

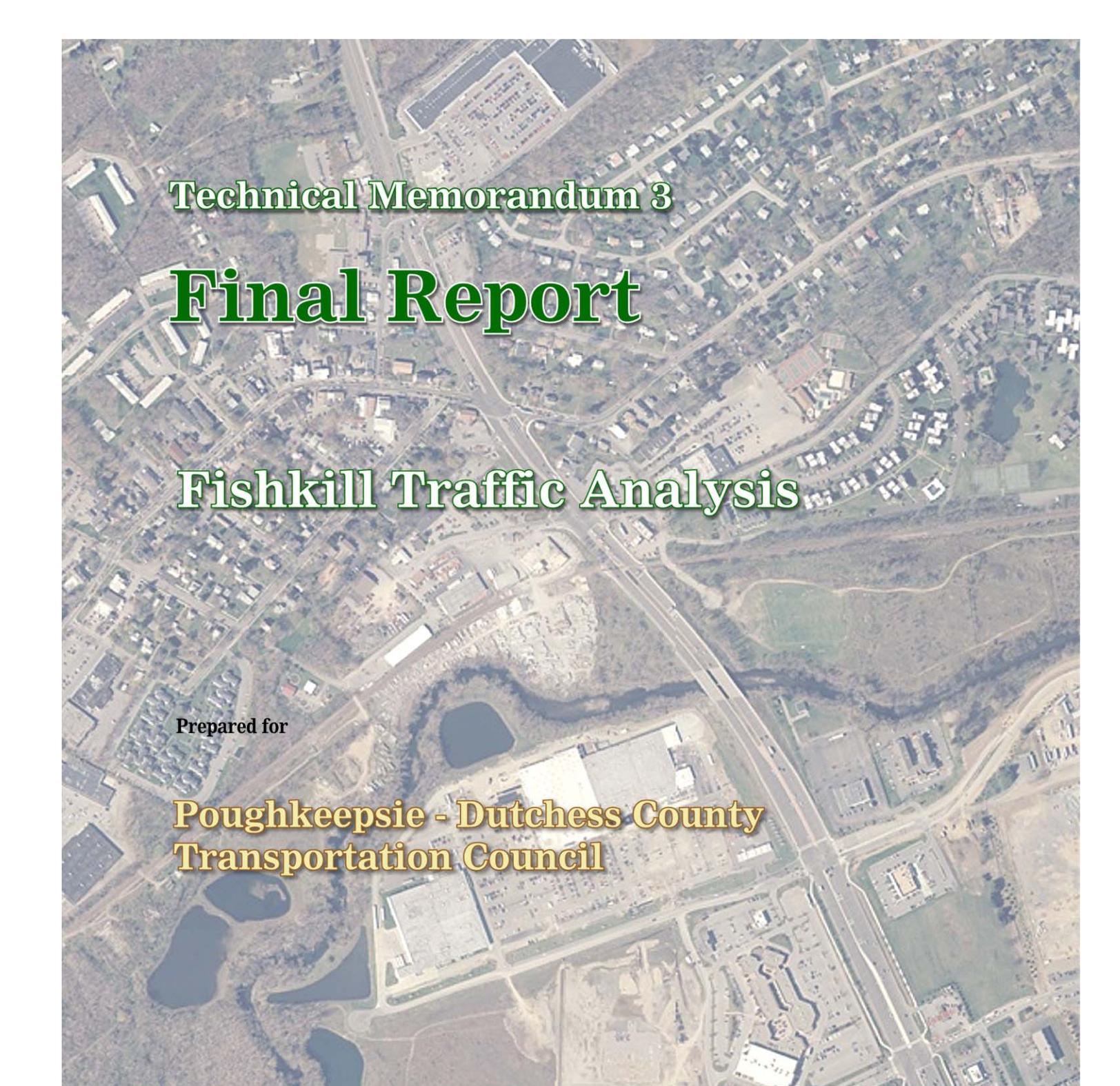
**Technical Memorandum 3**

# **Final Report**

## **Fishkill Traffic Analysis**

**Poughkeepsie - Dutchess County  
Transportation Council**

**Wilbur Smith Associates**



**Technical Memorandum 3**

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## **Fishkill Traffic Analysis**

Prepared for

**Poughkeepsie - Dutchess County  
Transportation Council**

Prepared by

**Wilbur Smith Associates**

December 2006

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## EXECUTIVE SUMMARY

The Selection of Preferred Traffic Improvement Strategies is the last step of the Fishkill Traffic Analysis and follows identification of congestion, safety, and local circulation issues in the analysis area and evaluations of a set of traffic improvement strategies in the analysis area. Six specific neighborhoods/locations were studied where a list of preferred traffic improvement strategies were developed.

The Final Technical Memorandum summarizes the preferred traffic improvement strategies in each of the neighborhood/corridor areas. The preferred traffic improvement strategies were developed through a cooperative process that involved coordination with the Advisory and Steering Committees and were generally accepted by the public in all neighborhoods/locations except the Colonial/Shirley Avenue neighborhood. For the Colonial/Shirley Avenue neighborhood, a separate public meeting was conducted to discuss various traffic improvement strategies and obtain a consensus on a preferred strategy.

The following is a list of preferred traffic improvement strategies by geographic area:

- **Route 52/Cedar Hill Road intersection** – Provide separate turn lanes on Cedar Hill Road.
- **Colonial Avenue/Shirley Avenue** – The “Do-Nothing” Alternative was favored the most by residents, and a minority supported the installation of a traffic signal at Colonial or Shirley Avenue with the other street being a right turn in-right turn out treatment.
- **Rapalje Road** – Full enhancement of Rapalje Road with sidewalks, streetscape, and a reduced pavement width, and implementation of a speed table. In addition, restrictions on left turns from Route 52 eastbound into Rapalje Road are recommended.
- **Broad Street/Cary Avenue/Elm Street** – Install pavement striping and marking on Broad Street, Smith Street, and Elm Street to improve visibility in this section. The strategy also includes all-way stop signs at Smith Street/Elm Street and Broad Street/Jackson Street intersections and a more defined intersection at these locations. Provide speed table on Broad Street. And restricting movements to right-in/right-out at the Route 52/Cary Avenue intersection.
- **Luyster Place/Cary Avenue/Weston Avenue** – Implement half closures at the Wood Place/Luyster Place and Cary Avenue/Weston Avenue intersections, and provide speed humps along Florence Avenue and Weston Avenue.
- **Route 52 between Jackson Street and I-84 (traffic signals)** – Traffic signal coordination will be undertaken in this section of Route 52.

The above traffic improvement strategies were developed through the Fishkill Traffic Analysis. Potential actions and implementation plans should be coordinated among the stakeholders: Village, Town, Dutchess County DPW, and NYSDOT. Design phase should develop plans, specifications, and estimates that meet local and NYSDOT standards. Following design, the construction phase should be undertaken in coordination with the above stakeholders.

## CHAPTER 1 – ISSUES AND PURPOSE OF THE ANALYSIS

### 1.1 Background

The Poughkeepsie-Dutchess County Transportation Council (PDCTC) is the designated Metropolitan Planning Organization (MPO) for Dutchess County, New York which includes the Fishkill, New York area. The PDCTC has undertaken the Fishkill Traffic Analysis at the request of the NYSDOT and the Village and Town of Fishkill. Wilbur Smith Associates (WSA) was selected to assist with the project by the PDCTC.

The purpose of this analysis is to work with the PDCTC, Advisory Committee/Steering Committee, and the Community in developing traffic engineering and safety improvements to mitigate identified congestion, safety and local circulation issues in the analysis area. These strategies will be beneficial, cost effective and easily implementable (minimal property acquisition) and developed in a consensus-built process.

