

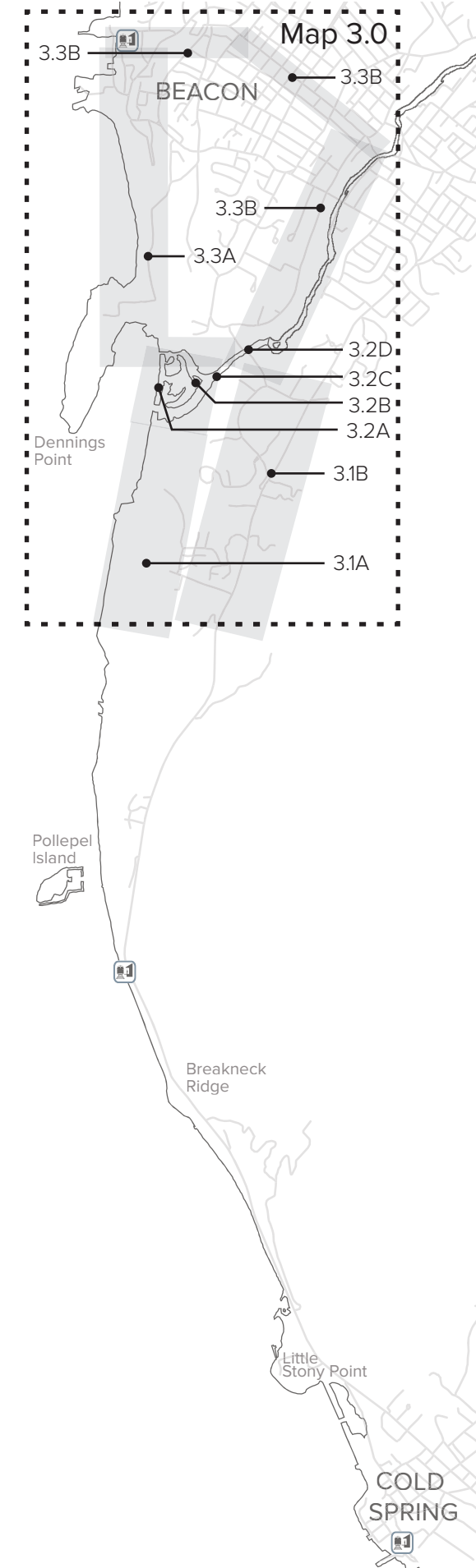
3.3 Madam Brett Park to Beacon Train Station

3.3A - Existing Trail Network: From the Tioronda Bridge to the Beacon train station there is a continuous trail network that is already well-used by hikers and bicyclists. The trail system, shown on the opposite page, is 1.5 miles long and provides a diverse experience for users. It begins at the Madam Brett parking area on the east side of Tioronda Ave, north of the Fishkill Creek, and continues on the west side of Tioronda Ave on a wooden boardwalk that cantilevers out over Fishkill Creek, alongside an abandoned industrial building (Photo 1, top left). The boardwalk continues south along Fishkill Creek past the brick building until it reaches a wooded trail (Photo 2, top right) passing near viewpoints of the tidal estuary of the Fishkill Creek (Photo 3, below). At the northwestern end of Madam Brett Park, the Dave Miller Connector Trail (Photo 4, bottom left) makes the connection through a railroad underpass and over the railroad tracks to the Klara Sauer Trail, which crosses the railroad tracks to the base of Dennings Point. From Dennings Point, the Klara Sauer trail continues along

the waterfront into Long Dock Park, where it is flanked by landscape berms planted with native grasses (Photo 5, bottom right) before finally connecting to the Beacon train station.

Use of this existing trail network would require minor nominal-cost improvements. At the time of implementation, suitability of existing trail width and condition of surfaces should be evaluated to determine whether they need to be compacted with additional gravel or other materials to maintain a natural surface while also providing additional traction.







