

## Chapter 5

### Plan Recommendations

Through the years, the overriding goal of the PDCTC has remained the same: facilitate the safe and efficient movement of people and goods in Dutchess County. Previous transportation plans included a combination of specific project recommendations and broader policy strategies designed to ensure the transportation system would meet the needs of the County's residents, businesses, and visitors. In developing *New Connections*, the PDCTC has reduced the list of specific projects and focused on policies and actions to guide future decisions regarding both planning activities (usually undertaken in the annual work program) and capital projects (included in the transportation improvement program).

Chapter 1 laid out the PDCTC's strategic goal statements to guide transportation planning in Dutchess County. This chapter builds on those goals and adds some detail in the form of policy statements and specific strategies the PDCTC and its member agencies will undertake to implement the transportation plan. Some are a continuation of existing activities, others are new commitments. These recommendations allow the PDCTC to address the intent of SAFETEA and its eight planning factors, while also furthering its own transportation mission.

**1) System Management and Preservation:** Preserve the existing transportation system through appropriate maintenance, management, and operational improvements.

Recommendations in this strategy seek to ensure the maintenance of the existing transportation system in a good state of repair, adjusting the system as necessary to improve its efficiency and reliability, and analyzing relevant demographic and traffic data to understand how the transportation system might be used in the future.

#### Key Policy Statements:

- Continue to place a priority on improving the safety, efficiency and reliability of existing transportation facilities (roads, bridges, transit, bicycle, pedestrian).
- Maintenance, rehabilitation and repair of transportation facilities in a cost effective manner is important to protect and enhance user experience, safety, and access.
- Public transit provides benefits to both users and non-users. For some it is an alternative to automobile travel, for others it provides essential mobility, and it can assist the region in efforts to meet important air quality, energy savings, and congestion management objectives.
- Sidewalks, bicycle facilities, and multi-use paths are important components of the transportation system and will be given routine consideration in programming available funding.

**Priority Actions:**

1. Continue to base funding for transportation improvements on condition and function of facilities rather than jurisdiction or ownership.
2. Maintain all Federal-aid roads and bridges in “fair” or better condition.
3. Expand pavement condition monitoring to include all Federal-aid roads.
4. Maintain traffic count and intersection management programs to aid in identifying future needs.
5. Continue routine replacement of transit vehicles to ensure safe and reliable operation.
6. Support maintenance, rehabilitation, and improvement of transit facilities to ensure efficient operation and to improve customer safety and convenience.
7. Improve quality and availability of customer information for all public transit systems.
8. Develop a process to identify locations for new bus shelters and other passenger amenities (e.g. ticket kiosks, bicycle parking).
9. Cooperate with efforts to promote bicycling and walking as healthy and viable means of transportation.
10. Expand number of transit vehicles that can accommodate bicycles.
11. Standardize the provision of crosswalks and pedestrian count-down signals at key intersections.

2) **Mobility and Accessibility:** Provide reliable, efficient, and cost effective options for movement within the area and to and from other regions.

Increased traffic congestion is a growing concern in Dutchess County, and the traditional solution of additional travel lanes is not always effective or desirable. Most travel takes place on the road system and both capacity expansions and operations improvements will be necessary. This strategy goes beyond the traditional focus of examining each mode of travel in isolation, and looks at strengthening the interconnections among the many modes of travel, and improving connections between communities and to the greater region. An additional objective is to prepare the transportation system to absorb shifts in travel behavior resulting from outside forces, including changes in the economy, energy use, and security climate.

**Key Policy Statements:**

- Protect capacity of priority transportation facilities.
- Consider significant new highway and transit capacity within the context of the Congestion Management Process (CMP) and county and local development plans.
- Improve and expand links between and among complementary transportation services (e.g. local bus and commuter rail).
- Promote a variety of travel choices by expanding bicycle and pedestrian facilities for shorter trips.
- Consider the needs of older drivers when transportation facilities are maintained and rehabilitated.
- Support the ability of older people to remain independent and age in their communities.

