

A photograph of a scenic road lined with trees in autumn. The road is paved and has a white line on the right side. The trees are mostly deciduous and have yellow and orange leaves. A large tree is in the foreground on the right side of the road. The road curves into the distance. The sky is overcast.

“The goals established in this Corridor Management Plan provide a framework to enhance and preserve the desired natural, historic and rural scenic character of this distinctive corridor while encouraging recreation and improving roadway safety for the community and the region.”

Route 9D Scenic Byway Corridor Management Plan

2006

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Route 9D Scenic Byway Steering Committee Members

William Mazzuca, Town Supervisor
Sarah Geer, Steering Committee Chair
Gloria Colucci, School Superintendent
Anita Prentice, School Board President
Mike Finnegan, Resident
John Adams, Environmental Legal Expert
Howard Kaplowitz, Old Road Society
Dean Anderson, Garrison Volunteer Fire
David Lilburne, Emergency Services
Gil Burke, Land Trust & Cultural Institute
Doug Logan, Business Owner
Anne Nichter, Business Owner
Morrie Roberts, Recreation
Kevin Amter, Resident

Elizabeth Nussbaum, Resident
Martha North, Resident
Kirby Brown, Resident
Nancy Wareham-Gordon, Resident
Fred Osborn, Resident
Theresa Polhemus, Business Owner
Michael Gibbons, Philipstown Planning Board
Hank Osborn, Resident
Chris Galligan, Business Owner
Erik Lismanis, Resident
Robert May, Resident
Mark Galezo, Resident
Rich Pepe, Emergency Services
Geoffrey Platt, Boscobel Restoration, Inc.

Route 9D Scenic Byway NYSDOT Project Team

Robert A. Dennison, III, PE
Regional Director
William J. Gorton, PE
Regional Design Engineer
Sandra D. Jobson, RLA, AICP
Project Manager
Paul M. LoGallo
Junior Engineer
Gretchen A. Teal
Environmental Specialist
Michael K. Schaefer, PE
Technical Assistance

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Route 9D Scenic Byway

Route 9D Scenic Byway
Garrison Hamlet
Town of Philipstown
Putnam County, New York



Figure 1. Regional Map.

Chapter I. Introduction

Introduction

A New York State designated scenic byway is a road corridor with resources of regional significance. It offers an alternative travel route while telling a story about the region's natural beauty, heritage and recreational activities.

The Scenic Byway Program was launched in 1992 through Article XII-C of the State Highway Law and is administered by NYSDOT. There are currently over 2,600 miles of State and Nationally designated byways in New York State. Some of today's Scenic Byways are Scenic Roads that were designated by the New York State Department of Environmental Conservation (NYSDEC) in 1985 under the Scenic Roads Program. These roads were "grandfathered" into the Scenic Byway Program in 1995. The Route 9D Scenic Byway is a "grandfathered" scenic road from the NYSDEC program.

The Route 9D Scenic Byway, as defined by NYSDEC in 1985, be-

gins at the east approach to the Bear Mountain Bridge and continues north, paralleling the east side of the Hudson River, through the Town of Philipstown to the southern village boundary of Cold Spring in Putnam County, New York.

In the fall of 2005, the Route 9D Scenic Byway Steering Committee was formed, as recommended by NYSDOT after the community voiced concerns about the corridor's preservation and safety. The completion of this Corridor Management Plan (CMP) signifies an important first step in the preservation and improved safety of the corridor by the community, NYSDOT, and the many other key stakeholders identified during the public planning process.

The completion of this CMP:

- legitimizes the Route 9D Scenic Byway's standing statewide;
- makes the corridor eligible for a variety of funding sources, including national scenic byway funds;
- identifies the resources that define the Route 9D Scenic By-

- way as a special place;
- outlines goals and objectives for the protection and enhancement of the Route 9D Scenic Byway resources;
- helps ensure the vision, as defined during the public planning process, is achieved and maintained and;
- outlines an implementation strategy with assigned responsibilities and partnerships to guide the short to long term conservation, safety, enhancement and promotion of the Route 9D Scenic Byway.

Vision

The Route 9D Scenic Byway is an extraordinary road from the moment it begins at the Bear Mountain Bridge for the simple reason that it embraces a plethora of riches in a single 8-mile stretch: panoramic Hudson Highlands and Hudson River views, 19th century roadside residential clusters, Revolutionary War historic sites, hundreds of acres of public recreational land including the road's own state designated bike route, and a school whose campus is bifurcated by the road. A fragile watershed ecosystem lies beneath this scenic, historic residential area. As with all old roads

local people sleep, work and educate their children literally feet from the Route 9D Scenic Byway. Along this scenic byway, through the Hudson Highland, we seek to preserve an area rich in natural beauty and historic significance by focusing on its safe enjoyment for future generations.

The goal of the Route 9D Scenic Byway Corridor Management Plan is to preserve the elements that make this route both a national treasure and a vital 21st century community. That vitality includes a safe recreational trail for hiking and biking that incorporates both the Route 9D Scenic Byway and the recreational lands that adjoin it and each other. Prior generations were farsighted in preserving the land on either side of this 8 mile stretch of road as well as the historic buildings of both a residential and community nature that make Garrison a vital community not just a museum town. To allow the scenic, residential and historic nature of the road dictate the limitations on heavy truck usage and appropriate speed limits will ensure its enjoyment by future generations of tourists to the Hudson River Valley, daily commuters making safe trips, and local residents simply living their lives.



Figure 2. Route 9D Scenic Byway looking south in Manitou.

Goals

The CMP goals are grouped into four primary categories: safety, preservation, transportation and recreation. The goals establish a framework to enhance and preserve the desired natural, historic and rural scenic character of this distinctive corridor while encouraging recreation and improving roadway safety for the community and the region.

Category I - Safety

Safety Goal

Promote vehicular, pedestrian and bicycle safety along the Route 9D Scenic Byway.

Safety Goal

Develop safe access to hiking trails and historic sites along the Route 9D Scenic Byway.

Category II - Preservation

Preservation Goal

Encourage the preservation and enhancement of the scenic, natural and historic resources along the Route 9D Scenic Byway.

Category III - Transportation

Transportation Goal

Evaluate potential consequences of restricting 18-wheeler, through trucks from the Route 9D Scenic Byway.

Transportation Goal

Develop a strategy for the restriction of 18-wheeler, through trucks along the Route 9D Scenic Byway.

Category IV - Recreation

Recreation Goal

Develop a separated, multi-use path for non-motorized transportation and recreation along the Route 9D Scenic Byway.

Route 9D Scenic Byway

Route 9D Scenic Byway
Garrison Hamlet
Town of Philipstown
Putnam County, New York



Figure 3. Corridor Location Map.

Chapter II. Inventory of Intrinsic Qualities

Introduction

The Route 9D Scenic Byway is wonderfully rich in scenic, natural, recreational and historic resources. Many of these resources have been not only recognized for their local significance but also for their state and national importance.

The Route 9D Scenic Byway runs through the Hudson Highlands in Putnam County, New York. The roadway parallels the Hudson River high above on its eastern shore, meandering through mostly rural countryside of fields, forests and homes. The Route 9D Scenic Byway is contained in the Town of Philipstown and bisects the Hamlet of Garrison. The Town of Philipstown is a member of the Hudson River Valley Greenway, an innovative state agency created to facilitate the development of a voluntary regional strategy for preserving scenic, natural, historic, cultural and recreational resources.

The Route 9D Scenic Byway not only provides scenic views, it also provides access to miles of hiking through deciduous forests, wetland marshes and rugged mountain slopes. Twenty five listings on the National Register of Historic Places are easily accessible along the 8 mile

stretch of scenic byway, with many open to the public. These include several country estates, built during the gentlemen farmer era of the 1800's.

Scenic Byway Connections

The Route 9D Scenic Byway provides connection between major state highways, east and west of the Hudson River. The Palisades Interstate Parkway and Route 9W, both major north/south routes along the Hudson River's west shore lead to the Bear Mountain Bridge, which leads directly to Route 9D. From Route 9D, on the Hudson River's west shore other major state highways including Route 9, Route 301 and the Taconic State Parkway are accessible.

The Route 9D Scenic Byway also provides connection to several other state designated Scenic Byways, including the Palisades Interstate Parkway, Bear Mountain Bridge, Bear Mountain Bridge Road (Route 6 & 202), Route 9W (from Old Storm King Highway to Angola Road), Bear Mountain State Park Roads, Route 218 (Old Storm King Highway), and the Taconic State Parkway.

Route 9D Scenic Byway

Scenic Resources

Route 9D in the Town of Philipstown was recognized by New York State Department of Environmental Conservation (NYSDEC) for its scenic beauty when it was designated a Scenic Road under Article 49 of the Environmental Conservation Law in 1985. In 1992, the New York State Scenic Byway Program was initiated and is administered by NYSDOT. In 1995, NYSDEC delegated the integration and administration of the Scenic Roads Program to NYSDOT. All Scenic Roads designated by NYSDEC, including Route 9D in the Town of Philipstown, were then “grandfathered” into the New York State Scenic Byway Program administered by NYSDOT.

In 1993, the area was once again recognized for its scenic beauty when the New York State Department of State (NYSDOS) designated the Hudson Highlands a Scenic Area of Statewide Significance (SASS). The Hudson Highlands SASS encompasses a twenty mile stretch of the Hudson River and its shore lands and varies in width from approximately one to six miles, including east and west shore lands of the Hudson River. The Hudson Highlands SASS is comprised of 28 subunits, 2 of which contain the Route 9D Scenic Byway, HH-17 Manitou and HH-20 Garrison Four Corners.

The curvilinear path of the Route 9D Scenic Byway provides users with an ever changing perspective on roadway elements. In the southern

portion of the corridor, views from the highway are mostly contained by topography and woodlands. Views of the surrounding area are composed of complementing scenic components including the Hudson River, surrounding Hudson Highlands peaks, and partial views of the Bear Mountain Bridge.

Views along the northern portion of the Route 9D Scenic Byway vary significantly. They include the Hudson River, Constitution Marsh and Island, West Point and Highland Falls. Views from the roadway are more constrained and tend to be directed across the meadows and up to the surrounding mansions and castles set against the backdrop of peaks and rolling uplands of the Hudson Highlands. The historic estates have a strong presence and serve as major focal points in the landscape.

Natural Resources

The Route 9D Scenic Byway corridor is rich in natural resources. Because of significant conservation efforts over past decades as well as large tracts of still undeveloped lands held by private landowners, the corridor is fortunate to have an abundance of high quality natural resources still intact.

There are seven streams/water bodies within the Route 9D Scenic Byway corridor. From south to north, these streams are:

- *Copper Mine Brook*, located at the southern most end of the corri-

dor.

- An unnamed tributary of the Hudson River, flowing from Curry Pond.
- *Beverly Brook*, flowing from Sugarloaf Hill in the Hudson Highlands State Park Osborn Preserve.
- *Arden Brook*, just south of the Route 9D/Route 403 intersection.
- *Philipse Brook*, just north of the Garrison School.
- *Indian Brook*, adjacent to the Hudson Highlands State Park, is a trout stream protected by the NYSDEC.
- *Spring Brook*, flowing from Cat Pond in the Hudson Highlands.
- An unnamed tributary of the Hudson River, flowing from Dale's Pond, located at the northern most end of the corridor.

