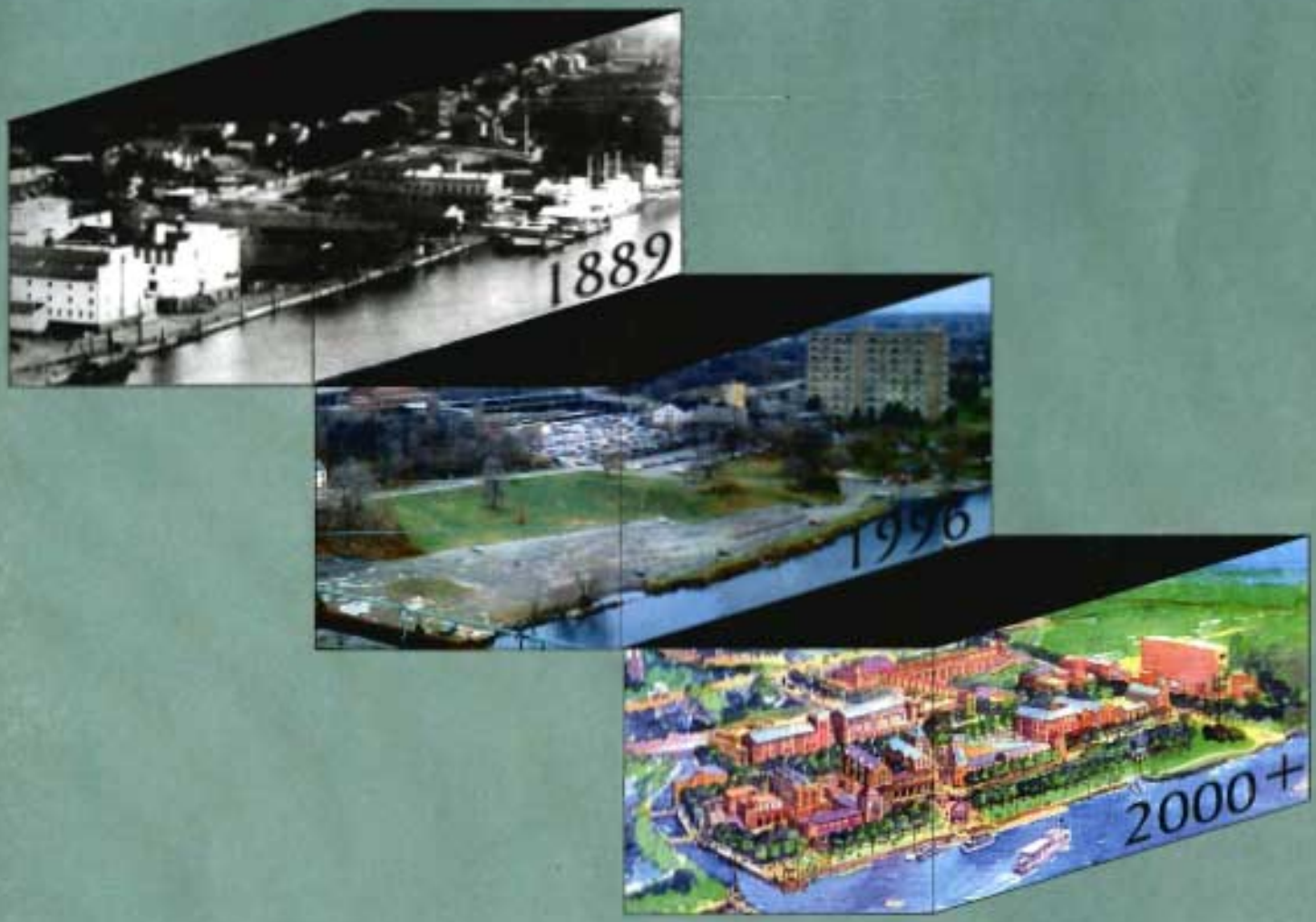
City of Poughkeepsie
Transportation Strategy



Setting City and Waterfront Redevelopment in Motion

August 1997

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Poughkeepsie-Dutchess County Transportation Council (1997-1998)

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County of Dutchess
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Legislative Chairman

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Town of Clinton
Supervisor

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Thomas Murphy
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Metropolitan Transportation Authority
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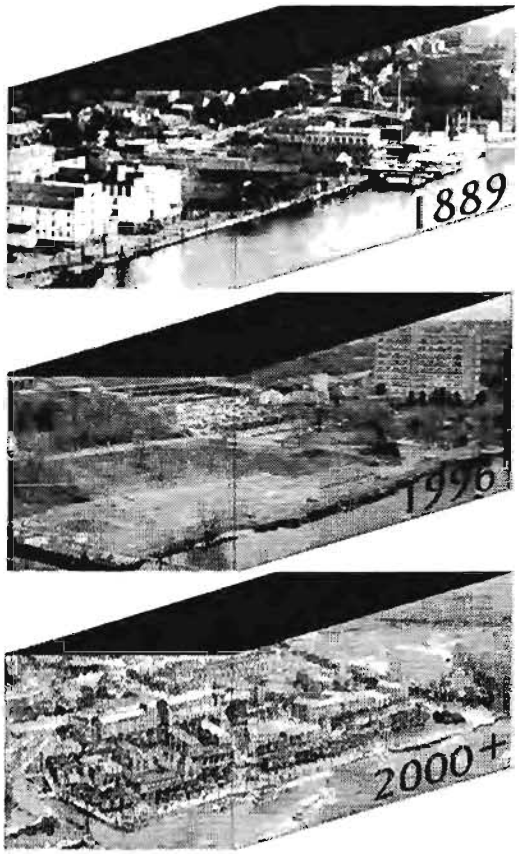
Henry Stanton
NYS Bridge Authority
Executive Director

John Platt
NYS Thruway Authority
Executive Director

Harold Brown
FHWA
Division Administrator

Thomas Ryan
FTA
Regional Director



City of Poughkeepsie
Transportation Strategy

Setting City and Waterfront Redevelopment in Motion

Poughkeepsie - Dutchess County Transportation Council
in cooperation with
City of Poughkeepsie
and
Dutchess County Department of Planning and Development

Consultants:
Ehrenkrantz & Eckstut Architects
The Sam Schwartz Company

August 1997

Financial assistance for this project was received from the Federal Transit Administration under the Livable Communities Initiative, the Federal Highway Administration, and the New York State Department of Transportation, along with a funding match from the City of Poughkeepsie.

The Transportation Strategy project was a cooperative effort between the City of Poughkeepsie, the Poughkeepsie-Dutchess County Transportation Council, and the Dutchess County Department of Planning and Development, working with Ehrenkrantz and Eckstut Architects, an urban design firm with extensive national experience, and The Sam Schwartz Company of transportation engineers. A 21-member Steering Committee was appointed by Mayor Colette Lafuente to oversee the project.

Transportation Strategy Steering Committee

Barry Hersh	Former Development Director, Chair
Rev. Jesse Bottoms	Beulah Baptist Church
Wai Cheung	NYS Department of Transportation
Frank Clark	Main Mall Green Grocer
Anne Conroy	Economic Development Zone Coordinator
Dennis Cooper	River Station Restaurant
Paul Ganci	Central Hudson Gas and Electric
Barbara Jeter-Jackson	Common Council
Graham Jones	Planning Board Chair
John Kennard	Metro-North Railroad
Lorraine Kessler	Lorraine Kessler Galleries
Michael Kusmierczyk	Common Council
Rev. Richard LaMorte	Waterfront Advisory Committee
Steven Lumb	Lumb Woodworking
Hamilton Meserve	Taconic Newspapers
Dennis Murray	Marist College
John O'Shea	Marshall & Sterling
Chris Silva	Bardavon 1869 Opera House
Carol Sondheimer	Waterfront Advisory Committee
Joe Tockarshewsky	Poughkeepsie Partnership
Bob Yates	Neighborhood Roundtable

Project Team

Dutchess County Department of Planning and Development
Roger P. Akeley, Commissioner
M. Kealy Salomon, Transportation Program Administrator
John Clarke, Senior Planner, Project Manager
Dennis Amone, Graphic Designer
Bridget Dugan, Senior Planner
Noela Hooper, Planner
Patricia M. Houston, Drafting Technician
Tracy Lee, Supervising Typist
Zoe Neaderland, Planner
Lynette Thorne, Planner

City of Poughkeepsie
Michael P. Murphy, City Administrator
Todd Dreyer, Planner

Ehrenkrantz & Eckstut Architects
William C. Donohoe, Principal
P. Vaughan Davies, Associate, Senior Designer

The Sam Schwartz Company
Sam Schwartz, P.E., President
Michael A. Fishman, Urban and Architectural Planner

Executive Summary

The Transportation Strategy is intended to spur redevelopment in the central city of the Hudson Valley and its waterfront, especially in the recently created Economic Development Zone, by taking a coordinated look at transportation opportunities. A list of Poughkeepsie's major assets is impressive: the center of area population, colleges, arts and entertainment, a convenient rail connection to nearby New York City, historic neighborhoods with affordable housing prices, the Mid-Hudson Bridge, and probably the largest amount of publicly accessible Hudson River waterfront in the region. The Transportation Strategy identifies development possibilities and access improvements that will build on these primary assets and help redefine the City as an economic attractor.

Project Areas

The process began by looking at the City's overall context, but focused on three strategic areas representing different scales of interest.

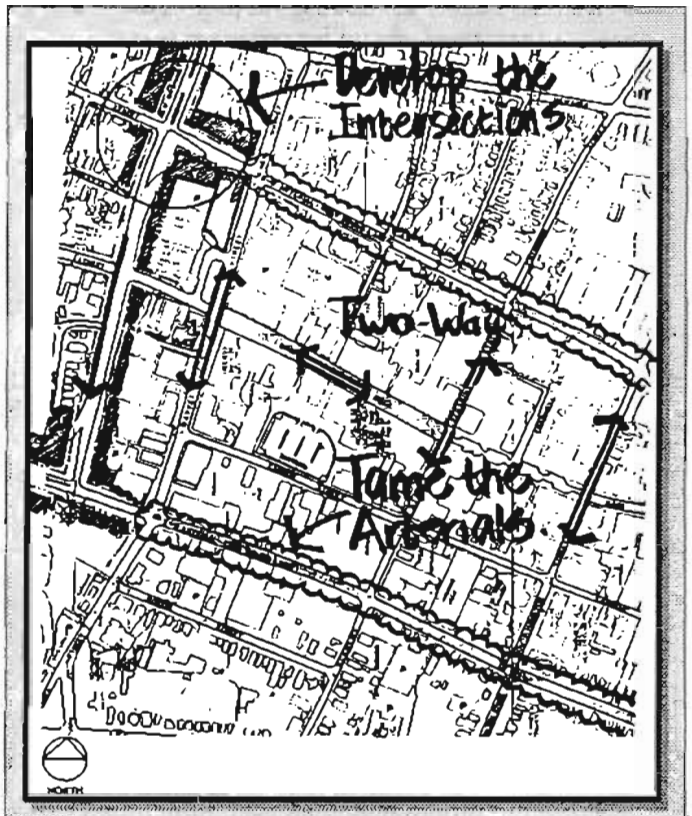
The **Waterfront** has clear potential for regional impact because of its unique relationship between an abundance of publicly controlled river frontage and a regional rail station - an Amtrak stop and the northern terminus of Metro-North's Hudson line. The second project area considered circulation surrounding the **City Center**, the core of government offices, commerce, and cultural activities. At the neighborhood scale, the project focused on integrating the successes of the **Northside** industrial area with the surrounding neighborhood.

City-Wide Principles

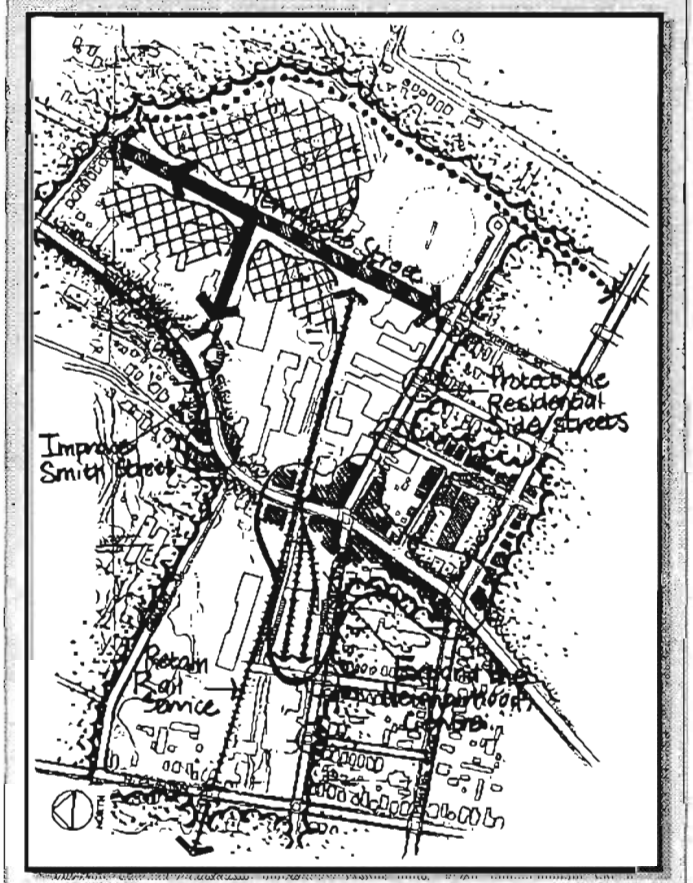
"Where is Poughkeepsie?" The initial impression of Poughkeepsie for the consultants and most outside visitors is disorientation because of the lack of directional signs and clear city structure, and particularly the confusing one-way street system.

Among the city-wide goals:

1. Develop a positive identity for Poughkeepsie as a destination and regional center.
2. Celebrate the city approaches and design a comprehensive sign program.
3. Direct industrial traffic around the city center, residential neighborhoods, and waterfront.
4. Learn from historic precedents to build on Poughkeepsie's unique qualities.



Tame the Arterials and Create Two-way Streets



Summary of Northside Principles

City Center Circulation

Stressing Clarity and Convenient Access Rather Than Higher Speeds

The strategies emphasize more convenient access to downtown destinations and stores by eliminating the confusion and diversions caused by one-way streets, adding curbside parking, improving directional signs, and providing better pedestrian circulation. The Arterials should be redesigned more like tree-lined city boulevards to buffer the adjacent sidewalks and properties and help reduce traffic speeds to the posted 30 mph limit. Residential uses should be encouraged in the core area to create more day and night activity and a stronger sense of security.

1. Redesign the Arterials from higher-speed barriers between the City Center and surrounding neighborhoods to more walkable boulevards.
2. Rebuild the Washington-Mill Street merging lanes as a more traditional intersection.
3. Restore two-way circulation with on-street parking on Main, Market, Catherine/Academy, and Hamilton Streets.
4. Return Main Mall to Main Street with generous room for sidewalk activities and walkway connections to adjacent blocks and parking areas.
5. Encourage mixed use development opportunities to break up large parking lots.

Northside

Knitting Together a Neighborhood

The overall goal is to create a stronger neighborhood center for the Northside, where expanding industrial uses near the existing railyards can help support job opportunities and a more diverse commercial core for the surrounding residential area.

1. Expand the neighborhood commercial center along Smith and Cottage Streets.
2. Protect adjacent residential streets from through traffic by narrowing side street entrances.
3. Improve truck access to and within the industrial area, while maintaining rail service.
4. Redesign the Smith-Clinton-Arterial intersection to direct truck traffic away from Smith Street and create a new Clinton Square.
5. Improve the sidewalks, crosswalks, and landscaping along Smith and Cottage Streets.

