

3

Dutchess Junction Park to
Beacon Train Station

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Existing Conditions

The third segment of the trail can be organized into three sub-areas: **3.1** - Dutchess Junction Park to Fishkill Creek, **3.2** - Fishkill Creek Crossing, and **3.3** - Beacon Loop. Multiple options to cross Fishkill Creek were explored, including unused Metro-North causeways crossing the mouth of the creek, as well as the former Tioronda Bridge crossing, accessible from a now-defunct utility easement that runs parallel to the creek on its southern side. Consideration was also given to following Route 9D over the Wolcott Avenue Bridge to cross the creek.

Brickyards Parkland: The parkland between Route 9D and the Hudson River slopes down from the roadway to the river. From Dutchess Junction Park, public land, mostly owned by OPRHP and some by the Town of Fishkill, wraps around private parcels and follows the river to the estuary where the Fishkill Creek meets the Hudson River.

The **Beacon Loop** consists of 1.5 miles of existing off-road trails and 2.5 miles of roads connecting to the train station via Main Street. As a loop, the connection from one of the Fishkill Creek crossing locations could reach the station in either a clockwise or counter-clockwise direction.

Existing Trail Network: The existing trail network consists of the trail in Madam Brett Park, the Dave Miller Connector Trail and the Klara Sauer Trail.

Route 9D (Mount Beacon): From Dutchess Junction Park, Route 9D climbs in elevation to the north towards Mount Beacon, and then turns west and descends down a more steep incline back to the Fishkill Creek. The surrounding land uses here are almost exclusively residential, except for a small portion of parkland ending at Aldrige lane on both sides of the roadway.

Tioronda Avenue - Main Street - Beekman Avenue: To reach the train station via city streets, the trail would need to utilize portions of Tioronda Avenue, which intersects with Main Street. Main Street offers many amenities, including restaurants, stores, antiques and art galleries. This part of the Beacon Loop covers most of Main Street, from Tioronda Avenue to Route 9D, at which point it would use a small portion of Route 9D to access Beekman Street. Beekman Street is a relatively steep street with sidewalks on both sides and parking on the east side of the street.



Map 3.0 - Preferred and Alternative Route from Dutchess Junction Park to Beacon Train Station

