BETWEEN THE RAILROAD AND THE RIVER

Public Access Issues and Opportunities Along the Tidal Hudson

The Hudson River Access Forum
September 1989
Between the Railroad and the River:

Public Access Issues and Opportunities
along the Tidal Hudson

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Say you are in the country; in some high land of lakes. Take almost any path you please, and ten to one it carries you down in a dale and leaves you there by a pool in a stream. There is magic in it. Let the most absent-minded of men be plunged in his deepest reveries — stand that man on his legs, set his feet a-going, and he will infallibly lead you to water.

Herman Melville. *Moby Dick.*

**INTRODUCTION**

Since the 1960s significant improvements in the Hudson River's water quality have created a growing interest in the River's scenery, fisheries, wildlife, and recreational potential. This interest has spawned a demand for a variety of public access opportunities along the River, including shoreline trails and walkways, scenic viewpoints, swimming and fishing areas, riverside parks and launches for cartopped or trailered boats.

This report examines the current impediments to public access and presents a few representative sites to illustrate opportunities for increasing access between the railroad and the River. Federal, state and local programs related to public access are identified, and additional steps to improve public access are recommended.

**The Hudson River Access Forum**

This report was prepared by the Hudson River Access Forum, a working group of federal and state agencies and regional not-for-profit organizations. The agencies participating in the Access Forum include the National Park Service (NPS), the Division of Coastal Resources & Waterfront Revitalization of the New York State Department of State (DOS), the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), and the New York School Department of Environmental Conservation (DEC). The New York State Department of Transportation (DOT) served in an advisory capacity on transportation matters. In addition, three regional nonprofit public interest organizations with long-standing involvement in environmental and recreational issues in the Hudson Valley participated: the Heritage Task Force for the Hudson River Valley, Inc., Scenic Hudson, Inc. and Hudson River Sloop Clearwater, Inc.

The Forum recognizes that there is no single authority charged with providing public access to the Hudson River. Responsibility rests with a variety of agencies as well as local government. Successful efforts to improve public access requires active participation and effective coordination among them.
CHAPTER 1

ISSUES: PUBLIC ACCESS AND THE NEED FOR ADDITIONAL OUTDOOR RECREATION OPPORTUNITIES ALONG THE HUDSON RIVER

For the purposes of this report, public access to the Hudson River is defined as the ability to use the immediate shoreline or waters of the River for recreational activities. These activities include such directly water-related activities as swimming, boating from marinas, trailer launches and hand launches, deepwater docking of boats and recreational fishing. It also includes shoreline access and compatible activities such as land-based parks able to accommodate picnicking, camping and hiking, trail systems which provide for riverside biking, hiking and walking, linkage sites which provide a shoreline walkway between two or more recreational sites and viewpoints which provide visual access to areas of scenic quality. The definition of public access should be understood to include accessibility to handicapped users wherever possible.

The Study Area

The study area of this report includes railroad and railroad crossings in the immediate vicinity of the Hudson River from Federal lock number one at the Troy dam to the southern borders of Rockland and Westchester counties. Those stretches of the shoreline in this ten-county area where the railroad does not closely parallel the River (i.e., Albany County; Greene County; Ulster County north of the Town of Lloyd; and Rockland County south of the Village of Haverstraw) are excluded from this study.

The Increasing Demand for Outdoor Recreation

The report of the President's Commission on Americans Outdoors released in 1986 (Americans and the Outdoors: the Legacy, the Challenge) documents the strong public interest in outdoor recreation. Eighty-one percent (81%) of adults surveyed nationwide "strongly agreed" with strong governmental action to preserve natural areas for use by later generations. Fifty-three percent (53%) of those surveyed strongly agreed...
that more parks and recreation areas are needed near large cities. Fifty-three percent (53%) of the respondents also strongly agreed that government should provide access to beach and waterfront property on oceans, lakes and rivers.

The survey results are confirmed by the actual recreational activities of Americans. The Commission reported that the number of Americans participating in boating increased by 40% from 1973 to 1982 to over 40 million. In that same period, the number of Americans involved in recreational fishing increased by 20% to over 65 million. The report also showed that over 100 million Americans swam in 1982.

Data from the 1983 New York State Comprehensive Recreation Plan (SCRP), prepared by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), reflect these national trends. SCRP documents the growing need for access opportunities along the Hudson, projecting major regional deficiencies in swimming, picnicking and boating opportunities for both OPRHP's Taconic Region (which includes the study area counties of Columbia, Dutchess, Putnam and Westchester) and the Palisades Region (which includes the study area counties of Ulster, Orange and Rockland).

The primary cause of these recreational deficiencies, according to SCRP, is "the spreading of dense population centers into the [Taconic] Region." SCRP also notes that "as the [Palisades] region's population increases by close to 80% over the next 20 years, recreational deficiencies will rise rapidly as well." Another major reason for this increase in demand is the proximity of the Mid-Hudson Valley to New York City, enabling City residents to make day trips to the Valley.

In 1984, the New York State Department of Environmental Conservation addressed the demand for boating opportunities in a report entitled Improving Public Recreational Access to the Hudson River. This study inventoried existing dock space and launch sites, and recommended priority sites for new boat launches on existing public lands.

The development of public access facilities has not kept pace with the increased demand for outdoor recreation. Physical impediments restrict access to much of the River's shoreline. One of the most significant barriers is the railroad system which occupies the riverfront along the entire east bank and from the Village of Haverstraw in Rockland County north to the hamlet of West Park in Ulster County on the west bank. As will be discussed in Chapter 2, the ability to cross the tracks is critical to public access.

The Supply of Public Access Opportunities along the Hudson River

One of the most striking features of the existing access opportunities along the Hudson River is the extent of ownership of boating facilities by commercial ventures and private organizations. Table 1 summarizes public, commercial and private ownership patterns for existing boating facilities along the entire shoreline of the study area.

As seen in Table 1, there are sixty-six (66) boating facilities within the study area. Twenty-four (24) of these are open to members only. Of the remaining forty-two (42) boating facilities which serve the public, only 14 are publicly owned.

<table>
<thead>
<tr>
<th>Ownership*</th>
<th>Public</th>
<th>Commercial</th>
<th>Private</th>
</tr>
</thead>
<tbody>
<tr>
<td>County:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Columbia</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Dutchess</td>
<td>4</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Orange</td>
<td>1</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Putnam</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Rensselaer</td>
<td>1</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Rockland</td>
<td>2</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Ulster</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Westchester</td>
<td>5</td>
<td>9</td>
<td>11</td>
</tr>
<tr>
<td>Total</td>
<td>14</td>
<td>28</td>
<td>24</td>
</tr>
</tbody>
</table>

*The definitions for ownership are:
Public: Publicly owned.
Commercial: privately owned, open to the public.
Private: Privately owned, not open to the public, even for a fee.