The specific analysis objectives are:

- Define existing mobility or congestion problems.
- Inventory existing roadway and geometric conditions.
- Identify existing safety issues.
- Assess the impact of existing travel patterns and speeds on the local street system.
- Recommend changes to intersection conditions and traffic flow.
- Develop improvement strategies for consideration such as local road connections.

### 1.2 Analysis Area

The analysis is being conducted along Routes 9 and Route 52 in the Village and Town of Fishkill (See **Figure 1.1**). The section of Route 52 begins at Blodgett Road in the western section and ends at Cedar Hill Road in the eastern end of the analysis area. The section of Route 9 is between Church Street on the northern portion and Elm Street on the southern end of the analysis area. The geographic focus areas of the analysis are listed below:

- Route 52/Cedar Hill Road intersection
- Colonial Avenue/Shirley Avenue
- Rapalje Road
- Broad Street/Cary Avenue/Elm Street



- Luyster Place/Cary Avenue/Elm Street
- Route 52 between Jackson Street and I-84 (traffic signals)

**1.3 Issues and Observations**

Four main issues were raised at the beginning of the analysis by the Village, Town of Fishkill, and the residents of the two communities. These were congestion, speeding, cut-through traffic, and safety. One of the first tasks was to analyze existing conditions. The analysis showed that the data supported those observations. Please see **Table 1.1** below. **Figure 1.2** shows an issues map for the Fishkill Analysis area.

Table 1.1  
**Issues and Observations**

Issues	Observations
Congestion/Delays	<ul style="list-style-type: none"> <li>• 11 of 15 intersections operate at LOS D or worse</li> </ul>
Speeding on Residential Streets	<ul style="list-style-type: none"> <li>• Travel speed on Rapalje Road exceeds posted speed limit</li> </ul>
Cut-Through Traffic	<ul style="list-style-type: none"> <li>• CR 34 (Jackson Street) at Route 52 via Florence/Weston to Cary/Luyster</li> <li>• Route 52 to Route 9 via Jackson Street/Broad Street/Elm Street</li> <li>• Route 52 to Route 9 via Rapalje Road</li> <li>• Route 9 to Route 52 via Church Street</li> </ul>
Safety Issues	<ul style="list-style-type: none"> <li>• Crash Rate at 10 of 15 locations exceeds the Statewide Rate</li> <li>• High percentage of rear-end and angle crashes due to congestion in the analysis area</li> </ul>

**1.4 Project and Public Meetings**

During the analysis process, project and public meetings were held during various stages. The following is a list of meetings that were conducted in chronological order:

- Project Kick-off Meeting – June 2005
- Steering Committee Meeting – October 2005
- Advisory Committee Meeting – November 2005
- Public Meeting (Existing Conditions) – December 2005
- Steering Committee Meeting – February 2006
- Advisory Committee Meeting – March 2006
- Public Meeting (Preferred Strategies) – March 2006
- Colonial Avenue/Shirley Avenue Neighborhood Meeting – June 2006.

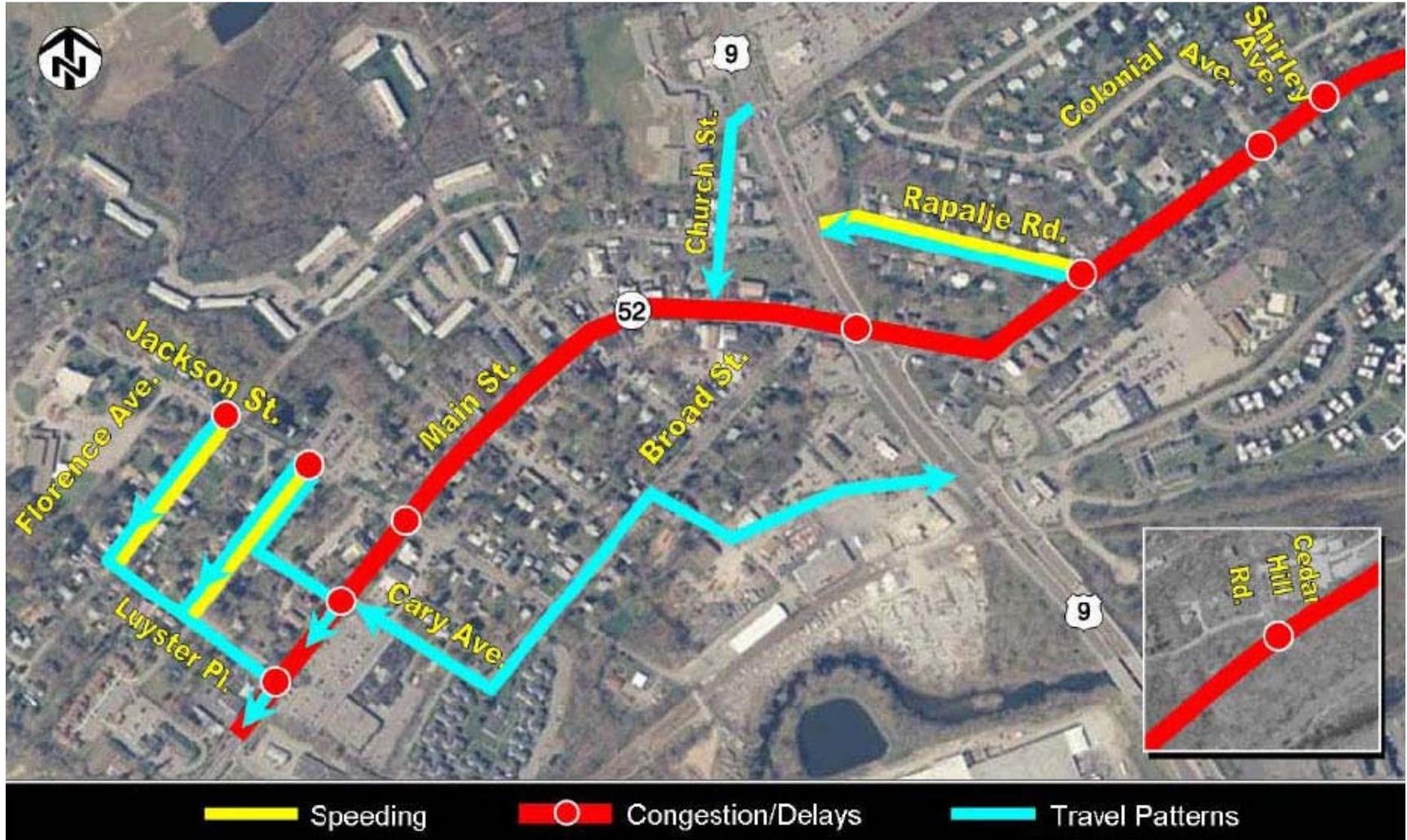


Figure 1.2  
Issues Map

## CHAPTER 2 – LIST OF PREFERRED TRAFFIC IMPROVEMENT STRATEGIES

This chapter lists preferred traffic improvement strategies for each of the geographic areas of concentration in the Fishkill Village area. The combination of these preferred traffic improvement strategies will be incorporated into an overall Transportation Improvement Plan. Each geographic area of concentration is described by the following:

- **List of Strategies** – A list of potential traffic improvement strategies developed to mitigate the identified deficiencies.
- **Preferred Strategy** – The recommended strategy based on input from the Advisory/Steering Committee and public opinion.
- **Likely Impacts** – A list of positive and negative impacts associated with the preferred strategy.
- **Public Acceptance** – An indication whether the preferred strategy was accepted by the public. This also lists any options that were discarded after public meetings.
- **Order of Magnitude Cost** – IA gross estimate of the construction cost to implement the preferred strategy. The cost does not include drainage, utility, right of way, and maintenance and protection of traffic.