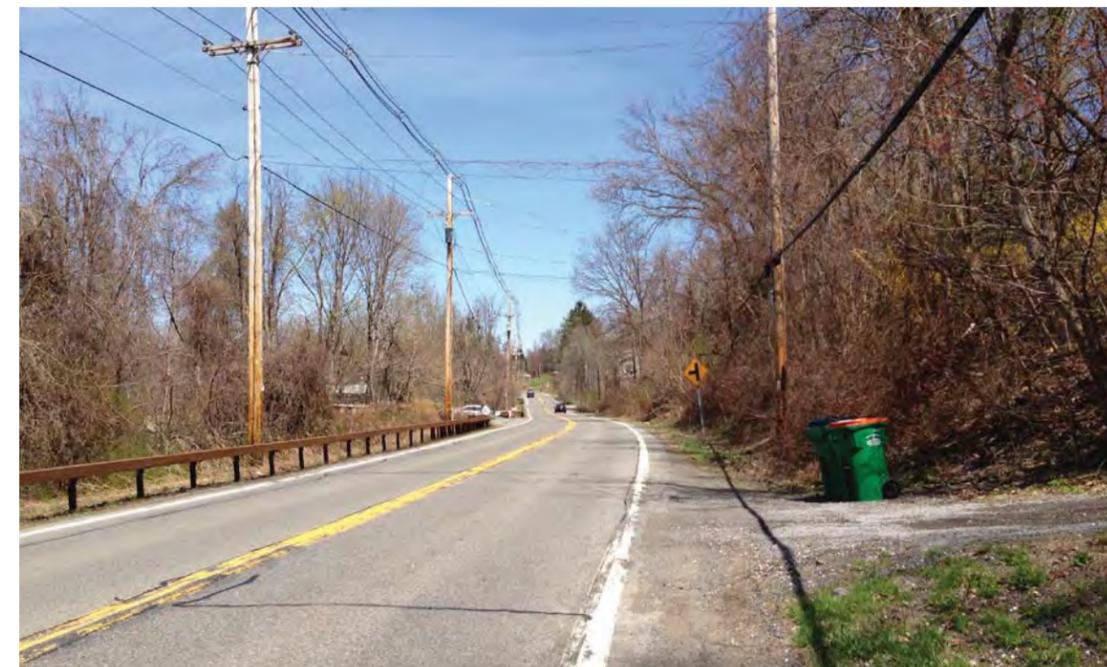


3.1 Dutchess Junction Park to Fishkill Creek

3.1A - Brickyard Parkland (western lowland route): The low-lying area along the river (see photo above) was once bustling with several brickyards. The area was likely filled in to expand navigation around the area, including the grading of several roads. The entire land mass to the west of the railroad tracks is in all likelihood entirely fill, based on available data. Aside from roads, there are visible remnants of the brickyard industry, including the piles of two piers. Connecting from Dutchess Junction Park to the shoreline here is not easily done. Intermittent seasonal streams and wetland areas would require construction of raised boardwalks, culverts and small trail bridges. The higher terrain throughout this area will require the construction of perched and/or cantilevered structures to navigate the many steep gullies as conventional cut and fill operations required to build a 'perched' pathway would result in large-scale destruction of the wetland.

3.1B - Route 9D (eastern upland route): This option would provide a shoulder of at least 5 feet for bicycles that is being sought for the entire corridor. The roadway is constrained in many locations, making a pedestrian accommodation along this alignment a serious challenge. This alignment would most likely complement a pedestrian-only trail through the low-lying wooded areas closer to the river.

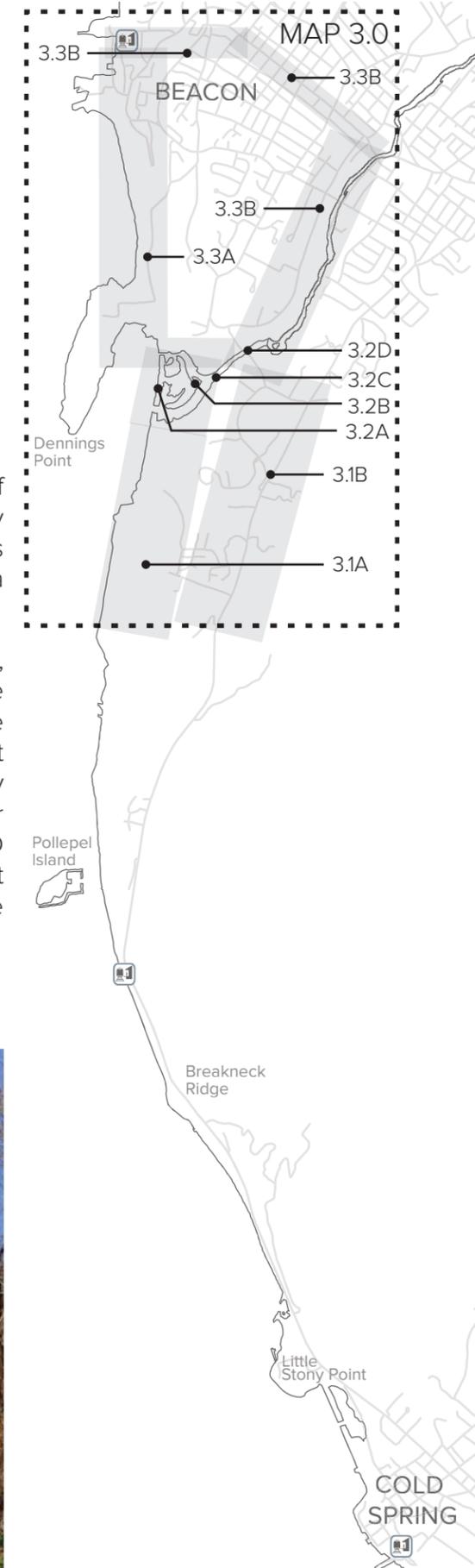
From Dutchess Junction Park, this alignment would begin off-road for a short segment, along a trail that runs parallel to Route 9D, turning back towards Route 9D via Aldrige Lane. At this point, private residential properties line both sides of Route 9D. The DOT right-of-way is still generally wider than the roadway itself but irregular—at times almost as narrow as the roadway. The grade along the sides of the roadway varies, with many steep sections, as well as utility lines and drainage to consider (see sections below). More significantly, however, the upward slope along Route 9D from Dutchess Junction Park to the Mount Beacon parking area is steep enough that it would be an enormously challenging climb, only to bring users back down to the other side of the steep hill to the Wolcott Ave Bridge over the Fishkill Creek.



Route 9D at intersection of Aldrige Lane facing north



Route 9D at intersection of Slocum Road facing north



Summary Evaluation

3.1A Route 9D via Mount Beacon parking area

PROJECT GOALS

SAFETY

Cyclists would use shoulders. Pedestrians would use shoulders or a separate hiking path.