Source: NYSOPRHP. Recreational Facilities Inventory, 1986.
Although the commercial sites expand access opportunities along the river, they are generally filled to capacity and charge higher fees than publicly owned facilities -- which typically charge no fees. In addition, commercial and private facilities are much more vulnerable to development pressures associated with escalating property values than are publicly owned sites. Several have been sold for non-recreational use and are no longer available. Therefore, attention must be paid to assure that these sites continue to offer access to the River. In some instances, public acquisition of sites must be considered as a hedge against possible loss of commercial and private sites to development.

Development Pressures on Riverfront Land

Increased activity in residential and commercial waterfront development is creating pressure along the river for land uses that can restrict or preclude public access. Rising land values provide incentive for private holders of riverside property to convert their lands from low-density to higher-density uses. According to Scenic Hudson, Inc., the number of residential units being proposed along the Hudson River tripled from just 1984 to 1986. These pressures are particularly acute on prime riverfront properties that have informally served as public access sites, or at scenic locations where tremendous potential exists for expanding public access.

As shown in Table 2, many of the counties in the study area have grown significantly faster than the State as a whole.

<table>
<thead>
<tr>
<th>County</th>
<th>1980 Population</th>
<th>1985 Population</th>
<th>Percent Change</th>
<th>Pop. per Sq. Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia</td>
<td>59,487</td>
<td>60,601</td>
<td>1.87</td>
<td>95.0</td>
</tr>
<tr>
<td>Dutchess</td>
<td>245,055</td>
<td>255,106</td>
<td>4.10</td>
<td>317.3</td>
</tr>
<tr>
<td>Orange</td>
<td>256,603</td>
<td>277,563</td>
<td>8.17</td>
<td>336.0</td>
</tr>
<tr>
<td>Putnam</td>
<td>77,193</td>
<td>80,895</td>
<td>4.80</td>
<td>350.2</td>
</tr>
<tr>
<td>Rensselaer</td>
<td>151,966</td>
<td>151,532</td>
<td>-0.29</td>
<td>231.3</td>
</tr>
<tr>
<td>Rockland</td>
<td>259,530</td>
<td>265,229</td>
<td>2.20</td>
<td>1,515.6</td>
</tr>
<tr>
<td>Ulster</td>
<td>158,158</td>
<td>163,773</td>
<td>3.56</td>
<td>144.8</td>
</tr>
<tr>
<td>Westchester</td>
<td>686,599</td>
<td>685,460</td>
<td>-0.13</td>
<td>1,975.9</td>
</tr>
<tr>
<td>TOTAL STUDY AREA</td>
<td>2,074,591</td>
<td>2,120,159</td>
<td>2.20%</td>
<td>382.3</td>
</tr>
</tbody>
</table>

As shown in Table 2, many of the counties in the study area have grown significantly faster than the State as a whole.

The Impact of Increased Boat Traffic

A 1979 programmatic impact statement prepared by NYSDEC's Division of Fish and Wildlife addressed the topic of public access to waterways on a statewide basis. It was explicit in noting the need for subsequent detailed studies:

Because of the complexities of ecological systems, including the human interactions, there is a need for continuing basic and applied research as an essential forerunner to management. There are a vast number and diversity of species which make up an infinite number of systems, with each system in constant state of change. Man-made changes often introduce an unnatural element to further compound environmental problems. Although total understanding of ecological system function will probably never be achieved, continual study is necessary to establish, verify and update critical or meaningful pieces of the ecological puzzle needed for effective management. The inter-relationships between human and fish and wildlife welfare and the fruits of good versus bad management are so involved and extensive as to require continued study.*

Since this programmatic impact statement was written, numerous sources have reported adverse effects of increased boat traffic on the Hudson River from marinas, commercial vessels and recreational boats. Those reporting this information include waterfront property owners, commercial pilots, naturalists, recreational fisherman, commercial fisherman, uniformed officers and harbor masters. The reports have concerned congestion in harbors such as Rondout and Catskill and safety issues associated with conflicts between recreational and commercial traffic. They have also concerned diverse ecological impacts including noise, river traffic, mooring in important habitat areas, damage to submergent vegetation, propwash and wake effects, petroleum residues, litter, and disturbance of fish, wildlife and shoreline vegetation.

There has been no systematic assessment of the ecosystem impacts associated with increased boating activity on the River. At some point, the capacity of the River ecosystem to accommodate unregulated boating use will be reached. Thus, no matter how substantial the demand for increased use may be, the cumulative impacts associated with boating must not be overlooked. Such an assessment is beyond the scope of this report, but should be addressed in the near future by a further study.

CHAPTER 2

THE IMPORTANCE OF RAILROAD CROSSINGS

Along many stretches of the Hudson, the railroad tracks constitute a major barrier to direct public access to the river. In fact, for most of the shoreline in the study area, the railroad completely seals off the River. There is no land between the railroad and the river for approximately fifty-four percent (54%) of the eastern shore and sixty-three percent (63%) of the western shore. Any attempt to assess and plan for public access along the Hudson River must recognize that existing railroad crossings represent critical opportunities to breach the barrier. Consequently, this report concentrates on the potential for public access provided by the railroad crossings on both banks of the River.

Table 3 shows that there are 205 railroad crossings in the study area. These crossings are of two types: at-grade and grade-separated. A road that crosses the railroad at the same level (or grade) as the tracks is an at-grade crossing. A road that passes above or below the tracks (via a bridge or an underpass) is a grade-separated crossing.

Table 3.
At-grade versus Grade-separated Railroad Crossings

<table>
<thead>
<tr>
<th>County</th>
<th>Railroad River Miles</th>
<th>Total Crossings</th>
<th>At-Grade Crossings</th>
<th>Grade-Separated Crossings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia</td>
<td>30</td>
<td>17</td>
<td>13</td>
<td>4</td>
</tr>
<tr>
<td>Dutchess</td>
<td>45</td>
<td>61</td>
<td>6</td>
<td>55</td>
</tr>
<tr>
<td>Orange</td>
<td>20</td>
<td>25</td>
<td>16</td>
<td>9</td>
</tr>
<tr>
<td>Putnam</td>
<td>10</td>
<td>8</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Rensselaer</td>
<td>18</td>
<td>21</td>
<td>17</td>
<td>4</td>
</tr>
<tr>
<td>Rockland</td>
<td>11</td>
<td>17</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>Ulster</td>
<td>12</td>
<td>5</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Westchester</td>
<td>32</td>
<td>51</td>
<td>3</td>
<td>48</td>
</tr>
<tr>
<td>TOTAL</td>
<td>178</td>
<td>205</td>
<td>71</td>
<td>134</td>
</tr>
</tbody>
</table>

Source: National Park Service Field Inventory, 1986

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As seen in Table 4, crossings are further classified by the public access rights associated with them. Public crossings are open to the public. They include those crossings located on public roadways that existed prior to 1897, as well as those crossings brought into existence since that time through the Railroad Law. Private crossings are not open to the public. They normally exist as a result of a private agreement between a private party and the railroad. Private crossings cannot become public by use or the fact that they are located on roadways made public unless procedures under the Railroad Law have been completed. Although the NYS Department of Transportation (DOT) has a variety of regulatory and programmatic roles regarding the railroad system, the agency has no jurisdiction over private crossings.