### 2.1 Route 52/Cedar Hill Road Intersection

#### Potential Strategies

1. Separate turning lanes on Cedar Hill Road
2. Separate turning lanes on Cedar Hill Road and instillation of a traffic signal based on an engineering analysis.

#### Preferred Strategy

The preferred strategy is to provide separate turning lanes on Cedar Hill Road.

**Figure 2.1** shows the preferred traffic improvement strategy for the Route 52/Cedar Hill Road intersection.

#### Likely Impacts

- + Separate turning lanes will allow the right turn traffic to bypass the left turners and reduce the waiting time for right turn movements.
- + Minimal property impacts.



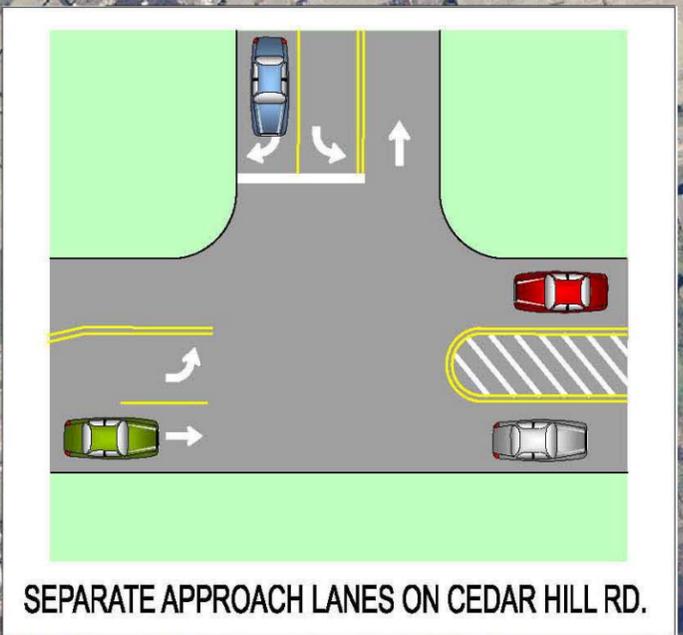
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Star Mill Rd.

Cedar Hill Rd.

Route 52

Old State Rd.



SEPARATE APPROACH LANES ON CEDAR HILL RD.

- ISSUES**
- Congestion
  - Speeding
  - Cut-Thru Traffic
  - Safety

**PREFERRED STRATEGY  
CEDAR HILL ROAD**

FISHKILL VILLAGE TRAFFIC STUDY  
Fishkill, New York


 ENGINEERS  
PLANNERS  
ECONOMISTS  
Wilbur Smith Associates

FIGURE 2.1

### Public Acceptance

The public accepted the recommendation to provide separate turning lanes on Cedar Hill Road.

### Order of Magnitude Cost

**\$75,000** includes the cost for separate turning lanes.

## **2.2 Colonial Avenue-Shirley Avenue Section**

### List of Strategies

1. Do Nothing (Null)
- 2a. Right-in/Right-out on Colonial Avenue
- 2b. Right-in/Right-out on Shirley Avenue
- 3a. Left turn pocket on Route 52 into Colonial Avenue
- 3b. Left turn pocket on Route 52 into Shirley Avenue
- 4a. Left turn pocket on Route 52 into Shirley Avenue and Right-in/Right-out on Colonial Avenue
- 4b. Left turn pocket on Route 52 into Colonial Avenue and Right-in/Right-out on Shirley Avenue
5. Continuous center turn lane on Route 52 between Colonial Avenue and Shirley Avenue
- 6a. Signal at Route 52 @ Shirley Avenue intersection with right-in/right-out at Colonial Avenue
- 6b. Signal at Route 52 @ Colonial Avenue intersection with Right-in/Right-out at Shirley Avenue

### Preferred Strategy

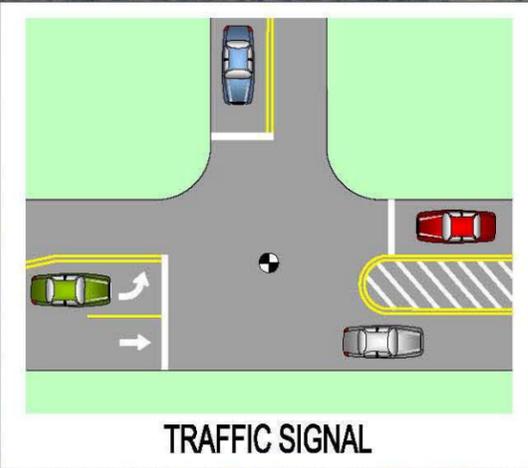
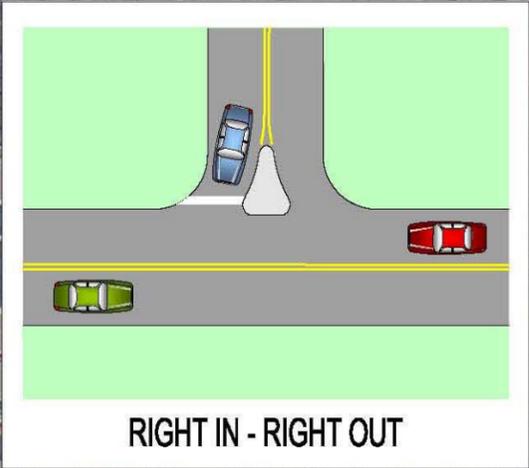
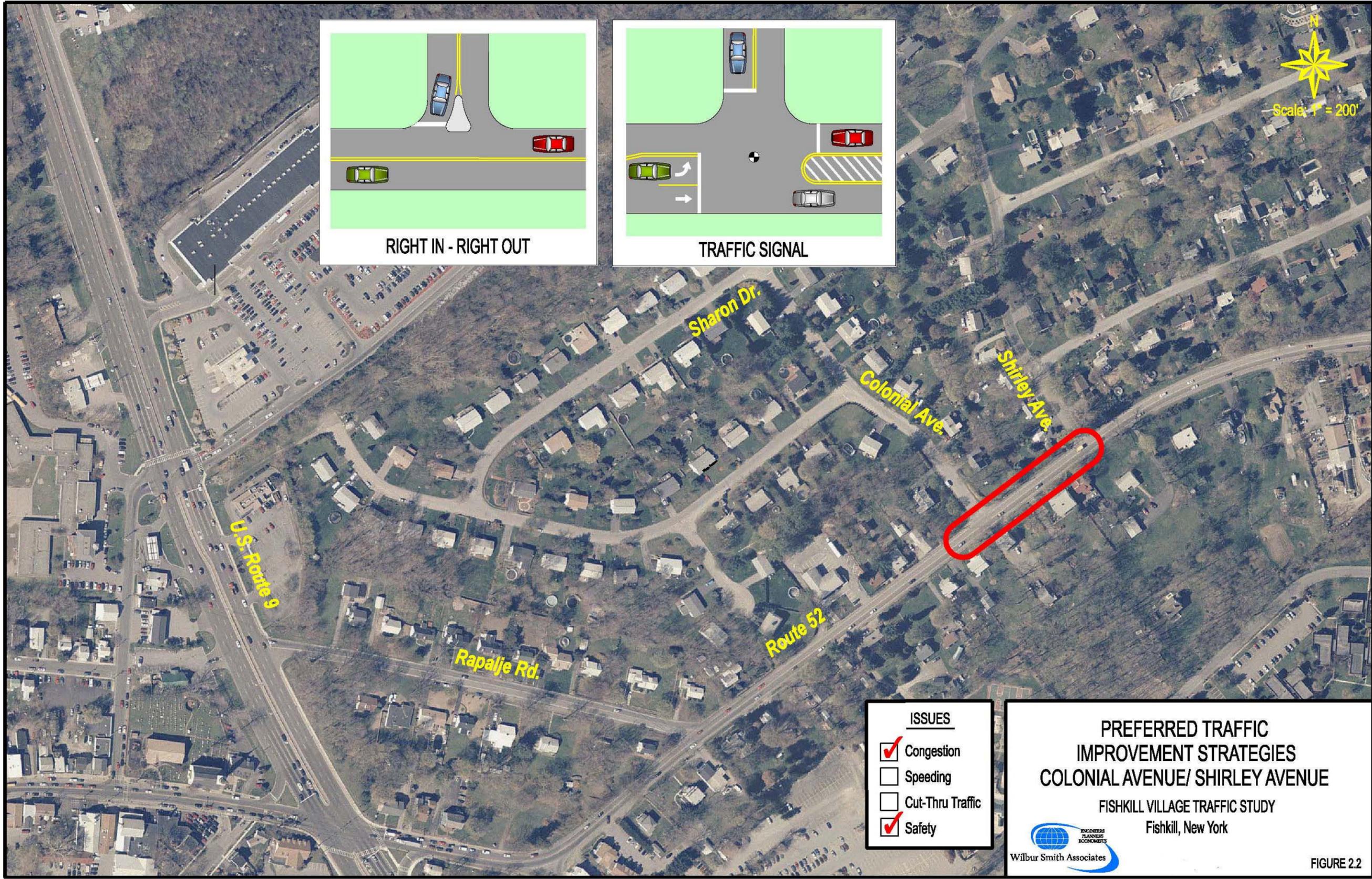
The preferred strategy by the Steering/Advisory committee was to provide a left turn pocket on Route 52 at either Colonial or Shirley Avenue with a traffic signal and a right-in/right-out at the other location.