Significant ecological communities exist within the Route 9D Scenic Byway corridor, including a chestnut oak forest, brackish inter-tidal mudflats, and a brackish tidal marsh. Within these communities live an array of fish, birds, mammals, reptiles, amphibians, and plants.

Constitution Marsh, in the Hudson Highlands State Park, is 270 acres of fresh/brackish tidal marsh adjacent to the Hudson River. It is one of only five large tidal marshes on the Hudson River. The Marsh supports a wide variety of plants and wildlife, along with precious habitat for several rare and endangered species. Because it is designated a State Wetland as well as a Federal Wetland, it is protected by the NYSDEC and

the United States Army Corps of Engineers respectively. The Marsh is an unconsolidated aquifer, an underground bed of loosely arranged sediment capable of storing large amounts of water. It functions as a major source of groundwater supply, including drinking water. The Constitution Marsh Wildlife Sanctuary property is managed by the National Audubon Society for New York State. The Audubon Society maintains a visitor center with exhibits and offers an interpretive canoe program of the near-shore environments of the tidal Hudson River, particularly the natural history of Constitution Marsh and the surrounding Hudson Highlands.

The *Constitution Marsh Bird Conservation* area contains man-made dikes and channels constructed in the 1830's. The area has been designated by the NYSDOS as a Significant Coastal Fish and Wildlife Habitat. This is an important wetland site hosting a diversity of birds (200 species have been identified at the site). Significant breeding bird species include Least Bittern (threatened), Virginia Rail, Marsh Wren, and Swamp Sparrow. It is an important waterfowl wintering and migratory stop-over site hosting average fall concentrations of 1,500 individuals with occasional peak counts of 4,000. It is particularly important as an American Black Duck wintering area. Other species that use the site during migration and/or winter include Pied-billed Grebe (threatened), Osprey (special concern), Bald Eagle (threatened), Northern Harrier (threatened), and Peregrine Falcon (endangered). Fall swallow concen-

Route 9D Scenic Byway

trations at the site typically number about 20,000 individuals, but can reach as high as 100,000.

Recreational Resources

The Route 9D Scenic Byway provides access to a host of parks, historic sites, hiking trails and the Hudson River.

There are 10 hikes easily accessible from Route 9D, many of them have direct access from the byway. Those hikes include from south to north:

- *Anthony's Nose Trail/Appalachian Trail* is a moderate to difficult 3.6 mile trail that takes approximately 3 hours. The trail provides an out and back hike on the Appalachian and Camp Smith trails to the promontory known as Anthony's Nose. The hike provides spectacular views overlooking Bear Mountain Bridge and the Hudson River. The trailhead is on South Mountain Pass off Route 9D, 1.6 miles north of the Bear Mountain Bridge.
- *Manitou Point Trail* is an easy 2 mile trail that takes approximately 1 hour. The trail is a loop, past a mansion with a path paralleling the Hudson River. To access the trail enter the Manitou Point Nature Preserve on the west side of Route 9D at the Outward Bound entrance, which is Mystery Point Road.
- *Manitoga Loop Paths* are an easy to moderate 2.1 mile hike that can take from 1 to 3 hours. Three hikes follow lovely loop paths at the historic Manitoga, the former home of renowned designer Russel Wright. The hikes include steep portions, rocky terrain, views, the repeated sound of water falling over rocks, and a connection to the Appalachian Trail.
- *Sugarloaf Trail* is a moderate 3.2 mile trail that takes approximately 2 hours. The hike is an out and back hike in Hudson Highlands State Park. At the top of the hike is a spectacular view south of the Hudson River, Bear Mountain Bridge and Anthony's Nose. To reach the trail parking lot drive between two stone pillars entitled "Wing & Wing" and "Castle Rock" on the east side of Route 9D, ½ mile south of Route 403. Follow the road as it bears left past the red barn to the lot.
- *Glenclyffe Loop/Benedict Arnold Escape Path Trail* is an easy 1.6 mile trail that takes approximately 1 hour. The trail is a loop on the Glenclyffe property on the west side of Route 9D just south of the Route 403. The property was purchased by Open Space Institute (OSI) in 2001 and offers fields, streams, gentle rocky slopes and ridges. A portion of the trail follows the route taken by Benedict Arnold in 1780 when he escaped to the British Army.
- *Arden Point & Marcia's Mile Trail* is an easy 2.2 mile trail that takes approximately 1 ½ hours. The trail provides a hike around a magnificent promontory to a gazebo with views of the Hudson River. Parking for the trail is located at the south end of the Garrison train station which is accessed from Route 9D by Lower Garrison Station

Road, directly across from Route 403.

- *North & South Redoubts Trail*, a Revolutionary War Heritage Trail is a moderate 2.4 mile hike that takes approximately 2 hours. The trail provides sweeping Hudson River vistas from summit ruins of two Revolutionary War forts. The route is out and back and includes two half-mile uphill segments. Parking is on Snake Hill Road, found on the east side of Route 9D north of Route 403.
- *Philipstown Park Trail* is an easy to moderate $\frac{3}{4}$ mile trail that takes approximately $\frac{3}{4}$ of an hour to hike. The “Trail of Trees” trail in Philipstown Park has a couple of wetland crossings on stepping stones or a narrow plank, then passes through forested woodlands with a view of West Point. The Philipstown Park is located on the west side of Route 9D north of Snake Hill Road.
- *Constitution Marsh Trail* is a moderate 2 mile trail that takes approximately 1 hour. This trail provides an out and back hike in the Constitution Marsh Audubon Center and Sanctuary has a short difficult section leading to a boardwalk into the marsh. Parking for the trail is located on Indian Brook Road on the west side of Route 9D, just south of Boscobel Historic Site.
- *Boscobel Woodland Trail* is an easy 1 mile trail that takes approximately $\frac{1}{2}$ hour. A stroll along the trail provides hikers with views over Constitution Marsh and West Point. A grounds pass is needed. Park at the Boscobel Historic Site on the west side of Route 9D just south of Cold Spring Village.

More detailed information about these wonderful hikes can be obtained by the New York-New Jersey Trail Conference and Philipstown 22 Hikes Brochure.



Figure 4. Philipstown Park Entrance from Route 9D Scenic Byway.

Route 9D Scenic Byway

The Route 9D Scenic Byway also provides access to both public park land and privately owned land with public access permitted. The largest public park along the corridor is the Hudson Highlands State Park. The Hudson Highlands State Park is made up of three primary parcels along the corridor. The largest parcel is the Osborn Preserve which runs parallel with Route 9D on the east side in the southern half of the corridor. The Appalachian Trail runs through the center of this portion of the state park. Constitution Marsh and Arden point are the other two significant parcels of the Hudson Highlands State Park along the corridor. They are both located on the west side of Route 9D in the northern portion of the corridor directly adjacent the Hudson River. Both parks provide great access to the Hudson River and unique riverside habitat.

The **Castle Rock – State Unique Area** provides public recreational lands. The area is a nature preserve and offers numerous hiking trails. Castle Rock – State Unique Area is located on the east side of Route 9D just south of Route 403.

The **Philipstown Park** is located on Route 9D's west side north of Snake Hill Road. The park is located on a portion of the Eagles Rest Historic Site that was owned by the Malcolm Gorden School until 1997 when it was purchased by the Open Space Institute (OSI). OSI donated the park lands to the town in 2002, subject to a conservation easement



Figure 5. Highlands Country Club adjacent Route 9D Scenic Byway.

which ensures the property's long-term recreation use and protection.

Numerous other privately owned properties along the Route 9D Scenic Route permit public access for recreation. Those properties include:

- **Manitou Point**

- Manitoga
- Glenclyffe
- Garrison School Forest
- Boscobel

The **New York State Bike Route 9**, which was established in 1995, follows the Route 9D Scenic Byway as part of a comprehensive signed, on-road, long distance route from the George Washington Bridge in New York City to Canada.

The Route 9D Scenic Byway also offers residents and visitors many more recreational opportunities such as golf at the semi-private Highlands County Club, boating along the Hudson River, horseback riding at Manitou Farms and Riverstone Stables, and bird watching at Constitution Marsh.

The Philipstown Greenway Committee is working on 7.9 miles of new land-based Greenway Trail to bridge all remaining gaps in Philipstown's existing 23-mile-long network of riverside trails. The Philipstown Greenway Committee is also working to add two to three Greenway Water Trail Sites, with at least one of these additional Water Trail Sites to be in the southern portion of Philipstown, easily accessed from the Route 9D Scenic Byway.

Historical Resources

What is considered the Town of Philipstown today, was originally lands acquired from the Wappinger Indians in 1691 by two Dutch traders. In 1697, the property was purchased by a wealthy merchant, Adolphus Philipse, and became known as the Philipse Patent. Among those early settlers were the Mandeville, Garrison and Nelson families whose names are familiar today. Beverly Robinson, who married into the Philipse family, was the first Philipse to actually live in the area. His home was in the present day Garrison Hamlet along Route 9D. In 1770, he was the founding warden of St. Philip's Church.

The American Revolution divided loyalties among the settlers and farmers. The Philipse heirs supported the King of England; as a consequence, most of them lost title to their lands. Philipstown played a major role in the American Revolution. Thousands of Continental troops were stationed in Philipstown throughout the War, many of them in large camps along what is now Route 9D Scenic Byway. Located across from West Point, the North and South Redoubts in Garrison were important artillery positions that formed the eastern part of the outer ring of Fortress West Point. As the commanding general of the Highlands Department, Benedict Arnold was headquartered in Garrison at the Beverly Robinson house, from which he carried on his secret correspondence with the British to deliver them West Point. When Arnold learned that his treason was about to be discovered by General Washington, he fled

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from Garrison down the Hudson River to join the British Army in New York City. The Great Chain which blocked the river stretched from Constitution Island to West Point.

By the 19th century industry and transportation brought about significant changes in Philipstown. The West Point Foundry at the northern limit of the Route 9D Scenic Byway began operating in 1817, making use of the abundant natural resources in the area, such as iron ore, timber and the Hudson River.

Transportation, both ferry service and the railroad, helped shape Garrison. Since the early days of the 18th century Garrison Landing had been an important river crossing and rendezvous point for sloops and boat men. Harry Garrison, a descendent of Gerret Gerretson for whom the hamlet and landing are named, established the first chartered ferry in 1821; it was a horse-powered scow. This was replaced by a steam ferry, after the railroad was completed through Garrison in 1849. An assortment of ferries followed until the completion of the Bear Mountain Bridge in 1924.

The extension of the railroad to Garrison allowed a new prominent business class to have country homes within commuting distance of New York City. These wealthy newcomers, railroad owners, financiers and statesmen, built estates along the ridges and the Hudson River

shore; some of their names are familiar today, including deRham, Fish, Osborn and Sloan. Many of these large landholdings are still intact as private residences or have been preserved as part of Hudson Highland State Park or by conservation organizations contributing to the corridor's special character.