Table 4. Public Railroad Crossings.

<table>
<thead>
<tr>
<th>County</th>
<th>Railroad Miles</th>
<th>Crossings</th>
<th>At-Grade Crossings</th>
<th>Grade-Separated Crossings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia</td>
<td>30</td>
<td>9</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td>Dutchess</td>
<td>45</td>
<td>37</td>
<td>4</td>
<td>33</td>
</tr>
<tr>
<td>Orange</td>
<td>20</td>
<td>13</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Putnam</td>
<td>10</td>
<td>5</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Rensselaer</td>
<td>18</td>
<td>11</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Rockland</td>
<td>11</td>
<td>12</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>Ulster</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Westchester</td>
<td>22</td>
<td>36</td>
<td>2</td>
<td>34</td>
</tr>
<tr>
<td>TOTAL</td>
<td>178</td>
<td>125</td>
<td>35</td>
<td>90</td>
</tr>
</tbody>
</table>

Source: National Park Service Field Inventory, 1988

Only 90 crossings are public grade-separated crossings, and 67 of these are found in two counties: Dutchess and Westchester. In addition, the public grade-separated crossings are often concentrated around urban and industrial areas, leaving large stretches of the shore inaccessible. For example, at the former Hammond Brickyard in Dutchess County, eleven crossings access less than one mile of shore; in Newburgh, seven crossings are found within one mile.

These already-limited opportunities for public access are affected by changes in rail service along the River. The number of at-grade crossings has recently been reduced to the number shown in Table 3 because of the advent of high-speed train service along the eastern shore of the Hudson.

According to DOT, the intent in reducing the number of crossings has not been to eliminate access but to consolidate access points. DOT recommends that, as new opportunities for additional access points are recognized, new railroad crossings can be established under Section 90 of Railroad Law. This section allows municipal officials to initiate new crossings after holding a hearing and making a determination regarding the need for the crossing. In addition, under Section 91 of the Law, municipalities may petition DOT for an order requiring an alteration or rehabilitation of existing crossings. These procedures have two important parameters. First, DOT, not the municipality, determines whether a new crossing should be grade-separated or at-grade, and also specifies what alterations to existing crossings should be made. The Railroad Law provides that new crossings should be grade-separated if practicable. On the eastern shore high-speed line ("Hudson Line"), DOT's policy is that all new crossings must be grade-separated. Second, although the Railroad Law provides for cost-sharing the expense of improvements, in practice the proponent of a new crossing or existing crossing alteration often pays the cost.

From the perspective of most local municipalities, the costs of crossing improvements can be prohibitive. Thus, the fiscal realities behind the Railroad Law procedures can effectively frustrate local attempts to improve access.

Given the limited number of sites between the railroad and the River, the limited number of railroad crossings to reach these sites and the difficulty and expense of creating new crossings, it is important to take full advantage of existing access opportunities along the River.
CHAPTER 3
EXAMPLES OF ACCESS OPPORTUNITIES

This chapter contains summary descriptions of the 44 examples of sites where access opportunities were identified by the Hudson River Access Forum. This is not an exhaustive list of all potential access opportunities along the tidal Hudson. Rather, these sites are intended to illustrate different types of public access and ways of incorporating them into a variety of riverfront settings.

The site descriptions are grouped by county, and the counties are presented in alphabetical order. Within each county group, sites are listed as they occur on the River from north to south. These descriptions include the general location and size of the site, the characteristics of the adjacent railroad crossings, a summary of existing uses on the site and recommendations for improving public access to the Hudson River from the site. On the page facing each summary is a simple diagram showing the site layout. Please note that these diagrams are for illustrative purposes only. They are not drawn to scale nor are they intended for any other use beyond simple illustration of the major features found at these sites.

Assessment of Access Opportunities:
The Study Method

The railroad crossings investigated in the study were identified and evaluated through a two step process. In the first step of the process, a field survey team from the North Atlantic Regional Office of the National Park Service conducted an inventory of all railroad crossings along the shores of the Hudson from the Federal Dam in Troy to the southern borders of Rockland and Westchester counties. The field survey team compiled reports on each crossing describing its size, topography, shoreline characteristics, ownership, present uses and facilities existing on site (including parking spaces, buildings, bulkheads, etc.). As a result of this survey, the team identified potential access sites at railroad crossings that had sufficient land area, topography, infrastructure or facilities on the riverside to support water-dependent recreational uses (i.e., boating, fishing or swimming) or land-dependent uses (i.e., land-based park, trail system, linkage site).
The Forum then assessed the potential for each site based upon the ability of that site to conform to the Facility Development Standards and Park Design Criteria for Boating, Swimming Areas, Fishing Areas, Picnic Areas, Camping Areas and Trails contained in the 1983 New York State Comprehensive Recreation Plan, the standards contained in Recommendations for Improving Public Recreational Access to the Hudson River prepared by DEC in 1984, and the evaluations of the sites nominated by the Department of State for inclusion in the Significant Coastal Fish and Wildlife Habitat program. A site was assumed to have access potential if it met minimum size requirements and could be made to conform to the relevant design criteria without altering the prevailing slope and existing drainage on the site. The sites selected were among those which had the ability to meet these standards and which also provided access to areas with unique recreational or cultural value. Of course, more detailed environmental, engineering and design analyses are necessary to determine the actual ability of a site to serve identified uses.

Examples were selected to reflect different types of uses in a variety of settings. However, each access opportunity included in this study satisfied at least one of the following five characteristics:

1. The site apparently provides direct, safe access to the riverside or could provide such access. The primary consideration when applying this criterion was the condition of the existing railroad crossing at the site. Priority was given to sites with existing crossings in good condition, especially if there was an existing grade-separated crossing.

2. The location and/or size of the site is suitable for supporting either active recreational uses, multiple uses, or can provide linkage to other existing or proposed sites of unique recreational, educational or cultural value.