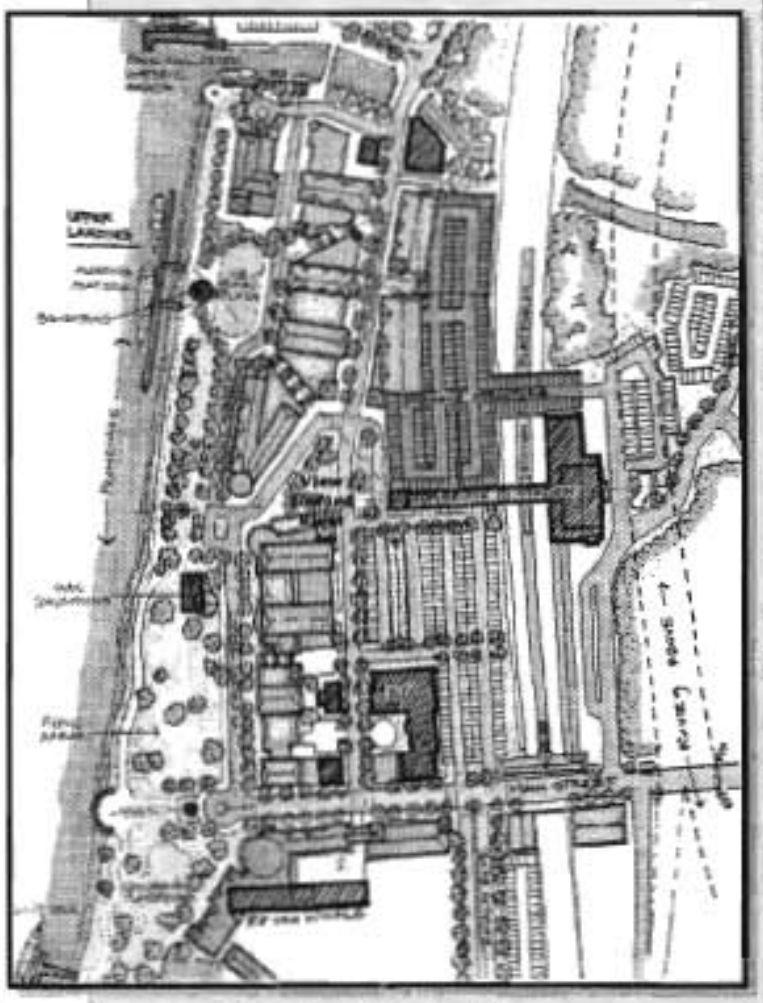
Waterfront

Making the Most of the Hudson River and Railroad Station

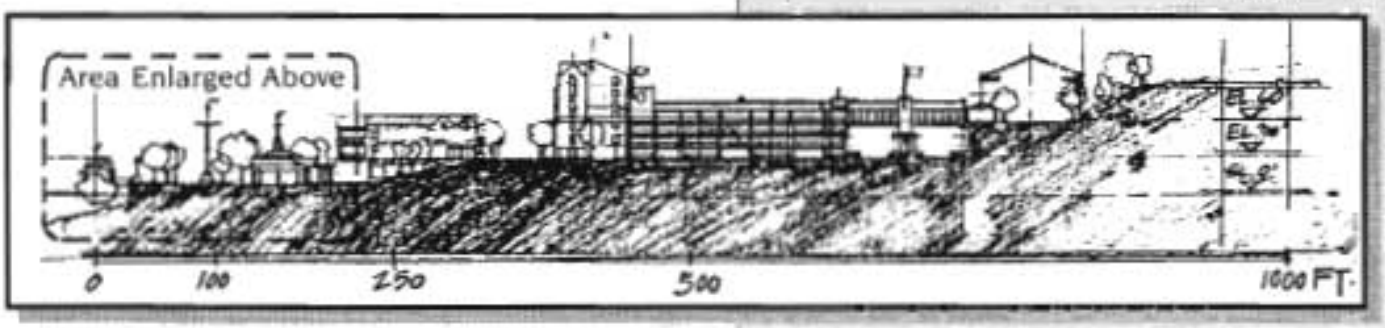
The section of the City with the greatest potential for dramatic changes and positive impact on the economy is the waterfront. The City now controls over one mile of shoreline and over 46 acres of vacant property and mostly underused parkland.

The intention is to bring the City back down to the Hudson River by both expanding the active park frontage with a continuous greenway/promenade and by beginning to build an urban neighborhood along Water Street between the Railroad Station and the waterfront. The function of the Railroad Station would be expanded to become the center of an active, transit-friendly development district and gateway destination for city residents, visitors, and investment interest.

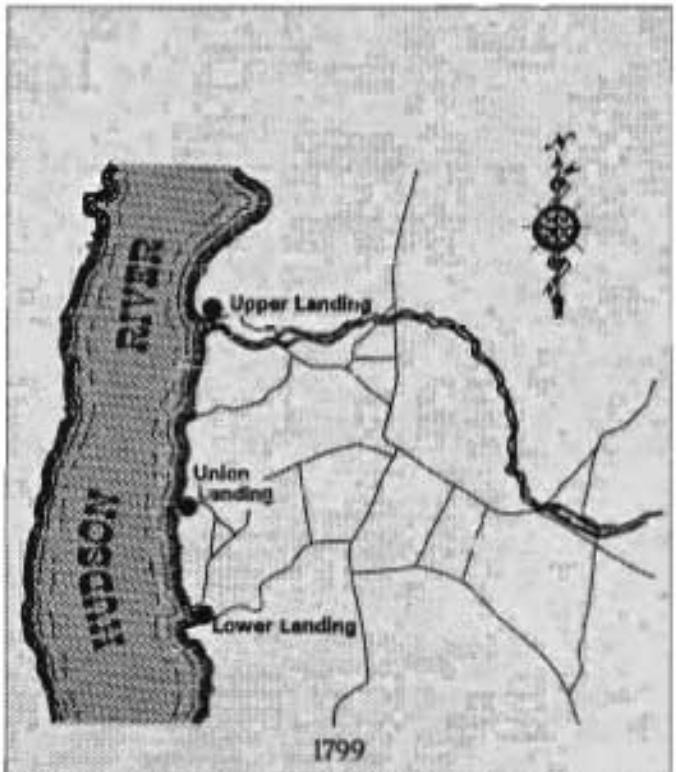
1. Extend the park and promenade north to the Fallkill Creek with a centerpiece plaza/rink/performance space and continuous Greenway linkages north and south.
2. Build a direct, prominent path between the Railroad Station and the waterfront.
3. Create a mixed use development district along Water Street.
4. Adopt a phasing and parking program that provides a coordinated development framework, yet allows the district to grow incrementally.
5. Stress convenient connections to Mt. Carmel, lower Main Street, and the bridges, creating a waterfront walking district within a 5 to 10 minute stroll of the Railroad Station.



Phase II - Illustrative Plan



East-West Section Between Railroad Station and Waterfront Park



1799

Poughkeepsie in 1840; note the Exchange House hotel with the double-porch (right) and the 3 - 5 story Vassar Brewery complex on the waterfront (center)

Transportation History

Poughkeepsie began as a waterpower site at the mouth of the Fallkill Creek, but grew to a city as a deep water port at the center of the Hudson Valley, halfway between Albany and New York City. Home of the County Courthouse since 1720, Poughkeepsie was state capital during the Revolutionary War and achieved fame as the place where the critical Constitutional Convention debate led to New York's decisive ratification. In the early 1800s the three major river landings and ferry service were supplemented by the first Mid-Hudson steamboat terminal at Main Street and even a wharf for a small whaling fleet.

River Era 1700s - 1850

- Landings for Inland Agriculture
- Small Mill Sites & Factories
- Water for Power & Transportation

1609 - Henry Hudson First Sailed up River
1687 - First House Built by Dutch Settler
1703 - Albany Post Road Authorized
1720 - First County Courthouse Built
1777 - Ferry Service Began
1777 - 1784 Capital of New York State
1788 - U.S. Constitution Ratified at Courthouse
1799 - Poughkeepsie Chartered as Village
1800 - Main Street Extended to River
1803 - Water Street Laid Out
1814 - First Mid-Hudson Steamboat Terminal
1825 - Erie Canal Completed
1831 - Old City Hall Built
1832 - Whaling Company Established

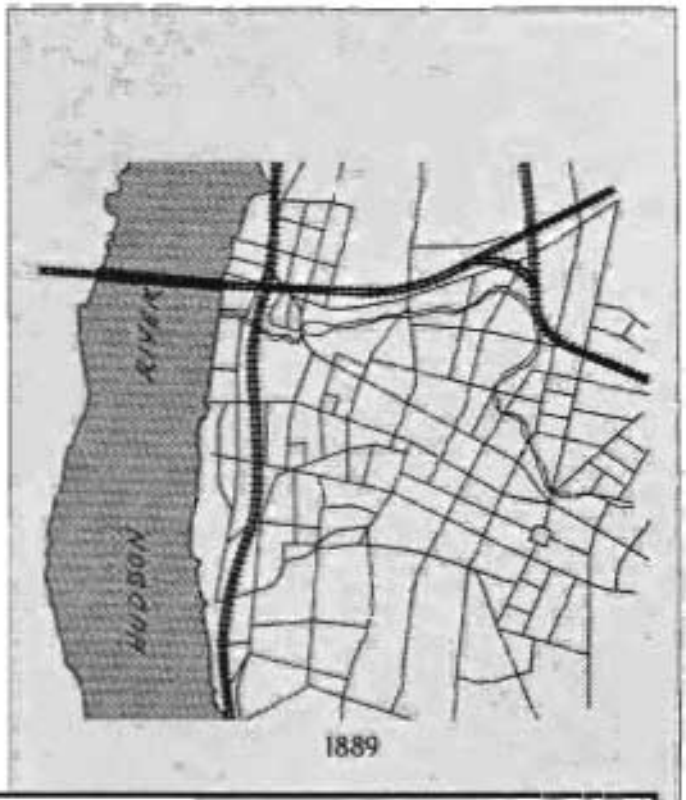
View of Poughkeepsie's active waterfront from the Railroad Bridge, 1889

The City's strategic central location led in the late 1800s to an ideal convergence of river and rail access. In 1850 the Hudson River Railroad Depot was built one block from the Steamboat Terminal. When the only Railroad Bridge over the Hudson south of Albany was completed in 1888, Poughkeepsie became the junction of two great passenger and freight rail lines. Manufacturing flourished along the waterfront. An extensive street trolley system helped expand the City's residential neighborhoods. Vassar College, the Bardavon 1869 Opera House, and the annual Inter-Collegiate Regatta enhanced Poughkeepsie's regional and national reputation.

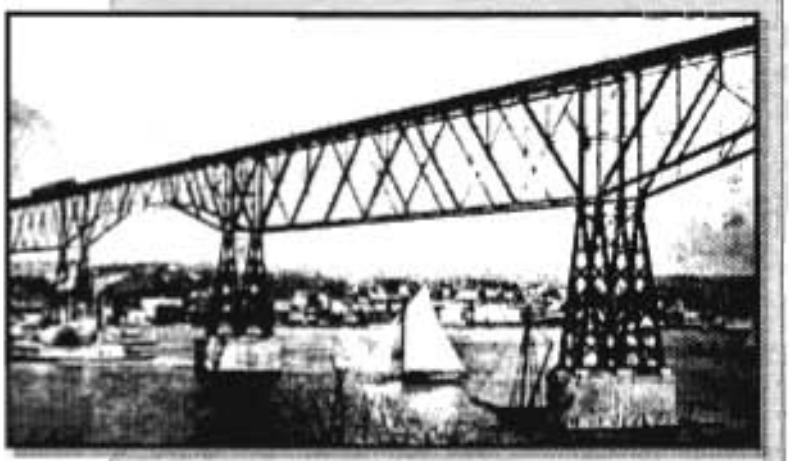
Railroad Era 1850 - 1930

- Junction of Two Railroad Systems at only Mid-Hudson Railroad Bridge
- Larger Scale Steam Manufacturing
- Streetcars Spur Residential Expansion

1850 - Hudson River Railroad Extended to City
1854 - Poughkeepsie City Charter Adopted
1861 - Vassar Female College Founded
1869 - Bardavon Opera House Opened
1870 - City Street Railway System Began
1872 - Reynolds Warehouse Built Near Depot
1874 - Landing Trade Consolidated at Main St.
1888 - Poughkeepsie Railroad Bridge Opened
1892 - DeLaval Separator Co. Built on River
1893 - Asphalt Replaced Cobble Streets
1894 - Electric Trolleys to Wappingers Falls
1895 - Annual Inter-Collegiate Regatta Began
1899 - Last Mill Pond Filled
1918 - Present Railroad Station Built
1934 - Street Rail System Replaced by Buses
1938 - Central Dutchess rail lines abandoned

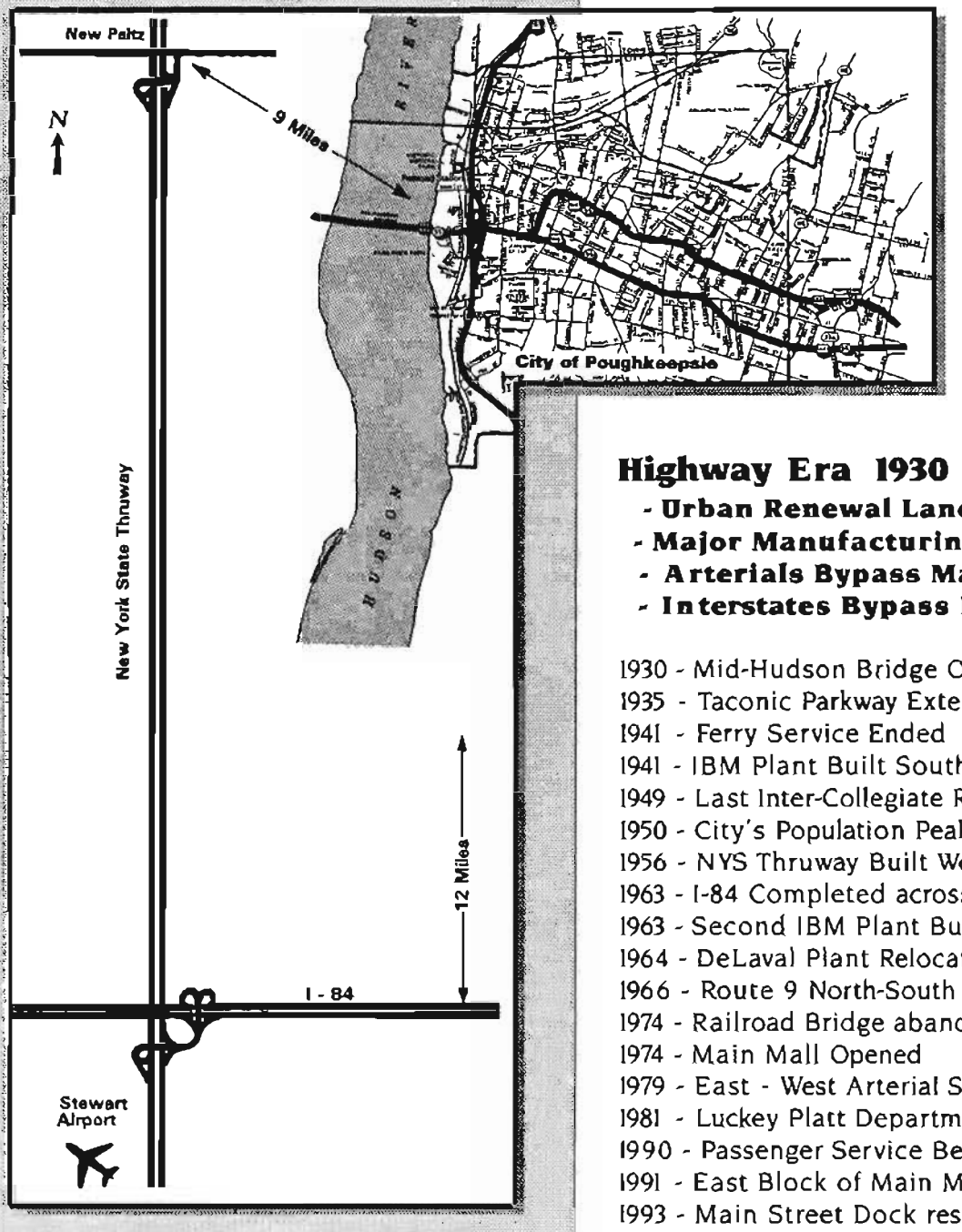


1889


The Railroad Bridge, completed in 1888, secured Poughkeepsie's position as the central city of the Hudson Valley

Trolley on Main Street; note the mix of transportation including walking, bicycling, wagons, trolleys, and early automobiles

With the overwhelming emphasis in the last 50 years on cars and highways over river and rail, many cities lost their locational advantages. For Poughkeepsie, the Highway Era began on a high note with the beautiful Mid-Hudson Bridge leading directly into the City. But more recent road widenings and arterial routes, while successfully responding to the growing traffic demands, also reinforced dispersing patterns of development away from the City Center. The prime commercial growth locations in terms of the crucial criteria of the auto age - maximum traffic exposure and large lots for parking - had gradually become the areas east of the City and south on Route 9. Nor could Poughkeepsie easily compete with highway corridors, such as I-84 or the Thruway, for businesses that rely on large scale trucking. Development along outlying highways slowly drained much of the City's commercial and industrial base. The Transportation Strategy cannot reverse our overdependence on cars and trucks, but the City can make access improvements that better match its major assets and economic future.