The public consensus is the “Do Nothing” strategy. The Village of Fishkill should make a decision on which strategy to implement based on further discussions with the neighborhood and NYSDOT.

**Figure 2.2** shows the preferred traffic improvement strategies for the Colonial Avenue/Shirley Avenue section.

### Likely Impacts

- + The “Do Nothing” strategy has no property impacts.
- + A traffic signal will reduce delay on Colonial Avenue or Shirley Avenue.
- + A left turn pocket on Route 52 would allow through traffic to pass left turning traffic and reduces delay on left turn movements.



- ISSUES**
- Congestion
  - Speeding
  - Cut-Thru Traffic
  - Safety

**PREFERRED TRAFFIC  
IMPROVEMENT STRATEGIES  
COLONIAL AVENUE/ SHIRLEY AVENUE**

FISHKILL VILLAGE TRAFFIC STUDY  
Fishkill, New York

 **Wilbur Smith Associates**  
ENGINEERS  
PLANNERS  
ECONOMISTS

FIGURE 2.2

- The “Do-Nothing” strategy will not improve the delay on Colonial Avenue or Shirley Avenue.
- Property impacts associated with providing a left turn pocket.
- Traffic is diverted to Colonial Avenue if Shirley Avenue is right-in/right out and vice versa.

### Public Acceptance

Based on results of survey responses at the Public Meeting for the Colonial Avenue/Shirley Avenue neighborhood, approximately **65** percent of the residents supported a “Do-Nothing” Alternative, **19** percent favored a traffic signal at Colonial or Shirley, **14** percent favored a center turn lane on Route 52 between Colonial and Shirley Avenue, and the remaining **2** percent favored a left turn pocket on Route 52 at Shirley Avenue.

The public opposed the option to provide a paved pedestrian/bicycle path to the Fishkill Plaza. They were content with the existing informal pedestrian/bicycle connection.

### Order of Magnitude Cost

The “Do-Nothing” strategy does not have any cost associated with it.

**\$350,000** includes cost for a traffic signal, left turn pocket on Route 52, and a right-in/right-out.

## **2.3 Rapalje Road Section**

### List of Strategies

1. Full cross-sectional enhancement of Rapalje Road with sidewalks, streetscape, a reduced pavement width, a speed table, and Route 52 eastbound left turn restriction.
2. Placement of a speed reduction device such as a speed table, speed hump, or a choker.
3. Placement of a neckdown.
4. Half-closure treatment at the Route 52/Rapalje Road intersection.
5. Right-in/right-out treatment at the Route 52/Rapalje Road intersection.
6. Dead-end Rapalje Road on the Route 9 side.

### Preferred Strategy

The preferred strategy is to provide a full cross-sectional enhancement of Rapalje Road with sidewalks, streetscape, a reduced pavement width, speed table, and left turn restrictions from Route 52 eastbound.

**Figure 2.3** compares a rendering of the preferred traffic improvement strategy with the existing Rapalje Road corridor.

#### Likely Impacts

- + Motorists will slow down while traveling on Rapalje Road.
- + Motorists may avoid Rapalje Road and go through the Route 9/Route 52 intersection.
- + Pedestrians are in a safer environment with the addition of sidewalks.
- Addition of sidewalks and streetscape may impact residential properties.
- Route 9/Route 52 intersection may experience additional congestion if motorists avoid Rapalje Road.
- Prohibition of left turns from Route 52 eastbound to Rapalje Road may increase congestion at the Route 9/Elm Street intersection.

#### Public Acceptance

The public accepted the recommendation to enhance the cross-section on Rapalje Road with sidewalks, streetscape, speed table, and a narrow pavement width.

Based on the public meeting in March, left turn restrictions from Route 52 to Rapalje Road were included in the preferred strategy. The residents along Rapalje Road expressed concern on the cut-through traffic from Main Street using Rapalje Road to bypass the left turn restriction from Main Street to Route 52.