3. The site is included as a public access opportunity in a city, town or village’s Local Waterfront Revitalization Program for Coastal Management sponsored by the New York State Department of State.

4. The site is identified by a local, county, state or federal agency as a desirable public access opportunity.

5. The site is reached by a grade-separated crossing and no comparable existing or proposed facility is within 5 river miles of the site on the same shore.

Table 5 summarizes the characteristics of the access opportunities. It is followed by the individual site descriptions and maps.
### Table 5. Summary Characteristics of Access Opportunities

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Site in Area</th>
<th>Ownership</th>
<th>Code Access</th>
<th>Land-Based Access*</th>
<th>Trail</th>
<th>Bike</th>
<th>Park</th>
<th>Field</th>
<th>Trails</th>
<th>Fish</th>
<th>Shoreline Access</th>
<th>Potential Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLUMBIA COUNTY:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POOLSBURG CROSSING</td>
<td>40</td>
<td>PRIVATE</td>
<td>NO</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOTTIEN HOOK</td>
<td>94</td>
<td>PRIVATE</td>
<td>NO</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GAY'S POINT</td>
<td>50</td>
<td>MIXED</td>
<td>YES</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SO. HUDSON WATERFRONT</td>
<td>2</td>
<td>PRIVATE</td>
<td>NO</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLERMONT STATE PARK</td>
<td>0.5</td>
<td>PUBLIC</td>
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*The potential uses listed on the table are defined as follows:

- Boat*: boating from marinas, trailer launches and/or hand launches
- Dock*: deepwater docking of boats
- Swim*: swimming
- Park*: land-based parks able to accomodate picnicking, camping and/or hiking
- Link*: linkage sites which provide a shoreline walkway between two or more recreational sites
- Trail*: trail systems which provide for riverside biking, hiking and walking
- Fish*: recreational fishing
- Viewpt.*: viewpoints which provide visual access to areas of scenic quality
Poolsburg Private Crossing

MUNICIPALITY: Town of Stuyvesant
COUNTY: Columbia

POTENTIAL: Boat Launch Site (w/adequate crossing)

SIZE: 40 acres

OWNERSHIP: Private

CROSSING CHARACTERISTICS

The site is served by a private, single-lane, at-grade rail crossing that has no signal lights or crossing gates, only signs denoting "RR Xing" and "High Speed Trains." The road beyond the crossing is a dirt road, posted and blocked by a gate.

EXISTING USE & FACILITIES ON SITE

This site contains a private boat club. Much of the rest of the area appears to be mixed wooded and marshland vegetation. Approximately 14 acres of this site are classified as wetlands.

EVALUATION OF POTENTIAL USES

The site is directly opposite the southern tip of Castleton Island State Park, a component of the Hudson River Islands State Park. This is one of only a few sites on the eastern shore of the River that could provide access to the Park. However, Castleton Island and adjacent wetlands contain sensitive habitats, so that any increase in recreational use needs to preserve the integrity of these habitats.

RECOMMENDATIONS

This site has potential as a boating access site, if the safety of the railroad crossing can be improved. The potential exists for combined public and private use. Given the existence of nearby sensitive habitat areas, boating access must be carefully controlled to avoid adverse environmental impacts. In addition, special care should be taken to protect wetlands on the site itself.
Nutten Hook

MUNICIPALITY: Town of Stuyvesant
COUNTY: Columbia

POTENTIAL: Boat Launch and Waterfront Park (w/improved access)

SIZE: 94 acres
OWNERSHIP: Private

CROSSING CHARACTERISTICS
This hook of land is served by two roads about a quarter mile apart. At its south end, in the hamlet of Newton Hook, the area is served by Ferry Road, which is a public road for the first one hundred yards, and is reached by a two-lane at-grade crossing with signal lights and gates. At its north end, the hook is served by a single-lane, at-grade crossing without signals or gates.

EXISTING USE & FACILITIES ON SITE
The ferry landing at the end of Ferry Road is in poor condition and the bulkhead and/or pilings may be expensive to remove or replace. However, the site may represent a unique access opportunity because it has two railroad crossings and contains a wide variety of terrain among 94 acres. This was once a site for a large icehouse. Only the old powerhouse remains today, which is listed on the National Register of Historic Places. It is part of the Stockport Creek & Flats Significant Coastal Fish & Wildlife Habitat.

EVALUATION OF POTENTIAL USES
The southern portion of the site was judged unsuitable for a boat ramp because of insufficient space to safely accommodate trailered boats at the Ferry Road crossing. However, given its size, diversity of terrain, historic interest and existing crossing, this site could support a variety of river access opportunities not presently provided along the eastern shore of this stretch. The evaluation of the site under the Significant Coastal Fish and Wildlife Habitat program suggested that boating access could be accommodated without damage to ecological values. A significant portion of the site is wetlands which should not be disturbed by recreational development.

RECOMMENDATIONS
Access opportunities should be developed at this site either in cooperation with existing property owners or by considering acquisition of all or parts of this site. DOT should be encouraged to improve the crossings to this site. The site offers opportunities for a variety of uses, including passive waterfront recreation, hand launching of boats, trails, historical interpretation, habitat protection, linkage with State-owned islands and fishing access.
GAY'S POINT

APPROXIMATE DISTANCE: 1000 FT.

NOT DRAWN TO SCALE.

FOR ILLUSTRATION PURPOSES ONLY

SITE DETAILS AND BOUNDARIES ARE APPROXIMATE.

Gay's Point

MUNICIPALITY: Town of Stockport
COUNTY: Columbia

POTENTIAL: Waterfront Walk (w/improved access)

SIZE: over 50 acres

OWNERSHIP: Public (State -- OPRHP) and private

CROSSING CHARACTERISTICS

There is no vehicular crossing at this site. Most access to the site is from the river.

EXISTING USE & FACILITIES ON SITE

Gay's Point is an existing state park, and a portion of it is within the Stockport Flats component of the Hudson River National Estuarine Research Reserve (HRNERR). It contains a trail system and outdoor toilet facilities. Portions of the adjoining bay and brickyard ruins are privately owned.

EVALUATION OF POTENTIAL USES

The Flats are too shallow and habitat values too significant for the site to serve as a boat ramp. However, the site has high potential as a waterfront trail. Low-intensity uses, including research and education associated with the HRNERR, can be promoted by either maintaining existing access or establishing a trail connection west of the tracks northward to Ferry Road at Nutten Hook. More extensive land-based use of the site could be encouraged by public acquisition of additional uplands and creating an at-grade crossing at Brickyard Road.

