

Route 9D Corridor Improvements

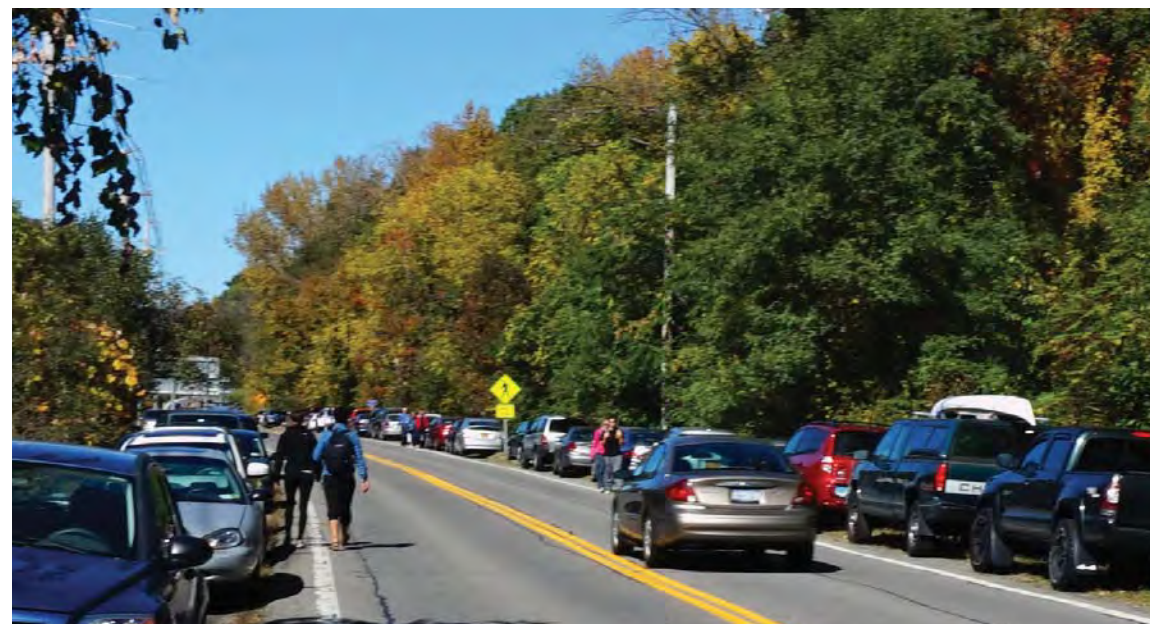


Proposed Route 9D Corridor-wide Bicycle and Pedestrian Safety and Aesthetic Improvements

The safety of pedestrians, hikers and cyclists on and along Route 9D was a critical factor that prompted local community members and organizations to initiate this master planning process. Trailhead parking on Route 9D is currently minimal, causing people to park precariously along the shoulders, sometimes protrude into the moving lane, and walk along the edge of a busy state highway (see images below). Infrastructure improvements are required to better accommodate the influx of visitors safely.

Between Cold Spring and Beacon, Route 9D has a posted speed limit of 55mph for most of the project area. South of the northern end of the Little Stony Point land mass, the speed limit is 45mph. Within Beacon, the speed limit is 30mph with a short 40mph transition zone approaching the city limits in the northbound direction. With narrow (2'-3') shoulders and high speeds, the state bicycle route designation on this portion of Route 9D was removed, although it provides an important connection for the Route 9 bicycle route and continues to be actively used by bicyclists.

It is important to consider the visual character of Route 9D and its appropriateness for the area, and it is therefore proposed that the corridor be redesigned to create a different look and feel that builds motorist awareness of the State Parks that border the road much of the way through the project limits. This will help improve pedestrian safety along the road in the vicinity of the hiking trailheads, and will also benefit more capable road cyclists who will likely opt to stay on road rather than a more crowded multi-use trail.



In peak season, visitors park on both sides of Route 9D from the Metro-North parking lot north to the footbridge at Breakneck Station

To address these conditions, a corridor-wide *Route 9D Bicycle/Pedestrian Safety Treatment* is recommended from Main Street in Cold Spring to Main Street in Beacon, as well as site specific enhancements.

Proposed corridor-wide infrastructure improvements include:

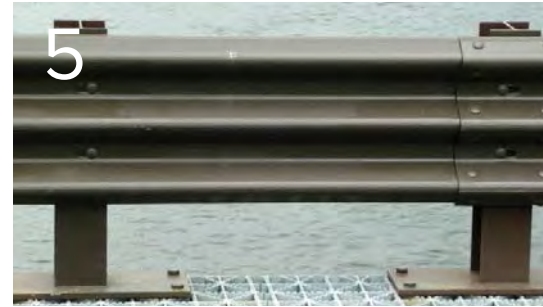
- 5' minimum colored shoulders for the entire Route 9D corridor from Main Street in Cold Spring to Tioronda Ave in Beacon.
- Wide (6") thermoplastic edge line and bicycle-safe rumble treatment are recommended between the moving lanes and the shoulders to increase visibility and awareness. Plowable reflectors should also be considered to provide added visibility in low light conditions.
- Automatic remote-activated signal system with flashing warning beacon for the Breakneck Tunnel passage, which alerts approaching drivers that cyclists are present inside the tunnel.
- 11' moving lanes should be installed where 12' lanes are present when the roadway is resurfaced (to be reviewed and approved by DOT).
- Reduced speed limit will be considered by DOT, once traffic calming treatments are implemented.

Additional aesthetic improvements along the roadside include:

- Monumental gateway signage to signal entering/leaving Hudson Highlands State Park Preserve. Signage to be aesthetically consistent with typical State Parks welcome signage (rustic wood and stone).
- Banners or other placemaking treatment along roadway between gateways to further highlight the area's character.



With no walking path, pedestrians walk along Route 9D where cars travel in excess of 55mph



Example corridor treatments (with non-standard items requiring third-party maintenance noted):

- 1. Steel-backed timber-faced guiderail (non-standard DOT item)
- 2. Gateway signage example
- 3. Banners on Walkway over the Hudson
- 4. Plowable reflector (non-standard DOT item)
- 5. Powder-coated guiderail (not a standard DOT item but used in certain settings)
- 6. Bicycle warning activation device for tunnel
- 7. Green colored shoulder bicycle lane
- 8. Red colored shoulder bicycle lane
- 9. Push-button flashing pedestrian crossing with neck-down and hi-viz crosswalk (RRFB - Rapid Rectangular Flashing Beacon)

Brown metal or wood guiderails are recommended to blend in with the natural surroundings. Timber guiderails, such as Ironwood, are approved by DOT, but are considered non-standard and would require a third-party maintenance agreement before implementation. A powder-coated metal guide rail such as those on the Taconic Parkway is a standard DOT item, and would not require third-party maintenance. Site specific amenities proposed include properly designed welcome areas for parking and trail information, trolley service between welcome areas and major destinations (including trailheads) and a safe walking path parallel to Route 9D with crosswalks

at key points for hikers to get safely from their cars to trailheads. Shoulder parking improvements will support improved pedestrian safety. Parallel parking on cleared and widened shoulders should be implemented where space permits in the short term, although the long term strategy is to remove parallel parking to reduce conflicts. The Washburn and Breakneck Ridge Station parking lots will both be expanded, and it is proposed that Dutchess Junction Park will become a new parking area. Parking in non-designated areas should result in parking fines.



Rendering showing proposed Route 9D improvements near Little Stony Point. View looking north