

## Transportation

### ***Community Goal:***

Enhance the efficiency and safety of the Town's transportation networks, and preserve the scenic quality of rural roads.

### ***Objectives:***

- Minimize the traffic impact of commercial and industrial development on major roads.
- Reduce traffic congestion by encouraging alternative modes of transportation.
- Improve transportation efficiency.
- Minimize road lengths.
- Preserve and enhance the scenic quality of rural roads.

Transportation is a key factor in determining a Town's quality of life. Roads should not only serve to easily transport people, but should make the experience enjoyable as well. An adequate street system that provides for the safe and expeditious movement of persons and goods is vital to the well being of the community. Moreover, the street, if properly designed, can be an important public space, particularly in areas of concentrated development such as the hamlet of Highland. A successful hamlet streetscape becomes the social center of a community, the place where people interact informally and benefit from chance encounters with friends and colleagues.

Transportation refers to the movement of people, goods, services, and information. It is a term that covers various modes of getting around, including driving, walking, bicycling,

public transportation, and telecommuting. However, an increased reliance on cars as the sole means of transportation, coupled with a growing population, has created problems in Lloyd, including:

- Traffic congestion, resulting in increased travel time and frustration, and the need for expensive road widenings and improvements.

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- Unsafe conditions for pedestrians and bicyclists.
- Loss of rural and scenic quality associated with the community.

Continually widening roads to alleviate traffic congestion is not a long-term solution. Redesigning roads to handle higher volumes of traffic simply attracts more vehicles. Wider roads can also negatively impact scenic aspects and the quiet rural character of the community. Moreover, widening roads and further promoting automobile dependency is expensive and environmentally degrading. For these reasons, priority should be given to utilizing the present road structure more efficiently, promoting alternative modes of transportation, and utilizing traffic calming techniques. The Town's Zoning requirements should also be designed to reduce reliance on the automobile.

### 6.1 MINIMIZE TRAFFIC IMPACTS

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Two corridors that traverse Lloyd (Route 9W and Route 299) play an important role in the regional transportation system. It is imperative to preserve capacity along these corridors by minimizing roadside "friction" to utilize the present road structure more efficiently, and by carefully analyzing potential capacity impacts of new development.

"Friction" on arterial roads can be minimized by limiting the number of driveways, and by discouraging on street parking. Reduction in roadside friction, however, should not suggest a recommendation for increased automobile speed on the State and County roads, which could result in increased safety concerns. To relieve existing and potential future traffic problems along major roads, the *Comprehensive Plan* recommends that development fronting on these major roads should be avoided or discouraged through the Zoning requirements, subdivision regulations and site plan controls, including larger minimum frontages, minimum lot widths, and other factors. These requirements should also encourage developers to create interior access connecting parking lots, internal service roads, and shared accesses where possible on all future commercial development along Route 9W and Route 299. Pedestrian access to commercial areas from nearby residential areas should be encouraged during site plan review by requesting installation of sidewalks. This will also help to reduce traffic on main arterials. Developers along these corridors should be required to analyze potential impacts of their projects on levels-of-service for a design year horizon (3 to 5 years) beyond the project completion date. The Planning Board should ensure that offsite improvements or developer contributions are proportionate to development proposals when those proposals affect current

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transportation flow. Finally, the Town should work with the DOT and adjacent communities to conduct corridor studies of Route 9W and Route 299 to address long term transportation needs and design issues.

### **6.2 ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION**

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Reducing vehicle travel can be an effective means to ensure that the Town's transportation system will allow travel with minimal delays from one place to another in the community. The entire community will benefit from a reduction in air pollution because automobiles are a major source of pollutants. Local businesses, particularly in Highland, will also benefit because the hamlet is likely to become a more popular place for shoppers if traffic congestion is reduced. An uncongested, pedestrian-oriented environment can attract customers who may wish to shop in the hamlet, but go elsewhere due to congestion and the unavailability of parking. In addition, reliance on a car to shop for basic goods automatically erects barriers to youth, the disabled, lower income residents, and senior citizens. Improvements in transportation alternatives to the automobile are necessary or the mobility of a large proportion of the population will be impaired.

This section of the *Comprehensive Plan* presents a discussion of alternatives to auto-oriented solutions to the Town's transportation problems. Communities that share similarities to Lloyd have successfully used many of the concepts discussed below. Lloyd can and should build upon these successes.