#### Order of Magnitude Cost

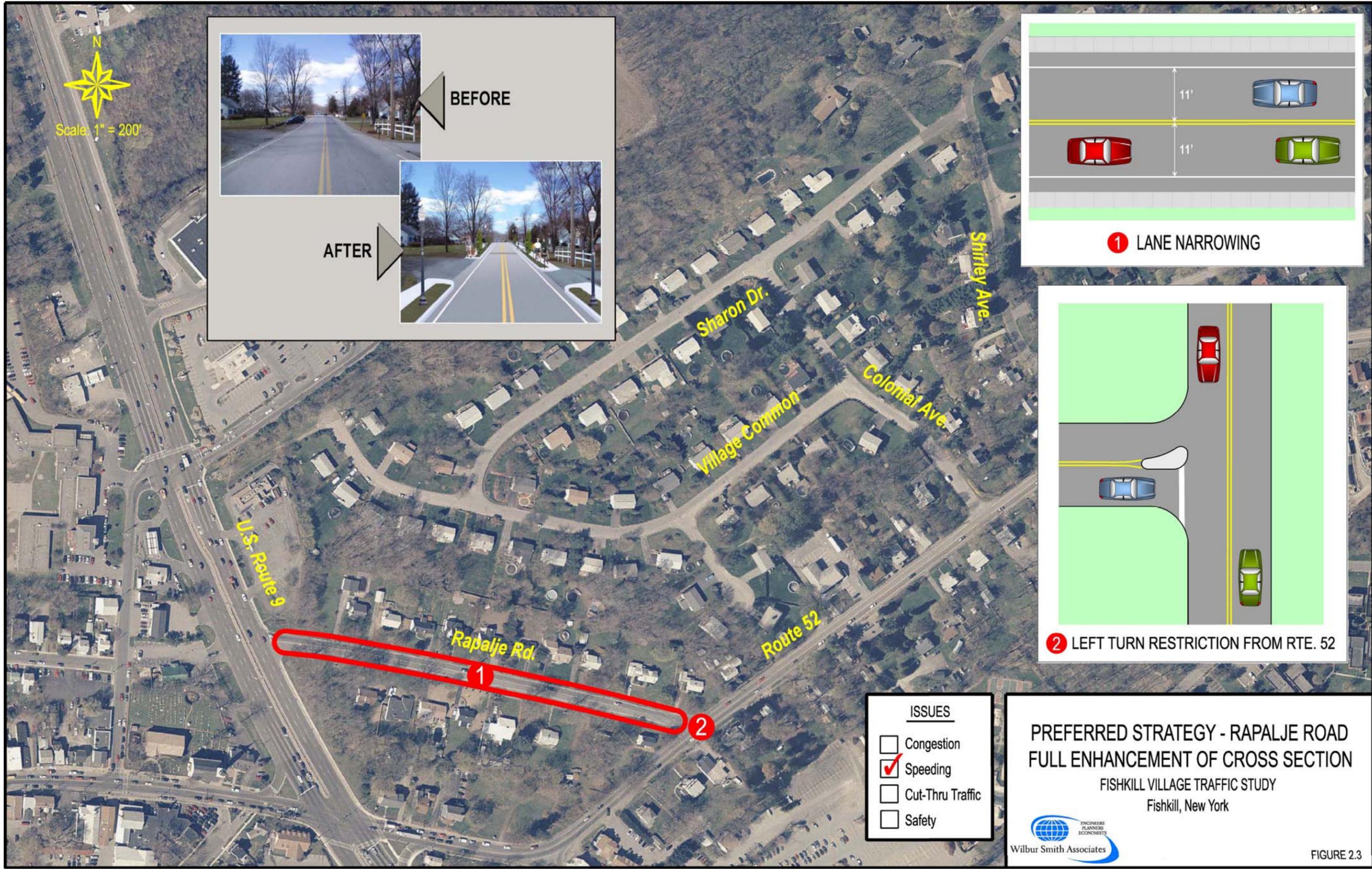
**\$625,000** includes cost full cross-sectional enhancement, placement of a speed reduction device and turn restriction from Rote 52 eastbound.



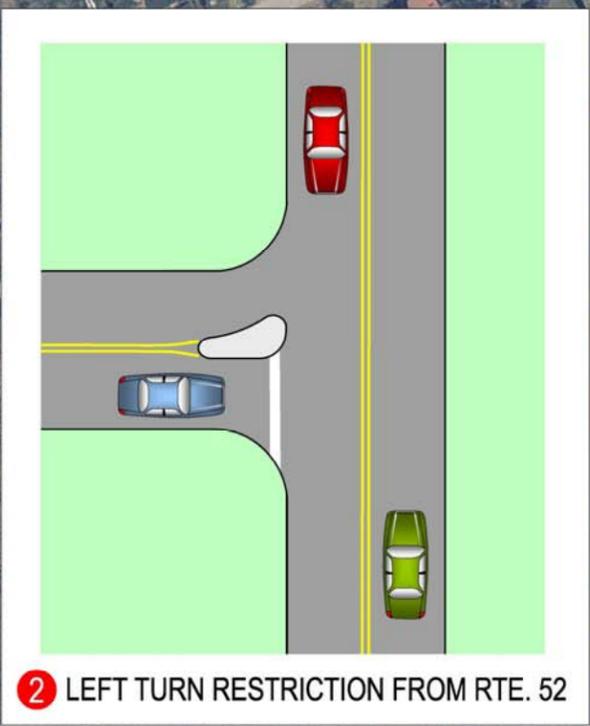
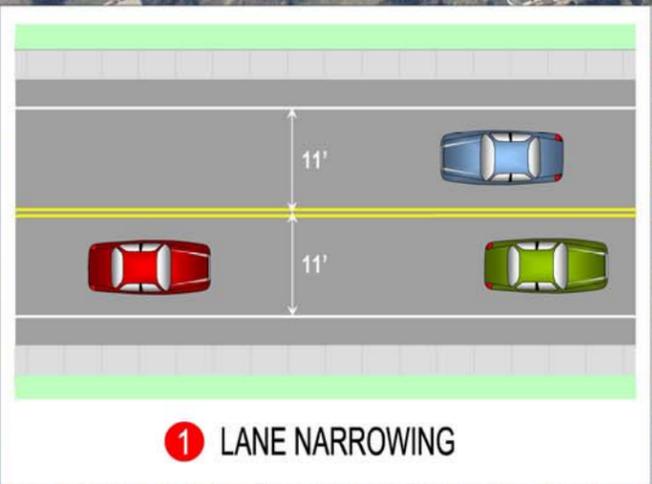
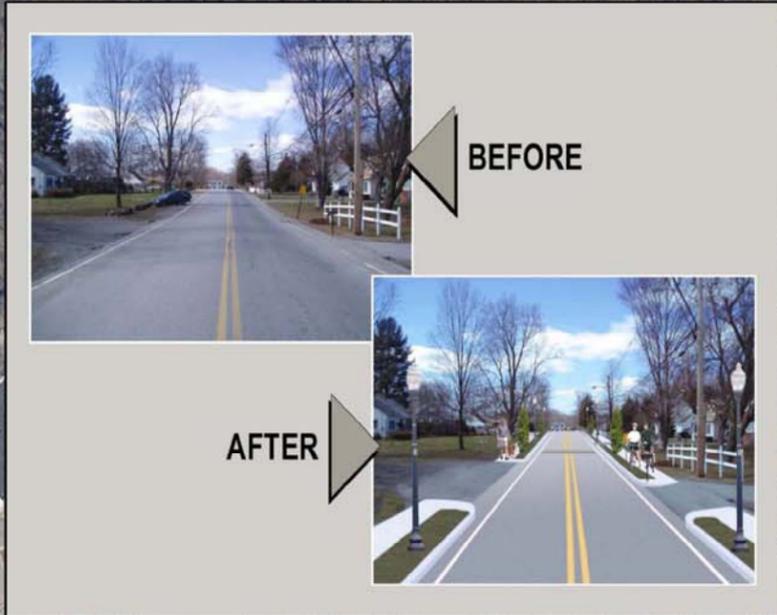
Rapalje Road - Before



Rapalje Road - After



N  
Scale: 1" = 200'



- ISSUES
- Congestion
  - Speeding
  - Cut-Thru Traffic
  - Safety

PREFERRED STRATEGY - RAPALJE ROAD  
FULL ENHANCEMENT OF CROSS SECTION  
FISHKILL VILLAGE TRAFFIC STUDY  
Fishkill, New York

WILBUR SMITH ASSOCIATES  
ENGINEERS  
PLANNERS  
ECONOMISTS

FIGURE 2.3

## 2.4 Broad Street-Smith Street-Elm Street section

### List of Strategies

1. Full enhancement of the Broad Street-Smith Street-Elm Street section includes improved markings, signage, right-in/right out treatment at the Route 52/Cary Avenue intersection, and a speed table on Broad Street.
2. Placement of neckdowns at mid-block and intersection locations on Broad Street, Smith Street, and Jackson Street.
3. Placement of speed tables, chokers, or speed humps at mid-block locations on Broad Street, Smith Street, and Jackson Street.
4. Raised intersections at the Jackson Street/Broad Street and Smith Street/Broad Street locations.
5. Half closures at the Jackson Street/Broad Street and Smith Street/Broad Street locations.
6. Full closures or dead-ends on Cary Avenue, Smith Street, and Broad Street locations.
7. Placement of a diagonal diverter at the Smith Street/Broad Street intersection.
8. Convert Cary Avenue as a one-way street towards Route 52.