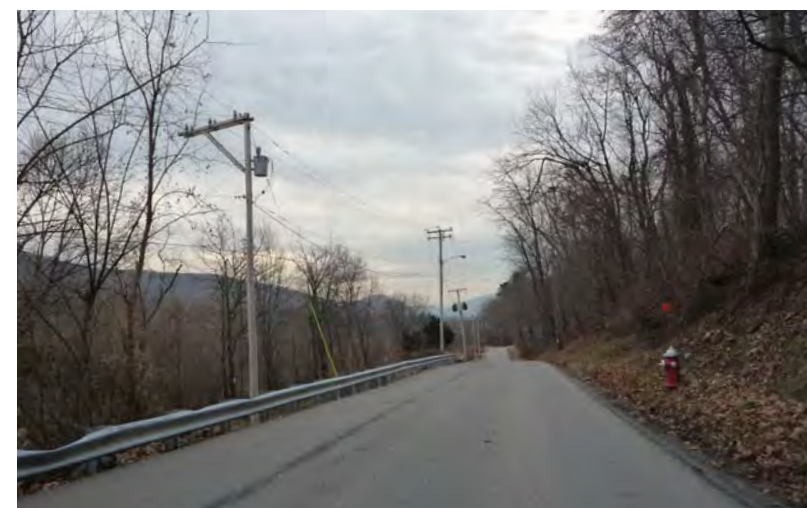
3.3B - Tioronda Avenue, Main Street and Beekman Street: This connection consists of on-road connections with sidewalks (where existing). While this route does not provide the level of comfort sought by the trail, it does pass many important amenities along Beacon’s Main Street. It should be highlighted with wayfinding signage directing trail users to Main Street’s amenities.

Tioronda Ave: Tioronda Avenue (shown above and below) is a narrow roadway. There is a sidewalk on the west side of the road north of Route 9D to Main Street. South of Route 9D, there are no sidewalks. As shown in the cross-section below, there are slopes, utility lines and other infrastructure on either side of Tioronda Avenue south of Route 9D. Adding a sidewalk in this location is not recommended, with the use of the existing trail network as the preferred alternative in this area.

Main Street, Beacon: Main Street is 0.8 miles from Route 9D to Tioronda Ave and offers a variety of retail and cultural amenities. Continuous sidewalks make Main Street pedestrian-friendly, and shared lane markings offer a basic bicycle facility. However, moderate traffic volumes and narrow, shared lanes provide a reduced level of comfort for less experienced cyclists.



