd. and implement where feasible.
5. Add paved shoulders (5 feet if possible) on CR 93 (Middlebush Rd.) between Route 9D and Route 9 and improve pavement; and on CR 93 (Myers Corners Rd.) between Degarmo Hills Rd. and Route 376.

### **Travel Demand Management**

1. Promote employee-sponsored and privately arranged ride sharing in the Lower Hudson area.
2. Promote commuter bus service to train stations through 511NY and other venues.
3. Evaluate needs for additional park-and-ride lots in the Lower Hudson area.

### **Planning Studies/Other**

1. Complete sidewalk inventories and sidewalk improvement strategies for the City of Beacon, City of Poughkeepsie, Village of Fishkill, Village of Wappingers Falls, and Town centers in the Lower Hudson.
2. Conduct a parking study of the Village of Wappingers Falls business district to evaluate the need for new municipal parking and identify parking management strategies.
3. Conduct a parking study and develop a parking strategy for downtown Poughkeepsie, particularly Main St. and the waterfront, addressing on-street parking, surface lots, and structured parking.

4. Analyze speed patterns on County and local roads, using speed data from the PDCTC's traffic count program. Identify corridors with high percentages of 'high-end' speeders (e.g., 10 mph or more over the posted speed limit) and develop engineering, enforcement, and educational approaches to reduce speeding.
5. Develop a reasonable strategy to manage commercial truck traffic on Route 9D in the Village of Wappingers Falls.
6. Create a Route 9D intermunicipal Task Force. Consider a Corridor Management Plan for Route 9D to determine the appropriate character and use of the road.
7. Address truck traffic on Route 52.
8. Improve communication and coordination between NYSDOT and local communities.
9. Investigate conversion of one-way streets in the City of Poughkeepsie to two-way.

### **Survey Summary**

Of the more than 900 respondents to the *Moving Dutchess 2* survey, 382 were residents of Lower Hudson communities. This section summarizes their responses to the survey.

In terms of making Dutchess County a great place to live, Lower Hudson residents prioritize protecting air and water quality, improving public transportation, and creating walkable communities.

Major issues identified by residents include the condition of roads; the lack of sidewalks and crosswalks; the lack of bicycle lanes and road shoulders; the frequency and schedule of

## ***Moving Dutchess 2***

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buses, and lack of information about bus service. Of a list of potential problems, the lack of safe and accessible sidewalks was noted most frequently as a current problem, followed by road congestion, and the lack of safe bicycle paths/facilities. When asked how well the transportation system meets your needs, the most common response was 'fair' (41%), followed by 'good' (34%). When asked about the ease of getting places you usually have to go, the most common response was 'good' (40%) followed by 'fair' (37%).

Over 73% of respondents sometimes or often walk for transportation; 39% sometimes or often bicycle for transportation; 30% sometimes or often use the bus for transportation; and 91% sometimes or often use the train for transportation.

Major barriers for walking include distance to destinations (67%) and lack of sidewalks (56%); for bicycling, inadequate shoulders, bike lanes and paths (55%); for bus transit, lack of bus service where you need to go (41%); and for train transit, the high cost (44%).

Type of travel: the survey asked residents to recall their trips over the past week and categorize them based on their destination and mode (drive alone, carpool, walk, bike, bus or other). Based on this information, we estimate that about 66% of trips are drive-alone; 11% are walk; 10% are carpool; 6% are bus; 5% are bike; and 3% are other. Most drive-alone trips are for work or school, followed by shopping; most walk trips are for socializing or recreation, followed by work/school; most carpool trips are for socializing/recreation, followed by

shopping; most bike trips are for work/school, followed by socializing/recreation; and most bus trips are for work/school, followed by shopping.

To reduce congestion, residents expressed support for creating communities that are less reliant on driving and improving public transportation. 60% of residents said they would use buses more often if the stops and schedules were convenient.

Land use: Close to 90% of respondents thought that most development should be within cities, town centers and villages using vacant or underutilized land. There was similarly strong support (85%) for closely-spaced housing and buildings with sidewalks, even if that meant smaller homes and yards and less parking. 75% of respondents said that infrastructure and services should be expanded primarily in and around existing town and village centers.

Residents' top three investment priorities for the next 5-10 years are improving public transportation, maintaining roads, and improving sidewalks. When asked what they would support with tax dollars, residents said walking and bicycling improvements (57%), followed by improved bus service (46%).

Demographics: Most respondents live in the City of Poughkeepsie (36%) or Town of Poughkeepsie (36%). Others live in Wappinger (10%), Beacon (8%), Fishkill (6%), Village of Fishkill (2%) or Village of Wappingers Falls (2%). About half were aged 45-64, with 26% aged 25-44, 8% under 24, and 17%

## ***Moving Dutchess 2***

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aged 65 and over. 60% of respondents were female, and 40% were male.

About 40% of households use 2 cars on a daily basis, while almost 37% use 1 car. About 9% of households don't use a car regularly. Most residents who commute to work live within 5 miles of their job. About 30% of residents have a member of their household (age 16 and older) that doesn't drive.