### Preferred Strategy

The preferred strategy is to provide pavement striping and markings on Broad Street, Smith Street, and Elm Street. An all-way STOP sign at the Smith Street/Elm Street and Broad Street/Jackson Street intersections with enhanced geometry is provided. A right-in/right out treatment is provided at the Route 52/Cary Avenue intersection. Placement of a speed table on Broad Street would be included.

**Figure 2.4** shows the preferred traffic improvement strategy for Broad Street-Smith Street-Elm Street section.

### Likely Impacts

- + Motorists are forced to slow down while traveling on Broad Street.
- + Motorists may avoid Broad Street, Smith Street, and Elm Street and go through the Route 9/Route 52 intersection.
- + Broad Street, Smith Street, and Elm Street will have increased visibility and more residential character after the cross-sectional enhancements are complete.
- + Property impacts are minimal.
- Traffic may divert within the neighborhood to parallel streets.



- Route 9/Route 52 intersection may experience additional congestion if motorists avoid local streets.

### Public Acceptance

In general, public accepted the preferred strategy. The neighborhood suggested additional traffic calming devices to control cut-through traffic at the public meeting.

### Order of Magnitude Cost

**\$50,000** includes the costs for pavement striping and markings, an all-way STOP sign and right-in/right out treatment, and a speed table.

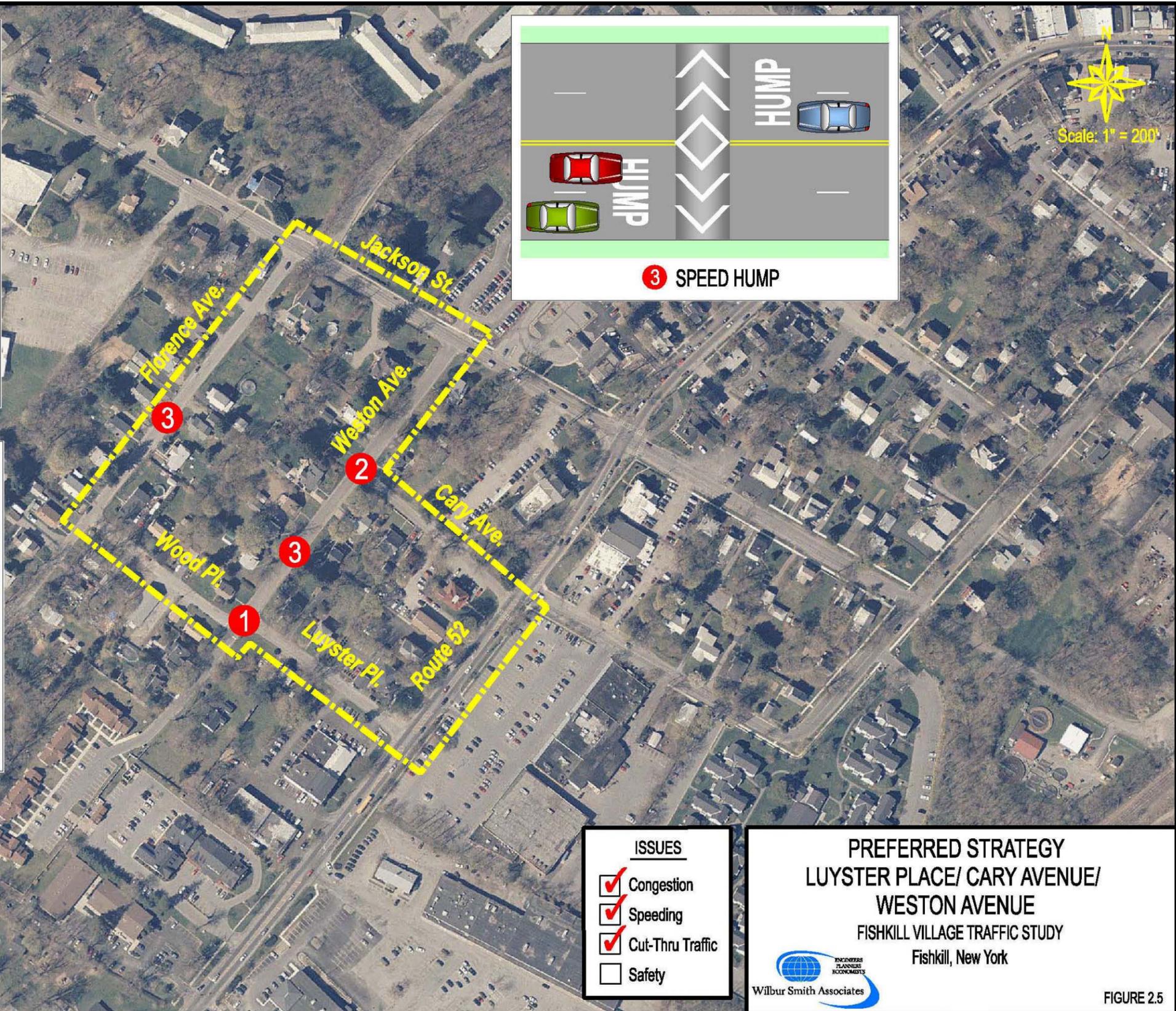
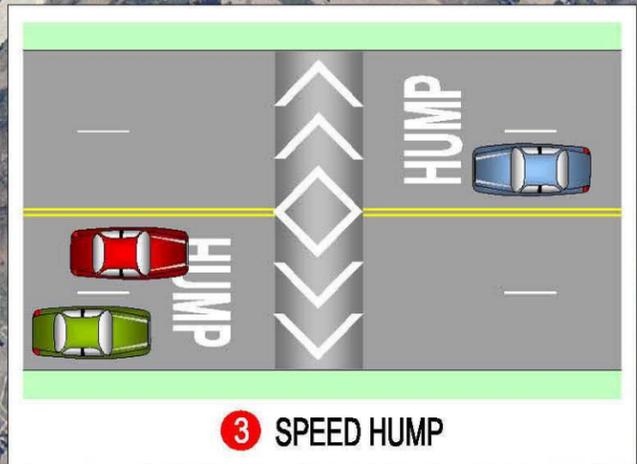
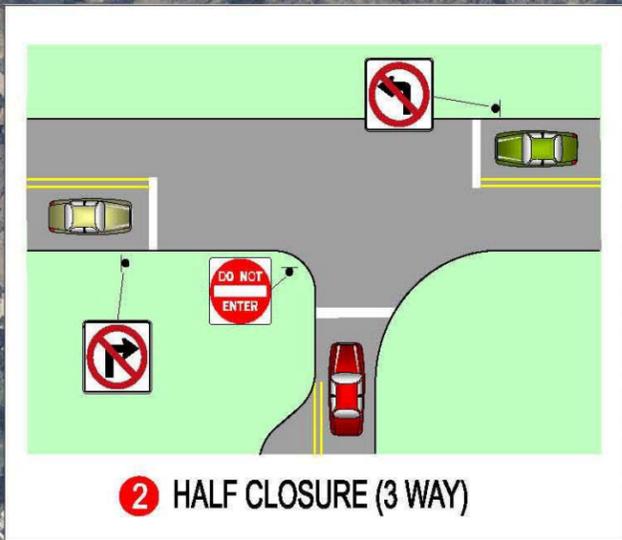
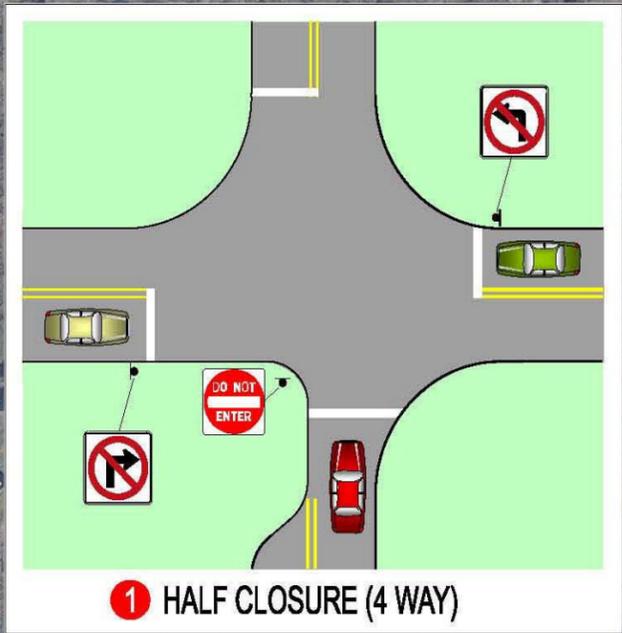
## 2.5 Luyster Place-Cary Avenue-Weston Avenue section