In the 20th century, religious and educational institutions bought land along the corridor or purchased and converted existing mansion estates. Two long-standing institutions closed recently, making way for new uses. One is the Malcolm Gordon School (Woodlawn Historic Site), now home to the Hastings Center and the Town Park with direct access from Route 9D just north of the Hamlet of Garrison on the west side. The second is the Capucian Friary at Glenclyffe, now home to the Garrison Institute and the Philipstown Community Center, both leased from the Open Space Institute.

Historic Sites

Twenty five historic sites can be found along the Route 9D Scenic Byway. A summary of the sites are as follows from south to north along the corridor:

Manitoga/Russel Wright Design Center, a National Register of Historic Places listed property and National Historic Landmark, is located on the hillside above Route 9D. Manitoga was the home of Russel Wright, the



Figure 6. Manitoga/Russel Wright Design Center Entrance from Route 9D Scenic Byway.

foremost American designer of the mid-20th century. The residence, Dragon Rock, was completed in 1959 by Wright, is a multi-level struc-

ture of natural materials integrated with the landscape and nature of the Hudson Highlands. Russel Wright completely restored the 80 acres and created a landscaped nature sanctuary around his residence, turning a despoiled landscape, the byproduct of quarrying, into a natural forest garden.

Manitoga was turned over in 1975 to the Nature Conservancy. In 1984, Manitoga, Inc. was established to promote Russel Wright's concept of design with nature, to develop educational programs and to offer public access to Manitoga.

Glenfields, a National Register of Historic Places listed property, is located on the hillside above Route 9D just north of Manitoga. Glenfields, a two story clapboard residence with a gable roof and massive granite chimney, was designed and constructed by Mead and Tafts for the Kings, a prominent New York family. Completed in 1870, Glenfields was the country seat of Archibald Gracie King, grandson of Rufus King, a leading Federalist and US Senator, and son of James Gore King, banker and Member of Congress. The landholding once totaled thousands of acres. Glenfields, sited overlooking the Hudson River, was easily accessible from a private road and dock on the Hudson River. King and his son were prominent local entrepreneurs with interests in a local granite company, as well as the Highland Copper Company, the Highland Chemical company and the Highland Land Company. Kings Lane and

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Kings Dock become important to local traffic and the development of commerce in this part of the Hudson Highlands, providing links to New York City.

Castle Rock Estate, a National Register of Historic Places listed property, is located just off Route 9D, south of Route 403. Castle Rock has historically been a prominent and significant architectural landmark in the Hudson Valley. Completed in 1881, it was designed by J. Morgan Slade for William H. Osborn, President of the Illinois Central Railroad and an important figure in the history of American transportation. The turreted rough-cut stone chateau stands like a European castle on a 630 foot ridge overlooking low-lying meadows adjacent to Route 9D, the Hudson River, West Point and the Hudson Highlands. The Hudson River School artist Frederic Church, a lifelong friend of Osborn's, advised on Castle Rock's siting and landscaping. Clearly visible against the skyline from Route 9D, the two and a half story residence features a highly irregular arrangement of masses and detailing characteristic of the picturesque ideal of this period. The structure is dominated by a round tower with a conical roof which, along with various porches, dormers and balconies, provides spectacular views of the Hudson Highlands.

Castle Rock was designed as a retirement home for William Henry Osborn. After his death, it passed to his son, Henry Fairfield Osborn, who found it necessary to enlarge the house through the addition of the



Figure 7. Castle Rock viewed from the Route 9D Scenic Byway.

north wing and library. Constructed in 1906, the extensions carefully followed the style of the original building. Henry Osborn also commissioned Olmsted Brothers to improve the landscaping and was responsi-

ble for some of the other structures on the estate. While the house and a modest associated acreage are still privately owned, most of the property comprises the State-owned Castle Rock Unique Area managed by New York State Department of Environmental Conservation.

The dramatic main building is the focal point of a large estate that originally extended over 2,500 acres but now reaches only to Route 9D. Several estate structures are located in the meadows below the castle, adjacent to Route 9D. Picturesque dirt roads and trails open to the public run throughout the estate.

The Birches, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, was built in 1882 for William H. Osborn. It is significant as an intact example of a picturesque Gothic Cottage. Designed by Ralph Adams Cram to a style popularized by Vaux and Withers, the stone and shingle residence, located at the corner of Route 9D with Route 403, is unique in the Hudson Highlands.

The Garrison Grist Mill District, a National Register of Historic Places listed district is located at the corner of Route 9D and Lower Station Road, across from Route 403. The district consists of an eighteenth-century tenant farmhouse, a Dutch barn, and a grist mill with a dammed millpond and is architecturally significant as a rare surviving collection of eighteenth-century vernacular buildings associated with the agricultural

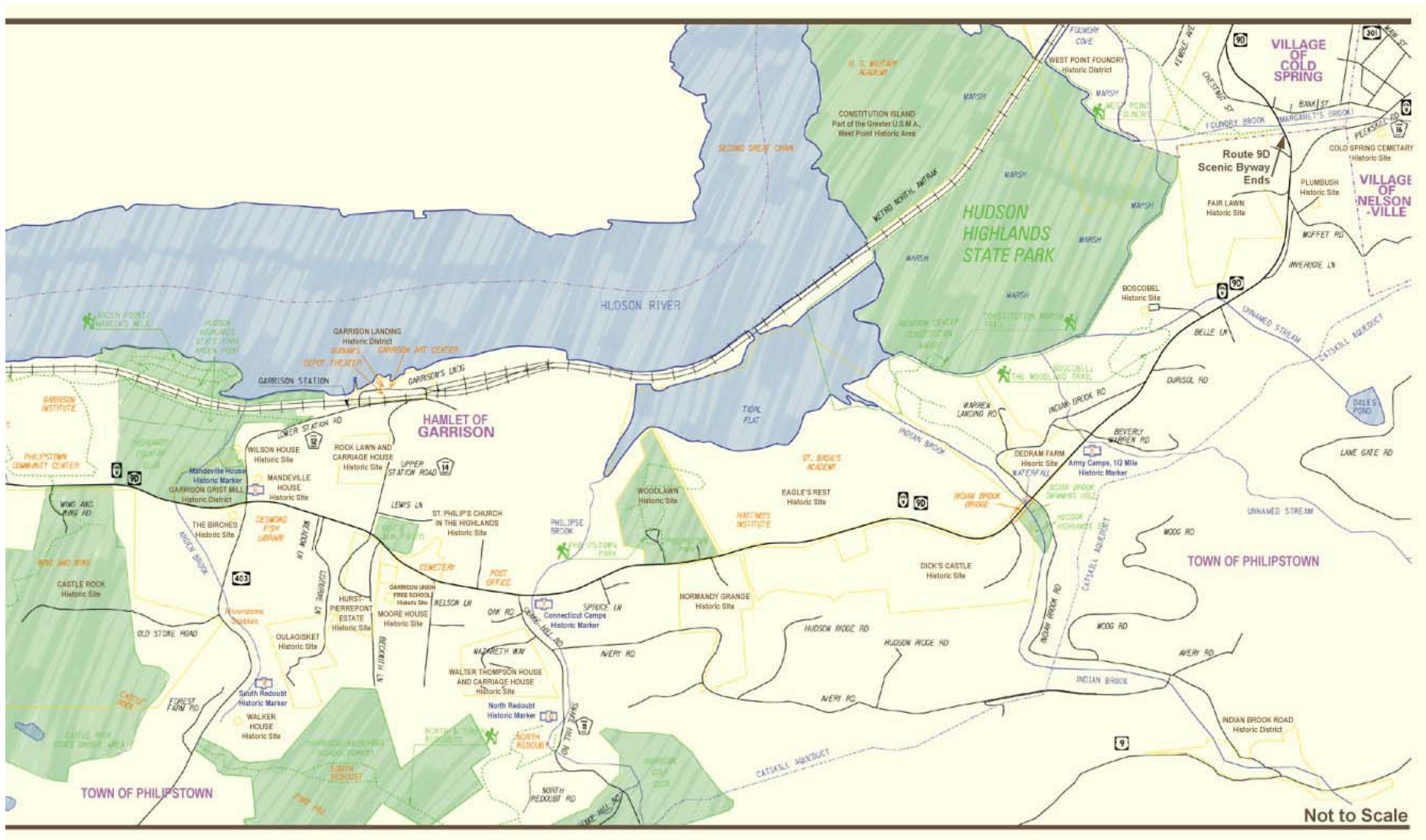
development and tenant farm practices in the Hudson Highlands in the pre- and post-Revolutionary period. The farmhouse, with its distinctive Dutch roofline and massing, may date to the time shortly after 1735 when Jacob Mandeville leased land from the Philipse family and built his own house nearby, which is also listed on the National Register of Historic Places. The collection of buildings is sited on a golf course and while the property has not been used for agriculture since the late nineteenth century, the open landscape and picturesque siting provide an appropriate setting. Remarkably little is known about the history of the buildings and eighteenth and nineteenth-century maps seem to ignore them, but their antiquity and architectural interest did not go unnoticed in the 1930's when both the house and the mill were recorded by Historic American Building Survey teams.

Mandeville House, a National Register of Historic Places listed property, is located on Lower Station Road just off Route 9D. It is one of the oldest residences in the Garrison area. The original house was reputedly built in 1735 on part of the Philipse patent. The location of the residence placed it at the hub of early transportation routes in the Hudson Highlands, a major intersection on King's Highway with easy access to the major overland route between New York City and Albany and with access to river landings and a route inland. In 1852, significant alterations were made in the Gothic style by the architect Richard Upjohn, who lived in the residence for over 25 years. Its many owners over the

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Figure 8. Map of Corridor Intrinsic Qualities.



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years changed the style of the structure, and it has evolved from Gothic through Dutch Colonial to its current style of Colonial Revival. The residence also has historical significance for its association with the architect Richard Upjohn and as a Revolutionary War Headquarters for General Israel Putnam which was visited by George Washington. The house is currently owned by a private foundation and opened to the public at limited times throughout the year.

The Wilson House, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located off of Route 9D on Lower Station Road. The house was built in 1854 and is a small Gothic cottage style dwelling. The clapboard residence has excellent detailing and is the best example of its type in the Hudson Highlands.

The Garrison Landing Historic District, a district listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located off of Route 9D and accessed by either Lower or Upper Station Road. The district is comprised of seventeen structures located between the Hudson River and the railroad. A majority of the buildings were built around the mid-19th century as the landing became a center for commerce focused on river and rail transportation. Four structures dominate the district, the two railroad stations, a frame commercial structure and the Golden Eagle Hotel on Dock Street. The 1892 stone

railroad station is a typical example of Hudson Valley railroad architecture. This replaced a mid-19th century frame structure of mixed Italianate and Gothic influence which was relocated to the north of the stone structure. The latter station is now used as a theater. Most of the other structures were built as tenant properties for employees of the Garrison and West Point Ferry Company and of the surrounding estates. These are modest structures with simple designs and detailing. The common architectural features, which can be found throughout the district, result from the community being designed, built and owned by Henry Belcher, owner of the ferry company. Larger residences were built at the northern end of the landing. The district remains intact, despite minor modern day modifications. Since the late 1960's, a majority of the landing has been owned and managed by the Garrison Landing Association, a conservation organization.