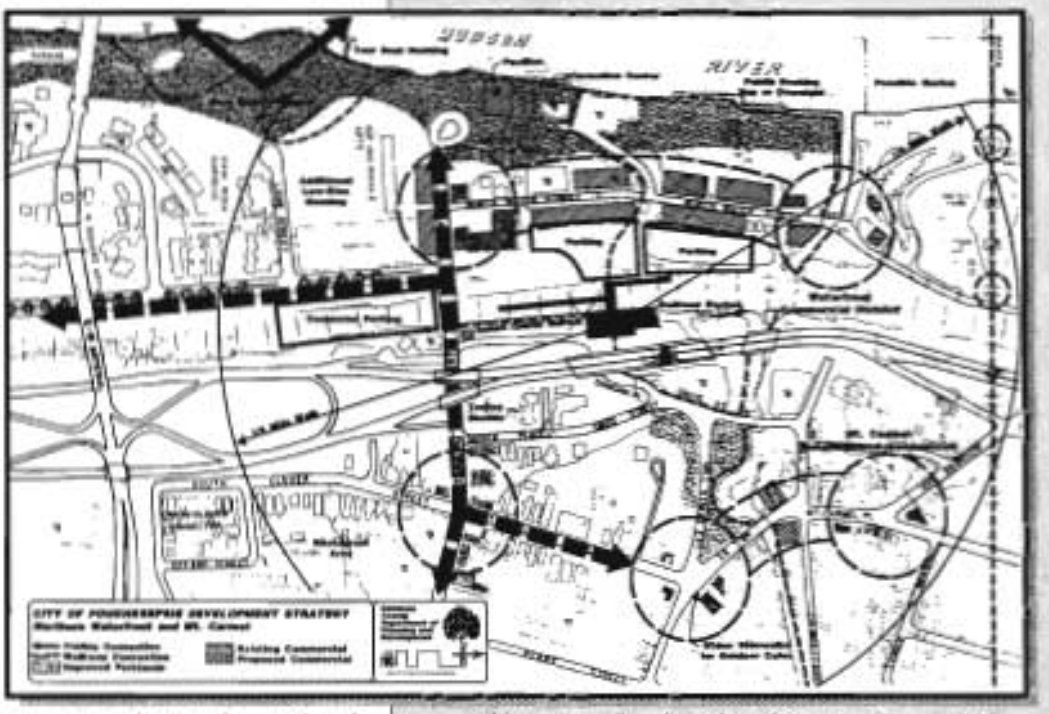
Highway Era 1930 to Present

- Urban Renewal Land Clearance 1955-75
- Major Manufacturing Moves Out of City
- Arterials Bypass Main & Market Streets
- Interstates Bypass Poughkeepsie

1930 - Mid-Hudson Bridge Opened; Car Fare $.80
1935 - Taconic Parkway Extended to Dutchess
1941 - Ferry Service Ended
1941 - IBM Plant Built South of Poughkeepsie
1949 - Last Inter-Collegiate Regatta on Hudson
1950 - City's Population Peaked at 41,000
1956 - NYS Thruway Built West of River
1963 - I-84 Completed across Southern Dutchess
1963 - Second IBM Plant Built off I-84
1964 - DeLaval Plant Relocated from City to Town
1966 - Route 9 North-South Arterial Completed
1974 - Railroad Bridge abandoned after fire
1974 - Main Mall Opened
1979 - East - West Arterial System Completed
1981 - Luckey Platt Department Store Closed
1990 - Passenger Service Began at Stewart Airport
1991 - East Block of Main Mall opened to traffic
1993 - Main Street Dock restored
1994 - NYS Economic Development Zone created
1995 - Metro-North Parking Expansion Agreement

Public Process

The Poughkeepsie Transportation Strategy was inspired by the Livable Communities Initiative of the Federal Transit Administration, which has the objective of "strengthening the link between transit and community planning, including land use policies and urban design..." In 1994 the Poughkeepsie-Dutchess County Transportation Council included the Strategy in its 1995-1996 work program. The Council recognized that Poughkeepsie was still the transportation center of Dutchess County. There were also several important public and private projects in the works, such as a parking expansion agreement with Metro-North (signed by the City in 1995), that could affect the future of both the transportation network and the character of the City.



Conceptual Waterfront Plan for area within 1/4 mile of Railroad Station from 1993 Poughkeepsie Partnership workshops

The project was a cooperative effort between the PDCTC staff at the Dutchess County Planning and Development Department, who took the project lead, and the City of Poughkeepsie Planning, Development, and Economic Development Zone staff, with cooperation from the NYSDOT-Region 8 Office. The consultant team of Ehrenkrantz and Eckstut Architects and The Sam Schwartz Company were engaged by Dutchess County in late 1995 during a competitive proposal review process.

From the beginning the project was designed to include the early and active participation of as many people as possible, including residents, business owners, neighborhood activists, environmental groups, and city officials. In early 1996 the new Mayor, Colette Lafuente, appointed a 21 member Steering Committee, chaired by the City Development Director to guide the staff and consultants in their work. The Committee met several times with the consultant team and the project staff to discuss the design principles, development options and project recommendations.

The Poughkeepsie Beat · Friday, March 1, 1996

Second Transportation Planning Workshop Wrestles with Future

Concerned citizens at last Saturday's transportation public design workshop studing scale models of the city (Photo by M. Kennedy)

Study Model of Waterfront

Key components were the public design workshops held in the first two months of the project. The purpose of these workshops was to engage those with a stake or interest in Poughkeepsie's future in the development of the design principles and recommendations. They were modeled on a similar process used by the Poughkeepsie Partnership in 1993 to discuss preliminary development options for the waterfront and downtown.

At both meetings the consultants provided an overview presentation, and then those in attendance had the opportunity to participate in small group sessions about the three project areas. These sessions used three-dimensional models, aerial photos, and other maps to facilitate comments about existing conditions, potential opportunities, and preferences for various development and transportation projects. Discussion was often lively, and the insights and information gleaned from these sessions were invaluable in the development of the final recommendations. Between the design workshops and the public presentation, the staff and the consultants worked closely together to develop the final project recommendations, which were presented for public comments on June 19, 1996.

The public workshops had revealed a potential conflict between the residents and the businesses in the area around the Northside industrial area. Of particular concern was the continued or increased routing of trucks through the neighborhood. As a result, four additional Northside meetings were held to discuss the issues, consider additional options, and develop a compromise recommendation that addressed many of the residents' concerns. Separate presentations were also made to the Mayor and City Administrator, the Common Council, the Waterfront Advisory Committee, the Poughkeepsie Area Chamber of Commerce, NYSDOT, and Metro-North.

By focusing on transportation and design issues, the project could not address all the social, political, and safety problems currently facing urban areas. But ongoing efforts to confront these broader concerns can work with and build on the basic infrastructure and other improvements suggested in this report. The purpose of the project was not to produce another technical study by a team of consultants, but to fully involve the public, energize a wide variety of ideas, converge personal opinions into workable strategies, and thereby provide the specific program and initiate the political support for future action on priority projects.

City of Poughkeepsie - Transportation Strategy Project

City-Wide Principles.

1. Develop a positive identity for Poughkeepsie as a destination and regional center.
2. Celebrate the approaches and develop a comprehensive city-wide signage program.
3. Direct industrial traffic around the city center, waterfront, and residential neighborhoods.
4. Learn from precedents and history to discover Poughkeepsie's unique qualities.

City Center Principles.

1. Transform the arterials from high-speed barriers to more pedestrian friendly boulevards.
2. Restore the two-way street system for convenient access of cars and buses.
3. Encourage convenient on-street parking throughout downtown.
4. Introduce vehicular traffic on 'Main Street' while retaining a pedestrian scaled environment.
5. Make pedestrian movement and crossings 'user-friendly'.
6. Create new development opportunities that break up large surface parking lots.
7. Emphasize the connection to lower Main Street and the waterfront.
8. Encourage residential uses above storefronts, establishing 24 hour activity.

Northside Principles.

1. Improve primary truck routes to the industrial park and preserve the opportunity for regional rail access.
2. Protect the integrity of the adjacent residential neighborhoods from through traffic by restricting side street entrances.
3. Build a stronger neighborhood center for the Northside with local convenience retail.
4. Improve the alignment, sidewalks and landscaping along Smith and Cottage Streets.
5. Improve the Clinton/Smith/Arterial intersection.
6. Improve circulation within the industrial area and provide new access the northeast city-owned quadrant.
7. Develop a public rail siding for possible commercial uses.
8. Create industrial jobs and training opportunities for local residents.
9. Establish regular communication between local businesses and neighborhood residents.

Summary of Principles - Second Public Workshop

City of Poughkeepsie - Transportation Strategy Project

Waterfront Principles.

1. Create a Gateway(s) to the waterfront and improve access from Route 9, Main Street and the Railroad Station.
2. Develop an integrated and continuous greenway waterfront park system with inland pedestrian connections, and at the Railroad Bridge and Fallkill Creek.
3. Develop a programmed 'water plan' including; historic ships/building, boathouse, water taxi, river cruises, dinner boats, recreational boating, other visiting boats, etc.
4. Develop the Railroad Station as an intermodal gateway to the City at the center of a waterfront walking district.
5. Create a new "front door" to the station from the waterfront and improve the east side intermodal area.
6. Develop a comprehensive, phased parking and development program.
7. Create a 'place' at the end of Main Street with views of the water.
8. Reduce the visual impact of Rip Van Winkle with small scale foreground elements.
9. Create mixed use development and parking opportunities along Water Street.
10. Develop activities and create a safe environment adjacent the park with a new pedestrian or vehicular Front Street.
11. Establish new building heights at the waters edge, and protect important views of the river and bridges.
12. Retain and enhance the passive uses of the park (e.g. bandstand and concessions).
13. Develop the DeLaval site for larger scale public recreational and/or commercial uses.

Summary of Principles - Second Public Workshop

Aerial view of waterfront showing parkland and extensive parking areas

Project Recommendations

City-Wide Principles

The Transportation Strategy project focused on three project areas in Poughkeepsie, but began by looking at its overall context: historic precedents, social trends, transportation systems, and the City's changing role in the region. Still the central city of Dutchess County and the entire Hudson Valley, Poughkeepsie nonetheless has a declining share of the area's population and economic base.

A list of the City's major assets developed for the first public workshop is impressive, pointing to the largely underdeveloped waterfront as a key component of Poughkeepsie's future identity. With a continuous promenade along the Hudson as a scenic and recreational attraction and a centerpiece public plaza/performance space to provide an arts and entertainment focus, Poughkeepsie can rebuild its front porch on the Hudson and reclaim the river as part of its everyday life and economy.

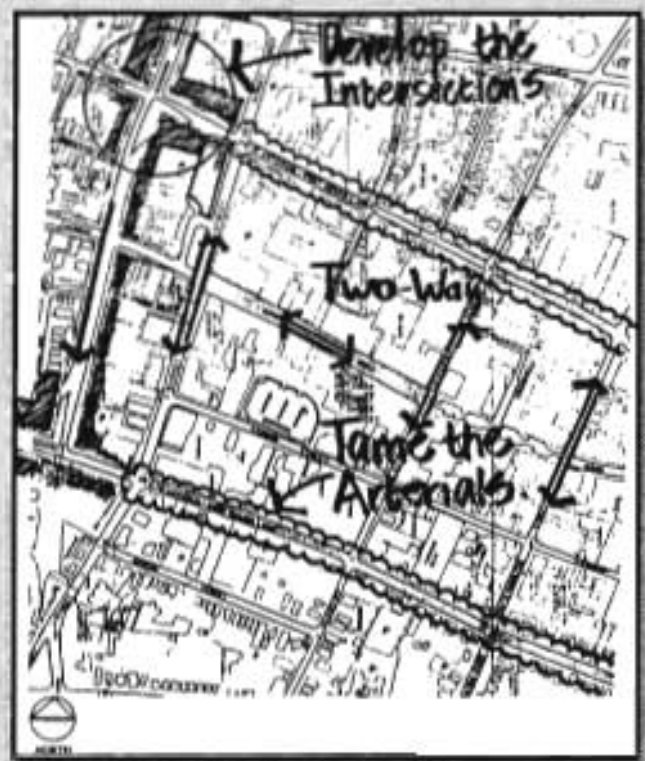
Simply finding your way into Poughkeepsie also emerged as a major city-wide issue. "Where is Poughkeepsie?" Sam Schwartz would ask, demonstrating the impression of outside visitors who find that the entrances are not announced, the circulation system is not clear, and the directional signs are confusing. The process of coordinating signs with destinations has already begun in cooperation with the New York State Department of Transportation (NYSDOT) to clearly designate Route 9 exits to the waterfront and city center. Metro-North is also initiating a station trailblazing program with support from NYSDOT. Larger directional signs on the Arterials guiding traffic to locations in the City and simply replacing missing street signs were also suggested.

City of Poughkeepsie
Major Assets

Center of Hudson Valley
Dutchess County Seat
Center of Area Population
High Quality Housing Stock
Historic Districts/Buildings
Prime Hudson River Frontage
Large Publicly Owned Parcels
Two Historic Bridges
Regional Rail Terminal
Proximity to New York City
Relatively Low Cost Real Estate
Center for Arts/Entertainmet
Center of Area Colleges

View of Poughkeepsie between the Mid-Hudson and Railroad Bridges

New directional signs proposed for Route 9



Tame the Arterials and Create Two-way Streets

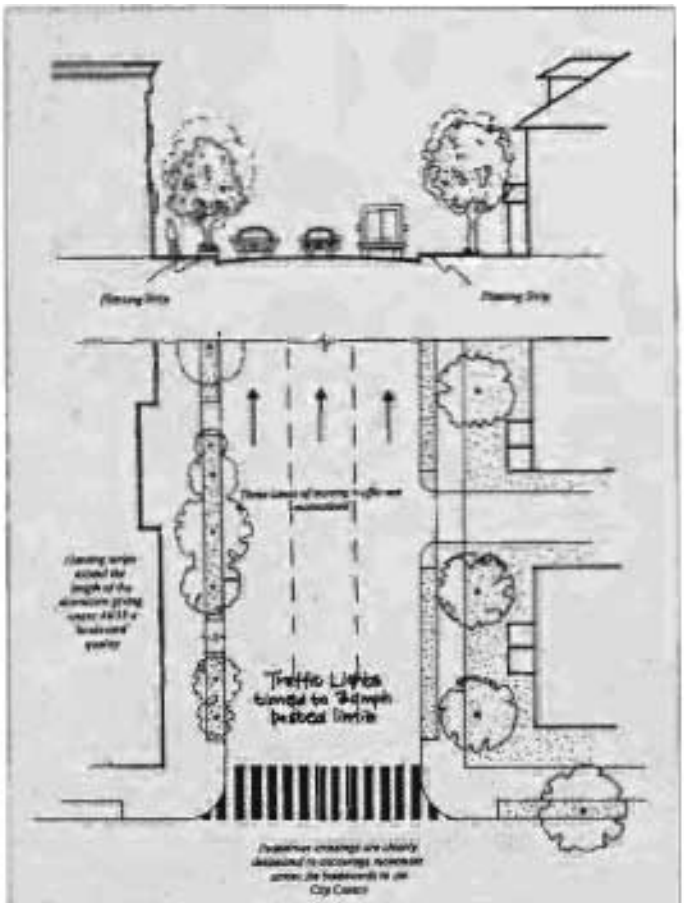
City Center Circulation

In order to invite people into the City Center it must be easily accessible. The historic radial roads leading to Poughkeepsie and the Route 9 and 44-55 arterial system effectively move vehicles to and through the City, helping to keep cross-town traffic from congesting local streets. However, the east/west arterials also surround the center like a moat, acting as barriers between the commercial district and the surrounding residential neighborhoods. An over-reliance on one-way streets contributes to the commonly expressed opinion that it is very difficult to find your way around and park downtown. The following recommendations stress clear circulation routes, convenience, and a balance of pedestrian interests over higher traffic speeds.

