

Route 9 Land Use and Transportation Study Project Summary



PDCTC
Poughkeepsie-Dutchess County Transportation Council

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Background

US Route 9 serves as Dutchess County's main commercial corridor, running the length of the County roughly parallel to the Hudson River. The **Route 9 Land Use and Transportation Study** focuses on a segment of Route 9 in the Town of Poughkeepsie known locally as Fairview. The Fairview area is home to several significant public and private uses, including Marist College, Saint Francis Hospital, Quiet Cove Riverfront Park (under development), a retail shopping center (Mid-Hudson Plaza), and the former Hudson River Psychiatric Center, a portion of which was transferred to Hudson Heritage, a private development company, in 2005.

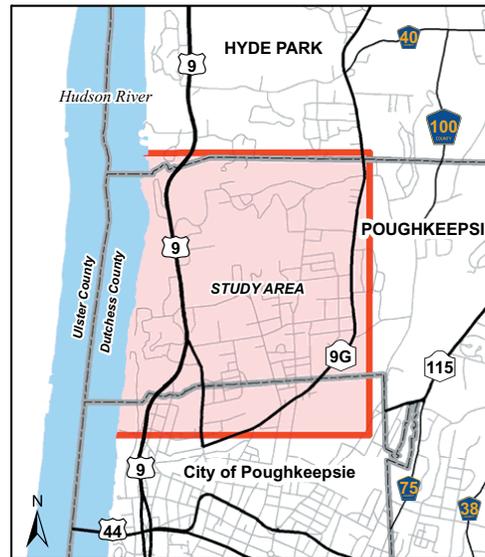
A number of transportation issues face the study area, specifically with regard to Route 9. The most frequently cited issue concerns congestion, which many users of the road perceive is at an unacceptable level, though opinions about its causes vary. Beyond the issue of congestion, there is the need to balance the desire for a pedestrian-friendly, "village center" environment, as envisioned by the draft Town Plan, with the function of Route 9 as a major commuter route, while also accommodating additional development both within the study area and in neighboring municipalities. Another significant issue is the increase in the number of pedestrians crossing Route 9 in the vicinity of Marist College and the Mid-Hudson Plaza. NYSDOT completed a study of pedestrian activity in 2003, which recommended additional examination of travel patterns in the area.

This project grew out of concerns by the Town of Poughkeepsie, NYSDOT, and Marist College about pedestrian safety, traffic growth, and future development proposals in the vicinity of Route 9. The Poughkeepsie-Dutchess County Transportation Council (PDCTC) was asked to coordinate the project on behalf of the various parties, with the stated purpose of **developing a shared vision of future land development and transportation, taking into account the development plans of the major stakeholders in the corridor.**

Discussions about the project began in 2004 after the completion of the Pedestrian Safety Study. The development of a project scope reflected other activities that were underway in and around this part of Poughkeepsie.

- ♦ Establishment of a continuous Hudson River Greenway Trail in both the Town and City of Poughkeepsie and neighboring Hyde Park.

- ♦ Dutchess County acquired a long-term lease to the riverfront parcel from the former Hudson River Psychiatric Center, with the intention of developing a new County park called Quiet Cove Riverfront Park.
- ♦ Acquisition by Hudson Heritage of a large portion of the former Psychiatric Center with the goal to redevelop the property for a combination of residential, retail, and office uses.
- ♦ Development of a Marist College campus master plan.
- ♦ Inland Management acquired the Mid-Hudson Plaza.
- ♦ Decision by CSX to abandon underused rail lines in the Town and City of Poughkeepsie, with Dutchess County expressing interest in acquisition.
- ♦ Work by the Town of Poughkeepsie on a new Town Plan and Zoning Code, with emerging centers along Route 9, including the Fairview Center.