Rock Lawn, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located off of Route 9D on Upper Station Road. Rock Lawn and its associated Carriage House were built in 1852. The two story brick residence was designed by Richard Upjohn for Henry Belcher, owner of the Garrison and West Point Ferry Company. In the latter 19th century the residence was owned by Congressman Hamilton Fish, Jr. Set in 12 acres of landscaped grounds, the main residence is classical in form and relates most closely to the Italian Villa style. It is one of the most important estate struc-

tures in the Hudson Highlands and one of only three buildings and the only Italian villa associated with Upjohn in the Hudson Highlands. The estate remains a private residence.

The Sloan Estate “Oulagisket,” a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located off of Route 9D north of Route 403 on Lisburne Lane. The estate is comprised of a clapboard and stucco house, carriage house, cottage, shop, stables and barn, and was completed between 1864 and 1900. It is a fine example of large-scale Italianate estate. The wooded hillside setting of the estate overlooks the Route 9D Scenic Byway and the Hudson River. The estate was the home of Samuel Sloan, who rose from railroad worker to President of the Hudson River Railroad and later, the Lackawanna Railroad. After his death, the estate passed through family members to Vassar College, which used it as a horticultural center. The estate was too costly to maintain, however, and it was auctioned off with deed restrictions to protect the integrity of the design and setting of the overall estate. “Oulagisket” is significant because of its architectural distinction and its association with one of the area’s most prominent citizens. The large stone Italianate estate is the most significant example of its type, period, and method of construction in the Hudson Highlands. The estate remains a private residence.

The Hurst-Pierrepont Estate, a property listed within the National Register

of Historic Places Hudson Highlands Multiple Resource Area, is located off of Route 9D north of Route 403 on Beckwith Lane. The estate focuses around a Gothic villa designed by Alexander Jackson Davis and completed in 1867. The stone residence, barn and carriage house in a landscaped setting is a distinct example of this style. The estate is significant because of its association with a master architect and Edwards Pierrepont, the original owner, whose prominence as a State and national politician in the years after the Civil War (U.S. Attorney General) distinguishes him as one of the most significant individuals to reside in the Hudson Highlands area. The estate remains a private residence.

The Garrison School, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located along Route 9D north of Route 403. The school was built in 1908 and is a one story rustic stone and timber building. It is significant as a distinctive example of educational architecture in the Hudson Highlands and embodies the characteristics of a type and method of construction typical in the region. The school is also significant for its contribution to the educational history of the area.

The Moore House, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located off of Route 9D north of Route 403 on Beckwith Lane. The house was built in 1867 and is a rare example of farm worker housing. The modes ar-

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chitecture and simple plan show the distinctive characteristics of the type and period of construction.



Figure 9. St. Philip's Church viewed from the Route 9D Scenic Byway.

St. Philip's Church in the Highlands, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located on Route 9D across from the Garrison School, north of Route 403. The Church and its associated Rectory and Sexton's House were completed in 1861, the location of an earlier church that was destroyed during the Revolutionary War. The present Gothic Revival granite church was designed by Richard Upjohn. The church complex is significant because of its architectural importance and its association with Richard Upjohn, who is buried in the adjoining churchyard.

The Walter Thompson House, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located off of Route 9D north of Route 403 on Bill Brown Road. The house and its associated carriage house were completed in 1883. The main house is an impressive example of Tudor Revival and provides views of the Hudson River. Originally built for the Reverend Walter Thompson, Minister of St. Philip's Church down the road, the residence is now used as a religious retreat. The building is the most significant Tudor Revival residence in the Hudson Highlands. Its carriage house is also a private residence.

Woodlawn, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located on Route 9D's west side north of Route 403. Woodlawn was designed by Rich-

ard Upjohn for William Moore, a New York City businessman. The two story brick residence was completed in 1854 and modified over the years as the estate developed. The building is an important Gothic Revival structure and a fine example of Upjohn's work. Other significant structures on the site are the stable, hay loft and ice house. The estate was a summer residence until 1927 when it was purchased by the Malcolm Gordon School. In 1997, the property was acquired by the Open Space Institute (OSI). In 2002, OSI donated the land to the Town of Philipstown for a community park, subject to a conservation easement which ensures the property's long-term public access and preservation.

Normandy Grange, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located on Route 9D's east side north of Route 403. The estate was originally owned by Evans Dick while the nearby Dick's Castle was being constructed. The estate consists of a stone and stucco residence, with accompanying gatehouse, barn and carriage house in a landscaped setting. The buildings are a significant example of Norman style architecture, retaining their original condition. The unusual form and style were consistent with their builder's eccentric architectural taste, as illustrated in Dick's Castle.

Eagle's Rest, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located on Route

9D's west side north of Route 403. The Jacob Ruppert estate focuses around a two story cut granite clad mansion built in the Tudor style and completed in 1929. The estate commands impressive views of the Hudson River, Constitution Island and Marsh and West Point. The main residence is surrounded by 26 related outbuildings, including a large horse and cow barn. The barn complex recreates an English manorial village, complete with stone walls and a landscaped setting. Colonel Jacob Ruppert, the estate's owner, was a leading business figure and notable politician in New York City. He owned the New York Yankees and built Yankee Stadium.

The estate remained empty for a number of years after his death until it was purchased by the Greek Ladies Philoptohos Society for a religious retreat and educational seminary. The complex became known as St. Basil's Academy. The Gothic Revival residence with its siting above the Hudson River is the most significant of its type in the area.

Dick's Castle, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located on Route 9D's east side north of Route 403. The castle, a romantic villa and somewhat of a folly, is significant as one of the small group of monumental houses built in the Hudson Valley and one of three fantasy buildings in the Hudson Highlands. Inspired by an 8th century Moorish castle and exhibiting flavors of Alhambra, this building of cast concrete was begun

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Figure 10. Boscobel Historic Site Entrance from Route 9D Scenic Byway.

by Evans R. Dick in 1903 on its site some 400 feet above the Hudson River, offering panoramic vistas of the Hudson Highlands. The castle fronts the river with a high façade and contributes a southern European Renaissance character to the area. After a checkered history, the house

stood unfinished for over seventy years, affected by early financial problems. Parts of the building were used as a residence before the Dia Art Foundation purchased the site in the 1980's with plans for a museum of Hudson Valley art. This never materialized, and Dick's Castle was converted into condominiums.

The de Rham Farm, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located off of Route 9D north of Route 403 on Indian Brook Road. The property includes a two and a half story residence, two cottages, a carriage house, orchard house, layhouse shed, well house, barn and greenhouses. The main residence, completed around 1810, was originally in the Federal style; but subsequent alterations and rebuilding have followed both the Greek and Colonial Revival styles. Originally one estate, the property now consists of four separate parcels. The estate has a long history and is significant as it illustrates the historic and social development of the area and represents the design characteristics of a 19th century gentleman's farm as it evolved over time.

The land on which the farm stands was part of the original Highland patent held by the Philipse family through the 18th century. It was first developed and farmed by a tenant farmer in the early 1700's. The farm passed through the family of the original tenant until the lease expired and was finally sold around 1820. The farm passed through a number of owners, each one improving the estate and its facilities until the farm



Figure 11. The Fair Lawn Site viewed from the Route 9D Scenic Byway.

was purchased by Henry c. de Rham in 1834. He used the estate as a summer home and was responsible for the major 19th century alterations to the estate. It remained in the family until 1949 when the farm

was divided into the four current parcels and sold. Although the estate buildings are now in separate ownership and the acreage of the farm is greatly reduced, the location and integrity of the farm buildings remain as they were in the gentleman farming days of the 19th century. The main house is one of the oldest and most substantial residences in the area. The estate remains a private residence.

Boscobel, a National Register of Historic Places listed property is located on Route 9D, north of Route 403. The Federal style home was originally built in 1806 for States Morris Dyckman on a site at Montrose, Westchester County. Its design follows the English examples of a slightly earlier period and is perhaps the most extraordinarily refined surviving example of an Adamesque style residence in America. In 1955, it was threatened with demolition, only to be saved by preservationists and moved the 15 miles to its current 45 acre landscaped site on a bluff overlooking the Hudson River and Constitution Marsh. The grounds have a large variety of formal plantings, including spring bulbs, roses, herbs and orchards. Reconstruction of the residence on the new site relied upon the drawings of the Historic American Building Survey (1934) for guidance. Restored and reconstructed as faithfully to the original as possible, Boscobel is now open to the public as one of America's most important museums of the decorative arts from the Federal period of American architecture and furniture. The architectural merits of Boscobel lie in the successful manifestation of the neoclassical ele-

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ments of its design which typifies the urbane and cosmopolitan nature of the residential architecture of the Federal Period and epitomize the expression of the English taste that continued well after the Revolutionary War.

Fairlawn, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located on Route 9D's west side, just south of the Village of Cold Spring. The three story brick residence built in 1860 for Thomas P. Rossiter to his own design. Rossiter was a nationally known painter of portraits and religious and historical paintings. The building is one of the most important Italianate residences in the Hudson Highlands, retaining significant classical detailing such as stone decoration and later additions of Greek cornices. The estate, located adjacent Boscobel, is sited prominently on the bluffs above Constitution Marsh and overlooks the Hudson River and West Point. It was at one time the home of Judge Robert P. Patterson, Assistant Secretary of War during World War II. The estate remains a private residence of the Patterson family.

Plumbush, a property listed within the National Register of Historic Places Hudson Highlands Multiple Resource Area, is located on Route 9D's east side, just south of the Village of Cold Spring. The structure is a composite of three distinct units based around Plumbush Farm. Built for Robert Parker Parrott in 1850, the property is significant as the home of the Superintendent at the West Point Foundry and the inven-

tor of the Parrott Gun, a weapon which changed the nature of warfare and opened the way for large barreled guns and exploding projectiles. Today, Plumbush is privately owned and operated as an inn with fine dining.

Constitution Island/Warner House, is located along the east banks of the Hudson River at the northern limits of the Route 9D Scenic Byway and is accessible from West Point by boat only. The Great Chain was placed across the Hudson River from the Island during the Revolutionary War. The barracks of Fort Constitution, built in 1775, form the earliest part of the Island's homestead, the Warner House. Susan and Anna Warner lived and wrote on the island in the 19th century. The famous authors wrote over 100 books here and many popular hymns including "Jesus Loves Me." Visitors may tour the remains of the Revolutionary fortifications, the Warner House and the Anna Warner Memorial Garden June through September.