Main Street, Beacon

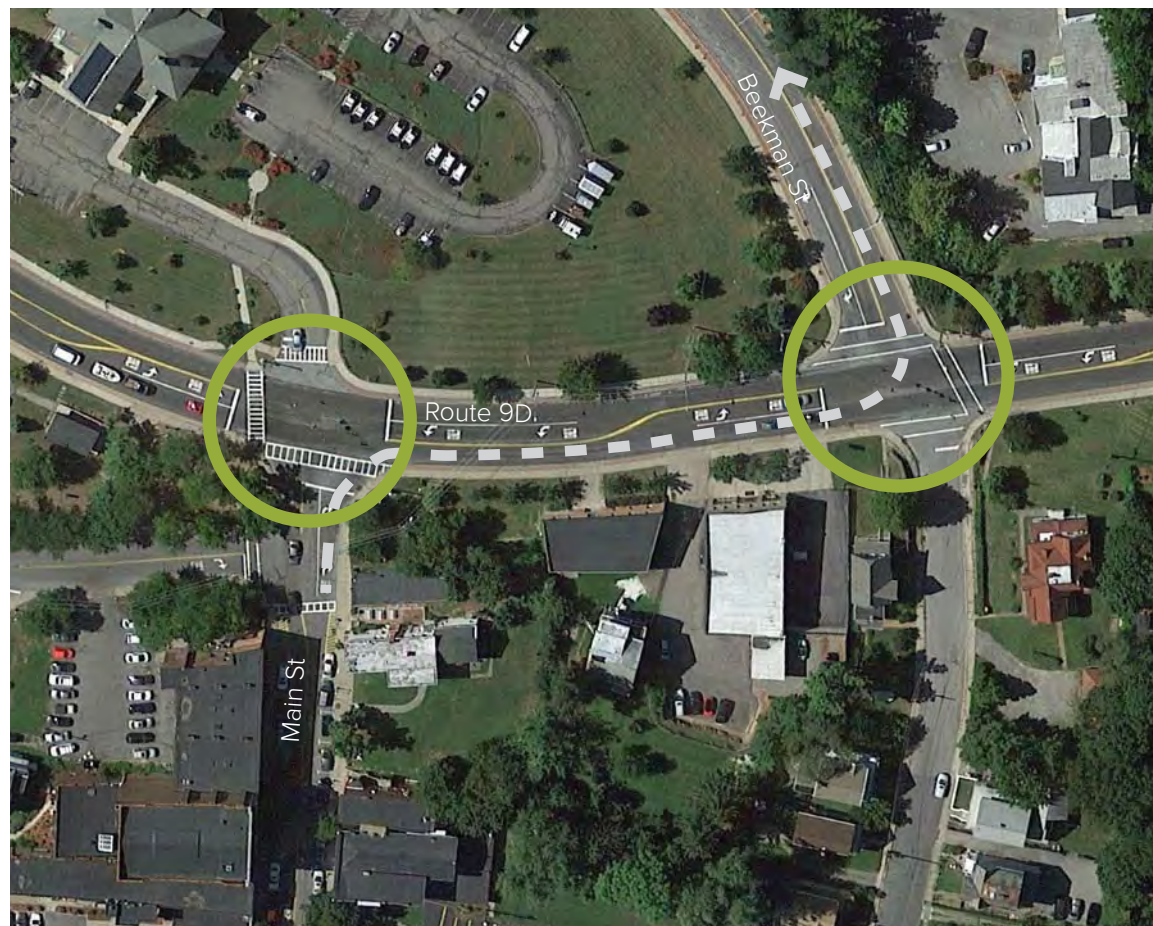


Tioronda Ave between Wolcott Ave and Knevels Ave facing south



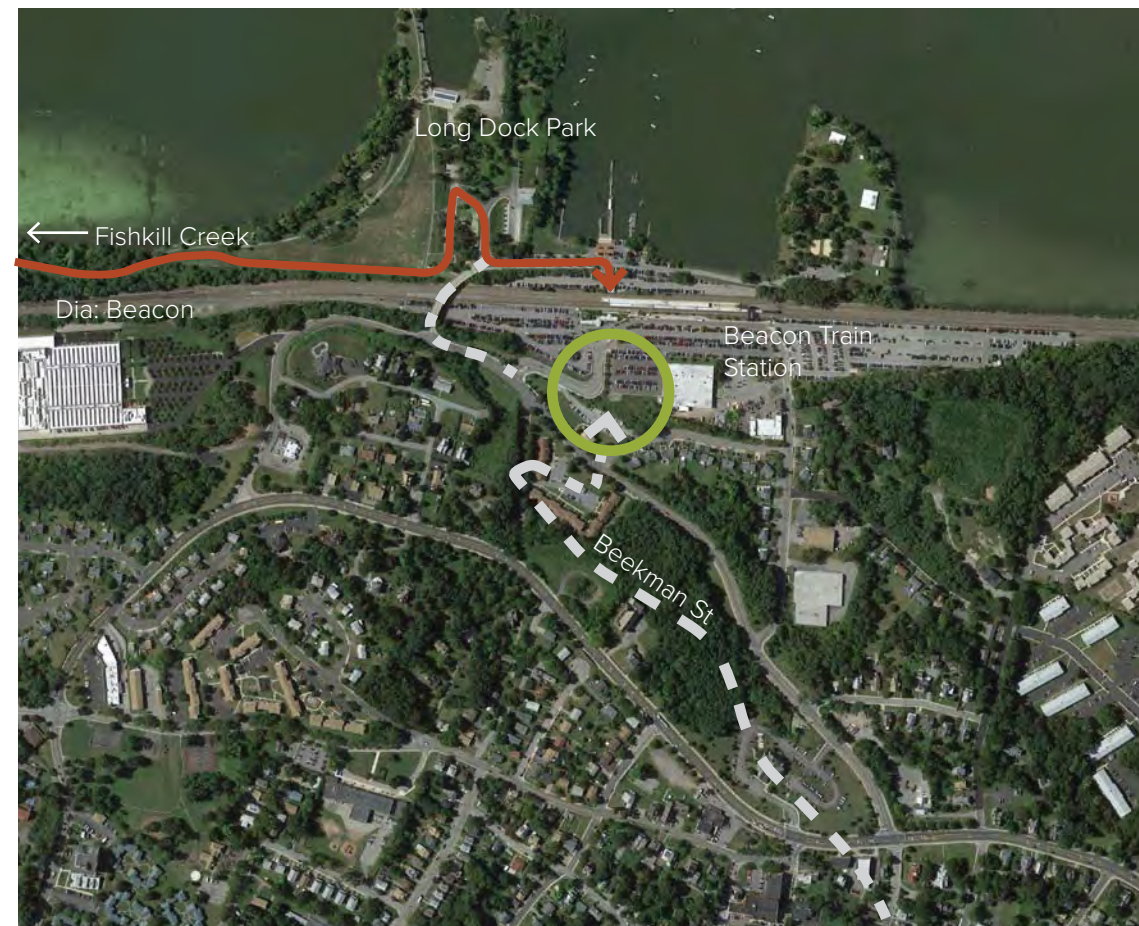
Crossing Route 9D: Connecting to the train station via Beekman Street from Main Street requires navigating two complex, signal-controlled intersections with Route 9D, further eroding the level of comfort of both cyclists and pedestrians for this alignment.