RECOMMENDATIONS

Little Nutten Hook, the brickyard ruins and associated underwater lands should be considered as additions to the park. Consideration should also be given to acquisition of appropriate upland areas to protect the ecological integrity of the Reserve. Access by boat should be supplemented by pedestrian access from Nutten Hook.
Southern Hudson Waterfront

MUNICIPALITY: City of Hudson
COUNTY: Columbia

POTENTIAL: Scenic Local or County Park (w/improved crossing)

SIZE: 2 acres

OWNERSHIP: Private

CROSSING CHARACTERISTICS
The site is served by both the Ferry Street vehicle overpass and the Broad Street signalized at-grade crossing.

EXISTING USE & FACILITIES ON SITE
The City of Hudson waterfront already contains a state boat ramp with parking for fifty vehicles.
South of the unused cement plant is a flat two-acre site presently reached via the railroad maintenance road. This small parcel offers excellent views of the Hudson-Athens lighthouse and the Catskills, and appears to be informally used as a picnic area.

EVALUATION OF POTENTIAL USES
The parcel to the south of the plant offers a scenic setting for passive recreation, provided access along the railroad maintenance road can be formalized or if alternate access can be obtained through the cement plant grounds.

RECOMMENDATIONS
This site offers high potential as a riverfront park which could be used for local or county park purposes.
Clermont State Park Dock

MUNICIPALITY: Town of Clermont
COUNTY: Columbia

POTENTIAL: Deepwater Docking, Linkage with State Park and Viewpoint

SIZE: 0.5 acres

OWNERSHIP: Public (State -- OPRHP)

CROSSING CHARACTERISTICS
There is currently a single-lane, at-grade vehicle crossing to the Clermont dock, which is fenced off from the public.

EXISTING USE & FACILITIES ON SITE
The dock is composed of stone-filled wooden bulkhead, and is in considerable disrepair. There is insufficient land area on the riverside of the rail crossing to develop a boat launch, and this type of development is probably inappropriate for such an historic site. However, the dock may have potential for use by tour boats, which would provide an unusual access opportunity from the River to Clermont State Park.

EVALUATION OF POTENTIAL USES
This site represents a major opportunity for linking river access to an existing recreational/cultural resource. The site could be developed as a deep water dock which would allow tour boats direct access to Clermont State Park.

The present at-grade crossing is unsafe for pedestrian use and would have to be improved to support increased public use of this site. It is also not known if the water at the dock site is still deep enough to accommodate large tour boats.

RECOMMENDATIONS
The possibility of providing linkage between the river and Clermont State Park should be explored. Studies should be done to determine if the water is deep enough to accommodate tour boat docking, evaluate any impact on fish and wildlife and analyze the feasibility and costs of a pedestrian crossing and dock repair. In addition, Amtrak should be encouraged to serve this stop with excursions to and from New York City at least on weekends.
Examples of Access Opportunities
Tivoli Landing

MUNICIPALITY: Tivoli
COUNTY: Dutchess

POTENTIAL: Local Boat Launch

SIZE: 1 Acre

OWNERSHIP: Quasi-public (Conrail)

CROSSING CHARACTERISTICS
There is one at-grade crossing to this site from Broadway (Dutchess County Route 78). The two-lane road has a crossing gate and signalization.

EXISTING USE & FACILITIES ON SITE
Tivoli landing is publicly owned and historically has been used as a boat launch. Although the gravel-surfaced launch and bulkhead are deteriorated, it is still used informally as a boat launch. The ramp is currently owned by Conrail. There are fewer than 10 parking spaces presently available at the site. The area adjacent to the site is used as a construction staging ground by Conrail, but possibly could accommodate more parking without affecting the work crews.

EVALUATION OF POTENTIAL USES
This site was one of 21 recommended for boat launch development in DEC's 1984 study. Since it is the only source of public access in Tivoli, some form of access should be maintained at Tivoli Landing. However, the small size of this site limits the range of access opportunities that could be created here. This suggests that the site's traditional use as a boat launch be continued with some improvements to support current levels of use. To accomplish this, the existing boat launch needs to be improved, including some erosion control measures.

RECOMMENDATIONS
Tivoli Landing appears to have significant potential as a local park devoted to hand-launched boating. This type of access opportunity is lacking along this stretch of the river. Therefore, the boat launch at Tivoli landing should be improved.
TIVOLI BAYS

APPROXIMATE DISTANCE: 1000 FEET
NOT DRAWN TO SCALE.
FOR ILLUSTRATION PURPOSES ONLY.
SITE DETAILS AND BOUNDARIES ARE APPROXIMATE.

Tivoli Bays

MUNICIPALITY: Red Hook
COUNTY: Dutchess

POTENTIAL: Hand Boat Launch and Trails

SIZE: over 100 acres
OWNERSHIP: Public (State -- DEC)

CROSSING CHARACTERISTICS
Cruger Island can be reached only by an informal, at-grade pedestrian crossing from Cruger Island Road. Other parts of the Tivoli Bays site can be reached from Kidd Lane by a Department of Environmental Conservation service road.

EXISTING USE & FACILITIES ON SITE
This site is part of the Hudson River Estuarine Sanctuary. It contains hiking trails and two hand boat launches on the east shore of North Bay that are useable at high tide.

EVALUATION OF POTENTIAL USES
Tivoli Bays has been designated a National Estuarine Research Reserve by the National Oceanic and Atmospheric Administration and included in New York State's Estuarine Sanctuary System. The Tivoli Bays have also been designated as a Significant Coastal Fish and Wildlife Habitat. In addition, the entire site is listed on the National Register of Historic Places. Use of the two existing boat launches is now limited to within a few hours of high tide. It is important that any proposed uses be consistent with preserving the Estuarine Sanctuary that encompasses the site. Existing road access to Cruger Island, the southernmost hand launch and South Bay is not suitable for most vehicles.

RECOMMENDATIONS
Due to its environmental sensitivity, development of Cruger Island for recreational purposes is not recommended. The remainder of the site should be managed for trails and hand-launching of boats. The dirt road to the parking lots on Cruger Island Road should be better maintained. The clay slope leading to the northernmost hand launch should be treated to decrease erosion, and the platform itself should be extended approximately fifteen feet to make the launch useable at times other than high tide. Any attempts to develop additional access opportunities at this site should be conducted in close cooperation with the programs mentioned in the above site evaluation.
Dock Road in Barrytown

MUNICIPALITY: Red Hook
COUNTY: Dutchess

POTENTIAL: Boat Launch

SIZE: 16 acres

OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
The site contains the Red Hook Yacht Club and is reached by a two-lane above-grade vehicle crossing, Dock Road. The crossing bridge is constructed from steel with a wooden deck.