#### **6.2.1 Transportation Safety Committee**

To promote alternative modes of transportation, the *Comprehensive Plan* recommends that the Town's Transportation Safety Committee be authorized to develop and promote programs that support, increase and facilitate transit (bus), rideshare (carpooling and vanpooling), pedestrian and bicycle transportation, and telecommuting to minimize vehicular traffic volume. This would include educational efforts such as the creation of an Alternative Transportation Booklet. The Booklet would be a convenient means to disseminate information on alternative transportation modes. The Committee could also meet regularly to discuss existing and proposed transportation programs and projects, and could work with the State and County, the Poughkeepsie-Dutchess County Transportation Council, the Hudson River Valley Greenway, and other agencies responsible for transportation.

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### 6.2.2 A Pedestrian and Bicycle-Friendly Community

The Town Board and the Planning Board should consider the potential for pedestrian and bicycle movement when authorizing road building projects, and when specific destination points are involved, such as connecting schools and parks with residential areas. Traffic-calming techniques (such as those discussed below and in the Technical Memorandums at the end of this Chapter) can create a friendlier environment for pedestrians and bicyclists alike. While the *Comprehensive Plan* is not advocating the construction of wider shoulders on existing Town streets, a pedestrian and bicycle friendly community should have wide paved shoulders on arterial routes, well demarcated pedestrian crosswalks at intersections, and signage announcing that bicycles share the roadway. The NYS Vehicle and Traffic Law specifically describes the rights and responsibilities of bicyclists and pedestrians on public highways. The State Department of Transportation has issued design standards that prescribe a four-foot wide paved shoulder on newly constructed or reconstructed State routes. Addition of non-motorist amenities makes the roads safer for all users, and may reduce liability exposure for local government following an accident.

To facilitate bicycling and walking, issues of access, education, enforcement, safety and security need to be addressed. Improving the overall environment for pedestrians and bicyclists will result in increased use. The *Comprehensive Plan* makes the following recommendations to encourage alternatives to the automobile:

- **Pedestrians First** We are all pedestrians and should receive priority over vehicles. All Town actions that may affect traffic and circulation should be guided by the principle of “*pedestrians first.*”
- **Traffic Calming** Use traffic calming techniques, such as pedestrian crosswalks, narrowing roads and other recommendations found in the Technical Memorandums at the end of this Chapter, to reduce traffic speeds and provide a safer environment for pedestrians and bicyclists.
- **Sidewalks** All new major subdivisions should install sidewalks with concrete, bluestone or masonry paving material. Curbing, where required, should also use concrete or granite instead of

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asphalt, which does not stand up as well<sup>1</sup>. This should be codified in the Town's regulations and implemented by the appropriate board. TEA-21 funding should be sought for those streets that the Transportation Safety Committee has identified as needing new or repaired sidewalks.

- **Connect Roads.** A connected street network with short blocks encourages walking and bicycling and provides multiple routes that disperse traffic. In new subdivisions, the Planning Board should require roadway connections to existing streets and adjacent neighborhoods whenever feasible. Cul-de-sacs should be discouraged.
- **Rail Trail** The Hudson Valley Rail Trail should be included in all future trans-Lloyd transportation reviews and studies.
- **Bikeways** Lloyd's secondary roads provide a scenic bikeway with limited traffic for moderately skilled cyclists. Tighter limitation on traffic speed on these roads, including bicycle/scenic corridor designation and signage where appropriate, would increase public confidence in these roads as recreational corridors. As in Dutchess County, organization and promotion of these as bicycle or rustic trails may prove a useful device to attract recreational interest and tourism. Design standards for bicycle routes should be established for Town roads to encourage this activity.
- **Work with DOT to Develop Trailways** The Town should work with the NYS DOT to implement the DOT's recommendation in its Maybrook Multi-modal Corridor Study to construct a paved, shared-use trailway that is set back from the highway along the Route 299 right-of-way.
- **Road Shoulders** Provide a 3 to 5 foot wide shoulder for pedestrians and bicyclists on the Town's main roads when they are repaved.
- **Walking/Biking Paths** Off-street walking and bike paths should be created as opportunities arise to link neighborhoods to each other and to the hamlet of Highland

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<sup>1</sup> As recommended by the MCA/WCS publication *Best Development Practices*, Cape Cod style curbing, which facilitates amphibian movement, should be used in areas where habitats for vernal pool amphibians have been identified.