The top three issues cited in comments were transit concerns, walking-related issues, and bicycling facilities. Transit concerns included requests for Sunday service, more frequent service, later evening service, better information about the routes and schedules, and bus stops with signage and shelters.

Comments related to walking focused on the need for more sidewalks, with several comments about the need for sidewalk snow removal. Bicycle-related comments focused on the need for safe, dedicated bicycle facilities (such as bike paths and bike lanes) to enable people to bicycle for transportation. Several people also commented on the need for better signal timing along Route 9.

### **Transportation Priorities**

Based on discussions of the above needs at the public workshops, feedback from the survey, and a review of feasibility, the following top priorities were identified:

#### **Highway Maintenance**

Reconstruct or repave the following road segments with poor surface scores based on NYSDOT and Dutchess County standards:

#### City of Poughkeepsie

1. Academy St. between Cannon St. and Main St. (0.07 miles).
2. Market St. between Route 44 (Church St.) (eastbound) and Main St. (0.18 miles).
3. Reservoir Square between S. Clinton St. and S. Clinton St. (1.12 miles).
4. S. Grand Ave. between Fountain Brook Ave. and Town of Poughkeepsie line (0.40 miles).
5. De Laval Pl. between Innis Ave. and N. Grand Ave. (0.12 miles).

#### Town of Poughkeepsie

1. Route 115 (Salt Point Turnpike) from Hudson Ave. to Innis Ave. (0.3 miles).
2. Van Wagner Rd. between Hornbeck Rd. and bridge PO-4 (0.87 miles).

#### Village of Wappingers Falls

1. Market St. between the Town of Wappinger line and Fulton St. in the Village of Wappingers Falls (0.35 miles).

#### **Bridge Maintenance**

Repair bridges rated as structurally deficient under FHWA standards or deficient under NYSDOT standards, with priority given to the following bridges:

## ***Moving Dutchess 2***

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1. I-84 over Metro-North Railroad Beacon Line (BIN 1032481) in the Town of Fishkill.
2. Route 9D over I-84 (BIN 1006360) in the Town of Fishkill.
3. Route 9D over the Fishkill Creek (BIN 1006340) in the City of Beacon.
4. Route 9 over Railroad Plaza (BIN 1005319) in the City of Poughkeepsie.
5. Route 44 over Route 9 (BIN 1005290) in the City of Poughkeepsie.
6. High St. over Fall Kill Creek (BIN 2262690) in the City of Poughkeepsie.
7. Mansion St. over Fall Kill Creek (BIN 2262750) in the City of Poughkeepsie.
8. Washington St. over Fall Kill Creek (BIN 2262670) in the City of Poughkeepsie.
9. CR 43 (Degarmo Rd.) over Wappinger Creek (BIN 3358440) in the Town of Poughkeepsie (LaGrange town line).
2. Reconstruct the I-84/Route 9D interchange to reduce delays and improve safety. In the short-term, adjust the signal at I-84/Route 9D to provide more time for left turns out of the Beacon train station between 3-7 p.m., and/or add a second left turn pocket on Route 9D northbound onto the I-84 bridge.
3. Coordinate traffic signal timing on Route 52 between I-84 and Jackson St. and evaluate other opportunities to reduce congestion.
4. Redesign the Route 44/55 eastbound and westbound arterials between the Poughkeepsie City Center and surrounding neighborhoods to be walkable boulevards.
5. Reconfigure the Washington-Mill St. merging lanes as a more traditional intersection to eliminate the curve behind the Poughkeepsie Civic Center, slow traffic and shorten the crossing distance at Main St.
6. Redesign Market St. to allow two-way traffic between Church St. and Mill St. Incorporate pedestrian crossing improvements, including marking a crosswalk across the west leg of Route 44/55 westbound (Mill St.). Consider a 'road diet' to reduce the number of lanes and add on-street parking and bicycle facilities.

### **Highway Capacity**

1. Add a slow-speed pedestrian- and bicycle-friendly street (such as a bicycle boulevard with sidewalks) east of Route 9 between Myers Corners Rd. and New Hackensack Rd., using Imperial Boulevard and the area behind Hannaford, west of Marshall Rd.

### **Highway Operations**

1. Redesign the Route 9/44/55 interchange to improve traffic safety and operations.

7. Reconstruct the Creek Rd./Smith St./Little George St. intersection into a roundabout to improve safety and reduce congestion. Incorporate sidewalks and crosswalks across all legs of the roundabout.
8. Implement access management on Route 9 by removing traffic signals where feasible, providing left turn lanes, consolidating driveways to reduce conflict points, and providing access between commercial parking areas.

## ***Moving Dutchess 2***

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9. Improve traffic signal timing along Route 9 to reduce congestion, particularly on the two-lane southbound segment south of Mesier Ave.