EXISTING USE & FACILITIES ON SITE
The site contains about 16 acres on the river side of the tracks that are devoted primarily to small privately held residential parcels. The privately owned Red Hook Yacht Club contains a boat landing, a boat launch and a private club. The north end of the site also provides informal access via the Conrail right-of-way for winter iceboating on South Bay.

EVALUATION OF POTENTIAL USES
The Local Waterfront Revitalization Program recommends acquisition of land adjacent to the Yacht Club for a boat ramp. However, available space is limited and parking appears to present a problem for this site.

The access to the South Bay afforded to iceboaters is unique along this stretch of the Hudson.

RECOMMENDATIONS
The possibility of public use of the private boat launching facilities at the yacht club should be explored. Given the proximity of the Tivoli Bays, increased recreational use must be carefully controlled to avoid adverse environmental impacts. Alternative approaches to South Bay for ice boaters should be explored, either through the Tivoli Bays site or by securing appropriate easements from private landholders.
Hyde Park Waterfront

MUNICIPALITY: Hyde Park
COUNTY: Dutchess

POTENTIAL: Waterfront Trail

SIZE: over 50 acres

OWNERSHIP: Public (Federal, State, Local) and Private

CROSSING CHARACTERISTICS

There are 4 at-grade crossings at this site and 8 crossings between the FDR National Historic Site and Mills-Norrie State Park which are either below- or above-grade. Five of these crossings are within publicly owned sites.

EXISTING USE & FACILITIES ON SITE

The existing rail crossings go to widely separated points of land, each of limited size, so that there is no opportunity for continuous walking near the shore. The stretch from the Mills-Norrie Park to the Vanderbilt National Historic Site contains a private camp, a private school and private residences of various sizes. On the northern portion of this stretch, the shoreline drops steeply to the railroad tracks, so that development near the water is restricted. On the southern half, slopes are gentler, and development extends close to the shore and onto two points on the river side of the railroad tracks. The stretch from the Vanderbilt National Historic Site to the Roosevelt National Historic Site contains two private marinas, a town park, residential neighborhoods, two large, undeveloped holdings and the Town fire and water district pumping station.

EVALUATION OF POTENTIAL USES

There appears to be an excellent opportunity to link the Town park and residential sections with nearby State and National park sites, incorporating scenic waterfront vistas and forested trails. The Hyde Park Local Waterfront Revitalization Program recommends a waterfront trail to link the State and Town park with the two National Historic Sites, using existing trails and limited stretches of public roads, in addition to trail easements across private lands.

RECOMMENDATIONS

Develop a riverfront trail linking the park sites, using spur trails to points of land such as Crum Elbow Point and Bard Rock, in coordination with the Local Waterfront Revitalization Program and the Hudson River Greenway.
Hudson River Psychiatric Center
MUNICIPALITY: Town of Poughkeepsie
COUNTY: Dutchess

POTENTIAL: Boat Launch & Swimming

SIZE: 6 acres

OWNERSHIP: Public (State -- DMH)

CROSSING CHARACTERISTICS
Located on the grounds of the Hudson River Psychiatric Center, this site is reached from Clearwater Drive by a single-lane, paved underpass.

EXISTING USE & FACILITIES ON SITE
This site is administered by the New York State Department of Mental Hygiene. It contains 2 boat docks: a 3-to-4 foot wide floating dock extending 20 feet to the north, and a smaller dock extending west into the river. The site also contains a boat launch, waterfront walk, picnic areas and several buildings including a sheltered pavilion used for hospital programs. There are 20 to 30 on-site parking spaces. DMH allows public access on a permit basis.

EVALUATION OF POTENTIAL USES
As presently developed, this site could support various forms of public access, including boating, picnicking and swimming. A major constraint to further public use of this site is DMH's concern that more intensive use may threaten the recreational opportunities available to the hospital's patients.

RECOMMENDATIONS
This site lends itself to increased public recreational use, possibly as a municipal or State boat launch. Any efforts to increase public access at this site must continue to accommodate the recreational needs of the Psychiatric Center's patients.
City of Poughkeepsie Waterfront

MUNICIPALITY: City of Poughkeepsie
COUNTY: Dutchess

POTENTIAL: Mixed-Use Urban Park System

SIZE: over 100 acres

OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
There are five functional crossings within Poughkeepsie's city limits. The Poughkeepsie train station has a pedestrian overpass for train passengers which is not included in this total. Also not included are the old Union Street crossing, which was abandoned during the improvements to Route 9, and the access roads to the Mid-Hudson Bridge.

EXISTING USE & FACILITIES ON SITE
The uses on this site include river and rail-dependent industrial areas as well as residential and park areas. Some land is still in open space due to past urban renewal demolition. The two city parks located at this site are Waryas Park and Kaai Rock Park. Half of the land in Waryas Park is undeveloped and used informally for parking. The developed portion of the park contains a popular public boat ramp, floating dock, tugboat dock, playground, picnic tables and restrooms. Kaai Rock Park, a narrow strip of land abutting a rocky bluff, contains an unusable steel dock and a dead-end waterfront walkway. South of Kaai Rock Park are the old sewage treatment plant, the former DeLaval property (now City-owned and used as a tourboat docking site) and oil and gasoline tank yards.

EVALUATION OF POTENTIAL USES
The DeLaval site represents an untapped access opportunity. The site is likely to require extensive development to support any further public access opportunities. However, due to its size and proximity to an urban area, this site has great potential for public access.

RECOMMENDATIONS
Any future development in the vicinity of the Waryas Park public boat ramp should be done cautiously, so as not to limit day use boating activity. The DeLaval property should be managed for a variety of public uses including continuation as a tourboat docking facility. The LWRP recommends the entire waterfront from the former DeLaval property to Waryas Park should be linked by a waterfront walkway. The key link between the DeLaval property and Kaai Rock should be established.

- 41 -
**Beacon Waterfront**

**MUNICIPALITY:** City of Beacon  
**COUNTY:** Dutchess

**POTENTIAL:** Boat Launch and Deepwater Dock

**SIZE:** 10 acres public; 25 acres private

**OWNERSHIP:** Public (Local) and Private

**CROSSING CHARACTERISTICS**

There are two grade-separated crossings at this site: a pedestrian underpass associated with the railroad station and a two-lane vehicular overpass.

**EXISTING USE & FACILITIES ON SITE**

The site contains Beacon's Riverfront Park, train station parking, a junk yard with a private residence, oil storage facilities and a large staging ground for a salt or gravel operation. The old ferry breakwater appears to be sound, and provides a protected bay area. The old ferry dock area contains many old pilings.