**Priority Actions:**

1. Ensure the expansion of highway and transit facilities is consistent with the regional Congestion Management Process (CMP).
2. Identify a priority transportation network and develop access management plans in cooperation with local governments.
3. Continue to develop and implement intersection improvements to improve operations and increase efficiency.
4. Expand deployment of appropriate Intelligent Transportation Systems (ITS) on key transportation facilities.
5. Implement operational improvements and demand management techniques, including pricing techniques (e.g. congestion pricing, parking cash out programs), to address congested or overcrowded facilities.
6. Continue to support transit demand management activities (e.g. regional transit services and MetroPool).
7. Complete the Transit Development Plan and support implementation of priority recommendations.
8. Develop a Coordinated Public Transit-Human Services Transportation Plan to identify transportation improvements for the County's seniors, disabled, and low-income residents.
9. Establish, improve, and/or expand parking facilities to serve regional bus, rail, and carpool programs.
10. Explore fare program integration between and among complementary transit services.
11. Implement traffic calming measures to improve walking and bicycling in community and other activity centers.
12. Complete two major rail-trail facilities (Harlem Valley and Dutchess) and provide links to other regional facilities.
13. Provide pedestrian and bicycle facilities as part of new construction, reconstruction and maintenance projects where practical.

**3) Land Use and Economic Growth:** Integrate land use, economic development, and transportation activities to promote sustainable development in Dutchess County.

Recognizing the direct correlation between land use decisions and their impacts on the transportation system, this strategy seeks to influence the design and scope of County land use patterns so that they support a safe, reliable, and efficient transportation system. The actions are designed to reinforce sustainable land use practices, support economic sustainability, promote efficient and safe use of the transportation system, provide cost effective travel options, and minimize future costs to maintain or redesign the system. The PDCTC supports strong partnerships between local governments and transportation agencies to develop access management plans, transit oriented development (TOD), neighborhood centers, and open space programs.

**Key Policy Statements:**

- Use *Dutchess County Greenway Connections* and the *Centers and Greenspaces* program as guides for local land use decisions.
- Focus new growth in existing centers and along major transportation corridors (including bus and rail transit corridors).
- Infill development and redevelopment of obsolete uses is preferable to “greenfields” development in most cases.
- Recognize and accommodate the full range of transportation choices in community centers. Cars and trucks will share the facilities with pedestrians, bicycles and transit.
- Consider existing character, quality of life and safety when transportation facilities are reconstructed, maintained or established in community and hamlet centers.
- Pay special attention to locations for new housing and service facilities developed or marketed to the over 55 population. Walking should be an option, and access to and accommodation for bus transit will be important.

**Priority Actions:**

1. Prioritize investment in new highway capacity in corridors where local communities adopt and enforce access management plans.
2. Support mixed use development (residential, retail, services) to tie housing and job locations more closely to one another.
3. Use corridor management plans, community pedestrian plans, and other studies to identify priority capital, operations and enhancement activities.
4. Design pedestrian and bicycle facilities to connect related uses both internally and externally.
5. Consider transit and pedestrian access in new housing and service facilities developed for or marketed to elderly or handicapped populations.
6. Cooperate with Dutchess County Planning Federation and other organizations to develop and present educational programs for local government officials and the public.

4) **Environment and Energy:** Protect natural and man-made resources to enhance quality of life. Conserve energy resources and improve air quality in the region.

The focus here is to promote a transportation system that minimizes adverse effects on the natural environment and important cultural facilities, and better prepares the system to transition to alternative energy sources.

**Key Policy Statements:**

- Encourage development of transportation projects that are sensitive to potential environmental impacts, and mitigate negative impacts as much as possible.
- Continue to support and promote non-automobile transportation options.
- Ensure impacts of transportation decisions do not favor or harm various socio-economic groups disproportionately.

- Protect important environmental and cultural resources, including Critical Environmental Areas (CEA), designated Scenic Byways, and other areas known to be important to the county and region.
- Support efforts to reduce energy consumption and vehicle emissions (including those related to greenhouse gases) that are attributable to transportation.

#### Priority Actions:

1. Use Geographic Information Systems (GIS) technology to identify existing and candidate TIP projects that may have an effect on natural and cultural resources, including recognized Critical Environmental Areas.
2. Continue to evaluate impacts of transportation policies, plans, and projects on air quality and energy use in Dutchess County.
3. Implementing agencies will continue to have responsibility for completing detailed environmental assessment and identifying appropriate mitigation actions through appropriate federal and state procedures (NEPA and SEQRA).
4. Identify opportunities for “stand alone” environmental mitigation projects in the statewide Transportation Enhancement Program (TEP).
5. Explore use of alternative fuels and new engine technologies to reduce emissions on transit vehicles.
6. Continue to support public transit, ridesharing, walking, and bicycling projects.

#### 5) Safety and Security:

- a. Improve safety of the transportation system for all users.