Project Stakeholders

The PDCTC sought to identify the key stakeholders and include them as part of the Advisory Committee for the project. Ultimately the Advisory Committee included representation and active participation from the following organizations:

- ♦ Town of Poughkeepsie
- ♦ City of Poughkeepsie
- ♦ Dutchess County (Departments of Planning and Public Works)
- ♦ NYS Department of Transportation (Region 8)
- ♦ NYS Office of Mental Health
- ♦ Marist College
- ♦ Hudson Heritage LLC
- ♦ Inland Management (Mid-Hudson Plaza)

The PDCTC staff acted as the project manager and enlisted the assistance of Creighton Manning Engineering and Fitzgerald & Halliday as project consultants. The PDCTC and the consultant team formally initiated the project in February 2006, starting with a series of interviews with key stakeholders about projects, plans, and concerns within the study area. They also facilitated discussions with other agencies, groups, and individuals with an interest in the future of the Fairview Area. Among those consulted in the process were the Fairview Fire Department, the Hyde Park Central School District, Saint Francis Hospital, Scenic Hudson, and Walkway Over the Hudson. In addition, two public workshops were held in April and November 2006, to solicit input from area residents.

Consensus Issues

Despite the differing priorities and interests, the Advisory Committee worked diligently to reach agreement on a Concept Plan for Fairview. A major part of the process was identifying the key issues surrounding future development and transportation improvements in and around this portion of Route 9. By the



conclusion of the project, the Advisory Committee had reached consensus on a number of fundamental issues:

Fairview Center – Use the Fairview Center Design Concept map, included in an

early version of the Town Plan, as a guide to shape new development in the area. There was an understanding that not every item would be implemented as shown, but agreement that it should be the blueprint for the town, developers, and NYSDOT to use in future decisions.

Route 9-Fulton Street-Marist Main Gate – This intersection is the critical location within the corridor and new development, which will add significant peak-hour traffic (both vehicle and pedestrian), must be carefully considered.

Route 9-9G Connector – There was strong support for the development of a new public road between Route 9 and Route 9G through Hudson Heritage and the remaining State property.

Intersection Modifications – Examine options for changing the location, alignment, function and operation of some of the driveways and intersections to smooth traffic and reduce conflicts.

Pedestrian Improvements - Design and construct a pedestrian bridge across Route 9 between Fulton Street and Beck Place; improve



connections between Fairview and nearby facilities, especially the Dutchess Rail Trail to the east, Walkway Over the Hudson to the west, the Hudson Valley Greenway Trail along the River, and Quiet Cove Riverfront Park.

Connections – Improve connections among major activity centers for vehicles, pedestrians, bicyclists, and transit to provide more options for travel within the area.

CSX Corridor – The two branch lines converge at the former Hudson River Psychiatric Center and present interesting opportunities for new road, pedestrian and/or transit connections in the area.

Public Transit Services – More frequent transit service could reduce the number of vehicle trips within Fairview and from this area to nearby attractions, including the train station, work, and shopping locations.

These “consensus issues” formed the basis for most of the recommendations contained in the Concept Plan.



Recommended Actions

The main product of the Route 9 Land Use and Transportation Study is a Concept Plan for the area that includes recommendations for future land use, as well as modifications to the transportation network. The recommendations are divided into four categories:

Road and Transit Projects - Create new street connections and enhance transit service to increase transportation choices and distribute trips more effectively.

- Construct a new public road connection from Route 9 at Winslow Gate, through the Hudson Heritage and state hospital property to Route 9G.
- Build a new north-south local road with sidewalks along the CSX east branch right-of-way from the Hudson Heritage site to West Cedar Street or Parker Avenue.
- Implement appropriate traffic calming measures to slow Route 9 vehicle speeds to 30 mph through this area.
- Expand public transit services between Fairview Center and nearby destinations, such as the train station and retail centers.

Pedestrian Improvements - Enhance pedestrian facilities in the corridor to improve safety and mobility.

- Construct a pedestrian bridge over Route 9 between Fulton Street and Beck Place and eliminate the mid-block crosswalk.
- Build a continuous Hudson River Greenway Trail along the waterfront in Poughkeepsie and Hyde Park.
- Construct a sidewalk on the west side of Route 9 from the Marist North Gate to Quiet Cove Riverfront Park.
- Extend sidewalks on the north side of Fulton Street to Route 9G.
- Create a multi-use trail on the CSX West Branch.
- Create a multi-use trail on the main CSX right-of-way between the Dutchess Rail Trail at Morgan Lake and Walkway Over the Hudson.
- Maintain pedestrian safety and enforcement activities.

Intersection Improvements and Access Management - Modify existing driveways and intersections to improve vehicle and pedestrian movements.