RECREATION

Shoulders would not provide a sufficient facility for recreational cyclists that are not comfortable riding near vehicles. The steep northbound incline of Route 9D is a serious climb for most cyclists. No pedestrian facility can fit along the Route 9D right-of-way in this area.

HIGHLIGHT & RETAIN NATURAL BEAUTY

There would be no visual connection to the river and there would not be accommodations to appreciate the natural surroundings as they are mostly privately owned.

CONSTRUCTION FEASIBILITY

To widen the road in certain locations to achieve a shoulder is a manageable outcome, but this would not allow for a pedestrian accommodation. If a separate pedestrian accommodation were to be pursued, it would likely follow the route of segment 3.1B through the Brickyards Parkland and over one of the two proposed crossings the Fishkill Creek from the Brickyards Parkland.

3.1B Brickyards Parkland

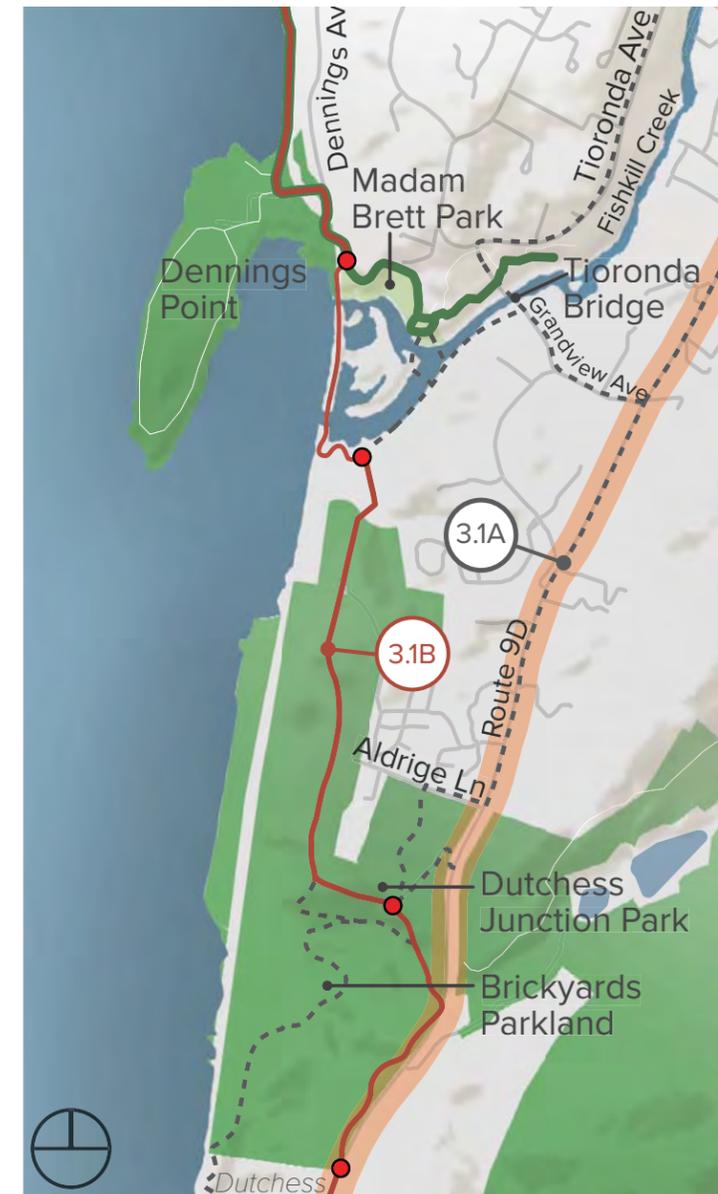
Separated from the road, this trail through the woods would provide greater safety for cyclists and pedestrians, in comparison to Route 9D.

This trail would be in a mostly wooded area of parkland that currently has no programmed uses, with some interesting bends and turns to navigate the terrain. This alignment keeps trail users at a low-lying elevation, which is where the trail needs to be to cross the Fishkill Creek.

The north end of this segment brings users to the delta of the Fishkill Creek, which offers interesting views of a unique habitat. The majority of the segment sits within a wooded portion.

This segment requires some care in cut and fill techniques so as not to disturb adjacent wetlands, and may require structures and/or culverts. Because much of this area is suspected to be fill, environmental testing would be needed to determine the area is free of contaminants. Portions of the trail may need to be routed around sensitive areas, pending the findings of an archaeological survey.

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



Map 3.1 - Dutchess Junction Park to Fishkill Creek

Legend

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