Although posted at 30 mph, the travel speeds along the Arterials are typically much higher. The crossing distances are wide and the sidewalks downtown are right up against the curb, offering no sense of protection for pedestrians from the higher speed traffic. At the public workshop discussion groups there were complaints about high speeds, noise, loss of adjacent property values, hazardous cross-walks (especially for kids walking to schools), and the stark and uninviting appearance of Poughkeepsie's primary entrance streets. Of the 239 pedestrian accidents reported in the City from 1990-1995, 21 percent were along the East-West Arterials.

Aerial view of City Center showing arterials as dividers between commercial core and residential neighborhoods

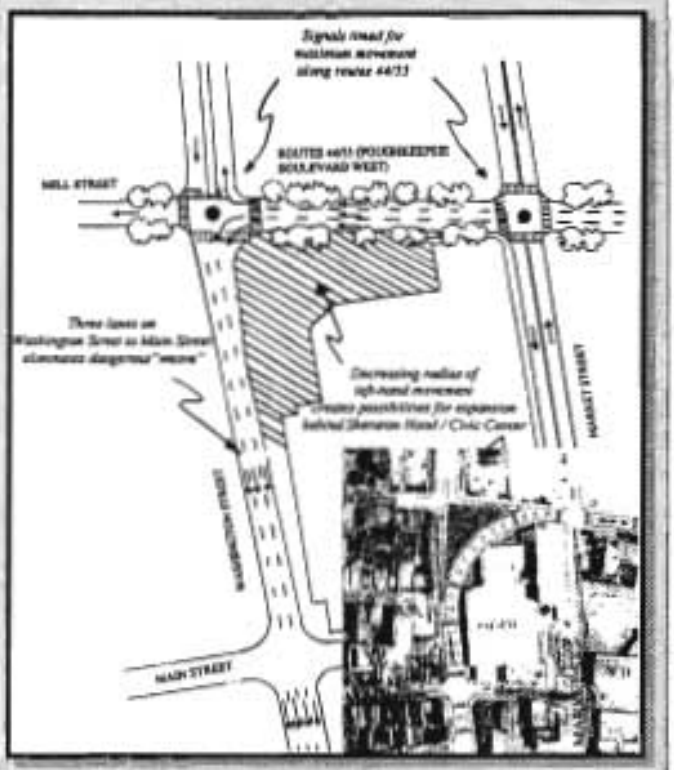
The Arterials should be redesigned from higher-speed barriers to more pedestrian friendly boulevards by planting street trees or other vegetation along the sidewalks, boldly marking crosswalks, and enforcing the 30 mph speed limit. Visually narrowing the roadway with reduced lane widths and street trees can effectively calm traffic much better than just speed limit signs. Trees also provide shade, a protective buffer for the adjacent sidewalks and homes, and have proven to increase property values. However, the ideal configuration for pedestrian protection, with trees between the traffic and sidewalk as shown in the sketch, may not be feasible. To address the NYSDOT's reservations about cost and traffic capacity, three adequate one-way lanes and the existing drainage need to be maintained, and any tree or shrub placement must avoid blocking sight lines. The NYSDOT has agreed to a block by block analysis of the arterials, finding opportunities for additional trees and plantings to soften the impacts of traffic and enhance the City's entrance routes. Bold crosswalk markings or even alternative crosswalk materials will also be considered throughout the City Center. The goal is to create attractive entry boulevards for the City that maintain even flow and reasonable urban speeds, but no longer act as stark dividing lines between the surrounding neighborhoods and the City Center. Once redesigned, the Arterials should also be renamed for consistency and clarity to Boulevard East and Boulevard West, or perhaps simply Mill and Church Streets for their entire length.



Boulevard Option for Arterials

The Westbound Arterial near Maplewood are the only two blocks in the City with a canopy of trees protecting the sidewalks and creating a boulevard quality

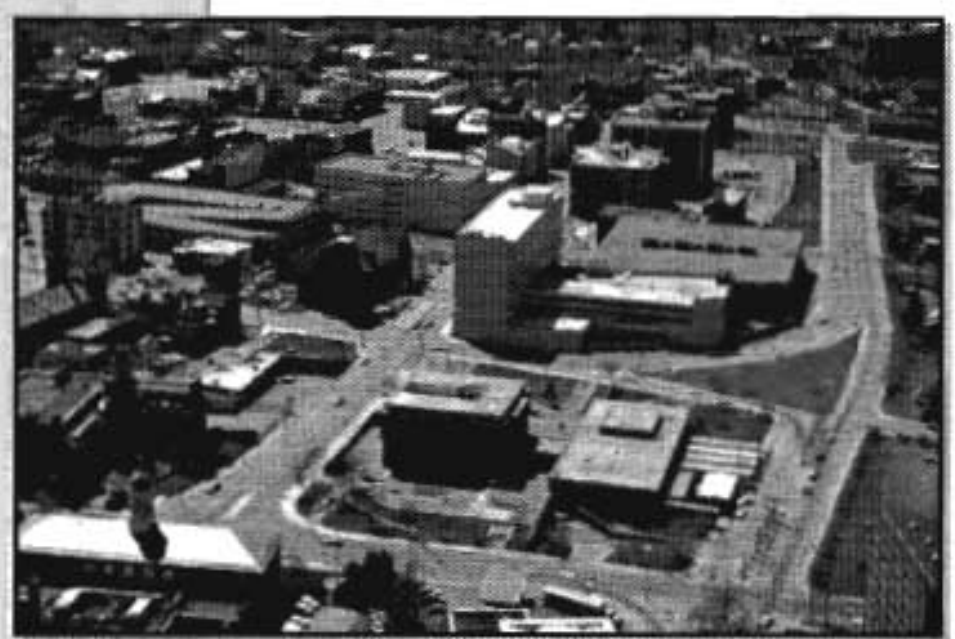
Eastbound Arterial; despite beautiful buildings, streetscape has few trees, clearly marked crosswalks, or other pedestrian features



Washington Mill Street Intersection Option

The one section of the Arterials perceived as the most hazardous is the curving lanes where Mill Street merges with Washington Street. Cars entering the right lane must quickly cross three lanes to turn east on Main Street, while the Arterial traffic weaves to the right to head for the bridge or lower Main Street. Clusters of pedestrian accidents were recorded here and at the busy Main Street crossing just to the south, where in a typical two-hour period in March over 350 pedestrian crossing were observed. High speeds and short sight distances around the banked curve combine with the "Washington Street weave" to produce a less than ideal walking connection between the City Center and the lower Main and Mill Street areas.

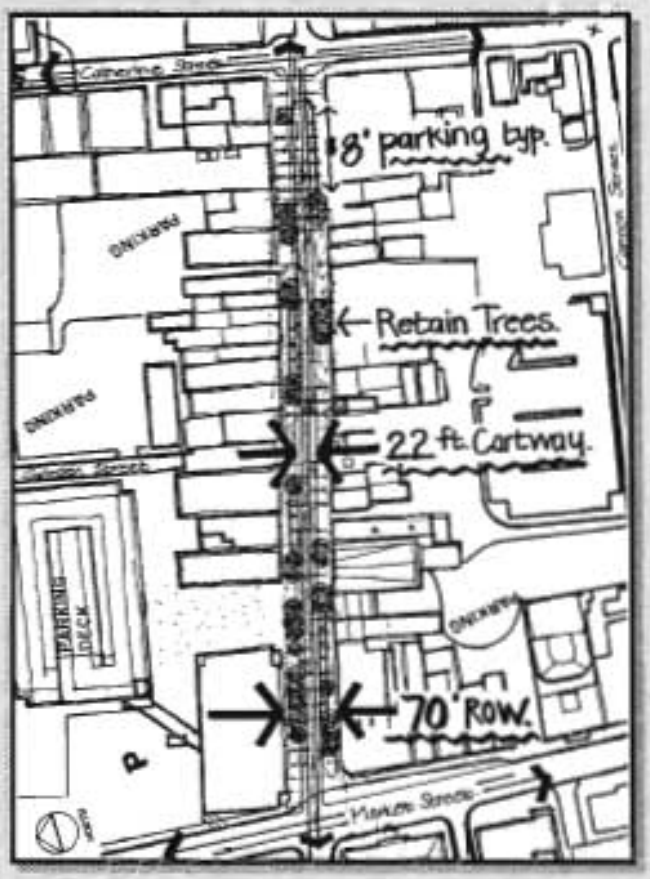
The Washington-Mill Street merging lanes should be rebuilt as a more traditional intersection, giving pedestrians an opportunity to cross travel lanes more safely, while still enabling efficient traffic flows. If the west-bound Arterial/Blvd. signals were timed to allow continuous flow between the Market and Main Street crossings, the curve and merging lane could be redesigned as a variation on a four-leg intersection with priority west-bound left turn lanes and standard crosswalks. This would not only eliminate the risky Washington Street weave and reduce the pedestrian crossing at Main Street to a much safer three lanes, it would also allow room for expansion of the hotel or Civic Center. The NYSDOT has agreed to study alternatives for this intersection.



Area of "Washington Street weave" behind the Civic Center

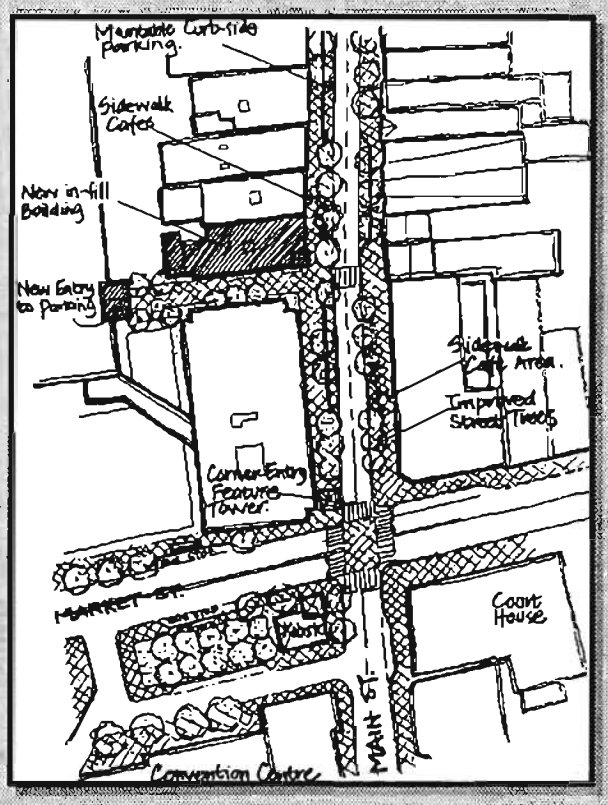
The most mentioned City Center compliant throughout the process is the confusion caused by the one-way street system surrounding the Main Mall. For example, if drivers miss the left turn at Church and Market Streets because of poor signage or the pace of traffic, they must go at least seven blocks out of their way. The general sense of disorientation and the many diversions discourage impulse stops and mystify outside visitors. The convenience of just going around the block or having three choices at every intersection cannot be overstated. Standard two-way streets with curbside parking may not move traffic as swiftly, but for a downtown commercial area clear access and parking near the store are critical. **The City should restore two-way circulation with on-street parking on Main, Market, Catherine/Academy, and Hamilton Streets. The Main Mall should be returned to Main Street with generous room for sidewalk activities and alley connections to nearby blocks and parking.**

Downtown pedestrian malls usually require a built-in walking population, like a college or high density anchor destinations. After more than 20 years, the Main Mall is considered only a seasonal success at best, even by its advocates. The consensus supported a return to a street with an emphasis on room for sidewalk activities.

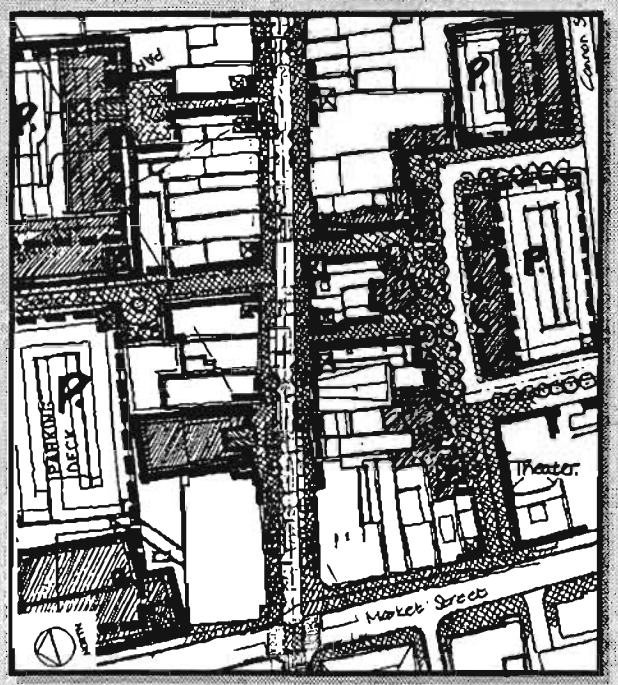


Bring Vehicles Back to Main Street

Market Street, with the Bardavon Theater on the right and the Post Office as a northern focus, could be two-way with more on-street parking



Main - Market Street Intersection



Develop Alleyway Connections to Parking

Main streets are most successful when they provide a balance of pedestrian, vehicular, and transit access. With two 11-foot travel lanes, sidewalks could be an ample 20 to 25 feet wide, or on-street parking could mix with narrower, but still sizable sidewalks in certain sections. Flexibility should be designed into the streetscape with closure still possible for special events. Parallel parking areas can also have mountable curbs and paving patterns to allow easy adaptation to sidewalk cafes or street displays in fair weather.

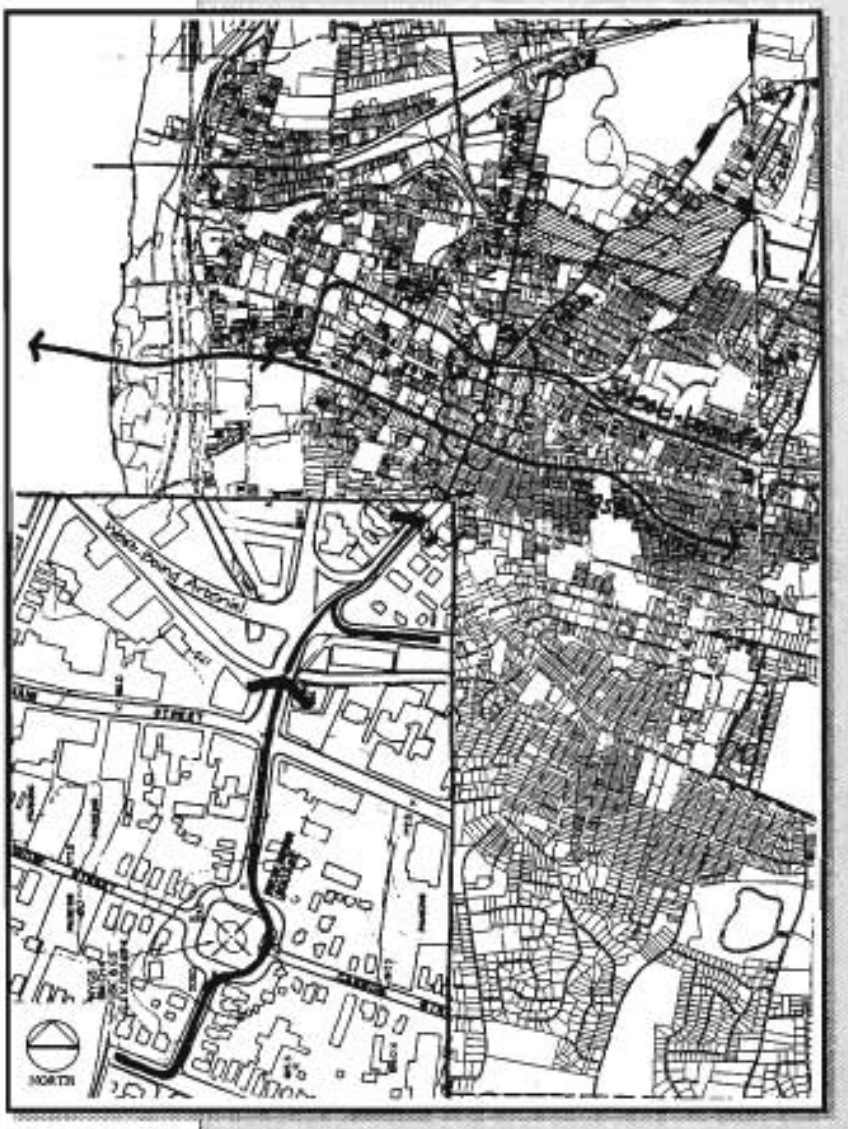
The final suggestions for the City Center are to develop stronger walking connections with the surrounding residential areas and a more 24 hour neighborhood presence downtown. Strictly nine-to-five office and retail districts that go dead after dark pose security problems. Constant activity and multiple "eyes on the street" provide safety in numbers and make the most efficient use of existing parking and infrastructure. Recent incentives for artist live-work lofts, senior and student housing, and night life, arts and entertainment should all be supported. **The City should encourage mixed use development opportunities that over time break up the large surface parking lots on the perimeter.**

Taming the Arterials, making circulation and storefront parking more convenient, paying attention to sidewalks, crosswalks, and alleyway pedestrian connections, and creating future development opportunities to reduce the large asphalt voids at the edge are all part of a comprehensive strategy to reconnect the center with the City as a whole.