- Align the entrances to Quiet Cove Riverfront Park and the Hudson Heritage site.
- Realign the Marist North Gate with the Winslow Gate entrance to the Hudson Heritage site and Mid-Hudson Plaza, which will remove one traffic signal.
- Eliminate exiting traffic from the Marist Main Gate to reduce delays at the Fulton Street intersection.
- Prohibit left turns from Fulton Street into the Mid-Hudson Plaza until a new driveway can be constructed further east.
- Deploy emergency vehicle signal preemption technology at major intersections to improve response times.
- Examine potential use of a portion of the CSX west branch for access from Route 9 to the former Dutton Lumber site.

Fairview Center - Support creation of Fairview Center consistent with Poughkeepsie Town Plan.

- Require new development to be consistent with the Town Plan's Fairview Center concepts for a pedestrian-scale mix of uses, especially along Fulton Street.
- Restrict high vehicle, peak hour trip generators in the area, such as big box stores, gas stations, and drive-through businesses.
- Build direct street and sidewalk connections between the Hudson Heritage site, Mid Hudson Plaza and surrounding neighborhoods.
- Enact a new Zoning Code that is consistent with Concept Plan.

Final Concept Plan

Map #

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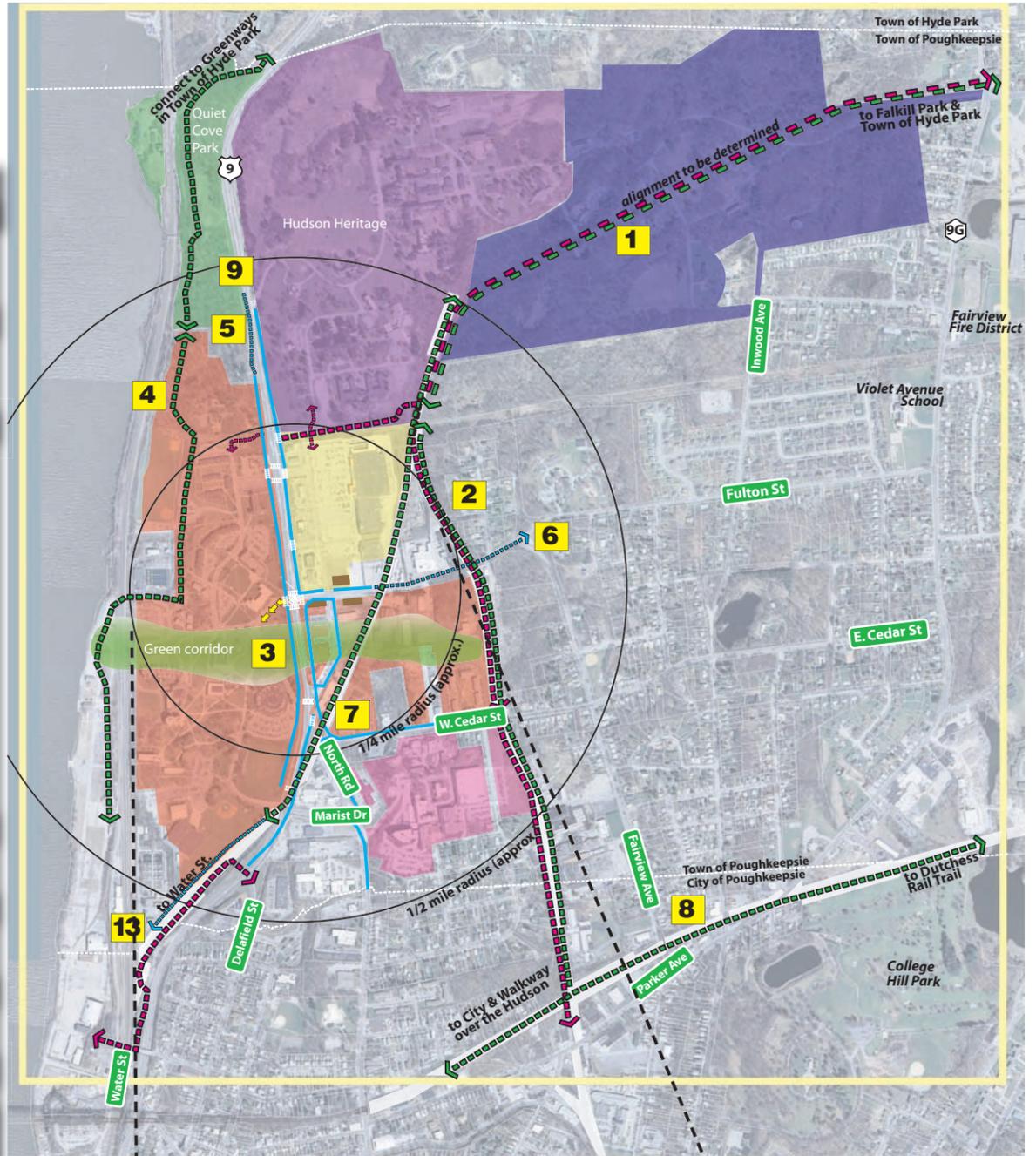
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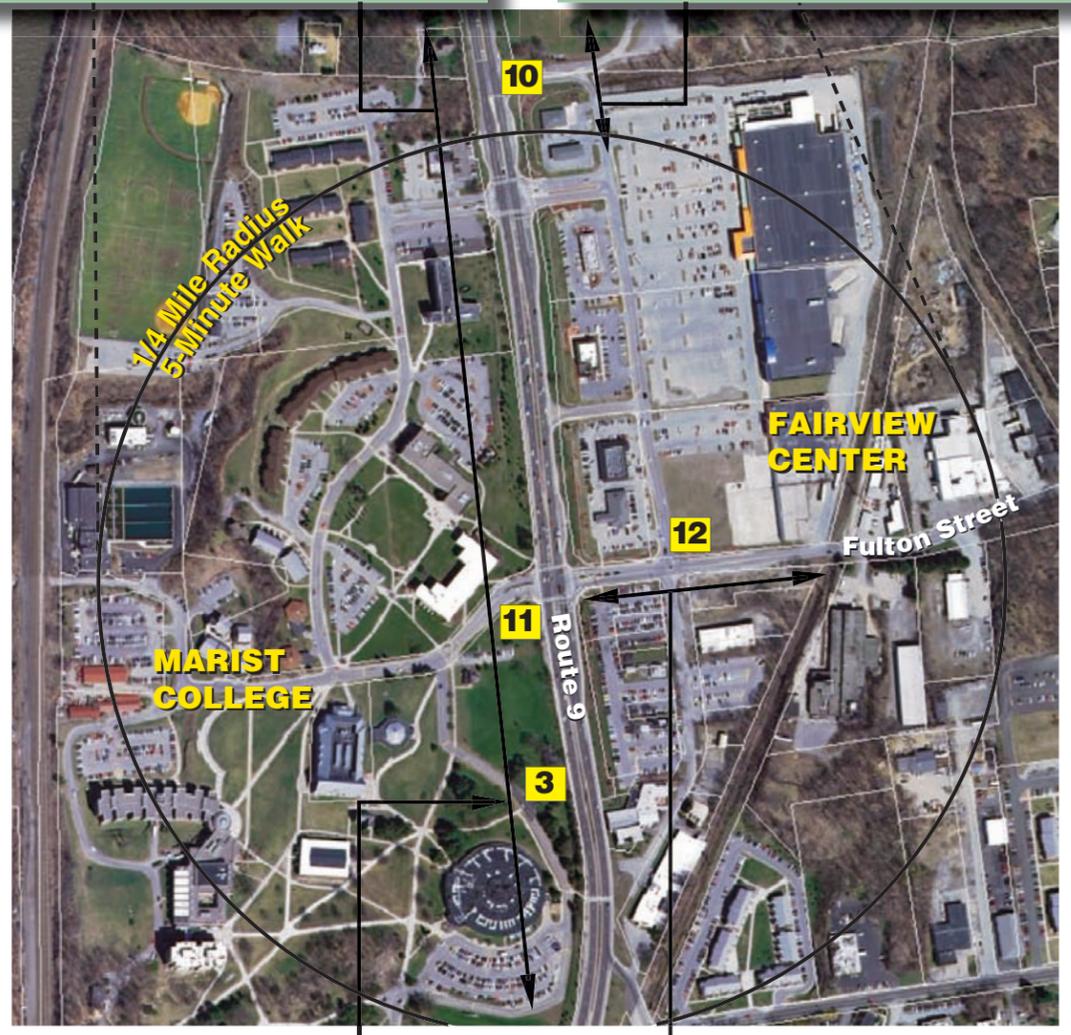
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Implement appropriate traffic calming measures to slow Route 9 vehicle speeds to 30 mph through this area.