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- **Signage** “Bikes Share the Road” signs should be placed along bike routes throughout the Town.
- **Bicycle Racks** The Planning Board should consider the appropriateness of bicycle racks in their review of site plans.
- **Pedestrian/Bicyclist Master Plan** The Transportation Safety Committee could promote bicycling and walking by identifying routes in a Pedestrian and Bicyclist Master Plan brochure.
- **Bus Transportation** The Transportation Safety Committee could work with Ulster County Rural Transportation and other bus companies to increase the number of bus stops in the Town.
- **Park and Ride Facilities** The Transportation Safety Committee could facilitate transit and carpool use by identifying appropriate locations for park and ride facilities that would support existing and new ride sharing and/or transit activities.
- **Official Town Map** The Town Board should adopt an Official Town Map, pursuant to § 270 of NYS Town Law, showing the location of all existing and proposed streets, highways, bike paths and trails, including the Rail Trail and proposed Greenway Trails. New development proposed where these travel ways are located on the map should be required to install this infrastructure as part of the Planning Board and Zoning Board review process. An Official Town Map is the foundation for a town to base certain decisions and policies, such as reserving rights-of-way in subdivisions, providing appropriate locations for trails, parks, drainage facilities, or for new roads. Once The Town Board has adopted an Official Town Map, an applicant for a subdivision or other development cannot develop within such proposed areas without giving the Town the opportunity to develop the land as indicated on the Map.

### 6.3 IMPROVE TRANSPORTATION EFFICIENCY

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Adoption of an Official Town Map would assist the Town in improving transportation efficiency in areas of the Town where development of new through roads would alleviate congestion on existing corridors. The Map would identify areas where new through roads should be developed, and would permit the Planning Board to require that developers incorporate these roads into the design of their projects, or provide rights-of-way for future roads that connect to

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adjacent parcels. An example would be the planned north/south connector road from Old New Paltz Road to Half Moon Road. A small portion of this road, Hilltop Lane, has already been installed. This future road would be identified on the Official Town Map, which would be referenced during site plan and subdivision reviews. Applicants for development within the area designated for Hilltop Lane would be required to provide a right-of-way for this road, or construct portions of it.

Lloyd should also work closely with the County, State and Bridge Authority to ensure consistency between their transportation plans and the Town's goals. For instance, the addition of a new bridge crossing the Hudson at Route 299 in Lloyd, as recommended by Mid-Hudson Pattern for Progress, would have profound impacts on traffic flow in Lloyd. Finally, to improve traffic movement, the Town should petition NYS DOT to permit crossing Route 9W north from North Road.

### **6.4 MINIMIZE ROAD LENGTHS**

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The *Comprehensive Plan* reiterates the previous *Plan's* recommendation to minimize additional road lengths by reducing density and clustering future housing in outlying areas of the Town. As discussed previously, these requirements will decrease the amount of traffic in the Town and the shorter road lengths will be less expensive to construct and to maintain.

### **6.5 ENHANCE SCENIC ROADS**

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Many of Lloyd's roads exemplify scenic qualities that are pleasing to residents and add significantly to the rural character of the community. Stone walls or wooden fences, mature trees that line the road, views of open fields and ridgelines, streams, lakes, and other natural landforms are all features that define the scenic quality of a road. The road itself, whether paved or unpaved, can also be scenic. Narrow country lanes and winding roads that curve around hills opening onto scenic vistas can delight the traveler or the life-long resident.



**Figure 27: Pancake Hollow Road Looking South, one of Lloyd's many scenic roads**

Scenic roads are not only important for their aesthetic value. As a major contributor to a quality environment, scenic roads enhance a community's ability to attract tourists and light industry. Many communities compete to attract new industry by offering tax incentives and the provision of needed infrastructure. Ultimately, a community's quality of life can be the deciding factor for a business to relocate. Thus scenic roads have both an aesthetic and economic impact.

Scenic roads can be designated under both the New York State Scenic Roads Program and a Local Scenic Roads Program. The State program has recently been revised and is far more user friendly. Previously, documentation that weighed the scenic and negative aspects of the road on a numeric scale had to be provided on each tenth of a mile of road to be designated. Although documentation is still required based on criteria developed by NYS Department of Transportation, a more holistic approach is taken, and the reporting on each tenth of a mile has been eliminated. Local Scenic Road Programs are adopted by Town Boards as local laws. They may be tailored to fit the community, but must include specific designations and regulations that are designed to protect the identified resource.