Northside

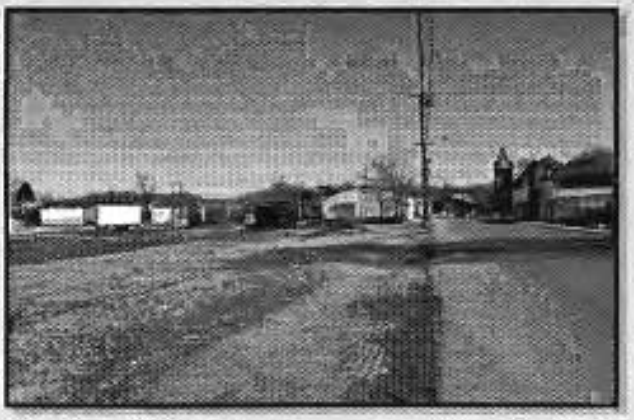
The northeastern section of the City with Smith Street as it spine has historically been developed as a light industrial area because of access to the Hudson River rail lines. But just south of Cottage Street between the Fallkill Creek and North Clinton Street is also one of the densest residential concentrations in the City, often referred to as "the Northside." The overall goal is to create a stronger neighborhood center for the Northside, where the healthy industrial uses around the railyards can support job opportunities and a more diverse commercial center for the surrounding residential blocks.

The initial reason to look at this area was Conrail's intention to transfer the rail spur and yards to a private operator or possibly abandon the right-of-way. Although a survey of businesses in the area found continued interest in the availability of rail service, only a few companies now use this line and just one user in the immediate area. The first recommendation is to work to retain rail service if shipping prices could be competitive with trucking under a private operator. Replacing rail access with heavy trucking has placed a burden on local streets and disrupted residents in the area.



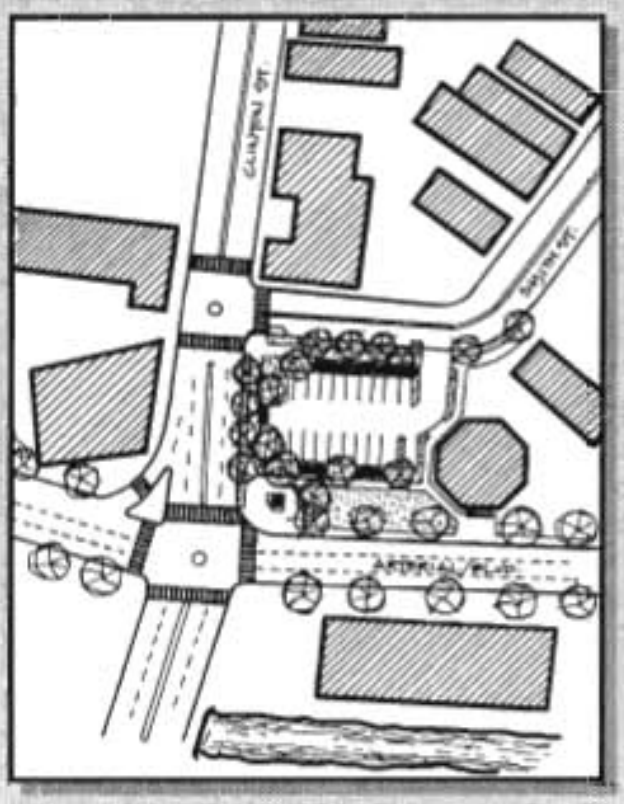
Existing Smith-Clinton-Arterial Intersection

The lack of a good truck route into the area emerged as the most contentious issue in this neighborhood. Right now, trucks filter through the neighborhood on a number of residential streets, some of them too narrow or with tight turns. The most popular truck route is around Reservoir Square, down through the congested corner at Main and Clinton Streets and up Smith Street. This route through the heart of the neighborhood and past the Warring Elementary School was the most disturbing to local residents.



Underused railyard along Cottage Street available for neighborhood commercial expansion

Overly wide and confusing Clinton-Smith-Arterial intersection should be redesigned as an inviting entrance to the Northside



Improved Smith-Clinton-Arterial Intersection Option

After studying all the possibilities, comparing the number of housing units and other impacts on each route, and listening to all sides, project participants agreed that Smith Street should be discouraged as a primary route in favor of three alternatives. From the east, trucks can go north on Innis Avenue and back down Smith Street. From the north or Route 9, they can go from Washington to Parker, to North Clinton. From the Bridge, the best route is to North Cherry, on the Arterial back to Clinton, then up to Cottage or Oakley Streets, where the City would consider future street improvements to ease turning movements. Signs identifying appropriate truck routes should be placed on the Arterials/ Blvds. and other strategic points throughout the City to facilitate use of preferred truck routes.

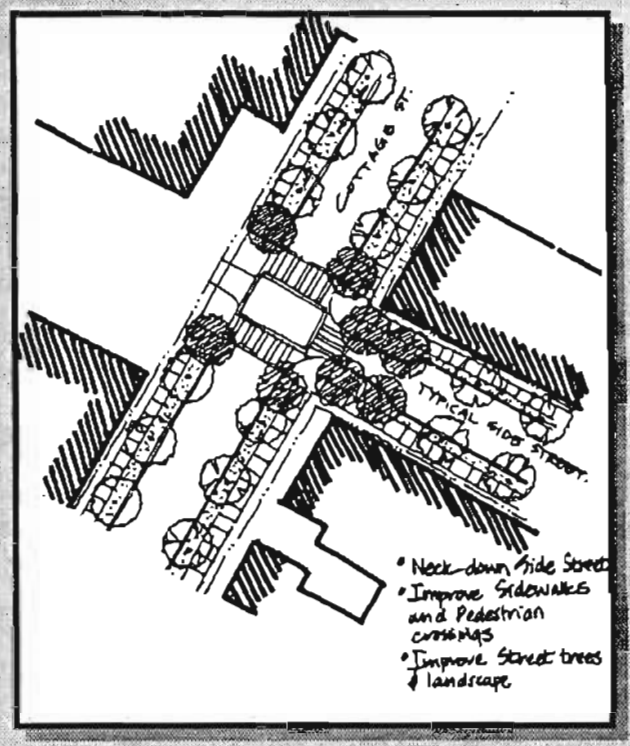
Choosing to keep through trucks off the southern end of Smith Street has the added benefit of correcting one of the most difficult intersections in the City. The current juncture of Smith, Clinton, and the westbound Arterial is overly wide and complicated, has the quality of a highway ramp rather than a city street, becomes a bottleneck for southbound traffic, and encourages illegal turns off Smith Street. **The Smith-Clinton-Arterial intersection should be redesigned to simplify and distribute traffic flow and create a new Clinton Square.**

Rebuilding the five-leg alignment into two synchronized 90 degree intersections as shown would direct trucks onto Clinton Street rather than through the center of the Smith Street neighborhood, while stopping the diversions onto side streets caused by the existing 'dead end' at the southern end of Smith Street. The legacy of the pre-Arterial Clinton Square could also be reclaimed, creating a place for a public monument, a recognizable entrance to the Northside, and a suitable front yard for the church that is being constructed at this corner. The City and NYSDOT will study the feasibility of this option.

The other recommendations to prevent through trucks in residential areas involves the side roads off Cottage Street, which are sometimes used as short cuts. **Residential streets adjacent to the Cottage Street Business Park should be protected from through traffic by narrowing side street entrances.** This can be accomplished without cutting off local circulation or emergency access by simply extending the curbs into the parking lanes, thereby shortening the crosswalks and discouraging turning trucks or speeding vehicles. Improved sidewalks, landscaping, and on-street parking along Cottage Street would provide a buffer between the industrial uses and nearby housing, increase pedestrian circulation, and reduce the wide-open character of the street.

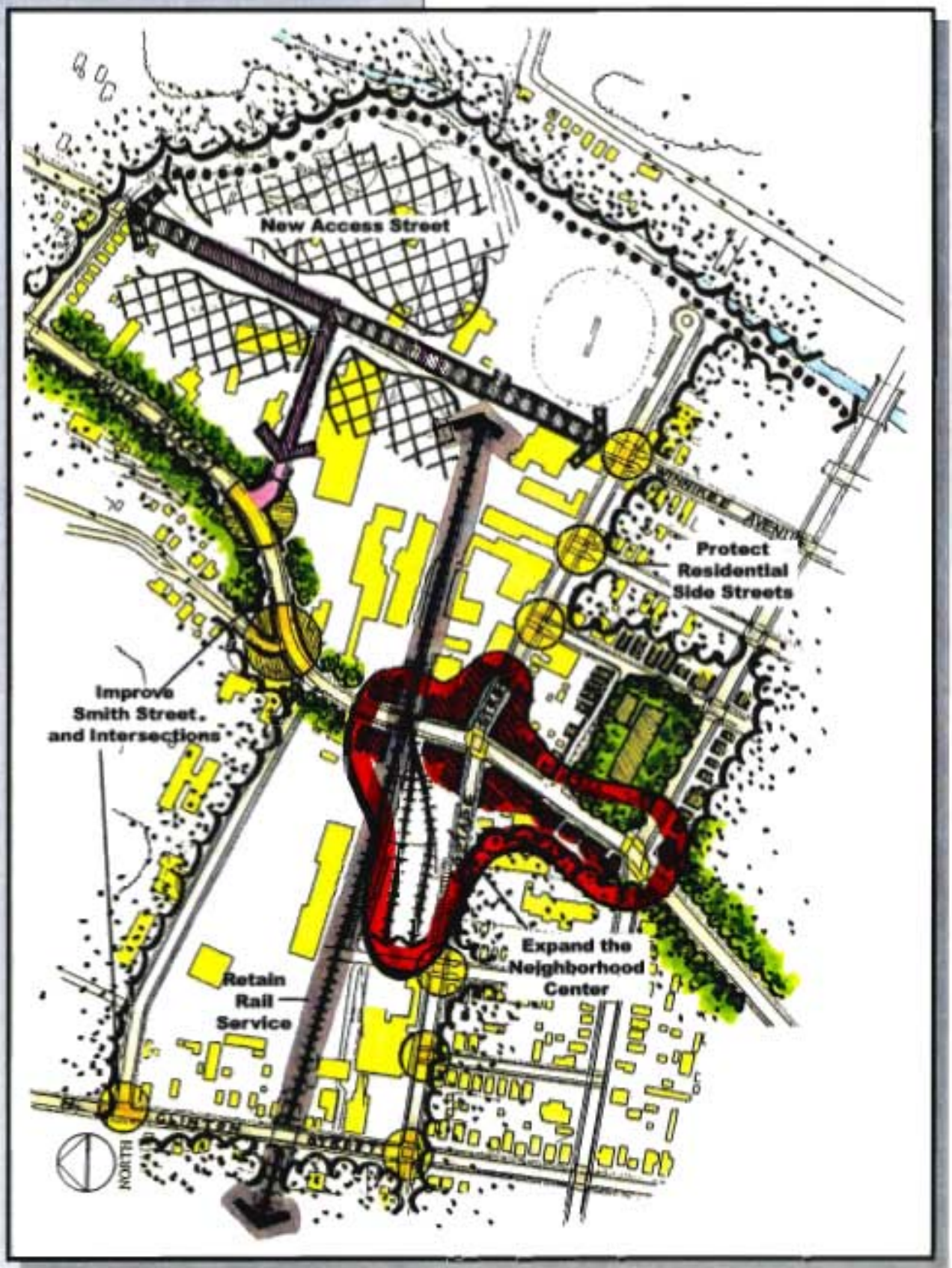
The overall intention is to better integrate the industrial area and its neighbors, to make the commercial, industrial, and residential uses more complementary. Cottage and Smith Streets are key transitional elements - the seams that bind the area together. **The sidewalks, crosswalks, and landscaping along Smith and Cottage Streets should be upgraded to act as an attractive central streetscape for the neighborhood.**

An analysis of Poughkeepsie's existing land use map reveals that the section of Smith Street below Oakley Street is perhaps the most viable neighborhood commercial center on the Northside. A high density of housing and daytime employees are within an easy 10 minute walking radius. Several stable businesses, including a pharmacy, meat market, deli, and sandwich shop, form the existing commercial core. Also, at the heart of the district are the Warring School and the historic church at the corner of Cottage Street.



Typical Residential Street Improvements

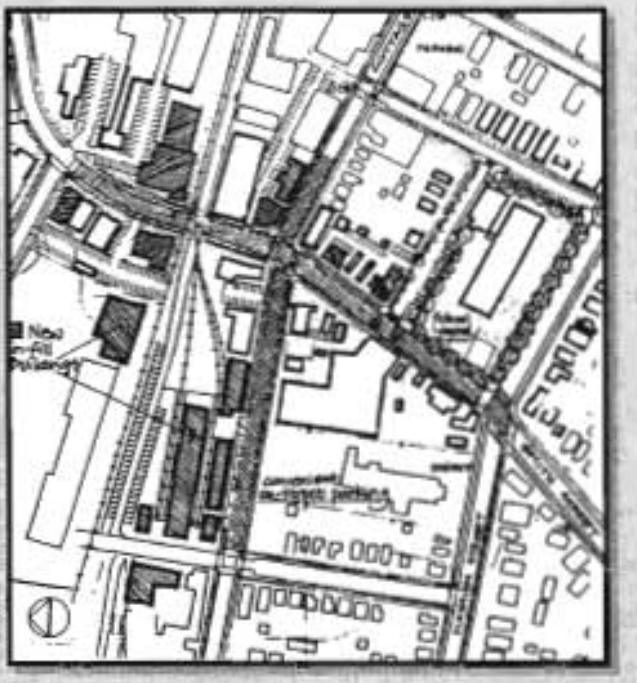
Existing truck route past Smith Street commercial area and Warring School playground.



Summary of Northside Principles

In order to strengthen the Northside as a walkable and cohesive neighborhood, the commercial center should be expanded along Smith and Cottage Streets. More local shops and services would help bridge the gap between the housing and industrial uses and form a more self-supportive mixed use district. New storefronts along the Cottage Street frontage of the Conrail property would also act as buffer between the rail line and the housing to the south. The Neighborhood Center map shows possibilities for infill commercial buildings, some perhaps built in the traditional pattern of housing over storefronts with parking to the rear. The school property, with a little less asphalt and additional landscaping and park equipment, could function as the neighborhood green after school hours - a place to sit in the shade and watch the kids and the activities on the street.

