CHAPTER SIX

TRANSPORTATION

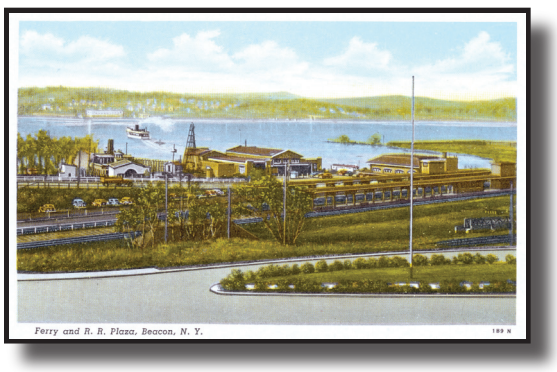
The transportation network is essential to work, shop and travel. For the most part, the automobile is the primary mode of transportation that is used to get from one place to another. However, given the geographical position and proximity of other modes of transportation, the Village of Fishkill has several options available.



• Railroads

Metro-North provides rail transportation to Grand Central Station in New York City stopping at Beacon, New Hamburg and Poughkeepsie.

Amtrak is a national provider of rail line service with stops throughout the United States. Amtrak stops in Rhinecliff and Poughkeepsie.



• Ferry

The Newburgh-Beacon Ferry is operated by NY Waterway, under contract from the Metropolitan Transportation Authority. The ferry operates primarily during rush hour to bring those from Newburgh to the Beacon train station. Opportunities exist for Village residents working in Newburgh to use the ferry to get to Newburgh in about 10 minutes.

• Airports

Stewart Airport, located in New Windsor, New York is an international airport operated by the Port Authority of New York and New Jersey and serves the New York metro area. Other international airports such as LaGuardia, JFK and Newark airports are within easy driving distance, or are accessible by train and/or bus.





• Bus

Dutchess County Loop Bus System operates and maintains a fleet of buses which operate county-wide. The bus routes are currently being examined to ensure that they are utilized efficiently.

• Dial-A-Ride

Dial-A-Ride is a curb-to-curb transportation service, designed to serve senior citizens and individuals who have a physical or mental disability which prevents them from using the regular LOOP buses.

Easing Traffic Congestion in the Village: The Village has been experiencing a large amount of traffic congestion in recent years. To determine whether any solution exists to reduce the congestion, the Village undertook the Fishkill Traffic Analysis. This analysis set out to study and suggest improvements to mitigate identified congestion/safety deficiencies and local circulation issues. Some options have already been implemented; others should be considered for implementation.

Apart from the recommendations of the Fishkill Traffic Analysis, the Village, especially the Village Planning Board, has options on how to enhance safe and efficient traffic circulation and congestion in the Village. Many of these methods relate to the automobile, but the best means to reduce congestion in the Village is to support and promote alternative forms of transportation, namely pedestrian and bicycle.

- **Access Management**

The Village should require new developments to propose site plans which implement good access management principles such as the consolidation of driveways, the distribution of traffic through controlled intersections, the provision for rear parcel access such as service alleys, and the elimination of multiple driveways. In addition, the provision for sidewalks and crosswalks throughout new or redeveloped sites will aid in allowing residents and shoppers the opportunity to park once and access multiple businesses by foot.

- **Shared Parking**

Having available parking is imperative to the success of Village businesses. While each business must provide adequate parking facilities based on parking standards which have been developed over time, Village lots may not always support the placement of large lots of parking. In fact, a plentitude of large parking lots could be a detriment to the Village if it inhibits the close-knit historic streetscape. To provide adequate parking which is in close proximity to the business core, individual business owners should be encouraged to maximize the parking lot layouts of their individual businesses by working together to create interconnected parking lots to the rear of their businesses.

- **Internal Circulation Alternatives**

Allowing automobiles to access nearby businesses without having to enter the highway system is one of the best ways to reduce congestion on the local road network. Shopping centers, as well as other places of business, often use individual driveways and access roads off a main highway as the only form of access to their establishments. This arrangement requires that every automobile must use the highway to get to the next business establishment, even if they are located next door to each other. To reduce these unnecessary vehicular intrusions on the congested local road network, rear service and/or interior circulation roads should be considered for every site.

- **Sidewalks**

The Village maintains a large sidewalk system which assists pedestrians in accessing government buildings, shops and offices. Although this is a large network, there are some areas that remain un-sidewalked or where there are missing connections. The Village should look to solidify this network by extending existing sidewalks and by providing new sidewalks where connections are missing.

Specific Pedestrian Improvements: During the Comprehensive Plan process, the Plan Committee looked at specific recommendations related to pedestrian improvements in the Village and identified the following:

- **Pedestrian access to Sarah Taylor Park**

Working with NYSDOT, the Village should identify methods to providing safe pedestrian access from the west side of Route 9 to Sarah Taylor Park. Currently, sidewalks exist along Route 9 into the Town. A more formalized crossing location or elevated footbridge could be constructed to enable west-side residents to easily walk to Sarah Taylor Park on the east side of Route 9. Additional improvements would need to be constructed east of Route 9 in the form of sidewalks to complete the pedestrian connection.

- **Sarah Taylor Park to Merritt Park Condominiums**

A small footbridge to cross Fishkill Creek would help assist residents in accessing Sarah Taylor Park from this large residential development.

- **Route 52 on the east side of Route 9**

Sidewalks and additional pedestrian improvements similar to the west side of Route 9 should be accommodated at this gateway location to the Village. Some of the parcels in this area are already in the Historic Overlay zone. Additional areas on the south side of Route 52 which are encompassed by the LB-1 zone have been proposed to be included in the Historic Overlay Zone.

- **Footbridge and bicycle access from Jackson Street, south into the Westage Business Center (Town of Fishkill)**

Except for traveling Route 9, Route 52 and I-84, there is a lack of infrastructure that connects the Village of Fishkill to the Town in this vicinity. To enable pedestrians and bicyclists to pleasantly walk, jog and pedal from the stores and shops of the Village to the movie theater in the Town, additional direct connections should be studied, and if possible, should be constructed.

Summary: The Village continues to experience high traffic volumes and high delays on local roads for those motorists wishing to enter local highway system, primarily Main Street. While increased traffic is good for local businesses, it can be especially troublesome for Village residents.

The Village can help to alleviate the congestion experienced in the Village by working with developers and businesses to provide interconnected rear-service alleys and shared parking lots for area establishments that will help eliminate the need to enter the adjacent road network.

DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES

GOAL: To provide a safe and efficient transportation system, including sidewalks and other alternatives to the automobile and when possible, to reduce congestion within the Village.

6.1 The Village should consider the recommendations from the Fishkill Transportation Study to help alleviate traffic congestion in the Village.

6.2 The Village should implement good access management principles at every opportunity including the consolidation of driveways, distribution of traffic to controlled intersections, the provision for rear parcel access such as service alleys, and the elimination of multiple driveways.

6.3 The Village should look for opportunities to create shared parking behind buildings that link properties together to provide internal circulation alternatives.

6.4 The Village should continue to maintain, extend and complete linkages in the existing sidewalk system to facilitate safe pedestrian access.

6.5 The Village should consider additional pedestrian connections to Sarah Taylor Park and the Westage Business Center.

6.6 The Village should continue to provide pedestrian amenities such as benches, sidewalks and crosswalks and should accommodate bus shelters to encourage pedestrians to walk.