Build direct street and sidewalk connections between the Hudson Heritage site, Mid-Hudson Plaza and surrounding neighborhoods.



Construct a pedestrian bridge over Route 9 between Fulton Street and Beck Place and eliminate the mid-block crosswalk.

Require new development to be consistent with the Town Plan's Fairview Center concepts for a pedestrian-scale mix of uses, especially along Fulton Street.



Land Use Development and Traffic Analysis

A major task in the Route 9 project was the estimate of future growth and its potential impact on traffic in the study area. Using a combination of current zoning and information about projects already proposed in the area, the consultants projected a full build-out potential of 2,500 dwelling units and 1.1 million square feet of commercial space in the study area and in neighboring Hyde Park and City of Poughkeepsie.

An assessment of the future traffic volumes was also completed for critical intersections in the study area. The consultants analyzed four basic scenarios:

- ♦ Existing (2006) Conditions
- ♦ 2016 Background Growth
- ♦ 2016 Build-out
- ♦ 2016 Concept Plan



The 2016 Concept Plan included several alternatives designed to analyze the potential impact of study recommendations. In all of the future scenarios, vehicle traffic volumes and delays increased and the average speed decreased during the evening peak period through the corridor. The proposed

improvements described in the Concept Plan improved the operation of Route 9 compared to both background and build-out scenarios.

Summary and Next Steps

Implementation of the Recommended Actions described in the Concept Plan will take time, and there is consensus among the study participants on the

priorities. These actions build on work already completed or underway in the area (see box below), and the key to success is continued cooperation and coordination among the stakeholders. The matrix on the last page lists responsible parties and a general time frame for implementation.



Not all of the recommendations can be completed in the short-term, but there are several key actions already underway.

- ♦ Pedestrian Bridge – NYS Department of Transportation and Marist College, in consultation with the Town of Poughkeepsie, have agreed to design and construct a pedestrian overpass across Route 9 between Fulton Street and Beck Place.
- ♦ Route 9-Marist Main Gate – NYSDOT and Marist College requested PDCTC to evaluate alternative intersection configurations to reduce or eliminate turning movements into Marist College at this key intersection.
- ♦ Town Plan and Zoning Code – The Town of Poughkeepsie is completing its new Town Plan and Zoning Code, which should include many of the concepts discussed as part of the study.

Implementation of other recommendations will be part of future decisions on land use, site design, transportation improvements, and private development.

The Route 9 Land Use and Transportation Study considered the development plans of the major stakeholders, technical analysis results, and participation of Advisory Committee and the public to develop a set of recommendations to guide future development of the Fairview area. The recommended actions are in keeping with the Town Plan's concept for Fairview Center, which envisions a pedestrian-scale mix of uses, transportation options, and an emerging sense of place.

Route 9 Pedestrian Safety Study (NYSDOT, December 2003)

The NYSDOT Route 9 Pedestrian Safety Study included a survey of pedestrians within the study area, pedestrian counts at various locations along Route 9, a pedestrian origin-destination study, traffic counts and speed observations, and a review of accidents.

The recommendations from this study included the following (partial list):

Completed

Short Term Recommendations

- Install pedestrian markings across Marist Drive
- Upgrade existing pedestrian signals with countdown models
- Prohibit right-on-reds at Route 9/Marist Drive intersection
- Sign corridor for 30 mph
- Install crosswalk across North Road at Route 9 intersection and install an additional stop sign on the south side
- Update pavement markings at Route 9/Fulton Street intersection and install diagonal crosswalk markings
- Continue police enforcement efforts and College pedestrian safety education program
- Re-sequence traffic signal and pedestrian phasing at Route 9/Marist North Gate intersection
- Install pedestrian signal push buttons throughout corridor that illuminate when activated
- Improve existing pedestrian crosswalk pavement markings throughout corridor