West Point Foundry, a National Register of Historic Places listed property is located west of Route 9D, just south of the Village of Cold Spring. The site was ideally located for industrial activity, with many natural advantages including river transportation, water power, timber and iron ore and proximity to the defenses at West Point. Continuously occupied from 1817 until the late 1980's, the site contains a continuum of industrial archaeological remains and exhibits remains of structures and changing industrial processes. In the mid-19th century the site consisted

of an iron foundry, a brass foundry, a gun foundry, boring mill, pattern shops, machine shops, boiler shops, a turning shop, coal house, store, pattern houses, fire house, a carpenter shop, a weigh house and furnace. Several additional industrial buildings were added at the turn of the 20th century.

Little remains of this once-thriving industrial area. The foundry is now an important archaeological site. The dams that provided water power are still visible on Margaret's Brook, and the docks, wagon roads and rail beds are still identifiable. Building foundations and sections of walls are visible, and the remnants of industrial activity, including slag, ashes, rusted metal and old machinery mounts, are present throughout the area. The main remaining intact structure is the large, two story brick office building which is in a badly deteriorated state.

The West Point Foundry Association was among the most significant industrial enterprises in the United States during the 19th century. Considered in the mid-century to be the largest industrial establishment in the nation involved in the manufacture of iron and brass, the foundry produced a wide-ranging variety of products, including steam engines, ship engines, iron building fronts, industrial machinery, sleighs, bells, propeller shafts, garden furniture, and the pipes for the Croton Aqueduct and water mains for New York City, Boston and Chicago. The parts for the first two railroad locomotives produced in the country were manu-

factured in the foundry and assembled in the finishing shop. The foundry's main fame came from armament manufacture, notably the production of the Parrott gun which revolutionized modern warfare. The foundry plant expanded to meet the increasing demand for armaments around the time of the Civil War, and the foundry's growth was accompanied with a corresponding growth in the village as the work force increased. Employment averaged over 500 people during its eighty years of operation, peaking at over 1,000 during the Civil War.

In 1899, the West Point Foundry Association sold the property to the J.B. and J.M. Cornell Iron Company. They ceased operation in 1911, after which time the plant was used by several manufacturing enterprises including a nut and bolt factory, a dye works and a cotton company. The site is currently owned by Scenic Hudson and is being restored for public use. Scenic Hudson is a non-profit organization dedicated to protecting and restoring the Hudson River and Hudson River Valley.

New York State Historic Markers

The Route 9D Scenic Byway is rich in Revolutionary history and this history has been captured in ten state historic markers throughout the corridor. From south to north the historic markers read as follows:

Camp Smith, New York National Guard training camp established 1882. Contains 1900 acre. Named for Alfred E. Smith, Governor of New

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York.

The First Chain, planned to keep British ships from going up river, anchored on shore below, was forced by the enemy, October 7, 1777, State Education Department, 1932.

Sugar Loaf, on the north slope of this hill was one of the forts built, 1776 to 1777 to defend the Highlands, from Connecticut to New Jersey, State Education Department.

Robinson House, here stood the Robinson House, where Benedict Arnold, his treason disclosed, fled from his wife and baby to the British ship Vulture, State Education Department, 1932.

Arnold's Flight, at Beverly Dock, at the foot of this lane, Arnold, exposed as a traitor, fled by boat to the British ship Vulture, off Croton Point, Putnam County Historical Society.

Mandeville's House, this house, built in 1737 was headquarters of commanders of American troops defending West Point, from 1778 to 1783, State Education Department.

South Redoubt, one of the fortifications, built in 1776-1777 [1779] to defend the Highlands, stood on the hill to the north, above here. This marker is located along Route 403, a ¼ mile from its intersection with the Route 9D Scenic Byway.

Connecticut Camps, on the hill west of the brook are remains of hut sites, ovens, etc., made by New England troops guarding West Point, 1778 to 1781, State Education Department.

North Redoubt, one of the forts built in 1776-1777 [1779], to defend the Highlands from New Jersey to Connecticut is on the Hill to the south above, State Education Department 1932. This marker is located along Snake Hill Road, a ¼ mile from its intersection with the Route 9D Scenic Byway.

Army Camps, ½ Mile, while West Point defenses were being built in 1781, the Connecticut Line encamped along the brook, State Education Department 1931.

Preserve America Passport

In 2004, Putnam County was one of the first eight communities nationally to be designated a "Preserve America Community." In 2005, the county became the first in the country to have a "Preserve America Passport" booklet published for the Cold Spring and Garrison area. The passport serves as a guide and outlines the history of eight historic locations in the Cold Spring and Garrison area, five of which are located along the Route 9D Scenic Byway and discussed in more detail above. The historic sites are the West Point Foundry, Boscobel Restoration, Constitution Island, Garrison's Landing and Manitoga.

Hudson Valley POW/MIA Memorial Highway

On August 16, 2005, Governor George E. Pataki signed the "Hudson Valley POW/MIA Memorial Highway" bill. The law designated all of Route 9D within Dutchess, Putnam and Westchester Counties as the "Hudson Valley POW/MIA Memorial Highway".

Chapter III. Transportation

Transportation data collection efforts focused on passenger vehicles and trucks along the Route 9D Scenic Byway. In summary, data collection efforts involved collecting traffic volumes, reviewing vehicle accidents, performing a truck origin/destination study, collecting vehicle speeds, documenting existing roadway geometrics and developing recommended future design criteria.

Traffic Volumes

In May 2005, the NYSDOT conducted special vehicle traffic counts along the Route 9D Scenic Byway. The traffic count data included vehicle count information and vehicle classification information. The study recorded a 9,231 Annual Average Daily Traffic (AADT) along the corridor, north of Route 403, and an AADT of 4,600 along the corridor, south of Route 403.

The study also found peak traffic volumes along the Route 9D Scenic Byway occur between 7:00-9:00 AM (heading southbound) and 5:00-7:00 PM (heading northbound).

With regards to the vehicle classification information collected, the study found on average 29 multi-trailer trucks use the Route 9D Scenic Byway daily. Ninety-eight percent of the vehicles using the corridor are passenger vehicles and the remaining 2% are school buses, delivery trucks and multi-trailer trucks.

The historic traffic volume data for the Route 9D Scenic Byway shows that over the last decade traffic volumes along the corridor have increased from an AADT of 8,900 in 1995 to an AADT of 9,231 in 2005. This represents a 4% increase over 10 years or a 0.4% increase annually.

Vehicle Accidents

During a three year period, from June 1, 1999 through May 31, 2002, ninety accidents were reported along Route 9D in the Town of Philipstown.

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Twenty-eight percent of the accidents involved a single vehicle and an animal, 41% of the accidents involved two or more vehicles and the remaining 31% of the accidents involved a single vehicle running off the road and striking roadside objects such as trees, fences and guide rail.

Of the 90 accidents reported, 59 were limited to property damage, 30 involved persons reporting injuries, and one accident involved a fatality. The one accident involving a fatality occurred in the evening during rainy conditions in November, 1999 and involved two cars. A southbound vehicle with a 23 year old driver improperly passed another vehicle and side swiped a northbound vehicle. The northbound vehicle was driven by a 48 year old with four other occupants.

Five of the 90 accidents reported involved trucks. A summary of the five accidents involving trucks is as follows:

- A truck slowing down to make a right hand turn was rear-ended by a car following too closely. No injuries were reported.
- A truck making an improper left turn heading south was hit by another truck heading north. No injuries were reported.

- A car making an improper U-turn was struck by a truck whose views were obstructed. One person was reported injured.
- A truck making an improper U-turn went off the road. No injuries were reported.
- A truck was rear-ended by a car following too closely. No injuries were reported.

Accidents involving trucks accounted for 5% of the total accidents in the corridor and 3% of the personal injuries reported over the three year period.

The calculated accident rate for the Route 9D Scenic Byway, based on the information above is 2.4 Accidents per Million Vehicle Miles (ACC/MVM). The statewide average for a 2 lane, undivided, rural free access roadway, such as the Route 9D Scenic Byway is 2.8 ACC/MVM.

Truck Origin/Destination Study

On June 7 and June 8, 2005 the NYSDOT and the New York State Bridge Authority conducted a joint truck origin/destination study at the Bear Mountain Bridge Toll Plaza, eastbound. The study was conducted from 9:00 AM to 3:00 PM each day.

An average of 50 trucks were surveyed each day. The two day average found that 42 of those trucks heading eastbound across the bridge proceeded south onto the Bear Mountain State Parkway (Route 202/6) and the remaining 8 trucks proceeded north onto the Route 9D Scenic Byway. On average, half, or 4, of the trucks that proceeded north were 18-wheeler trucks or larger. On average, half of the 18-wheeler or larger trucks, or 2, made local deliveries and the other half of 18-wheeler or larger trucks, or 2, proceeded to I-84 and points east.

Vehicle Speeds

On December 7, 2005 a speed study was performed by NYSDOT along the Route 9D Scenic Byway. Using a laser gun, vehicle speeds were recorded at three locations along the Route 9D Scenic Byway while traffic was flowing freely and weather conditions were good. Speeds were recorded at each location, in both directions, between the hours of 9:45 AM and 1:15 PM.

An average sample size of 179 vehicles was recorded at each location. The speed study found that the average speed exceeded the posted limit of 40 MPH by 8 MPH. Slightly higher speeds were

recorded within the southern portion of the Route 9D Scenic Byway between Manitou Station Road and Canada Hill Road compared to those speeds collected in the northern portion of the Route 9D Scenic Byway, near the entrance to Philipstown Park and at Dick's Castle Road.

Speeds in excess of 65 MPH were recorded in the corridor. Sixty five percent of all vehicles studied within the 40 MPH speed limit zone were exceeding the speed limit by at least 5 MPH.

The 85th percentile speed was determined to be 52 MPH. The 85th percentile speed is the speed at which 85 percent of the vehicles have been observed to pass through a facility during off-peak hours, during free-flow conditions. The 85th percentile speed is commonly used to determine the design speed of a highway. It is sometimes referred to as the "operating speed." In summary, the speeds of all motorists are ranked in the sample size from slowest to fastest; the "85th percentile speed" separates the slower 85% from the fastest 15%.

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Roadway Geometrics – Existing, Standard & Recommended

Roadway Element	Existing Condition	Standard Criteria	Recommended Design Criteria*
Design Speed	50 MPH	50 MPH	50 MPH
Lane Width	10 feet	12 feet	10 feet**
Shoulder Width	4 feet	8 feet	4 feet**
Grade	7.6%	7%	7%
Horizontal Curvature	8 curves < 820 feet All curves >600 feet	820 feet	8 curves < 820 feet** All curves >600 feet**
Clear Zone	4 feet	10 feet	4 feet**
Stopping Sight Distance	Varies	430 feet	Varies**
Pedestrian and Bicycle Accommodations	4 feet	4 feet	4 feet
Traffic Calming	Category III Facility***	Category III Facility***	Category III Facility***

* The recommended design criteria is based on the communities goal to preserve the corridor's existing conditions to the greatest extent possible without compromising safety.

** It is recommended to maintain existing condition, unless a safety problem is identified and attributed to the roadway element.

*** Most state highways, county or town roads as they pass through small suburban or rural communities, with a design speed between 35-50 MPH.