An important strategic pursuit in *New Connections* centers on improving the safety of all travelers whether they are pedestrians, bicyclists, transit users, or motorists, and regardless of whether or not they are residents or visitors. The focus will be on ensuring safety is a key factor in the design and operation of facilities and systems, and behavioral changes through education and enforcement, with a goal of reducing crashes and their severity.

- b. Cooperate with and support county, regional, and state transportation security programs.

Ensuring the security of the transportation system is complicated by the numerous factors outside the control of the PDCTC. However, this does not negate the need to make a good faith effort to address those safety and security concerns that are within the power of the PDCTC to act on. Much of this effort relies on work being done by agencies with a direct need to address transportation security and emergency response efforts.

#### Key Policy Statements:

- Continue to work with NYSDOT, the Governor’s Traffic Safety Committee and other partners to implement the State Highway Safety Plan (June 2007).
- Support efforts to monitor and maintain key transportation facilities to prevent failures.
- Support NYSDOT efforts outlined in its *Master Plan* to balance security and system reliability with other priorities.

## Priority Actions:

1. Continue to identify and correct safety deficiencies on state, county, and local roads.
2. Expand and improve rest areas in the region to improve truck and traveler safety.
3. Continue to work with NYSDOT and other partners to ensure on-going access to crash data and information.
4. Increase use of electronic security and surveillance applications on public transit vehicles.
5. Provide data and technical assistance to county and regional agencies that are responsible for planning responses to potential emergency or disaster related events.
6. Continue to support local traffic safety and STOP-DWI programs.
7. Consider deployment of signal pre-emption technology to assist local emergency response agencies, particularly in congested corridors.

## Recent and Current Activities

*New Connections* is the latest iteration of the PDCTC transportation plan and builds on previous efforts. The 2008-2012 TIP, scheduled for adoption in late-2007, includes \$129 million in highway, bridge, transit, pedestrian, bicycle, and enhancement projects supported by a combination of federal, state, local, and special authority funds. Similarly, the PDCTC and its member agencies have completed or are working on a number of planning projects that may result in new projects and policies. Some highlights include:

### System Management and Preservation

1. Route 9 (Hyde Park) Corridor Management Plan (2006) – NYSDOT and Hyde Park worked cooperatively to develop a corridor management plan for the length of Albany Post Road (Route 9) in Hyde Park. The plan recommended establishing uniform features for major intersections along the corridor, restricting the number of driveways, encouraging the use of service roads/alleys and shared driveways, and interconnecting commercial parking lots.
2. Route 22 (Harlem Valley) Access Management Plan (2005) – NYSDOT assisted the towns of Amenia, Dover, North East and Pawling and the Harlem Valley Partnership to complete an access management plan for Route 22. The project consultant developed zoning ordinance regulations for each town to assist in the implementation of plan concepts. None of the four towns have adopted new regulations.
3. Maybrook Multi-Modal Corridor Study (2002) – NYSDOT completed a comprehensive examination of the former Maybrook Railroad right-of-way in Dutchess and Ulster counties. The study recommended constructing a multi-use (pedestrian and bicycle) facility between Hopewell Junction and Highland. Portions of the trail have been constructed or are part of the 2008-2012 TIP: Hudson Valley Trailway (Town of Lloyd), Walkway Over the Hudson, and Dutchess Rail Trail (Dutchess County).

## Mobility and Accessibility

1. Dutchess County Transit Development Plan (current) – Dutchess County LOOP, the City of Poughkeepsie, and NYSDOT are cooperating with PDCTC to complete a comprehensive analysis of the two local bus systems. The plan will focus on finding ways to improve the efficiency and effectiveness of the systems, along with extensive outreach to current customers and the public.
2. Route 52 Alternatives Analysis (current) – The Town of Fishkill, the Village of Fishkill, and NYSDOT are examining the potential for continuing West Merritt Boulevard to Route 52 west of the Village Center. The study will look at the feasibility and potential benefits of this connection for an alternate route for through traffic.
3. Pleasant Valley Hamlet Analysis (current) – PDCTC is working with Pleasant Valley to evaluate current traffic patterns to determine if an extension of Maggiacomo Lane to South Avenue and or access management will relieve congestion in the Hamlet.
4. Fishkill Traffic Analysis (2006) – The goal of the project was to identify potential solutions community concerns about congestion, speeding, and cut through traffic in the Village, while minimizing the effects on the performance of the overall transportation system. Recommendations included changes to signal timing, implementation of traffic calming measures, and intersection modifications. The Village and NYSDOT will be responsible for implementation.
5. Coordinated Transportation Services Study (2003) – This project focused on service improvements and potential coordination among several large private human service agencies. Although the analysis showed there were some potential benefits for increases coordination, the involved agencies decided not to pursue implementation.