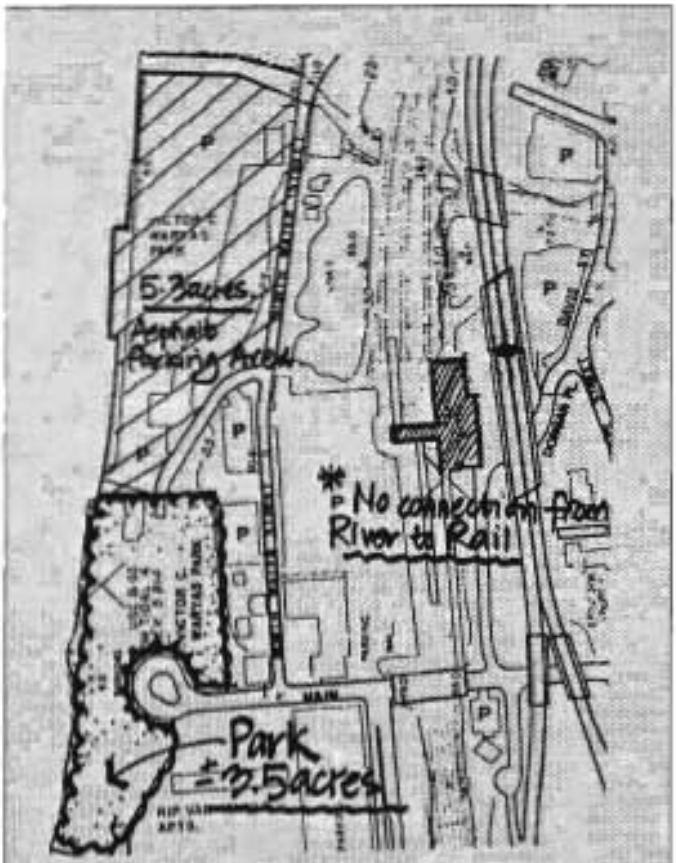
There are also improvements needed in the industrial area. **Both access to and within the Cottage Street Business Park should be coordinated to eliminate conflicting curb cuts, consolidate parking, and share entrance drives.** An internal street system needs to be built to service the parcels to the rear of the industrial area, starting with the city-owned property in the northeast quadrant. The limited right-of-way north of Lumb Woodworking could be expanded to form a city street with a spur to the north. Over time, a trail along the creek and a connection between Hudson and Winnikee Avenues could be considered. This would provide more of a connected city block system, but trucks would still need to be directed out to Smith Street. A wider range of uses should also be allowed in the industrial area, including commercial and service uses that are not as reliant on large trucks. A mixture of uses throughout the neighborhood provides more overlapping activities and safer streets.



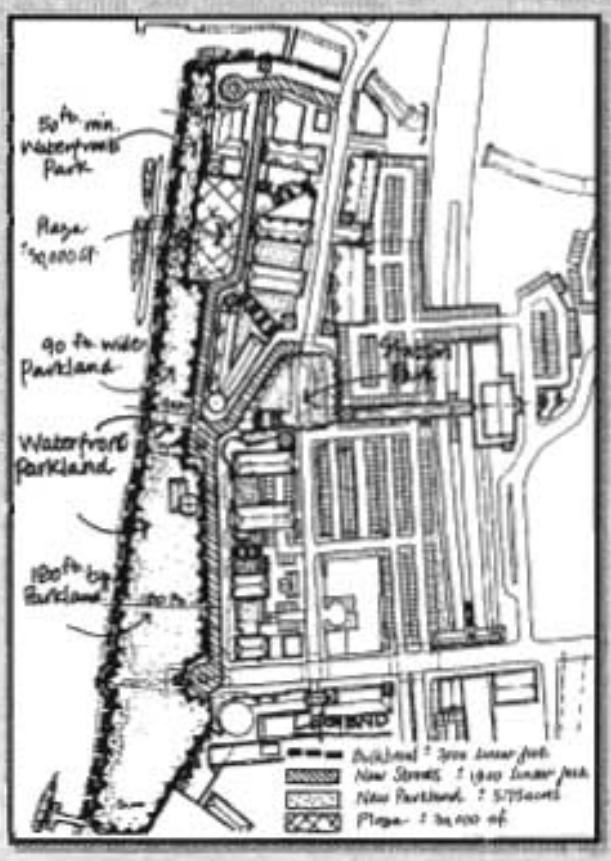
Neighborhood Center

Street changes

Full build-out illustration of expanded waterfront park and development district along Water Street, looking down from the Railroad Bridge



Existing Park Area - ±3.5 acres



Proposed Park Area - ±5.75 acres

Waterfront

The section of Poughkeepsie with the greatest potential for dramatic changes and positive impact on the local economy is the waterfront. The City now controls over one mile of Hudson River shoreline and about 46 acres of vacant property and mostly underused parkland left over from the departure of large-scale manufacturing and the Urban Renewal clearance of the 1960s and 70s.

The views of the Hudson framed by the two historic bridges are both unique and spectacular. And the historic Railroad Station, designed by the same architects as Grand Central Terminal, lies at the center of the waterfront district, providing an important regional connector north and south via Amtrak and Metro-North Railroad. Yet the largest use in the waterfront area is one of the most inactive uses possible - surface parking lots. The waterfont park is underutilized and there is no direct link between the river and the Railroad Station. The Station should become more of a destination, a center of activities that will help generate economic benefits to the surrounding area.

The intention is to bring the City back down to the Hudson by both expanding the active park area along the shoreline and by beginning to build an urban neighborhood along Water Street. **A continuous pathway and park should be constructed along the water's edge (and in Northern Waryas a more formal promenade and performance space) from the Fallkill south to the DeLaval site with clear walking connections to the north and south, to the bridges, and into the City.**

Waryas Park is about 3.5 acres of green at the base of Main Street. Much of northern Waryas Park is a parking lot. The proposal would extend the park frontage to the north, maintaining a 50-foot minimum on the private property near the Fallkill and 180 - 200 feet near Main Street. Developed parkland frontage would increase to about 5.75 acres, including a central plaza/rink/performance space. The first priority in this area is to repair 2,000 linear feet of crumbling bulkhead to prevent more parkland from eroding away. New floating docks should be considered for northern Waryas to attract more water activity and transient boaters to Poughkeepsie. Other possibilities are a fishing wharf and dredging the mouth of the Fallkill to provide a sheltered inlet for small boats or historic ships. Sloops formerly docked in the Fallkill.

Full Build-Out Illustrative Plan

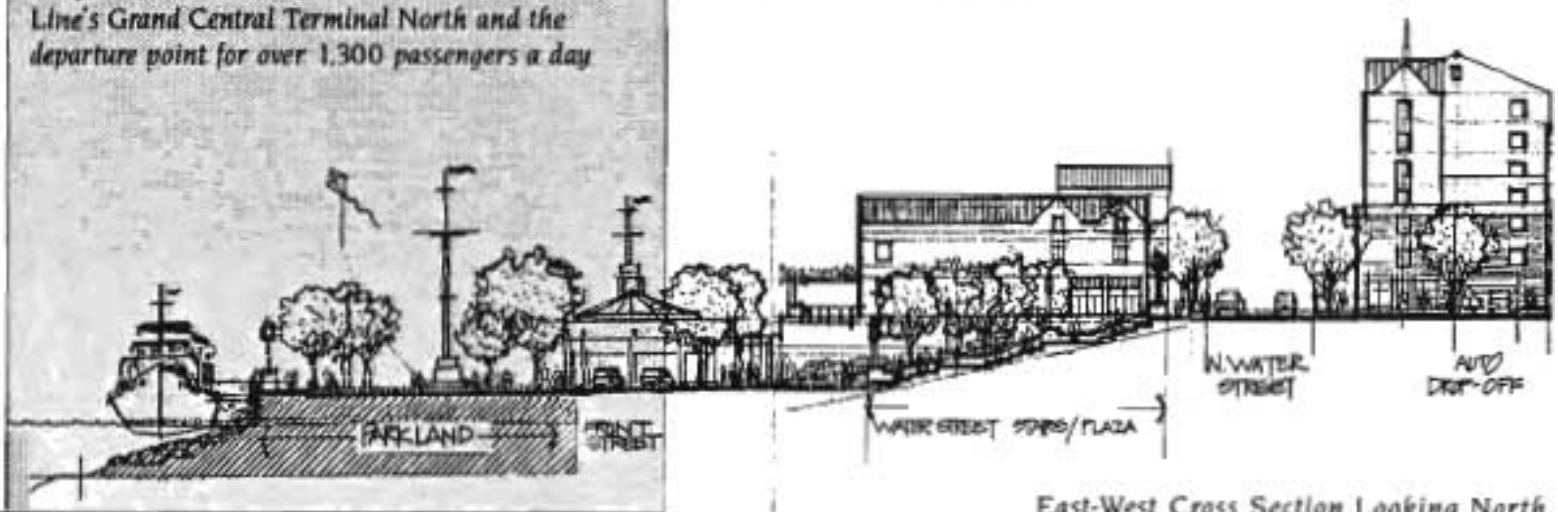
1876 *atlas map of waterfront area*

Poughkeepsie Railroad Station (1918), the Hudson Line's Grand Central Terminal North and the departure point for over 1,300 passengers a day

A new Front Street is also proposed along the rear side of the park to help bring more people to and through the area, provide access for a development district between Front and Water Streets, and offer a sense of activity both in the day and the evening. The current dead end access makes the park feel insecure off-hours, in winter months, and after dark. Waryas Park now closes at 9:00 p.m. A narrow street along the linear park would increase circulation through the site and allow more constant visibility from the public and the police.

Originally, Front Street existed south of Main Street in the late-1800s, with a spur and more informal drive continuing north of Main through the industrial area. The new street is designed with turnarounds at all three access points to allow the most flexibility. It can be blocked off for special events or during peak pedestrian periods and reopened when traffic is lighter and street access and activity would be beneficial. The slightly off-set alignment allows buildings to be focal points at the ends, slows traffic speeds, and makes walking distances seem shorter. While the preferred option is for Front Street to allow access for vehicles and on-street parking, it could also function as a pedestrian walkway, depending on community preferences.

The historic Railroad Station should be a regional visitor center with intermodal bus/trolley connections to the City and County. The County LOOP bus system already has regular bus connections to the Station and has ordered a historic trolley-bus that could be used for station shuttles and tourist promotions. Paid parking at the Station, which will be introduced in 1997, should be an added incentive to use buses, car pools, or other alternatives to single occupancy vehicle parking.



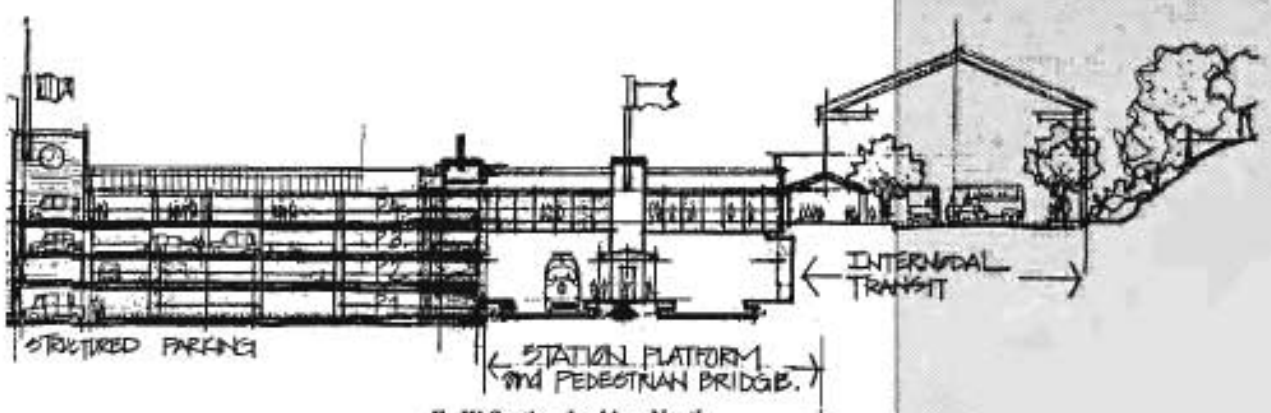
East-West Cross Section Looking North

Plans are also underway to improve the Station area under a 1995 parking expansion agreement between the City and Metro-North Railroad. The proposed improvement project, described in Appendix B, includes the restoration of the covered walkway to Main Street, the creation of an improved intermodal facility for bus, taxi, and automobile drop-off/pick-up, facilities for bicycle storage, surface parking expansion, and the construction of a parking structure connected to the existing station overpass (funds permitting).

The Railroad Station should function as a gateway destination for visitors, with a direct and prominent walking path connecting the Station to the waterfront. The Strategy proposes a new 'front door' on the western side of the Station to supplement the original entrance on the east side, now facing the Route 9 overpass. The existing walkway over the tracks could be extended westward along the side of a new parking structure to an elevated viewing platform overlooking the water. A small square at Water Street would allow a drop-off area at the base of the elevator tower and provide a formal entry and landscaped transition down a monumental set of stairs to the waterfront park. The walkway extension, elevated viewing platform, and small square at Water Street are not currently within Metro-North's improvement plans, nor is there any provision to fund these improvements.

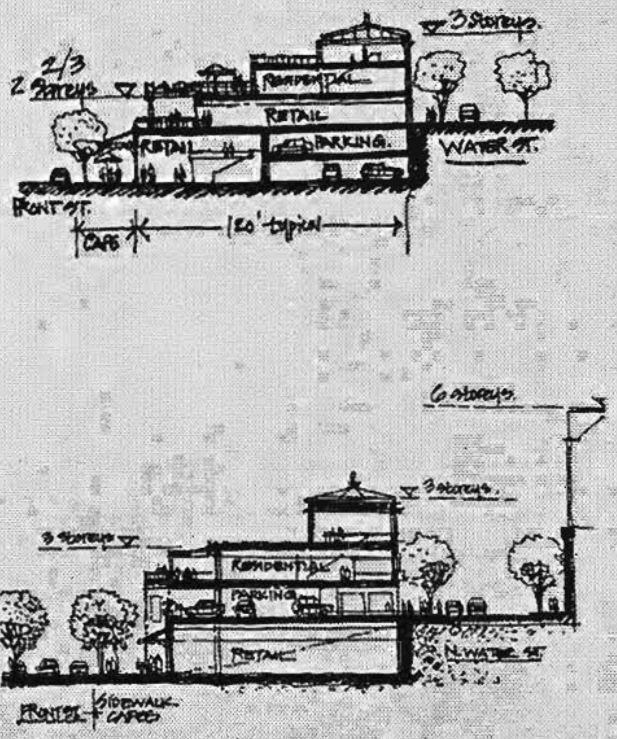
View north along Water Street with Johnson Building in foreground and potential development district beyond, emphasizing a direct connection between the Railroad Station overpass at the right and the waterfront

Photo Simulation of 3-6 Story Buildings Facing Water Street



E - W Section looking North

- *Between the Railroad Station and Waterfront Park*



Water Street Development Options

Rip Van Winkle building from Waryas Park; 3 to 4 story structures along the south side of Main Street could help moderate its intrusive 18-story height adjacent to the waterfront park

Along Water Street a transit-oriented development district has been designed to take advantage of the beautiful river setting, easy access by a two-hour train to the cultural capital of the world, and an immense population of potential visitors. In many sections of the country urban areas have been reclaiming large parking lots and undeveloped land surrounding transit stops to construct more intensive, mixed use neighborhoods. Promoting Poughkeepsie as a destination and building a walk-and-ride district with convenient intermodal connections can cut down on excessive auto dependency and make better use of existing infrastructure.