Chapter IV. Goals & Objectives

The following goals and objectives are based on input gathered at the January 24, 2006 Corridor Management Plan Public Workshop; researched best practices for achieving identified corridor goals; and technical analysis performed by the Technical Working Group. This set of goals and objectives are grouped into four primary categories: safety, preservation, transportation and recreation. The goals and objectives establish a framework to enhance and preserve the desired natural, historic and rural scenic character of this distinctive corridor while encouraging recreation and improving roadway safety for the community and the region.

Category I Safety

Safety Goal: Promote vehicular, pedestrian and bicycle safety along the Route 9D Scenic Byway.

Safety Goal Objectives:

- Intersections and Driveways
Explore with NYSDOT and private property owners solutions

that will mitigate problem intersections and driveways along the scenic byway. Several intersections and driveways were cited by the community as dangerous during the January 24, 2006 Corridor Management Plan Public Workshop that should be examined and solutions sought. The locations are as follows:

- Manitou Road intersection with Route 9D
- South Mountain Pass intersection with Route 9D
- Snake Hill Road intersection with Route 9D
- Garrison Post Office driveway with Route 9D
- Garrison Market driveway with Route 9D
- Glenclyffe driveway with Route 9D
- Hasting's Center driveway with Route 9D
- Philipstown Park driveway with Route 9D
- St. Phillip's Church driveway with Route 9D
- Garrison School driveway with Nelson Lane

Possible solutions might include consolidation of driveways, restricting left-turns, intersection re-alignments, addition of

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left-turn lanes, improved pavement markings, traffic signals and warning signs.

- **Speed/Passing Zones**

Encourage Route 9D Scenic Byway motorists to drive the speed limit through increased enforcement, educational outreach programs, increase installation of “No Passing Zone” signs and stiffer fines for convicted violators.

Speed enforcement is presently performed by Putnam County Sheriff and New York State Troopers. The Town of Philipstown should consider the establishment of a traffic control unit to supplement current speed enforcement operations or investigate shared services with the Village of Cold Spring.

The speed limit was reduced along sections of the Route 9D Scenic Byway by NYSDOT in 2005 at the request of the Town of Philipstown. The speed limit is now consistently posted at 40 MPH with the exception of the school zone at the Garrison School, which is posted for 25 MPH. At the same time, all passing zones along the Route 9D Scenic Byway were also eliminated by NYSDOT at the request of the Town of Philip-

stown.

Request the speed limit be reduced along Route 9D from Route 403 north to Snake Hill Road in the Hamlet of Garrison from 40 MPH to 30 MPH. This would potentially improve safety and would also potentially eliminate the need for trucks to rapidly reduce their speed (use of Jake Braking) from the existing 40 MPH to the 25 MPH school zone.

- **Traffic Calming**

Traffic calming is the combination of various physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming techniques, as determined suitable for a Category III, state highway, such as Route 9D, and as outlined in the NYSDOT’s Highway Design Manual, should be considered as part of future roadway improvements.

- **Privately Owned Roadside Features**

Features placed too close to the edge of the roadway can cause an errant vehicle to roll over or come to an abrupt halt; thereby creating a potentially hazardous condition for motor-

ists.

Whenever possible, private property owners along the Route 9D Scenic Byway should avoid placing the following objects too close to the roadway:

- trees that will become large
- decorative boulders
- large planters
- unusual mailbox designs
- decorative walls
- decorative fences

Safety Goal: Develop safe access to hiking trails and historic sites along the Route 9D Scenic Byway.

Safety Goal Objectives:

- **Feasibility Study**
Conduct a feasibility study to identify the need for, and possible locations for, formal roadside pull-offs and parking areas. These areas should be evaluated for their significance of views, interpretive opportunities, location with respect to existing trail system, parking areas, land ownership, parcel size and

roadway geometric factor related to driver safety such as sight distance. This study could be included as part of the multi-use path feasibility study mentioned below.

- **Design**
Develop a design style for pull-off and parking areas that reflect the vernacular building traditions and materials. Roadside pull-off and parking areas should be designed to minimize environmental impacts and be context sensitive. A good local parking lot example is located at the Audubon Center at Constitution Marsh. Pull-off and parking areas should be designed to include laid-up field stone wall borders, conveniently placed interpretive signs in timber frames, low maintenance native planting plans, trash facilities and well defined pedestrian areas.
- **Safety**
In addition to the aesthetics of pull-off and parking areas, safety must be factored into their design. Users should be made aware of and guided to the pull-off and parking areas through the posting of NYSDOT standard signs and/or directional byway signs in advance of the pull-off and parking areas. Safe entrances and exits should be created that are consistent

with the roadways speed limit. Entrances and exits should be clearly identified. Existing informal pull-off and parking areas should be either formalized and re-designed to improve safety or closed and vehicles redirected to more appropriate locations.

- **Funding**

Investigate possible local, state and federal grant programs to fund roadside pull-off and parking areas. Consider initiating joint projects with local and state transportation and recreation agencies. Encourage existing institutions to improve their parking facilities. Investigate the possibility of creating shared parking areas that provide access to multiple resources that are built and maintained by resource sponsors. Consider providing a tax incentive to private property owners willing to donate right-of-way for the construction of new roadside pull-off and parking areas.

Category II Preservation

Preservation Goal: Encourage the preservation and enhancement of the scenic, natural and historic resources along the Route 9D Scenic Byway.

Preservation Goal Objectives:

- **Minimize Overhead Utilities**

Utilities should be coordinated so as to minimize poles and lines as well as conflict points between utilities and vegetation. Whenever possible, burying utility wires underground is preferred.

- **Shared Driveways**

Shared driveways and curb cuts between adjacent commercial properties should be encouraged to minimize the negative impacts on vegetated areas and preserve the rural character of the corridor.

- **Scenic and Historic Overlay District**

Establish a “Scenic and Historic Overlay District” along the Route 9D Scenic Byway that would incorporate simple and practical standards for signs, setbacks, building height and mass, location of parking, minimum lot size and any other items the Town wishes to provide development guidance.

New development should compliment and adhere to the natu-

ral topography of the site within the overlay district. Dramatic alterations to the existing topography should be avoided. Artificial changes to the topography can be very apparent as well as visually and environmentally disrupting. The use of mounds should also be avoided.

Develop “Design Guidelines” for buildings, roadside landscape features and streetscaping that the Town Planning Board could incorporate into their site plan review for projects along the Route 9D Scenic Byway.

- **Historical Resources**

Establish a “Route 9D Scenic Byway Historical Site Partnership.” This would bring together representatives of the various historic sites (private and public) throughout the corridor to discuss areas of possible mutual benefit, such as the coordination of events, sharing historic research, securing grants, organizing fund-raising activities, improving historical site access and promoting the historical resources along the corridor. The partnership could work to secure funding for the development and publication of a book about the corridor’s rich history including historical events, people and architecture.

The partnership could also conduct a corridor wide analysis of the need for and availability of funding for historic preservation, restoration, enhancement and interpretation. The partnership could work to identify historic properties at risk, educate property owners and mobilize a citizen support group when necessary to protect resources at risk.

- **Signs**

Encourage the development of a local sign regulation for the Route 9D Scenic Byway that supports the prevention of unnecessary sign proliferation and provides for design review. Signs along the Route 9D Scenic Byway should be simplified with the purpose of reducing the sign clutter along the road to enhance scenic qualities.

Develop a “Sign Plan” that would inventory existing roadside signs, develop sign standards and a graphical theme for directional and points-of-interest signs, identify opportunities for consolidating existing signs and identify logical locations for new directional and points-of-interest signs.

- **Community Stewardship**

Create an alliance amongst the historic, recreation and environmental organizations along the corridor to build on resource identification, assessment and protection.

Determine the “carrying capacity” of sites so they don’t become over used. A “leave only footprints” philosophy should be encouraged and promoted so visitor and residents can enjoy sites without damaging them.

Develop educational material and technical assistance programs for communities, residents and visitors on resource protection, value and stewardship.

Encourage voluntary resource protection by community residents along the Route 9D Scenic Byway through public outreach measures such as publication of educational material and holding events, such as an annual “Byway Beautification Day” where the community can work on a project collectively and volunteers can be rewarded with food, refreshments and music.

Encourage land preservation through conservation easements

and donations by building a partnership with existing organizations such as the Hudson Highlands Land Trust and Open Space Institute.

Encourage owners of eligible properties to list them on the State and National Register of Historic Places.

- **Scenic Byway Marketing/Tourism/Interpretation**
Develop an “Interpretive Plan” to identify interpretive opportunities, ways to link sites together, and methods to convey to visitors the depth and significance of the Route 9D Scenic Byway’s historical, natural and recreational resources.

The results of an “Interpretive Plan” might include recommendations such as:

- Establish an interpretive center or possibly multiple centers where Route 9D Scenic Byway specific information and exhibits can be displayed and made available to the public.
- Develop interpretive media such as pamphlets, booklets, children material, website, audio and video tapes, and visitor self-guided tour book and map. This material can take

the unique shape of first-person narrative/historical accounts, time-lines of history or “Did You Know” trivia.

Develop an information brochure for distribution to residents along the Route 9D Scenic Byway. This brochure could highlight the major management strategies for the Route 9D Scenic Byway, particularly as they pertain to private property. It should specifically detail the value of the corridor to the community and the importance of preserving the corridor’s beauty through careful property development and management practices.

- **Tree Preservation**

Preserve woodland lots and existing groves of trees. These areas soften the impact of development and provide valuable habitat. Local zoning code should provide for an adequate front yard setback and establish a buffer zone that prevents the clearing of mature trees along the roadway; this could be accomplished as part of a “Scenic and Historic Overlay District.” Additionally, the zoning code can require for new construction that a percentage, say 60%, of existing mature trees must not be disturbed. Trees along the corridor should be protected and their health monitored.

- **Roadside Vegetation Management/Invasive Plant Control**

Work with New York State Department of Transportation (NYSDOT) on the development and adoption of a “Roadside Vegetation Maintenance Policy” for the Route 9D Scenic Byway that can effectively eliminate any conflict between upholding the safety and operations requirements while also meeting and maintaining the aesthetic objective. The policy should define the physical limits, establish mowing limits and frequency, limit the use of herbicides, outline tree maintenance practices, strive to eradicate and control invasive plants, and provide guidance on the selection of native plants for re-vegetation.

Develop an educational outreach program to educate property owners along the Route 9D Scenic Byway about invasive plant species and urge them to remove invasive plants from their property. Perform an inventory of invasive plants along the Route 9D Scenic Byway, highlighting the areas with the worst infestation.

Organize a volunteer group to remove invasive plants along the road, possibly as part of an annual “Byway Beautification Day” event.

- **Stormwater Management**
Project's along the Route 9D Scenic Byway should be developed consistent with town, state and federal stormwater management regulations. These regulations require property owners to prevent erosion and mitigate any sediment laden run-off from the site associated with construction activities.
- **Lighting**
Street lights along the Route 9D Scenic Byway should always be kept to a minimum. This corridor has historically been unlighted. In the event street or site lighting is deemed necessary for improved safety, full cut-off light fixtures should be used with the minimum lumen (light spread and intensity) necessary.
- **Noise**
Adoption of an enforceable noise ordinance that would address and remedy the excessive noise created by motorcycles without mufflers and heavy trucks jake-braking along the Scenic Byway.