## Land Use and Economic Growth

1. Beacon Station and Connections (current) – MTA/Metro-North Railroad and the City of Beacon, with assistance from the Dutchess County Planning Department, are examining ways to improve linkages between the Beacon train station, Main Street, and the City's cultural attractions. A special transit oriented district has been established to promote transit oriented development principles in the City.
2. Route 9 Land Use and Transportation Study (2007) – PDCTC worked with a diverse group of stakeholders to address concerns about pedestrian safety, congestion, and future development on Route 9 in Poughkeepsie. NYSDOT, Marist College and the Town of Poughkeepsie are collaborating on the implementation of one project recommendation: the construction of a pedestrian bridge over Route 9 to connect Marist East and West Campus facilities.
3. LaGrange Town Center (2005) – LaGrange continues to work with NYSDOT, Dutchess County, private developers, and property owners along Route 55 to create a mixed-use town center in Freedom Plains.

4. Hopewell Hamlet Pedestrian Study (2002) – The project included recommendations for new pedestrian facilities and modifications of Routes 82 and 376 to improve circulation in the hamlet.
5. Wappingers Falls Transportation Plan (2001) – This transportation study looked at the downtown Village center, focusing on the impacts that Route 9D traffic had on local residences and businesses. The study recommended a number of traffic calming measures along Main Street (Route 9D), including high visibility crosswalks, intersection bulb-outs, and new sidewalks.
6. Poughkeepsie Transportation Strategy (1997) – This project examined three key locations in the City of Poughkeepsie, the Waterfront, the Central Business District, and the Northside neighborhood. The City continues to refine and implement many of the project recommendations in cooperation with NYSDOT, Metro-North Railroad and other interests.

### Environment and Energy

1. Hudson River Valley Scenic Byways Public Outreach Project (2004) – the Hudson River Valley Greenway initiated a project in 2003 to identify roads within the Hudson Valley that could become part of the New York State Scenic Byway System. In Dutchess County, the portion of Route 9 near the Franklin D. Roosevelt and Vanderbilt historical sites was identified as being a potential scenic route, along with Route 44/Salt Point Turnpike as a Farm-to-Market byway (the Taconic State Parkway is an existing scenic byway).
2. Taconic State Parkway Scenic Byway Corridor Management Plan (1999) – The NYSDOT developed this plan to properly manage the 105 mile Taconic State Parkway. Recommendations covered issues ranging from roadway maintenance, natural resource management, and cultural/historic resource management.

### Safety and Security

1. I-84 Commercial Vehicle Parking/Rest Area Study (2003) – PDCTC coordinated this project in cooperation with NYSDOT and Putnam County. The study identified three potential locations for new or improved rest area and parking facilities between Connecticut and the Newburgh-Beacon Bridge. Evaluation of the locations is continuing.
2. Taconic State Parkway Task Force (2002) – NYSDOT initiated this project in response to concerns about the safety of existing at-grade crossings on the Taconic State Parkway in Dutchess County. A series of temporary closings of medians and some turn restrictions were implemented in 2003. NYSDOT continues to develop plans for permanent improvements that balance safety and access.

## Future Planning Activities

Congestion Management Process – As required by federal law, the three MPOs of the Mid-Hudson Valley Transportation Management Area (TMA) – the PDCTC, Orange County Transportation Council (OCTC), and Ulster County Transportation Council (UCTC) – adopted a joint Congestion Management Process (CMP) in 2005. The CMP established a four step process to measure and define recurring congestion in the three counties. In accordance with the implementation schedule, the three MPOs completed a joint progress report in June 2006, which identified locations with severe, heavy, and moderate peak hour congestion. The following facilities were identified as having the worst congestion in Dutchess County, with a Vehicle-to Capacity ratio of 1.00 or higher.