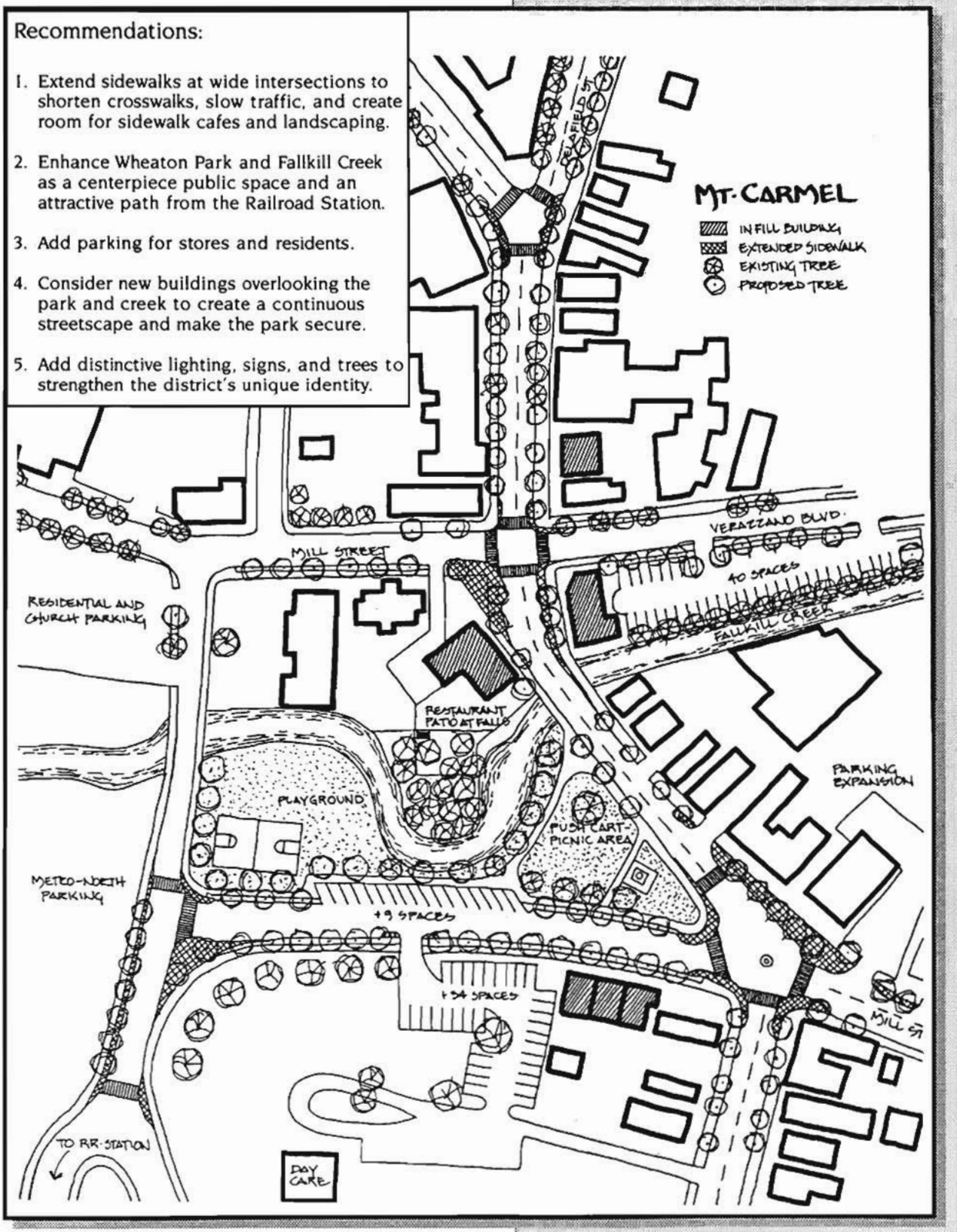
The City should revise its zoning and adopt guidelines to encourage a mixed use development district along Water Street. Rather than maintaining large areas of mostly passive parkland or trying to build a strictly commercial tourist district, the Strategy envisions a real neighborhood with a variety of activities and uses, including mixed income residential, that keeps the area busy and secure day and night. Housing would be constructed over ground floor commercial to maintain public access throughout the area and especially along the shoreline. Some widening of Water Street may be appropriate to encourage mixed use development with on-street parking.

A specific area targeted for additional housing is the 4.9-acre parcel surrounding the Rip Van Winkle tower. Lower scale commercial storefronts with apartments above along Main Street and 3-4 story housing around portions of the perimeter would help visually reduce this out-of-scale element and provide a broader mix of income levels in the immediate area.

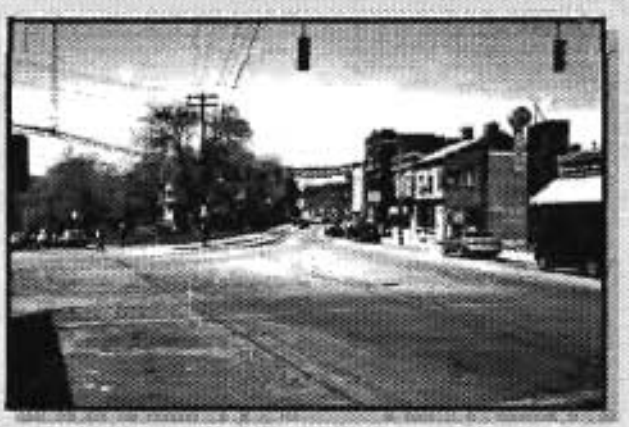
View along proposed Front Street from park

Recommendations:

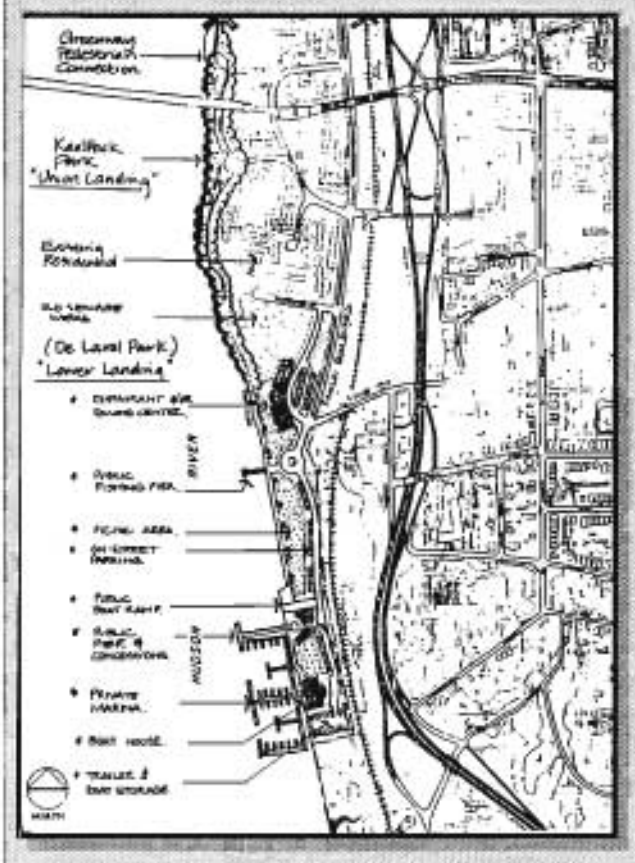
1. Extend sidewalks at wide intersections to shorten crosswalks, slow traffic, and create room for sidewalk cafes and landscaping.
2. Enhance Wheaton Park and Fallkill Creek as a centerpiece public space and an attractive path from the Railroad Station.
3. Add parking for stores and residents.
4. Consider new buildings overlooking the park and creek to create a continuous streetscape and make the park secure.
5. Add distinctive lighting, signs, and trees to strengthen the district's unique identity.



Mt. Carmel District



Overly wide Mt. Carmel intersection slated for extended sidewalks, landscaping, and future street cafes



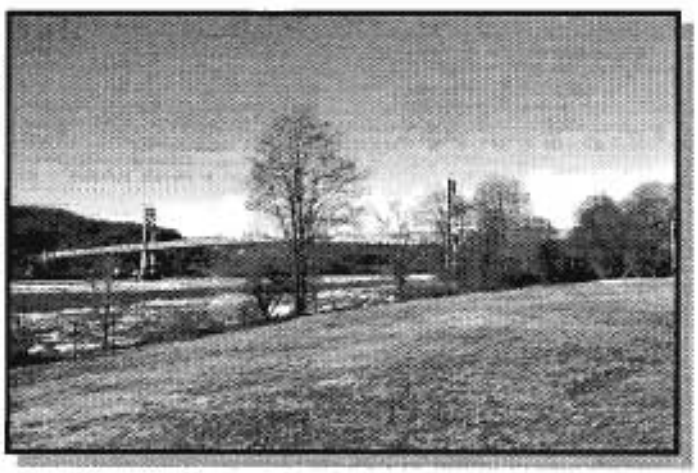
Lower Landing (DeLaval Site) Development

At the heart of this proposed development district is a centerpiece public plaza that should be designed to adapt to a variety of seasonal uses: a food court, model boat basin, or roller skating area in the warmer months, an opportunity to bring back a Poughkeepsie tradition of ice skating at the river in winter, and space for large or small performances with a bandshell and surrounding restaurant terraces. Any eventual development west of Water Street will require a land transfer between northern Waryas and other property with equal park value.

In conjunction with a new public plaza and park up to the Fallkill, it is recommended that the area north of Waryas Park be known by its historic place name - Upper Landing, and that Kaal Rock Park and the DeLaval Site be called by their past names, Union Landing and Lower Landing, as a way to identify with the City's river history.

The development framework should also stress convenient connections to Mt. Carmel, lower Main Street, and the bridges, creating a broader waterfront walking district within a 5 to 10 minute stroll of the Railroad Station. A streetscape plan for Mt. Carmel has been provided, featuring expanded sidewalks for street cafes and to reduce overly wide intersections and crosswalks. Sites for new buildings were identified to fill in critical gaps in the continuity of the street and establish a stronger connection between the two main commercial intersections and the Fallkill Creek. Distinctive lighting and street landscaping should also be considered to help unify the district and create stronger linkages with the Railroad Station and lower Main Street.

A conceptual plan for Lower Landing (DeLaval Site)



The DeLaval Site, a 13-acre vacant parcel with great views of the river and Mid-Hudson Bridge

is also included to show in general terms how larger scale recreational uses, such as a possible marina and new boat ramp with more room for back-up parking needs, could be developed.

Parking is a complex issue at the waterfront because of the railroad's rapidly expanding parking needs and the limitations on space for more surface parking. The parking expansion program agreed upon by Metro-North and the City in 1995 provides for incremental growth in the number of parking spaces available for short-term commercial parking as railroad parking expands. **The City should endorse a phasing and parking program that builds on the proposed parking inventory and provides a coordinated development framework, allowing the district to grow incrementally.**

View of the Hudson River and large intervening parking lot from Railroad Station elevated walkway

The Phase I program shows new uses at the Johnson, Berncolors, and Rip Van Winkle sites, the latter two private parcels with room for additional parking. A grass amphitheater has also been included in Phase I to bring activities to the site over the next few years and to identify the future plaza area as a place for large-scale outdoor entertainment.

The Phase II program (see page 25) shows the future plaza area, as well as new development along Water Street and expansion at the Berncolors site. The City should consider a parking benefit fund for the area to accumulate private and public money for future parking improvements. It should be noted that references in the waterfront illustrative plan (pages 3, 25, 32, 33, and back cover) to a roadway over the railroad tracks is for future conceptual planning and is not part of the 1995 Parking Agreement with Metro-North.

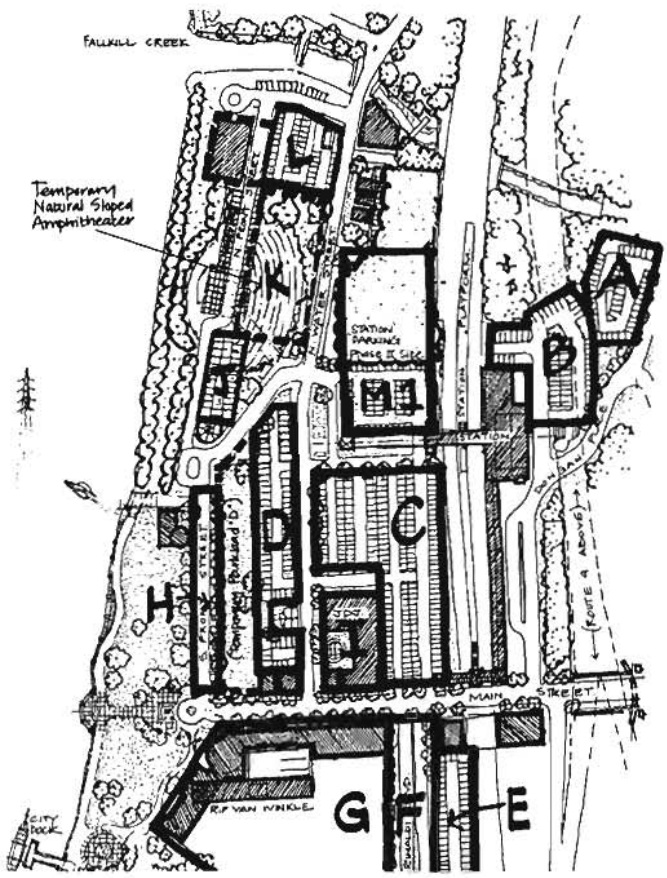
Development decisions in the waterfront area should be based on this overall framework, not on a constantly shifting piecemeal or reactive basis. The Strategy defines areas for public park improvements along the frontage, basic circulation and parking locations, as well as building envelopes and design guidance. No one can exactly predict the future and adjustments will have to be made, but the City can agree to an overall concept and work together to make it happen.

City of Poughkeepsie - Transportation Strategy Project

Waterfront Development - Phase I

Parcel	Approx. Site Area (gsf)	Development (gsf) (Assume 2 FAR) Retail	Residential	Parking
A - Upper Station Lot	24,000	–	–	Parking
B - Station Lot	35,000	–	–	Parking
C - Metro-North River Lot	88,000	–	–	Parking
D - Water Street Parcel	40,000	–	–	Parking
River Station Expansion	–	1,000	–	–
Temporary Park	36,000	–	–	–
E - Rinaldi Lot	38,000	7,500	–	Parking
F - Rinaldi Blvd.	(on street)	–	–	Parking
G - Rip Van Winkle Parcel	213,500	50,000	70,000	Parking
H - Front Street	(on street)	–	–	Parking
I - Johnson Building	25,000	35,000	30,000	–
Johnson Building Expansion		1,000	–	–
J - Water Street Parcel	14,000	–	–	Parking
K - Water Street Parcel	40,000	(Amphitheater 4,000-5,000 seats)		
L - Berncolors Expansion	34,000	20,000		Parking
MI- Hill Lot	68,000	–	–	Parking
Total		114,500	100,000	
Parking Ratio Assumptions		3:1,000	1:1,000	
Parking Required		344	100	

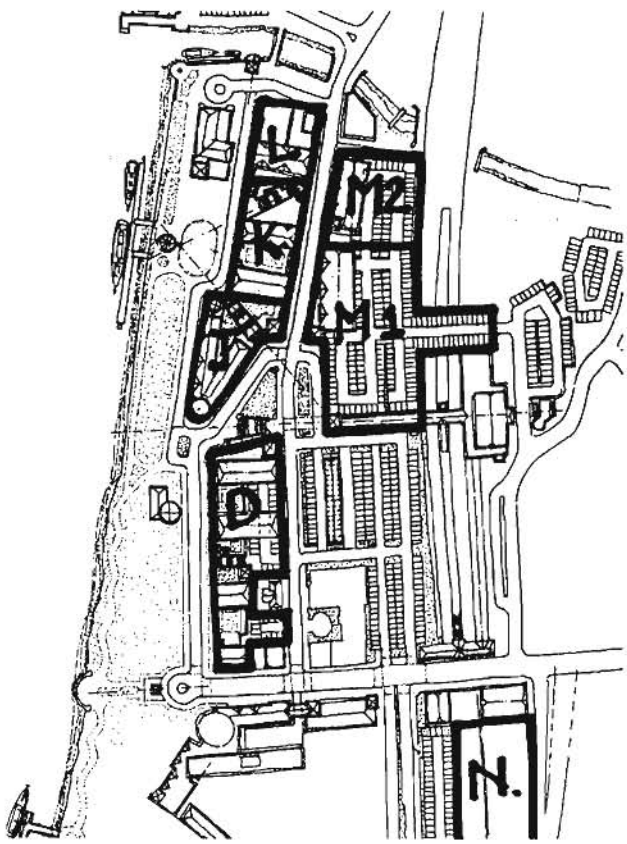
Note: These project worksheets are for illustrative purposes to outline an overall development framework and building envelopes. Conceptual parking layouts were produced for each parcel to assure sufficient parking availability for the level of development proposed. Actual development will require further discussions with property owners, potential developers, Metro-North, and the City of Poughkeepsie.