Another means of designating scenic roads is through SEQR. Roads with scenic quality could be designated a Critical Environmental Area.

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This way, SEQR review of development projects that affect the scenic roads would require additional review to ensure that the roads' qualities are not compromised by such development.

The *Comprehensive Plan* recommends that the Town officially designate roads with significant natural, cultural, and scenic resources and adopt a scenic roads program to protect and enhance these corridors. The program would detail appropriate policies for assuring the protection and enhancement of scenic roads, such as preserving the tree canopy, fieldstone walls, hedgerows, significant old trees, and other important elements in the roadside scenery, restricting signage, and encouraging tree planting. The program could assess the carrying capacity of the road and establish density such that capacity is not exceeded by future development, thereby preventing the need for excessive road widenings. In appropriate areas, increased setbacks and natural screening around new developments should be required. This buffer space would not only help to preserve the road's visual quality but would also allow added space for walkways and non-motorized traffic. Specific portions of roads with particularly valuable visual elements and/or historic sites should receive protection by formal designation.

Candidates for local scenic road designation include at least the most attractive portions of the following roads:

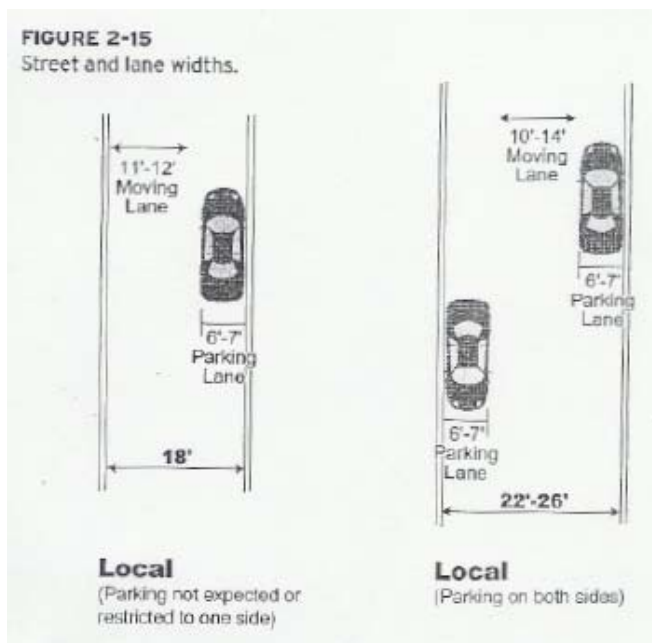
Old New Paltz Road	North and South Chodikee Lake Road
Bellevue Road	South Street
Pancake Hollow Road	North and South Riverside Road
North Eltings Corners Road	Red Top Road
Lily Lake Road	Mile Hill Road
Haviland Road	Hawleys Corners Road

### 6.5.1 Adopt New Road Standards

New roads should be designed to enhance scenic character and conform to the *Comprehensive Plan's* goal of preserving the rural appearance of the community. Wherever possible, construction elements usually associated with suburban subdivisions, such as wide asphalt roads and concrete curbing, should be avoided. Prior to World War II, traditional neighborhood streets were approximately 28'-30' wide. Since that time, local streets have grown in width to 36'. The wider road standards require extensive grading and cutting of vegetation that leaves the landscape barren and robs it of its rural and scenic qualities. They also encourage speeding and result in increased stormwater runoff and roads that are expensive to build and maintain.

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The National Association of Homebuilders (NAH) promotes alternative road standards because of the “disadvantages of an extensive paved area – poor aesthetics, higher maintenance and installation costs, and increased stormwater runoff.”<sup>2</sup> Recently, the NAH partnered with the Institute of Traffic Engineers, American Society of Civil Engineers, and Urban Land Institute in recommending new street standards, presented in a publication called *Residential Streets*. This publication recommends a more flexible approach, where each road is built to match the function and traffic volume it will actually serve, which will minimize construction and maintenance costs, and improve aesthetics. The *Comprehensive Plan* recommends that the Town’s Highway Specifications be amended so that future development conforms to the recommendations of *Residential Streets*. These alternative standards will minimize environmental impacts, reduce safety impacts associated with speeding, and allow for greater flexibility in retaining the scenic qualities of the involved area.



**Recommended street widths for roads serving fewer than 150 units, from *Residential Streets*.**

<sup>2</sup> Cited in *Residential Streets*, 2<sup>nd</sup> Edition, American Society of Civil Engineers, et. al.