### List of Strategies

1. Install half closures at the Wood Place/Luyster Place and Cary Avenue/Weston Avenue intersections and speed humps along Florence Avenue and Weston Avenue.
2. Placement of neckdowns at mid-block locations along Florence Avenue, Weston Avenue, Cary Avenue, and Luyster Place. Neckdowns are also suggested at the minor street approaches on Jackson Street/Florence Avenue/Rosilia Lane and the Jackson Street/Weston Avenue/Health Center driveway intersections.
3. Placement of speed tables, speed humps, and chokers at mid-block locations along Florence Avenue, Weston Avenue, Wood Place, Cary Avenue, and Luyster Place.
4. Raised intersections at the Florence Avenue/Wood Place, Weston Avenue/Cary Avenue, and Wood Place/Luyster Place intersections.
5. Full closures or dead-ends on Cary Avenue, Luyster Place, and Wood Place (on the Florence Avenue side) locations.
6. Dead end on Cary Avenue and Luyster Place is on the Route 52 side.
7. Conversion of Cary Avenue and Luyster Place as a one-way street away from Route 52.

### Preferred Strategy

The preferred strategy is to provide half closures at the Wood Place/Luyster Place and Cary Avenue/Weston Avenue intersections. Speed humps along Florence Avenue and Weston Avenue are also included in the strategy. **Figure 2.5** shows the preferred traffic improvement strategy for the Luyster Place-Cary Avenue-Weston Avenue section.



- ISSUES**
- Congestion
  - Speeding
  - Cut-Thru Traffic
  - Safety

**PREFERRED STRATEGY**  
**LUYSTER PLACE/ CARY AVENUE/**  
**WESTON AVENUE**  
 FISHKILL VILLAGE TRAFFIC STUDY  
 Fishkill, New York

 **WILBUR SMITH ASSOCIATES**  
ENGINEERS  
PLANNERS  
ECONOMISTS

FIGURE 2.5

### Likely Impacts

- + Motorists will travel on Jackson Street and not divert to local streets.
- + Motorists are forced to slow down on local streets.
- Addition of half-closures may have property impacts.
- Route 52/Jackson Street intersection may experience additional congestion if motorists avoid local streets.
- Neighborhood travel patterns may be affected due to required diversions.

### Public Acceptance

The public accepted the recommendation to install half-closures at the Wood Place/Luyster Place and Cary Avenue/Weston Avenue intersections. Speed humps along Florence Avenue and Weston Avenue were also supported by the residents.

### Order of Magnitude Cost

**\$55,000** includes costs for half closures and speed humps.

## 2.6 Route 52 between Jackson Street and I-84 (Short-Term)

### List of Strategies

1. Traffic Signal Coordination – Coordinate existing traffic signals at Route 52/Jackson Street and Route 52/Blodgett Road with the traffic signals at the I-84 Eastbound and Westbound ramps.

### Preferred Strategy

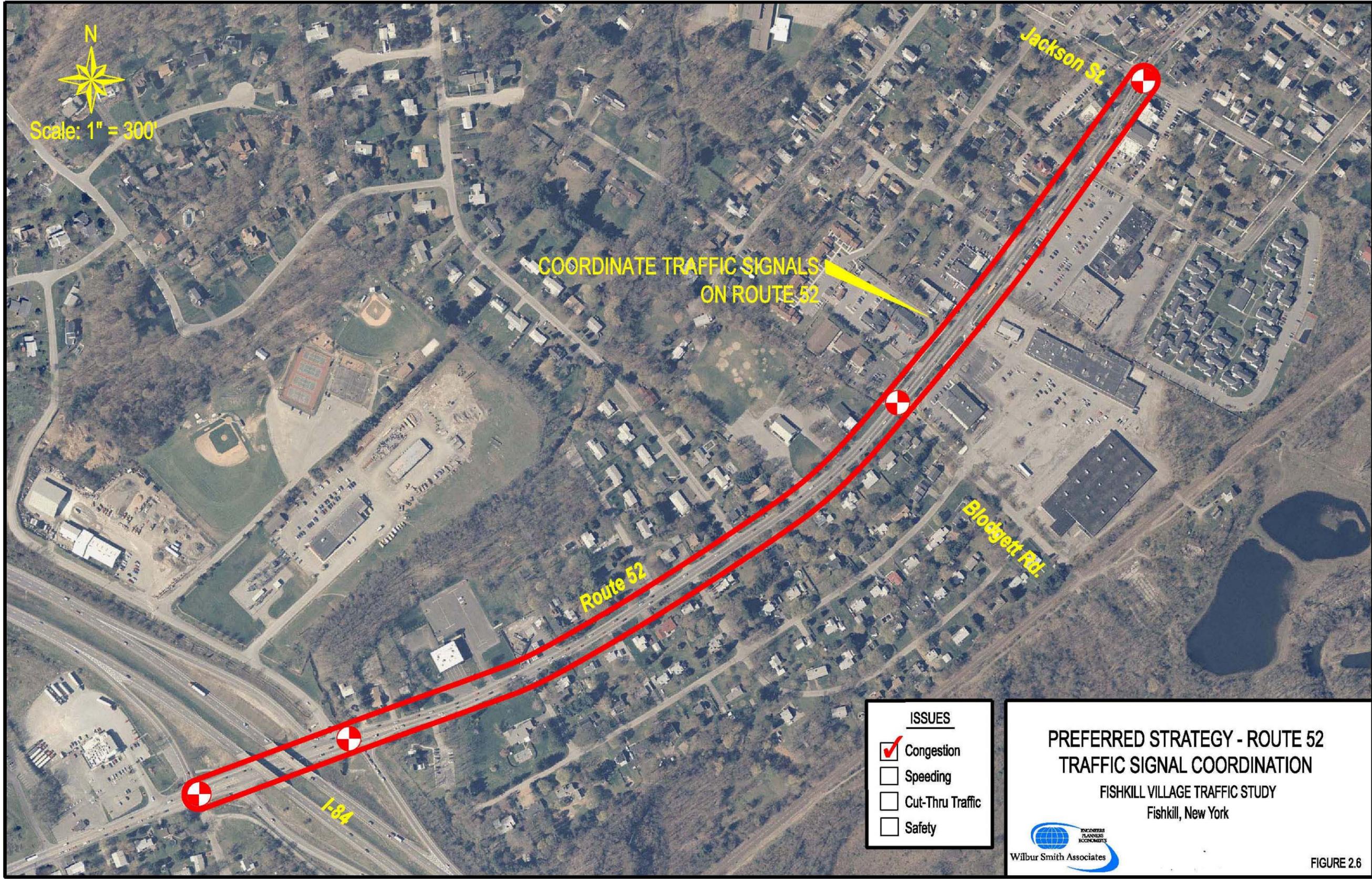
The preferred strategy is to Coordinate existing traffic signals at Route 52/Jackson Street and Route 52/Blodgett Road with the traffic signals at the I-84 Eastbound and Westbound ramps. **Figure 2.6** shows the locations where traffic signal coordination is proposed along Route 52.