While the connection via Main Street is not the preferred route, wayfinding signage should blaze the path from the preferred route, directing trail users to the amenities found in downtown Beacon as well as the train station.

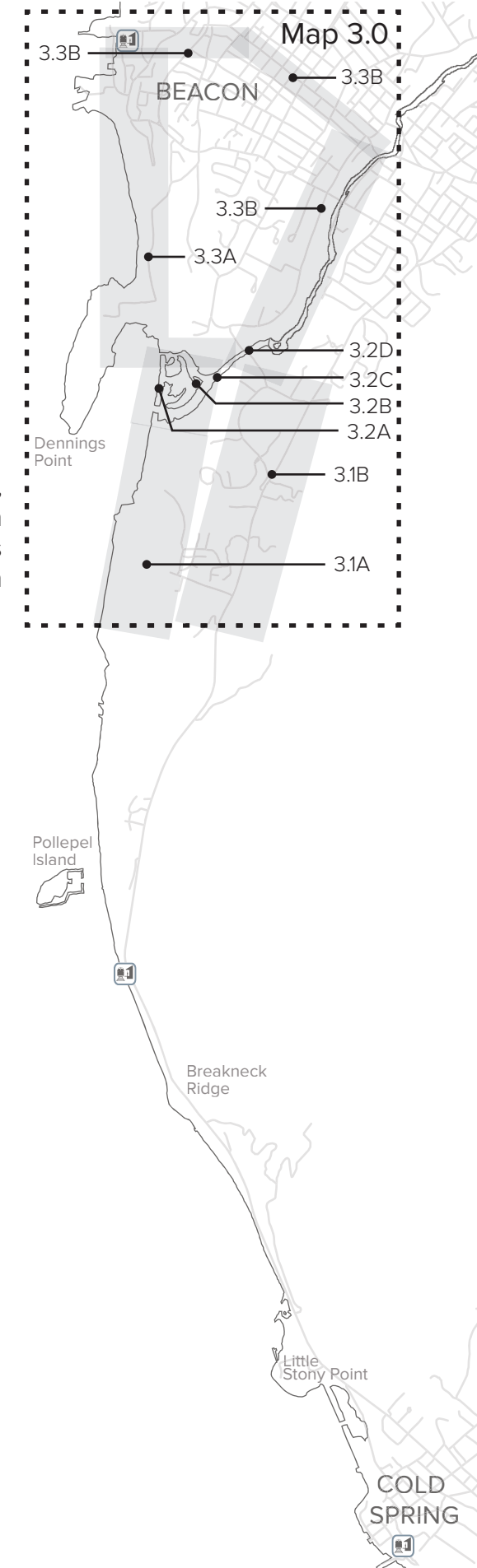


Connection between Main Street and Beekman Street

Beekman Street: Beekman Street stands as the last piece of the Beacon Loop, connecting the commercial core of Main Street with the Beacon train station. Beekman Street has two moving lanes with an additional parking lane that alternates sides along the length of the street. The steep slope rising from the waterfront to Beekman Street would make cycling challenging.



Connection along Beekman Street from Main Street to Beacon Train Station



Summary Evaluation

PROJECT GOALS	
SAFETY	Existing off-road trails provide a safe and comfortable trail experience.
RECREATION	The trails already exist and are open to cyclists and pedestrians, providing unique and beautiful views of Fishkill Creek and the Hudson River through wooded areas.
HIGHLIGHT & RETAIN NATURAL BEAUTY	With no construction required and existing trails, there would be little difference from the existing conditions.
CONSTRUCTION FEASIBILITY	This trail network is in place, with only signage and perhaps some site work necessary.

P R E F E R R E D R O U T E

3.3A Existing trail network

3.3B Main Street connection via Tioronda Avenue and Beekman Street

This alignment would require shared lane markings for cyclists, which do not provide the level of comfort desired for the trail. Pedestrians would use existing sidewalks, except for the section of Tioronda Avenue south of Route 9D which does not currently have sidewalks.

This segment would be more utilitarian than recreational, aside from the amenities that it would connect to.

With the exception of some views available close to the existing trail network, there would be few areas of natural beauty along this alignment.

Mainly using paint, signage and existing sidewalks, this alignment could be easily implemented but would not provide the level of comfort available using the existing trail network.



Map 3.3 - Madam Brett Park to Beacon Train Station

- Legend
- Preferred Route
 - Change in route segment
 - - - Alternate Route
 - Proposed Route 9D Corridor safety improvements
 - State Parks