### **Safety**

1. Conduct a comprehensive safety assessment focused on walking and bicycling on Main St. in the City of Poughkeepsie and implement changes to improve safety.
2. Improve roadway safety at high-crash locations identified in the *Moving Dutchess 2* crash analysis.
3. Improve pedestrian and bicycle safety at high-crash corridors identified in [Walk Bike Dutchess](#).

### **Transit**

1. Provide fixed route service every 15-30 minutes in the City and Town of Poughkeepsie, Towns of Fishkill and Wappinger, City of Beacon, and Villages of Fishkill and Wappingers Falls.
2. Establish frequent (every 15 minutes) transit service along Main St. in the City of Poughkeepsie to connect the waterfront and train station with businesses, neighborhoods, and Vassar College.
3. Add signs, bus stop shelters, route maps, timetables, and lighting to bus stops.
4. Provide better information about the bus routes and schedules, including making maps and schedules easier to use.
5. Evaluate adding Sunday service, later evening service, express service, and holiday service.

6. Establish timed transfers between Dutchess County Public Transit and City of Poughkeepsie buses.

### **Sidewalks/Pedestrian Facilities**

1. Provide consistent sidewalks on Route 9 south of Kingwood Park/IBM Road, particularly between IBM Rd. and Mesier Ave., and between CR 93 (Middlebush Rd./Myers Corners Rd.) and CR 28 (Old Hopewell Rd.) in the Town of Wappinger.
2. Install a sidewalk on the north side of Route 52 from near Jeannette Dr., under I-84, to the existing sidewalk west of Blodgett Rd., and install a sidewalk on Geering Way and Central Hudson Way from Route 52 to Geering Park. Add crosswalks and pedestrian signals as appropriate.
3. Improve pedestrian access to Dutchess Community College: Install a sidewalk along Creek Rd. from Smith St. to the DCC entrance (at the crosswalk between the parking lot and Hudson Hall), including an extension of the sidewalk on the north side of Smith St. to Creek Rd., and possibly extending on Creek Rd. to Cottage Rd. Install crosswalks, pedestrian-activated signals, and other improvements to help people safely cross Smith St. and Creek Rd.
4. Extend the sidewalk on Route 113 (Spackenkill Rd.) from Croft Rd. to Boardman Rd. to provide access between destinations on Route 9 and Spackenkill High School, Oakwood Friends School, and schools on Boardman Rd., and provide consistent four foot minimum shoulders on Route 113 (Spackenkill Rd.), particularly near Wilbur Blvd.

## ***Moving Dutchess 2***

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5. Improve pedestrian access in Red Oaks Mill: add sidewalks along New Hackensack Rd. (Route 376) between Hogan Drive and Old Mill Rd., at least on the east side; provide sidewalks on CR 77 (Vassar Rd.) from Route 113 (Spackenkill Rd.) through the commercial area; consider a sidewalk on Route 113 (Spackenkill Rd.) between Boardman Rd. and CR 77 (Vassar Rd.); and add crosswalks and pedestrian signals at the Route 376/Route 113/CR 77 intersection.

### **Multi-Use Trails & Bicycle Facilities**

1. Implement the City of Poughkeepsie’s nine bicycle routes in coordination with street repaving and other planned projects. Mark streets as bicycle boulevards, with bicycle lanes or sharrows, or maintain as shared lanes, as appropriate. Identify the routes with wayfinding signs, and install bicycle racks at destinations along the routes, including racks and lockers at the Poughkeepsie train station.
2. Create a shared-use path along the west side of Zack’s Way/Boardman Rd. between Hooker Ave./New Hackensack Rd. and Spackenkill Rd., connecting Vassar College, the Arlington neighborhood, and the Vassar Farm with the Boardman Road library, Our Lady of Lourdes High School, Poughkeepsie Day School, and destinations on Spackenkill Rd. Connect the path to walking and bicycling facilities on Hooker Ave., and improve the traffic signal at Zack’s Way/New Hackensack Rd. to detect bicycles.
3. Work with property owners to complete the Hudson River Greenway Trail from Quiet Cove Park at the Hyde Park

Town line south to the Locust Grove Historic Site. Include connections to the Walkway elevator and around Kaal Rock Point.

4. Create the Beacon Hudson Trail, a shared-use Greenway Trail along the Hudson River from the Beacon train station to the Newburgh-Beacon Bridge access road and north into the Town of Fishkill, and connect to the Wappinger Greenway trail.
5. Construct the Hudson Highlands Fjord Trail.

### **Planning Studies**

1. Complete sidewalk inventories and sidewalk improvement strategies for the City of Beacon, City of Poughkeepsie, Village of Fishkill, Village of Wappingers Falls, and Town centers in the Lower Hudson.
2. Conduct a parking study and develop a parking strategy for downtown Poughkeepsie, particularly Main St. and the waterfront, addressing on-street parking, surface lots, and structured parking.
3. Analyze speed patterns on County and local roads, using speed data from the PDCTC’s traffic count program. Identify corridors with high percentages of ‘high-end’ speeders (e.g., 10 mph or more over the posted speed limit) and develop engineering, enforcement, and educational approaches to reduce speeding.