### Likely Impacts

- + Traffic signal coordination would improve traffic flow on Route 52.
- + Route 52 will experience less congestion.
- + Signal coordination will reduce the potential of rear-end accidents with fewer stops.
- + Side streets controlled by STOP signs will get increased gaps in traffic flow.
- Side streets at traffic signals may experience additional delay.

### Public Acceptance

The public accepted the recommendation to provide traffic signal coordination along Route 52.



N  
Scale: 1" = 300'

COORDINATE TRAFFIC SIGNALS  
ON ROUTE 52

Jackson St

Blodgett Rd

Route 52

I-84

ISSUES	
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Speeding
<input type="checkbox"/>	Cut-Thru Traffic
<input type="checkbox"/>	Safety

**PREFERRED STRATEGY - ROUTE 52  
TRAFFIC SIGNAL COORDINATION**  
FISHKILL VILLAGE TRAFFIC STUDY  
Fishkill, New York



Wilbur Smith Associates

FIGURE 2.6

Order of Magnitude Cost

The cost for providing traffic signal coordination is **\$20,000** (4 intersection locations without an overhead or underground interconnection).

**2.7 Sight Distance Improvements (Short Term)**

List of Strategies

1. Improve intersection distance at a number of locations along Route 52 and Jackson Street. **Table 2.1** identifies those locations along with specific issues that would require attention in order to improve sight lines.

Table 2.1  
**Sight Distance Mitigation**

Roadway	Intersection	Sight Distance Restrictions and Strategies		
		Looking Left	Looking Right	Strategies/Considerations
Route 52	At Luyster Pl.	Large trees	Large trees	Trees could be removed
	At Cary Ave. (Southbound)	Large trees and bushes	None	Removal impacts residential property
	At Broad Street	Large tree within the channelization island	None	Tree could be removed.
	At Rapalje Road	None	Small trees	Removal impacts residential property
	At Colonial Ave.	Two large trees and bushes	Large tree near utility boxes	Removal impacts residential property on the east side
Jackson Street	At Weston Ave.	None	Bushes	Removal impacts residential property
	At Florence Ave.	None	Tree and fence	Removal impacts residential property

Source: Wilbur Smith Associates

Preferred Strategy

The preferred strategy is to remove trees, brushes, and vegetation wherever appropriate to improve intersection sight lines.

Likely Impacts

- + Sight distance improvements will improve safety specifically angled accidents.
- Residential properties may be impacted.

### Public Acceptance

The public accepted the recommendation to improve the intersection sight lines.

### Order of Magnitude Cost

The cost can be part of the Village and Town's maintenance budget.

## 2.8 Chapter Summary

*This chapter details for each of the neighborhood areas the list of strategies, recommended strategy by the advisory/steering committee, likely impacts of the strategy on the neighborhood section, public opinion and acceptance, and the order of magnitude cost estimate. A consensus and agreement was reached for all neighborhood sections. The Colonial Avenue/Shirley Avenue neighborhood preferred the “Do-Nothing” option based on their concern on property impacts and traffic flow in the neighborhood. The Village of Fishkill should make a decision on which strategy to implement based on further discussions with the neighborhood.*

## CHAPTER 3 – OTHER ISSUES/RECOMMENDATIONS AND NEXT STEPS

This chapter details other issues/recommendations obtained during the analysis. These issues/recommendations should be further discussed with the Village of Fishkill, Town of Fishkill, Dutchess County Public Works, and the New York State DOT. This chapter also details the next steps in the process relative to implementing the preferred strategies.

### 3.1 Other Issues/Recommendations

During the course of the analysis, several issues/concerns were raised by the residents of the Village and Town of Fishkill which were outside of the scope of this analysis. Below is a list of those issues/concerns and a suggested approach to address these issues/concerns:

- **Traffic Enforcement** – Residents were concerned about enforcement on local streets such as Rapalje Road, Broad Street, Luyster Place, and others. Implementation of traffic calming devices requires enforcement to a certain degree and the Village and Town of Fishkill should be proactive in increasing the level of enforcement.
- **Speed Reductions along Route 9 and Route 52** – There was concern about speeds on Route and Route 52 through the Village area. The response received from the NYSDOT was that the existing regulatory speed limits are appropriate for the current geometry and traffic flow conditions.
- **Pedestrian Crossings at signals** – Residents expressed concern over pedestrian crossings at traffic signals specifically when a walk signal is shown for the pedestrian, and also why oncoming vehicular left turns are allowed. The response received from the NYSDOT was that There are two methods of accommodating pedestrians at a location that is controlled by a traffic signal: permissive and protected. A permissive pedestrian phase requires pedestrians to cross the road at the same time vehicular traffic is flowing parallel to the crosswalk. This requires turning vehicles to yield to pedestrians that are in the crosswalk, as they would yield to an on-coming through vehicle. A protected pedestrian phase requires all vehicular traffic to stop, allowing pedestrians to cross the intersection without having to worry about turning vehicles. Prohibitions of “Right Turns on Red” are typically made when a protected pedestrian phase is implemented.
- **No-Right Turn on Red at the Route 52/Jackson Street intersection** – Residents expressed concern over the No-Right Turn on Red sign at the Route 52/Jackson Street intersection. The NYSDOT response is as follows: *“The intersection has significant conflicts between turn-on-red vehicles and pedestrians, which warrants the NTOR restrictions.”*
- **Guiderail on Route 9** – Residents expressed concern over the location of the guiderail on Route 9. The issue is that the guiderail is between the sidewalk and the adjacent property not between the roadway and the sidewalk. NYSDOT indicated that the guide-rail in question was installed to prevent vehicles leaving the roadway from going down the existing embankment.

- **Sidewalks on Route 9** – Residents expressed concern over the discontinuity of sidewalks on Route 9. This issue should be further discussed with the Village, Town, and NYSDOT.
- **Striping at Route 52/82 intersection** – Residents expressed concern over the existing striping at the Route 52/82 intersection. The NYSDOT response is as follows: *“The double yellow line follows the curvature of Route 52. This is necessary to prevent eastbound vehicles stopped at the stop bar from being in the path of oncoming traffic when westbound Route 52 has a green phase. We believe the existing pavement markings are appropriate.”*
- **Traffic calming in business district** – Residents expressed concern over the neckdowns/bulbouts in the center of the Village. The feedback from the Village and NYSDOT was that these devices are appropriate for the business district and will remain in the Village.

### 3.2 Implementation Plan and Next Steps

An implementation plan is needed for the Town and Village of Fishkill to construct the improvements. The Village and Town in cooperation and coordination with the Dutchess County Public Works and the NYSDOT need to develop consensus on actions to be completed, prioritize those actions and work towards implementation. The following are key steps in the implementation plan:

- Implement the quick fixes or short term improvements such as sight distance, traffic signal coordination, pavement marking striping, signage, etc.
- Install speed tables and speed humps on a temporary basis and test for a period of 60-90 days before a physical change is made on the roadway.
- Work with individual neighborhoods in determining exact locations of traffic calming devices such speed tables and speed humps along the roadway.
- Develop design plans and documents and detailed engineering study which includes addressing drainage and utilities.
- The Village and Town and should seek funding through safety and operations improvement programs on a local, state, and federal level.
- Implement long term improvements (requiring physical changes to the roadway/intersection) such as half-closures based on funding availability.