Category III Transportation

Transportation Goal: Evaluate potential consequences of restricting 18-wheeler through trucks from the Route 9D Scenic Byway.

Transportation Goal Objectives:

- **Analysis**
It is recommended the Town/County perform an in-depth truck origin/destination study to determine the number of through 18-wheeler trucks using Route 9D Scenic Byway in both directions, over a 24-hour period. It is also recommended the Town/County evaluate alternative routes that through 18-wheeler trucks would use if diverted from the Route 9D Scenic Byway.
- **Route 9**
It is recommended the Town/County perform a safety analysis of Route 9 in the Town of Philipstown for baseline information purposes and to evaluate any potential safety impacts associated with diverted trucks from the Route 9D Scenic Byway to Route 9.

Transportation Goal: Develop a strategy for the restriction of 18-wheeler, through trucks along the Route 9D Scenic Byway.

Transportation Goal Objectives:

- **Roadway Ownership Transfer**

The Route 9D Scenic Byway is a state owned and operated roadway. As a state highway it is unlawful to prohibit trucks unless sound engineering analysis can determine there is a safety problem. Preliminary engineering analysis by NYSDOT of the Route 9D Scenic Byway does not reveal any safety issues associated with truck traffic within the corridor; consequently NYSDOT is unable to restrict trucks.

An option has been identified by NYSDOT for the community to explore regarding the Town's ability to restrict trucks in the corridor. The option involves the transfer of ownership of Route 9D in the Town of Philipstown from the state to Putnam County or the Town of Philipstown. It should be noted that truck access laws apply to state and local authorities.

- **Town/County Actions to Consider if Route 9D Scenic Byway Roadway Ownership is Transferred from the State to the Town/County**

Investigate the possibility of restricting 18-wheeler through trucks from using Route 9D Scenic Byway through the follow-

ing actions:

- Determine if the roadway is unsafe for through truck traffic, based on engineering analysis.
- Post signs restricting through trucks.
- Enforce restriction.
- Install CATV cameras.
- Institute strict fines.
- Develop system to avoid unnecessary harassment of local trucks.
- Restrict Route 9D north bound through trucks from using the Bear Mountain Bridge.
- Increase truck tolls at the Bear Mountain Bridge.
- Limit maximum gross weight of trucks.
- Use variable message system (VMS) to alert trucks of restriction.
- Install signs south of Bear Mountain Bridge to divert through trucks to 9W and I-84.
- Pursue legislative change to existing federal and state truck regulations.

- **Routine Truck Inspections**

Establish a truck inspection program along the Route 9D Scenic Byway corridor. The program would routinely set up a

truck inspection stop to verify truck permits and vehicle safety.

Category IV Recreation

Recreation Goal: Develop a separated, multi-use path for non-motorized transportation and recreation along the Route 9D Scenic Byway.

Recreation Goal Objectives:

- **Committee**

Establish a “Route 9D Scenic Byway Trail Committee” to plan, coordinate, publicize, apply for grants, solicit private land owners for easements and oversee a feasibility study. The committee should include representation from the Town, local and regional recreation departments, local and regional transportation agencies, residents, institutions along the corridor, and local businesses.

- **Feasibility Study**

Conduct a feasibility study that would include:

- Alternative analysis
- Preferred alignment
- Preservation of natural rock outcroppings

- Preservation of residential privacy along path
- Preservation/enhancement of old trees and stone walls
- Design standards
- Logical links to existing park and trail system
- Creation of loop paths from and to the Scenic Byway
- Locations for parking and trail head access
- Conceptual plan
- Cost of the project
- Funding opportunities, local, state and federal
- Management and maintenance
- Phasing strategy

- **New York State Bike Route 9**

Coordinate development of a multi-use path with NYSDOT since the Route 9D Scenic Byway is also an eight mile segment of the New York State Bike Route 9. Bike Route 9 is one of three statewide bicycle touring routes across New York State. Bike Route 9 extends from New York City to the Canadian border in Quebec. Riders on Bike Route 9 share the roadway with motor vehicles and the route is therefore suited to the expert cyclist. Less experienced cyclists, who are attracted to the scenic byway for its numerous points-of-interest and recreational opportunities, need to be provided a more suitable alternative.

Chapter V. Implementation Strategy

	Coordinators		Public Offices				Not-for-Profits		Private				Implementation
	Route 9D Scenic Byway Committee	NYS Scenic Byway Committee	Town	County	State	Federal	Environmental	Historic	Business	Church	Land Owners	Utility Co.	Term (Short, Medium, Long)
Category I - SAFETY													
Safety Goal: Promote vehicle, pedestrian and bicycle safety along the Route 9D Scenic Byway													
Safety Goal Objectives:													
Investigate/Improve Identified Roadway Intersections	r		●	●	●								Medium
Investigate/Improve Identified Driveways	r		●		○		●		●	●	●		Medium
Increase “No Passing Zone” Signs	r				●								Short
Increase Speed Enforcement	r		●	●	●								Short
Establish Town Traffic Control Unit	r		●				□	□	□	□	□		Medium
Investigate sharing traffic control services with the Village of Cold Spring	r		●				□	□	□	□	□		Short
Implement Traffic Calming	r		○	○	●		□	□	□	□	□		Medium
Adopt stiffer fines for convicted speed violators	r		●				□	□	□	□	□		Short

r Coordinator ● Primary Responsibility ○ Major Assistance □ Support
 Short Term 1-2 years Medium Term 3-9 years Long Term 10 to more years

Route 9D Scenic Byway

	Coordinators		Public Offices				Not-for-Profits		Private				Implementation
	Route 9D Scenic Byway Committee	NYS Scenic Byway Com- mittee	Town	County	State	Federal	Envi- ronmen- tal	Historic	Business	Church	Land Owners	Utility Co.	Term (Short, Medium, Long)
Establish 30 MPH in Garrison Hamlet	r		○		●		□	□	□	□	□		Medium
Safety Goal: Develop safe access to hiking trails and historic sites along the Route 9D Scenic Byway													
Safety Goal Objectives:													
Investigate/apply to grant programs	r	r	●	□	□	□	○	○	○	○	○		Short
Conduct a Feasibility Study to identify need and locations for pull-offs and park- ing areas	r	r	●	□	□	□	□	□	□	□	□		Medium
Develop design style for pull-offs and parking areas	r	r	●	□	□	□	□	□	□	□	□		Medium
Category II - PRESERVATION													
Preservation Goal: Encourage the preservation and enhancement of the scenic, natural and historic resources along the Route 9D Scenic Byway													
Preservation Goal Objectives:													
Investigate under grounding utilities	r		●	●	●	□	□	□	□	□	□	●	Medium to Long

r Coordinator ● Primary Responsibility ○ Major Assistance □ Support
 Short Term 1-2 years Medium Term 3-9 years Long Term 10 to more years

	Coordinators		Public Offices				Not-for-Profits		Private				Implementation
	Route 9D Scenic Byway Committee	NYS Scenic Byway Committee	Town	County	State	Federal	Environmental	Historic	Business	Church	Land Owners	Utility Co.	Term (Short, Medium, Long)
Encourage commercial shared driveways and curb cuts	r		●	○	○				□		□		Short to Medium
Establish "Scenic & Historic Overlay District"	r		●	□	□	□	□	□	□	□	□		Short
Establish a "Route 9D Scenic Byway Historical Site Partnership"	r		□	□				●					Short
Develop a local sign regulation	r		●	□	□		□	□	□	□	□		Short
Secure grant and develop a sign plan	r	r	●	□	□		○	○	○	○	○		Short to Medium
Encourage community stewardship through a corridor historic/recreation/environmental organizations alliance	r		□	□			●	●	●	●			Short
Determine site "carrying capacity"	r		○	□	□		●	●	●	●	●		Short
Encourage community stewardship through education and community events	r		●				□	□	□	□	□		Short
Encourage land preservation	r		○	□	□		●	□	□	□	□		Short to Long
Encourage eligible historic properties be listed on the State and National Register of Historic Places	r		□	□	○	○		●			●		Short
Secure grant and develop an "Interpretive Plan"	r	r	●	○	○	○	□	□	□	□	□		Short to Medium
Develop Route 9D Scenic Byway Corridor Management Plan Brochure	r	r	●										Short

r Coordinator ● Primary Responsibility ○ Major Assistance □ Support
 Short Term 1-2 years Medium Term 3-9 years Long Term 10 to more years

Route 9D Scenic Byway

	Coordinators		Public Offices				Not-for-Profits		Private				Implementation Term (Short, Medium, Long)
	Route 9D Scenic Byway Committee	NYS Scenic Byway Com- mittee	Town	County	State	Federal	Environ	Historic	Business	Church	Land Owners	Utility Co.	
Amend local zoning to preserve roadside tree line buffer and increase setback	r		●				□	□	□	□	□		Short
Develop a "Roadside Vegetation Maintenance Policy"	r		●		●		□	□	□	□	□	●	Short
Secure grant and perform an Invasive Species inventory	r	r	○	□	□	□	●	□	□	□	□	□	Short to Medium
Develop Invasive Species educational material for property owners	r	r	○				●						Short
Organize a volunteer group to remove invasive species	r		○				●	□	□	□	□		Short
Develop roadway and site lighting guide-lines	r		●				□	□	□	□	□		Short
Category III - TRANSPORTATION													
Transportation Goal #2: Evaluate potential consequences of restricting 18-wheeler through trucks from the Route 9D Scenic Byway													
Transportation Goal #2 Objectives:													
Perform truck origin/destination study	r		●	○									Short
Analyze safety impacts associated with diverted trucks to Route 9	r		●	○									Short

r Coordinator ● Primary Responsibility ○ Major Assistance □ Support
 Short Term 1-2 years Medium Term 3-9 years Long Term 10 to more years

	Coordinators		Public Offices				Not-for-Profits		Private				Implementation
	Route 9D Scenic Byway Committee	NYS Scenic Byway Com- mittee	Town	County	State	Federal	Environ	Historic	Business	Church	Land Owners	Utility Co.	Term (Short, Medium, Long)
Transportation Goal #1: Develop a strategy for the restric- tion of 18-wheeler, through trucks along the Route 9D Scenic Byway													
Transportation Goal #1 Objectives:													
Transfer roadway ownership	r		●	○	○		□	□	□	□	□		Short
Analyze through truck traffic safety*	r		●										Short
Post signs restricting through trucks*	r		●	○			□	□	□	□	□		Short
Enforce restriction*	r		●	○									Short
Install CATV cameras*	r		●	○									Short
Institute strict fines*	r		●	○			□	□	□	□	□		Short
Develop system to avoid harassing local trucks*	r		●	○				□					Short
Place restriction on Bear Mountain Bridge*	r		●	○	●								Medium
Increase Bear Mountain Bridge tolls*	r		●	○	●								Medium
Limit gross weight of trucks*	r		●	○									Short
Use VMS to alert trucks of restriction*	r		●	○									Short

r Coordinator ● Primary Responsibility ○ Major Assistance □ Support
 Short Term 1-2 years Medium Term 3-9 years Long Term 10 to more years