**EVALUATION OF POTENTIAL USES**

Several obstacles would have to be overcome in order for this site to fully realize its potential for public access. Little parking currently is available for recreational uses due to commuter demand. A draft of Beacon’s Local Waterfront Revitalization Program recommended the site be developed for multiple uses, possibly including a marina and other commercial uses. The privately owned land offers excellent opportunities for a boat launch, extensive parking, and for deep water docking. This area is underserved for such uses. It appears that these uses would be accommodated here with a minimum of upland habitat impacts. Deepwater docking would offer a departure point from Beacon Station and the City of Beacon. A boat launch with parking at the Long Dock site would relieve existing parking and traffic congestion at the commuter lot. The State-owned Denning Point site is approximately one mile to the south, offering the possibility for trail linkage.

**RECOMMENDATIONS**

Long Dock should be developed as a public boat launch and deepwater docking site. It contains an existing boat launch and adequate room for extensive parking. This could be done through partial acquisition, or in conjunction with private development. Any development of this site should incorporate a waterfront trail linkage with Denning Point.
Denning Point

MUNICIPALITY: City of Beacon
COUNTY: Dutchess

POTENTIAL: Waterfront park, Viewpoint, Preserve

SIZE: 60 acres

OWNERSHIP: Public (State -- OPHP)

CROSSING CHARACTERISTICS
This site contains one above-grade vehicle crossing over the east shore main line and one at-grade crossing over a freight spur line.

EXISTING USE & FACILITIES ON SITE
Access to this site is gated, pending the preparation of a site management plan. The uplands on the site are flat and heavily wooded. Several buildings remain from a former industrial use. The site includes highly productive tidal wetlands at the mouth of the Fishkill Creek. It is frequented by fisherman and duck hunters in season.

EVALUATION OF POTENTIAL USES
Denning Point was acquired by the State because of its exceptional fish and wildlife habitat, scenic quality and river access. It is included in the Fishkill Creek Significant Coastal Fish and Wildlife Habitat Area under the State Coastal Management Program. It is the habitat of several female osprey, but as yet no nesting pairs. Although the site appears physically capable of accommodating a boat launch, better conditions for boat launching are available at nearby Beacon Long Dock and across the River at Newburgh. The site offers stunning views of the Hudson Highlands and the River as well as trail and picnicking opportunities.

RECOMMENDATIONS
The Office of Parks, Recreation and Historic Preservation should manage this site as a passive use park in order to preserve its outstanding fish and wildlife, scenic, and passive recreational values. Hiking, picnicking, scenic enjoyment and ecological research and interpretation are all consistent with these values. Trail linkages should be considered both northward to Beacon waterfront and southward along the Fishkill Creek to Hudson Highlands State Park in the Dutchess Junction area. In addition, the site should be nominated by DEC for inclusion, perhaps in conjunction with the Sloop Hill-Moodna Marsh site, in the National Estuarine Research Reserve system as well as the New York State Estuarine Sanctuary Program.
Hammond Brickyard

MUNICIPALITY: Town of Fishkill
COUNTY: Dutchess

POTENTIAL: Waterfront Park & Trails

SIZE: 35 acres

OWNERSHIP: Public (State -- OPRHP)

CROSSING CHARACTERISTICS
This site contains eleven below-grade crossings, reached via a dirt access road which is deeply rutted and wet in places. Only one of these long-abandoned underpasses is now clear enough for traffic, but even this one tends to collect mud and standing water.

EXISTING USE & FACILITIES ON SITE
This narrow, flat and wooded 35-acre strip appears to be clear of structures, and used informally for fishing, and as an informal recreational boat landing and anchorage.

EVALUATION OF POTENTIAL USES
This site provides an important open space waterfront linkage between Denning Point and the Breakneck Ridge section of Hudson Highlands State Park. It also offers potential linkage with the locally operated Dutchess Junction Park. Although most of the crossings are at least partially filled, it may be possible to reopen one at the northern end of the site. This would enable the creation of a continuous trail linkage on the riverside of the tracks. Significant drainage problems and limited clearance at the southern underpass limit the site's potential use as a boat ramp.

Subject to an environmental analysis, this site does not appear to have habitat values that would prevent its use as a waterfront park. The park could include picnicking, boating and shoreline fishing.

RECOMMENDATIONS
Hammond Brickyard should be managed as waterfront park supporting picnicking, boating and shoreline fishing. Trail connections should be created through this area to link Denning Point, Breakneck Ridge and the town-operated Dutchess Junction Park.
City of Newburgh

MUNICIPALITY: City of Newburgh
COUNTY: Orange

POTENTIAL: Mixed Public and Private Uses

SIZE: 22 acres

OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
In the City of Newburgh there are seven vehicular crossings. An additional crossing just beyond the city limits to the north serves a marina and condominiums which are also within city limits. Newburgh Landing Park contains four vehicular underpasses and one pedestrian underpass. Washington Street Public Landing contains a two-lane at-grade crossing with signal lights. The Renwick Road Conrail Yard is reached by a two-lane vehicular underpass.

EXISTING USE & FACILITIES ON SITE
The Newburgh Waterfront contains a wide diversity of riverside land uses in a setting with scenic vistas. From Newburgh-Beacon Bridge south to the New Windsor border, these uses include undeveloped private land, oil docks and other mostly industrial uses, a public boat ramp, commercial lands, a public landing, a marina, undeveloped lots and light industrial property. The northern tip of the waterfront, reached by a separate crossing, contains condominiums and a marina.

EVALUATION OF POTENTIAL USES
Development of public access opportunities along this waterfront can have the benefit of maintaining visual access to an area of high scenic value while providing a large urban population with an irreplaceable recreational resource. A linear waterfront park system could be developed that stretched from the Newburgh-Beacon Bridge to the Quassaic Creek outlet at the New Windsor border. Several sites along this system could be developed for more extensive, mixed recreational use. Such sites might include Newburgh Landing Park, the Washington Street Boat Ramp, and the Renwick Road Conrail Crossing. There also exist opportunities for linking this park system to other recreational and cultural resources. The bike path that currently runs across the Newburgh-Beacon bridge could be extended through the waterfront. The system could also be linked to Washington's Headquarters.

RECOMMENDATIONS
The City should require public access, including a linear waterfront park system as a condition of any development along the waterfront. This park system could run from the Newburgh-Beacon Bridge south to the Quassaic Creek and, wherever possible, provide linkages to the other cultural and historical resources found in Newburgh.
New Windsor Riverfront Parcel

MUNICIPALITY: Town of New Windsor
COUNTY: Orange

POTENTIAL: Boat Launch Site

SIZE: approx. 1 acre

OWNERSHIP: Public (Local)

CROSSING CHARACTERISTICS
This site is reached by a single-lane, at-grade crossing with no signage or signals. The site can also be reached by a two-lane at-grade crossing with signage located approximately one-eighth of a mile to the south.