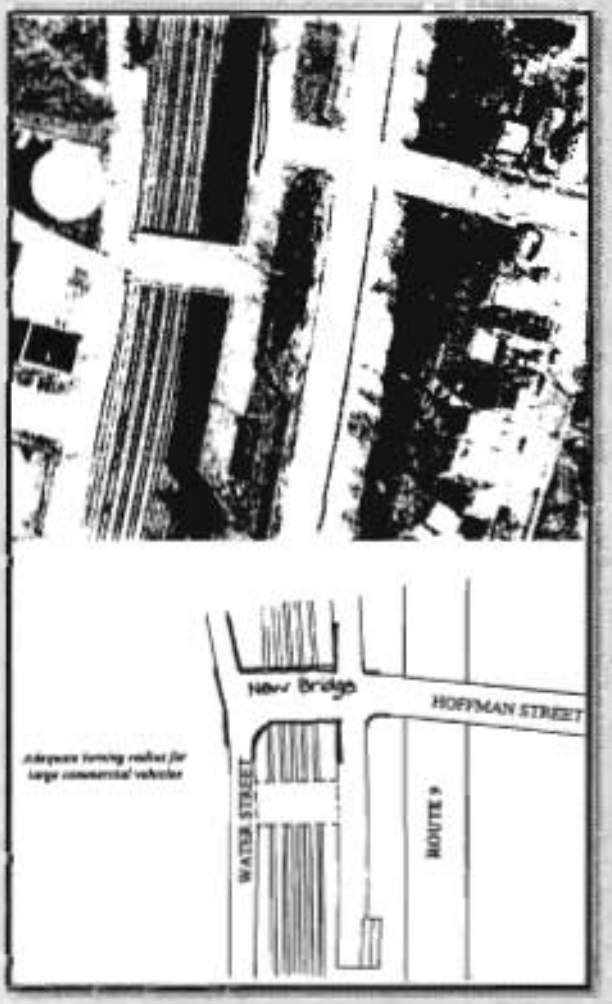
City of Poughkeepsie - Transportation Strategy Project

Waterfront Development - Phase II

Parcel	Approx. Site Area (gsf)	Development (gsf) (Assume 2 FAR) Retail	Residential	Parking
A - Upper Station Lot	24,000	–	–	Parking
B - Station Lot	35,000	–	–	Parking
C - Metro-North River Lot	88,000	–	–	Parking
D - Water Street Parcel	40,000	–	–	Parking
River Station Expansion	–	1,000	–	–
Water St. Development	36,000	50,000	70,000	–
E - Rinaldi Lot	38,000	7,500	–	Parking
F - Rinaldi Blvd.	(on street)	–	–	Parking
G - Rip Van Winkle Parcel	213,500	50,000	70,000	Parking
H - Front Street	(on street)	–	–	Parking
I - Johnson Building	25,000	35,000	30,000	–
Johnson Building Expansion		1,000	–	–
J - Water Street Parcel	22,500	22,500	22,500	–
K - Water Street Parcel	40,000	50,000	30,000	Parking
L - Berncolors Expansion	34,000	40,000	–	Parking
M1- South Hill Parking	68,000	10,000	54,000	Parking
M2- North Hill Parking	21,000	5,000	50,000	Parking
N - Rinaldi Deck	76,000	–	–	Parking
Total		272,000	326,500	
Parking Ratio Assumptions		3:1,000	1:1,000	
Parking Required		816	327	



Note: These project worksheets are for illustrative purposes to outline an overall development framework and building envelopes. Conceptual parking layouts were produced for each parcel to assure sufficient parking availability for the level of development proposed. Actual development will require further discussions with property owners, potential developers, Metro-North, and the City of Poughkeepsie. In particular, the M1 and M2 parking concepts, which differ from the 1995 agreement between the City and Metro-North, have not been adopted or endorsed by Metro-North.



Proposed replacement of Hoffman Street Bridge

Next Steps

The Transportation Strategy is one in a series of steps that Poughkeepsie, the PDCTC, and others have taken to create new development opportunities in the City. Already there are signs that some of the Strategy's recommendations could be implemented sooner rather than later:

Route 9 - The reconstruction of this arterial by NYSDOT this year provides an excellent opportunity to implement some of the recommendations regarding directional signs that let visitors and residents alike know which exits lead to the waterfront, the Railroad Station and the City Center. The City may also need to provide additional trailblazing signs.

Poughkeepsie Arterials/Boulevards (Route 44/55) - NYSDOT has scheduled the first major reconstruction of these roads since their construction in the late 1970s. This provides a good (and perhaps the only) opportunity to implement some of the recommendations for traffic calming, particularly in the area between Washington Street and Clinton Street. The reconstruction of the Washington Street and the Clinton-Smith Street intersections should also be considered, although their implementation may delay project construction.

City Center Streets - Establishing two-way traffic on Market, Hamilton, and Catherine/Academy streets can be accomplished by city personnel with relative ease and low cost. The Common Council has already voted to convert Academy/Catherine and Hamilton Streets to two-way. The opening of the Main Mall will be more substantial undertaking, in part because there are structural repairs required in the near future regardless of what form the street/mall takes.

Hoffman Street Bridge - The City has had discussions with NYSDOT and other funding sources regarding the replacement of the Hoffman Street Bridge over the railroad tracks, which shows serious signs of deterioration and cannot be used by large vehicles because of the off-set alignment. A new bridge would provide safer, more direct access to the industrial uses on the northern waterfront, allowing trucks to avoid the lower Main Street area altogether. It would also offer another convenient access route to the waterfront and Railroad Station from Route 9 North.

Mid-Hudson Bridge - The Bridge Authority has plans to connect the bridge walkway down to the waterfront by way of a ramp down to Gerald Street or Rinaldi Blvd.

Railroad Station Parking Improvements - Metro-North Railroad and the City have already agreed to create an intermodal center along Dongan Place, restore the covered walkway to Main Street, and improve the parking around the Station for both passengers and area businesses (see Appendix B description and map). On-going discussions and the environmental review process for the parking improvements should consider the Transportation Strategy recommendations and provide appropriate opportunities for public and private participation.

Mt. Carmel - The City has received preliminary state transportation allocations that will facilitate the Strategy's recommendations for this area, including widening sidewalks and improving the intersection of Mill and North Clover Streets. The Mt. Carmel Neighborhood Association has been meeting regularly to work on specific revitalization projects.

Waterfront Development - In the past year several proposals for new commercial and residential development in the Waterfront area have been discussed:

- The Johnson Square proposal for a mix of restaurant, retail, light manufacturing, and residential is consistent with the Strategy and could serve as an anchor for the eventual development of Water Street. The recent parking agreement supports the overall development proposal with dedicated commercial parking spaces that expand in numbers as the project is completed.

Johnson Building (former Reynolds & Co. Warehouse) on lower Main Street, looking from the Railroad Station

- The proposal to develop the DeLaval site (Lower Landing) for a combination of private convention center and public recreational uses is broadly consistent with the Strategy recommendations. Specific site design, parking, and use issues will need to be carefully considered during the environmental and planning review process.

- A firm has purchased the Berncolors property for a future restaurant. This critical parcel at the juncture of the Fallkill and the Hudson River will need careful site planning. The Strategy proposes allowing intensive commercial use of this property with 50-foot setbacks and public access along the water.

- Creation of an outdoor performance area on northern Waryas Park fits with the proposal for an public plaza/rink/performance place as a focal point on this portion of the city-owned property (Upper Landing). If this concept can be implemented quickly, it may serve as a catalyst for additional private development.

The following implementation tables list the recommendations in the Transportation Strategy report, identify the agencies with primary responsibility for implementation, and begin to outline a phasing schedule. For the purposes of this report, Phase 1 actions can be worked on immediately or within the first year, Phase 2 items may take two to four years to accomplish, and Phase 3 are longer term actions. Such schedules are always subject to change based on funding opportunities, political decisions, and the commitment of volunteers and local groups to take on specific projects.

City Center

Action Item	Phase 1	Phase 2	Phase 3	Implementation: City of Poughkeepsie	NYS Dept of Transportation	Metro-North Railroad	NYS Bridge Authority	Other
East-West Arterials								
Boldly mark pedestrian crossings	●			●	●			
Increase landscaping to create boulevard effect	●			●	●			
Enforce 30 mph speed limit	●			●				
Washington-Mill Intersection								
Rebuild to more traditional intersection		●	●	●	●			
Traffic Circulation								
Restore two-way traffic and on-street parking on Academy/Catherine and Hamilton streets	●			●				
Restore two-way traffic along Market Street, with new street trees and lighting		●		●				
Improve pedestrian circulation with better crosswalks	●	●		●				
Restore on-street parking spaces wherever possible	●	●		●				
Main Mall Area								
Re-establish Main Street with on-street parking, and room for sidewalk activities			●	●				
Maintain and improve sidewalks and walkway connections to adjacent blocks and parking areas		●	●	●				
Redesign Main-Market intersection, including Civic Center Plaza		●	●	●				
Encourage mixed-use development in and around large parking areas	●	●	●	●				
Increase residential, work-live lofts, arts and entertainment activities	●	●	●	●				

Northside Neighborhood

Action Item	Phase 1	Phase 2	Phase 3	Implementation: City of Poughkeepsie	NYS Dept. of Transportation	Metro-North Rail road	NYS Bridge Authority	Other
Access								
Retain/improve rail service under a private operator, if feasible	●	●	●	●				●
Designate primary truck routes between main entrances to the City and the industrial area, and make intersection improvements	●			●	●			
Establish an internal street system to connect and expand the exisiting industrial properties	●			●				
Discourage truck use of adjacent residential streets by narrowing the entrances		●		●				
Smith-Clinton-Arterial Intersection								
Redesign intersection to discourage truck use up Smith St. and create a new Clinton Square		●		●	●			
Neighborhood Development								
Modify zoning to expand neighborhood commercial uses along Smith and Cottage streets		●		●				
Create site plan and street access to develop city-owned parcel	●			●				
Upgrade and improve sidewalks, crosswalks, and landscaping along Smith and Cottage streets		●		●				
Improve school landscaping and park equipment to serve as neighborhood green	●			●				●
Establish a trail along the Fallkill Creek			●	●				

Waterfront

Action Item	Phase 1	Phase 2	Phase 3	Implementation: City of Poughkeepsie	NYS Dept of Transportation	Metro-North Railroad	NYS Bridge Authority	Other
Route 9 Arterial								
Improve signs identifying Poughkeepsie City Center and Waterfront areas	●				●			
Install "trailblazing" signs from Route 9 to major attractions	●			●	●		●	
Waterfront Infrastructure and Parking								
Construct a new Front Street to facilitate mixed use development district		●		●				
Restore the covered walkway between the train station and Main Street	●					●		
Construct a parking deck connected to the Station overpass to accommodate the needs of the railroad, existing businesses, and new development		●	●	●		●		●
Provide a distinctive pathway between the Station and the Waterfront		●		●				
Establish new public performance area at the Waterfront; encourage additional year-round uses	●			●				●
Build a plaza/rink/performance place at Upper Landing		●	●	●				
Establish intermodal center at Station	●					●		
Consider parking benefit fund for Station/Waterfront/Mt. Carmel areas	●			●				
Park and Recreation Improvements								
Repair bulkhead along shoreline and build additional docking facilities	●	●		●				
Establish a continuous path along the River between the Fallkill and Lower Landing (DeLaval)	●	●	●	●				●
Establish links north to Marist College, to Mt. Carmel, to the bridges, and to the City Center	●	●		●			●	●
Clean Fallkill Basin and Creek up to Mt. Carmel	●			●				●
Establish a trail along the Fallkill to connect the Northside to the Waterfront		●	●	●				
Waterfront Development								
Revise zoning to create a mixed-use development district along Water Street, and to allow additional development in vicinity of Rip Van Winkle	●			●				
Provide for a mix of private and public recreation related uses at Lower Landing (DeLaval)	●	●		●				●
Implement Mt. Carmel streetscape plan	●	●		●				

Appendix A

RESOLUTION CONCERNING THE CITY OF POUGHKEEPSIE TRANSPORTATION STRATEGY PROJECT RECOMMENDATIONS FOR CITY CENTER CIRCULATION, THE NORTHSIDE INDUSTRIAL AREA-NEIGHBORHOOD, AND THE WATERFRONT

INTRODUCED BY COUNCILMEMBER: McEvoy-Riley

WHEREAS, the City of Poughkeepsie Common Council entered into a cooperative project with the Poughkeepsie-Dutchess County Transportation Council and the Dutchess County Department of Planning and Development to analyze three project areas in the City and make transportation and development recommendations; and

WHEREAS, the Common Council authorized a ten percent funding share of the Transportation Strategy Project to supplement federal funding administered by the Poughkeepsie-Dutchess County Transportation Council; and

WHEREAS, a 21-member Steering Committee, chaired by the City's Development Director, was appointed to oversee the project, including two members of the Common Council, the Planning Board Chair, the Chair of the Waterfront Advisory Committee, the Economic Development Zone Coordinator, and representatives of various interested groups and agencies; and

WHEREAS, the private consultant firms of Ehrenkrantz and Eckstut Architects and The Sam Schwartz Company were hired to provide professional design and transportation engineering services for the project; and

WHEREAS, the City of Poughkeepsie entered into a Parking Agreement with Metro-North Commuter Railroad dated December 1995, and the Transportation Strategy was intended to be consistent with that agreement; and

WHEREAS, two well-attended public design workshops were organized on January 24, 1996 and February 24, 1996 to receive initial ideas and comments from city residents and business people, and a public presentation of the project recommendations was held on June 19, 1996 to receive additional public comments.

NOW, THEREFORE, BE IT RESOLVED, as follows:

The City of Poughkeepsie Common Council endorses, in concept, subject to its continued review and consideration of the Transportation Strategy and its retention of the maximum flexibility in utilizing the Strategy as a guide and basis for future action, the major recommendations of the Transportation Strategy project for the following purposes:

1. As a conceptual guide for transportation improvements and future development in the three project areas;

2. As a conceptual basis for future grant applications and funding requests to state and federal agencies, private or not-for-profit sources;

3. As a conceptual basis for cooperation with the Greenway Conservancy and the Town of Poughkeepsie regarding the establishment of a continuous north-south trail along sections of the waterfront with connections into the City Center; and

4. To be incorporated, as deemed appropriate by the City, into the future Local Waterfront Revitalization Program for the waterfront, the upcoming Comprehensive Plan update for the City, and future rezoning considerations in the project areas.

SECONDED BY COUNCILMEMBER: Volkman

Submitted to Council August 7, 1997
Council Action: Approved 7-0
Approved by Mayor on August 11, 1997

Appendix B

Metro-North Railroad
Poughkeepsie Station Parking Improvements
Project Description

Project Background

Metro-North Railroad's Poughkeepsie Station is situated near lower Main Street between Dongan Place and North Water Street and sits within 1/8 mile of downtown Poughkeepsie, one of the most cohesive and vibrant communities along the Hudson River waterfront. This station is the northern terminus for the Railroad's Hudson Division service. The station structure was originally constructed in 1918 by the New York Central Railroad and is now listed on the State and National Registers of Historic Places.

In recent years, ridership from Poughkeepsie Station has experienced continuous growth. Ridership has increased at an average rate of approximately 6.4% per year (110% since 1984). A market research study completed in 1994 also identified the need for a significant number of additional customer parking spaces. As a result, during 1995, Metro-North Railroad and the City of Poughkeepsie finalized an agreement to increase the parking capacity through an expansion and improvement effort at the Poughkeepsie Station. Metro-North's overall Poughkeepsie Station parking project agreement was presented to and approved by the MTA Board in December 1995.

Existing Conditions

There are currently two major existing parking facilities on Metro-North property - the River Lot west of the tracks and the Station Lot(s) east of the Station. The state-of-good-repair improvements and expansion have been constructed and have increased current capacity to approximately 800 spaces, including 25 short term/retail spaces, and Metro-North employee parking.

Simultaneously, the City of Poughkeepsie and Dutchess County are now also finalizing comprehensive waterfront redevelopment plans for the downtown area.

Project Description

The proposed Poughkeepsie Station Parking Improvement Project includes an expansion and reconfiguration of the existing facilities at the Poughkeepsie Station, increasing the total number of available spaces, dependent on option selected, to approximately 1,125 - 1,419. Specifically, the project calls for:

- Renovation of the existing parking lots on the east side of the station;
- Creation of an intermodal facility for bus, taxi, and automobile drop off/pick up and bicycle storage adjacent to the existing station structure;
- Rehabilitation of the existing pedestrian walkway for use as access to the station and shelter for the intermodal area;
- Design and construction of a three level (two supported levels) parking structure within the existing footprint of the River Lot with a pedestrian overpass connecting to the station; and
- In tandem with these improvements will be the integration of project elements for improved safety/ security and use of modern signage/parking revenue collection systems.

In general, customer comfort and convenience will be considered paramount throughout the design process and will be achieved through the development of a modern, functional facility, sensitive to its historically significant surroundings. The project will be compliant with all environmental requirements and the Americans with Disabilities Act.

Timetable

Construction of the Poughkeepsie Station Parking Improvement Project is anticipated to commence mid-1999.

Waterfront Illustrative Plan