- Route 55 between Taconic State Parkway and CR 49 (Titusville Rd.)
- Route 376 between CR 104 (New Hackensack Rd.) and Degarmo Rd.
- CR 44 (Red Oaks Mill Rd.) between Route 376 and CR 49 (Titusville Rd.)
- CR 77 (Vassar Rd.) between Spring Rd. and CR 110 (Jackson Rd.)
- CR 104 (New Hackensack Rd.) from Route 376 to CR 94 (All Angels Rd.)
- Spring Rd. between Route 9 and Kerr Rd. (Town of Poughkeepsie)

Other areas previously identified as having congestion include:

- Interstate 84 between Route 9D and Route 9
- Route 9 between Route 52 and CR 93 (Middlebush/Myers Corners Rd.)
- Route 9D between Beacon Train Station and Interstate 84
- Route 9D between CR 93 (Middlebush Rd.) and Route 9
- Route 44 between Overocker Rd. and Taconic State Parkway
- Route 52 between Route 9 and Route 376
- Route 82 between CR 31 (Palen Rd.) and Route 376
- CR 40A (St. Andrews Road) between Route 9 and Route 9G
- CR 93 (Myers Corners Road) between Route 9 and CR 93 (All Angels Hill Rd.)

All of the above listed locations will receive priority for congestion mitigation activities in the coming years, including intersection improvements, access management treatments, and possibly capacity expansion.

In addition to the areas identified above, smaller areas of congestion exist in and around intersections during peak periods. These areas, when identified, can be evaluated under the PDCTC's Intersection Management program or by the appropriate operating agency. These evaluations may lead to suggestions and or improvements that can be made to improve efficiency.

Centers and Greenspaces Plan – The Dutchess County Planning Department is developing a *Centers and Greenspaces Plan* that encourages new development within walking distance of existing and emerging centers, while protecting outlying natural and agricultural greenspaces. One of the primary policies of the previous *Greenway Connections* was to “focus development more efficiently in and around traditional centers and avoid overdevelopment of the rural surroundings,” which remains the most effective way to combat sprawl and to integrate transportation, land use, and ecological objectives. This new plan builds upon that policy.

The primary goal of the *Centers and Greenspaces Plan* is to identify both priority greenspaces for permanent protection and priority growth centers with redevelopment and expansion potential, which includes strengthening existing and historic centers or establishing a new center. “Emerging centers” include growing crossroad hamlets and clusters of shopping plazas along major roadways, with space for infill mixed-use development and connections to nearby housing. More compact development patterns provide a variety of transportation choices, including walking, biking and public transit. Since over one-third of auto trips are for local errands, traffic can be reduced by a significant percentage in well-planned, walkable mixed-use areas.

A centers strategy also reinforces transit-oriented development patterns, where close-knit new development is within walking distance of a rail station or express bus stop. Consolidating new commercial and residential development in existing or emerging centers will prevent continued strip development with multiple driveways along the primary state highways and help replace the demand for separated subdivisions along outlying roads. Centered development also creates far fewer road extensions and more compact service areas for the public to maintain over the long-term, thus limiting the local tax burden.

Coordinated Public Transit-Human Services Transportation Plan – Upon completion of the Dutchess County Transit Development Plan (TDP) (mid-2008), the PDCTC will initiate development of a formal Coordinated Public Transit-Human Services Transportation Plan. Some issues and concerns have been identified both in the TDP process and by other agencies in Dutchess County.

Data and Information Management – During the past decade, the PDCTC has expanded its data collection and analysis activities. Priorities for the next five years include work on a more comprehensive pavement management system, analyzing crash data, transit route analyses, measures of pedestrian and bicycle use, and development of performance measurements that will assist in project evaluation.

Corridor Planning – The PDCTC will continue its tradition of assisting local communities with managing critical transportation corridors. Two planning studies are currently scheduled to be initiated in 2008: a Route 9G Access Management Plan for the Town of Hyde Park and a CR 93 (Myers Corners Road) Corridor Management Plan for the Town of Wappinger. As in past studies, the PDCTC will not only look at transportation specific issues, but also how land use decisions and practices relate to each corridor.