Route 9D Scenic Byway

	Coordinators		Public Offices				Not-for-Profits		Private				Implementation
	Route 9D Scenic Byway Committee	NYS Scenic Byway Committee	Town	County	State	Federal	Environ	Historic	Business	Church	Land Owners	Utility Co.	Term (Short, Medium, Long)
Divert restricted trucks to 9W*	r		●	○									Short
Pursue legislative changes to federal and state truck regulations	r		●	○	□	□	□	□	□	□	□		Medium to Long
Establish truck safety inspection program	r		●	○	○								Short
Category IV - RECREATION													
Recreation Goal #1: Develop a safe, separated, multi-use path for non-motorized transportation and recreation along the Route 9D Scenic Byway													
Objectives:													
Establish "Route 9D Scenic Byway Trail Committee"	r	r	●	□	□	□	□	□	□	□	□		Short
Investigate/apply to grant programs	r	r	●	□	□	□	○	○	○	○	○		Short
Conduct a Feasibility Study	r	r	●	□	□	□	□	□	□	□	□		Medium

* These actions are to be considered if the Route 9D Scenic Byway roadway ownership is transferred from the State to the Town/County.

r Coordinator ● Primary Responsibility ○ Major Assistance □ Support
 Short Term 1-2 years Medium Term 3-9 years Long Term 10 to more years

Chapter VI. Financial Resources

Financial Resources

Funding for the implementation of the Route 9D Scenic Byway Corridor Management Plan (CMP) recommendations will be sought from various granting agencies by the Town of Philipstown and local not-for-profits.

Potential Funding Sources

Below is a list of national and state agencies/organizations that can provide possible funding sources for the Route 9D Scenic Byway CMP recommendations. In addition, there are numerous local and community based foundations that can also possibly provide grants for the implementation of recommendations.

NATIONAL AGENCIES/ORGANIZATIONS:

- * Environmental Protection Agency—Environmental Education Grant Program (EPA-EEG). Provides grants for environmental education projects that enhance the public's awareness, knowledge and skills to make informed decisions that affect environmental quality.
- * Federal Highway Administration—Transportation Enhancements (FHWA-TE). Provides funding to transportation related activities designed to strengthen the cultural, aesthetic, and environmental aspects of the inter-modal transportation system.
- * Federal Highway Administration—National Scenic Byways (FHWA-NSB). Provides discretionary grants for planning, designing, and developing byways and state scenic byway programs.
- * Federal Highway Administration—Bicycle and Pedestrian Paths (FHWA-BPP). Provides funding to projects that make bicycling and walking safer and more viable means of travel.
- * Federal Highway Administration—Recreation Trails (FHWA-RTP). Provides funding for the creation and maintenance of recreational trails.
- * Institute of Museum and Library Services (IMLS). Offers funding through their General Operating Support, Museum Assessment Program, Conservation Project Support, Conservation

Assessment Program, and National Leadership Grants for Museums.

- * National Endowment for the Arts (EA). Provides funds for projects that provide art preservation and education.
- * US Department of Agriculture—Natural Resource Conservation Service (USDA-NRCS). Provides eligible projects land conservation, water management, and community sustainability funds.
- * US Forest Service—Land and Water Conservation Fund (USFS-LWCF). Offers funds to purchase lands and waters for recreation, scenic landscapes, wildlife habitat, and clean water.

NEW YORK STATE AGENCIES/ORGANIZATIONS:

- * Council on the Arts—Architecture, Planning and Design (APD). Provides funding for public education projects (exhibitions, publications, workshops), design studies, planning studies, adaptive re-use studies, and independent projects.
- * NYS Department of State—Local Waterfront Revitalization Program (LWRP). Provides eligible local governments with funds to prepare waterfront management plans, coastal education programs, and implementation of Scenic Byway CMP rec-

ommendations.

- * NYS Office of Parks, Recreation and Historic Preservation—Barn Restoration and Preservation Program (OPRHP-BRPP). Provides grants for properties listed on the State or National Register of Historic Places for the restoration of barns to allow for their use and access by the public.
- * Preservation League of NYS and NY Council on the Arts—Preserve NY (PNY). Provides eligible applicants funding for cultural resource surveys, historic structure reports and historic landscape reports.
- * Preservation League of NYS—Rural NY Grant Program (RNYGP). Provides eligible applicants with funding through various programs, including the Main Street Revitalization, Heritage Tourism, and Community Building Preservation.
- * NYS Legislature—Transportation and Tourism, Recreation and Sports Committees. Provides line item funds for State supported projects.
- * Hudson River Valley Greenway-Model Grant & Technical Assistance Program. Provides funds to eligible scenic byway groups, or local municipalities.

Chapter VII. Public Involvement

Route 9D Scenic Byway Steering Committee

The Route 9D Scenic Byway Steering Committee was the core advisory body for the development of the Corridor Management Plan (CMP). The Steering Committee has met monthly since November 2005 to perform various planning activities, such as organizing public workshops, developing a corridor vision, inventorying existing conditions, formulating goals and objectives based on community input, developing an implementation strategy, and identifying possible funding sources. All Steering Committee meetings were open to the public.

The Steering Committee is comprised of 28 community members, with representation from the local school board, residents, church, environmental not-for-profits, Old Road Society, volunteer fire and emergency services, business owners, recreation department, historic sites and public officials.

It is envisioned that the Steering Committee members, upon com-

pletion of the CMP, will continue to be ambassadors for the byway; help foster local and regional awareness of the byway's importance; and work with byway partners to fulfill the corridor's vision.

Public Involvement Actions

A number of public involvement techniques were used to solicit input from the community and keep the community up-to-date on the plan's development.

In December 2005, the Steering Committee requested the Town to sponsor a webpage dedicated to the Route 9D Scenic Byway CMP process. The Town immediately responded with the development of a site dedicated to the Route 9D Scenic Byway CMP. With the help of the Town, the site has been continuously updated with public workshop announcements, meeting minutes, meeting handouts, project schedules and public workshop results. The website address is: www.philipstown.com/RT9D.HTML

Route 9D Scenic Byway

On January 24, 2006, the first of two Public Workshops was held. The workshop was advertised through a mass mail distribution, local postings, a newspaper announcement and word-of-mouth by Steering Committee members. Approximately 100 community residents attended the 2 hour workshop. The workshop revolved around a hands on exercise that divided workshop participants into groups of 6 to 8 people. The groups, using base plan information provided by the Steering Committee, brainstormed about their byway's favorite places, listed their byway wishes and worries, identified their top three byway issues, and from that developed draft goals and objectives. This workshop was instrumental in the plan's development and guided the Steering Committee.

On May 23, 2006, the second and final Public Workshop was held. The workshop was advertised through a mass mail distribution, local postings, a newspaper announcement and word-of-mouth by Steering Committee members. Approximately 30 community residents attended the 2 hour workshop. The purpose of the workshop was to present an overview of the CMP goals and objectives and solicit community input. The workshop was organized around the four primary goal categories: safety, preservation, transportation and recreation.



Figure 12. Public Workshop II

Public Involvement Summary

Meeting	Date/Place/ Time	Objectives	Results
Meeting w/Public Official	September 21, 2005 Supervisor's Office 2:00 – 3:00 PM	Meeting between NYSDOT Project Manager and Town Supervisor to discuss project objectives and public involvement strategy.	Town advertised and formed a project Steering Committee to work with NYSDOT.
Steering Committee Meeting	November 17, 2005 Garrison School 7:40 – 9:10 PM	Introduce the CMP concept; review proposed CMP process and public involvement strategy; and develop a draft "Vision."	Reached consensus on CMP process and Public Involvement strategy. Developed a draft "Vision."
Technical Working Group/ Steering Committee Meeting	December 15, 2005 Garrison School 6:10 – 7:30 PM	NYSDOT staff provides Steering Committee traffic statistics for the Route 9D corridor.	Steering Committee was informed of existing traffic conditions and began planning Public Workshop I.
Technical Working Group/ Steering Committee Meeting	January 12, 2006 Garrison School 6:00 – 7:00 PM	Prepare for Public Workshop I.	Steering Committee reached consensus on Public Workshop agenda and group exercise.
Public Workshop I	January 24, 2006	Introduce the community to the project to prepare a CMP for Route 9D and gather public input through group exercise.	Community was informed of project and new Steering Committee members were solicited. 15 groups (6-8 people per group) produced a total of 45 draft goals and objectives for the corridor.
Steering Committee Meeting	February 21, 2006 Garrison School 7:00 – 9:00 PM	Review Public Workshop I results. Welcome new Steering Committee members and bring them up to date.	Reviewed previously distributed technical material with new Steering Committee members and began to review Public Workshop I results.

Route 9D Scenic Byway

Meeting	Date/Place/ Time	Objectives	Results
Steering Committee Meeting	March 20, 2006 Garrison School 7:00 – 9:00 PM	Review draft CMP “Goals and Objectives”, that were developed based on information collected at Public Workshop I during the group exercise.	Steering Committee reviewed and commented on draft “Goals and Objective.”
Steering Committee Meeting	April 13, 2006 Garrison School 7:00 – 8:45	Review draft CMP “Inventory of Intrinsic Qualities” and “Implementation Strategy” and review revised “Goals and Objectives.”	Steering Committee reached consensus on “Goals and Objectives” and reviewed and commented on “Inventory of Intrinsic Qualities” and “Implementation Strategy.”
Steering Committee Meeting	April 24, 2006 Garrison School 7:00 – 8:45	Review draft CMP in its entirety, work to reach consensus on a final draft.	Steering Committee reviewed draft CMP in its entirety, made minor modifications and reached consensus on a final draft version ready for public commenting.
Steering Committee Meeting	May 1, 2006 Garrison School 7:00 – 8:15	Prepare for Public Workshop II.	Steering Committee reached consensus on Public Workshop II agenda and format. Committee members volunteered to give presentations and answer public questions during break out session.
Public Workshop II	May 23, 2006	Inform public of Steering Committee’s progress on the development of the CMP. Present the draft CMP and solicit community input.	Steering Committee presented the draft CMP to workshop participants and comments were collected.
Steering Committee Meeting	June 6, 2006 Garrison School 7:00 – 8:30	Review Public Workshop II results. Revise CMP to reflect community’s input. Develop final CMP and reach consensus.	Steering Committee reviewed public comments and revised CMP.
Steering Committee Meeting	June 27, 2006 St. Phillips Parish House 7:00 – 8:30	Endorse final CMP and request Town pass resolution in support of final CMP. Request letters of support from Scenic Byway partners.	Steering Committee endorsed CMP and will seek Town resolution and letters of support from Scenic Byway partners.

Chapter VIII. Resources

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"Roads no longer merely lead to places; they are places"
John Brinckerhoff Jackson

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