Medium Term Recommendations

- Install sidewalk along north side of Marist Drive
- Install crosswalk across and countdown pedestrian signals at Marist Drive/Route 9 intersection
- Improve lighting at pedestrian crossings
- Signalize Donnelly Hall mid-block crossing
- Initiate transportation corridor study, focus on congestion

Long Term Recommendations

- Install paved path from Marist College's south entrance to Water Street, on west side of Route 9
- Initiate, plan, and construct grade separated pedestrian facility at Route 9

Worn pedestrian path shows the need for sidewalks along Route 9 to Quiet Cove Riverfront Park.



Poughkeepsie-Dutchess County Transportation Council

William R. Steinhaus, Chairman

Staff Contact:
27 High Street,
2nd Floor
Poughkeepsie, NY 12601
Telephone (845) 486-3600
Fax (845) 486-3610

E-Mail: pdctc@co.dutchess.ny.us
Internet: www.dutchessny.gov/pdctc.htm

Established in 1982, the **Poughkeepsie - Dutchess County Transportation Council (PDCTC)** serves as the designated Metropolitan Planning Organization (MPO) for Dutchess County. Federal regulations require that all Urbanized Areas, U.S. Census defined metropolitan areas with over 50,000 people, be represented by a MPO, which is responsible for ensuring that Federal transportation dollars (highway and transit) are committed through a locally driven, comprehensive planning process.

Recommended Actions and Responsibilities

	Schedule				Responsibility									
	Current/Ongoing	Short-term (1-5 yrs)	Mid-term (5-10 yrs)	Long-term (over 10 yrs)	Town of Poughkeepsie	City of Poughkeepsie	Dutchess County	PDCTC	NYSDOT	Marist College	Hudson Heritage	Inland Management	Private Developers	
Road and Transit Projects														
Construct a new public road connection from Route 9 to Route 9G.			●	□		■	□	■		■				
Build a new north-south local road along the CSX east branch from Hudson Heritage to West Cedar or Parker.			●	■	■	■	□			□				
Implement appropriate traffic calming measures on Route 9 to slow vehicle speeds.	●			■				■					□	
Expand public transit services.		●		□	■	■	□							
Pedestrian Improvements														
Construct a pedestrian bridge over Route 9 between Fulton Street and Beck Place; eliminate the mid-block crosswalk.		●		□		□	□	■	■					
Build a continuous Hudson River Greenway Trail along the waterfront in Poughkeepsie and Hyde Park.	●			■	■	■								
Construct a sidewalk on the west side of Route 9 from the Marist North Gate to Quiet Cove Park.		●		□		□		■						
Create trail on main CSX west branch between Hudson Heritage and the Marist east campus.			●	□	□	■								
Create multi-use trail on CSX right-of-way between Dutchess Rail Trail at Morgan Lake to Walkway Over the Hudson.			●	□	□	■								
Extend sidewalks on the north side of Fulton Street to Route 9G.		●		■			□	□						
Maintain pedestrian safety and enforcement activities.	●			■					■					
Intersection Improvements and Access Management														
Align entrances between Quiet Cove Riverfront Park and Hudson Heritage.		●		□		■		□		■				
Realign Marist North Gate with entrance to Hudson Heritage and Mid-Hudson Plaza; remove one traffic signal.		●						■	■	■				
Eliminate outbound traffic from the Marist Main Gate.		●		□				■	■					
Prohibit left turns from Fulton Street into the Mid-Hudson Plaza, until new access provided further east.		●		■							□	■		
Deploy emergency vehicle signal preemption technology at major intersections.		●		□			□	■						
Examine use of CSX west branch for access from Route 9 to the former Dutton Lumber site.		●			■		□	□					□	
Fairview Center														
Enact a new Zoning Code consistent with Concept Plan.	●			■										
Require new development to be consistent with the Town Plan's Fairview Center concept.	●			■		□							■	
Restrict high vehicle, peak hour trip generators in the area.	●			■	■									
Build street and sidewalk connections between Hudson Heritage, Mid-Hudson Plaza and surrounding neighborhoods.		●		■						■	□			