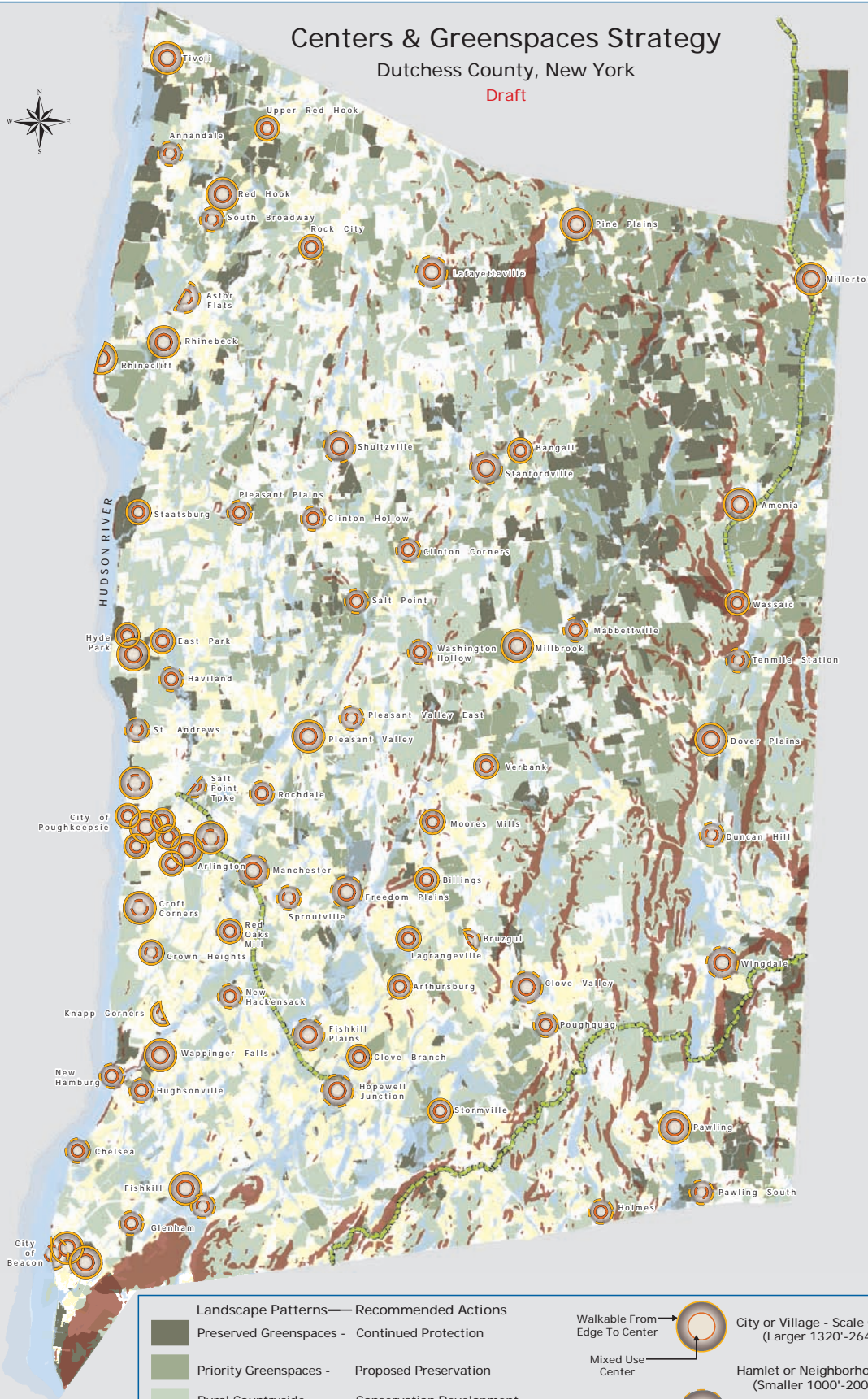
## Summary

In a departure from previous plans, the recommendations in this new plan are policy based rather than project specific. The intent of this approach is to better position the PDCTC when making decisions about future transportation projects, by providing the Council with enough flexibility to address changing demands and priorities. *New Connections* is not a static document, and the PDCTC will review and update the transportation plan within the next four years, or if any significant new projects or initiatives emerge from its on-going planning process.

# Centers & Greenspaces Strategy

Dutchess County, New York

Draft



<b>Landscape Patterns</b>	<b>Recommended Actions</b>		City or Village - Scale Centers (Larger 1320'-2640')
Preserved Greenspaces -	Continued Protection		Hamlet or Neighborhood Centers (Smaller 1000'-2000' Radii)
Priority Greenspaces -	Proposed Preservation		Emerging Centers
Rural Countryside -	Conservation Development		
Existing Suburbs -	Neighborhood Retrofit		
Major Trails			
Steep Slopes -20% & Above			
Water/Wetlands/Floodplains			

Walkable From Edge To Center		
Mixed Use Center		

Dutchess County Department of Planning & Development  
Road Centerline File from Real Property Tax Agency  
Map Is Not To Scale

*NEW Connections*