EXISTING USE & FACILITIES ON SITE
The site is a level, gravel-covered area between two fenced oil tank yards. Offshore pilings obstruct direct access to the main river channel. The site appears to provide occasional vehicular access to one of the adjoining tank yards. The shore is gently sloping. Oil docks are found to the immediate north and south of the site.

EVALUATION OF POTENTIAL USES
This property appears to offer potential for use as a boat ramp. It contains sufficient room for construction of a ramp and associated parking spaces. There is a state boat launch in Newburgh approximately one-half mile north of this site. If the Town desires, this site offers independent boating access to the River.

RECOMMENDATIONS
The Town could explore the possibility of developing a Town boat launch at this site, provided: (a) the pilings can be removed, (b) safe access can be gained off of River Road and (c) the tanker activity at the nearby docks does not present a hazard to boaters. The present rail crossing should be upgraded or alternate access should be provided from the crossing to the south. Alternatively, New Windsor could discuss with Conrail the possibility of creating a crossing which would provide direct access from River Road.
Sloop Hill

MUNICIPALITY: Town of New Windsor
COUNTY: Orange

POTENTIAL: Waterfront park, Viewpoint, Preserve

SIZE: 102 acres
OWNERSHIP: Public (State -- DEC)

CROSSING CHARACTERISTICS
The site is reached by a single-lane overpass that crosses from a narrow road branching from Route 9W. The bridge is steel frame with wood decking in poor repair. The road is gated just west of the overpass to prevent vehicle access to the site.

EXISTING USE & FACILITIES ON SITE
Sloop Hill is a high, broad, sandy knob which stands just north of the mouth of Moodna Creek. The topography of the site and the configuration of the railroad crossing give a visitor the sense of total seclusion. The highest points are at approximately 120 feet of elevation. The site was mined for sand in the past. It contains several truck trails and a few motorcycle trails. There is an old barge slip on the eastern shore. The site offers spectacular views of Hudson Highlands Gorge and the surrounding area. A management plan has not yet been prepared for the site.

EVALUATION OF POTENTIAL USES
This site was acquired by the State because of its exceptional fish and wildlife habitat, scenic quality, historic value and river access. It is partially included in the Moodna Creek Significant Coastal Fish and Wildlife Habitat Area. It provides habitat for several State-listed endangered, threatened and special concern species, and contains significant historical and archeological resources. In addition, it offers extraordinary vistas of the River, the Hudson Highlands Gorge and Newburgh Bay.

The eastern shore has a rocky and sandy beach providing direct pedestrian access to the water. The site offers potential for development of boating access facilities if an environmental impact review shows they would be compatible with the other resources and uses at the site.

RECOMMENDATIONS
Preservation of the site's outstanding but sensitive resources should be of primary importance. Accordingly, passive uses such as hiking, picnicking, scenic enjoyment, estuarine education and research, and historical and archeological interpretation should take precedence over more active recreational uses. Potential for a hand launch or boat ramp should be evaluated as part of the management plan effort.
**Cornwall Landing (North)**

**MUNICIPALITY:** Village of Cornwall-on-Hudson  
**COUNTY:** Orange  
**POTENTIAL:** Waterfront Park

**SIZE:** 10 acres  
**OWNERSHIP:** Public (Local)

**CROSSING CHARACTERISTICS**  
The site has no direct access, but is served by the 2 two-lane, at-grade crossings located at Cornwall Landing Park. Both crossings contain signal lights and gates.

**EXISTING USE & FACILITIES ON SITE**  
This ten-acre parcel adjacent to Cornwall Landing Park is a flat, undeveloped area linked to the park by a narrow strip of land between the railroad and the River.  
Cornwall Landing Park serves as a local waterfront park open to nonresidents on a fee basis. The park is a narrow band of flat, grassy land that fronts the water for about 1,200 feet. It contains a boat ramp and benches, and offers opportunities for picnicking and shore fishing.

**EVALUATION OF POTENTIAL USES**  
This site could be developed as an addition to Cornwall Landing Park, providing waterfront trails in a wooded setting.

**RECOMMENDATIONS**  
The undeveloped portions of the site should be devoted to additional park space with a loop trail system.
West Point North Dock

MUNICIPALITY: U.S. Military Academy, West Point
COUNTY: Orange

POTENTIAL: Waterfront Park/Viewpoint

SIZE: 0.25 acres

OWNERSHIP: Public (Federal -- DOD)

CROSSING CHARACTERISTICS
The North Dock of the Military Academy is reached by a two-lane vehicular overpass which crosses the tracks immediately north of the rail tunnel beneath West Point. The road then descends to a paved garage/dock area along the River.

EXISTING USE & FACILITIES ON SITE
The site is flat and mostly black-topped, with no guardrail at the water’s edge. The pavement extends directly to the lip of a bulkhead which protrudes into deep water and is equipped with brackets for a floating dock. The west end of the area is occupied by a service building. The site provides water-level access to the River’s historic “World’s End” area, along with spectacular vistas of the mountainous shoreline. It is used as a scenic viewpoint on an informal basis.

EVALUATION OF POTENTIAL USES
Tour boats already operate out of the Military Academy’s South Dock. Given the high scenic value of the North Dock area, it may be desirable to expand this type of use to the North Dock, and to incorporate tour boat excursions into other cultural events held at the Academy. This site is included in the Hudson River Mile 44-56 Significant Coastal Fish and Wildlife Habitat, but evaluations of the habitat anticipate no negative impacts associated with increased boating at the North Dock.

The North Dock site offers spectacular views of the River and surrounding highlands, and is therefore well-suited for passive recreation. Use is limited by available parking space. Any access may be further curtailed by the Academy’s policy of prohibiting entry by private vehicles.

RECOMMENDATIONS
The U.S. Military Academy should develop this site for public passive waterfront use. This development could include a guardrail at the water’s edge, delineated parking areas, benches, and a walkway.
PUTNAM COUNTY
Examples of Access Opportunities
Little Stony Point

MUNICIPALITY: Town of Phillipstown
COUNTY: Putnam

POTENTIAL: Swimming

SIZE: 30 acres

OWNERSHIP: Public (State -- OPRHP)

CROSSING CHARACTERISTICS
A single-lane, above-grade vehicle crossing serves this former quarry site.

EXISTING USE & FACILITIES ON SITE
Little Stony Point is administered by the Office of Parks, Recreation and Historic Preservation. The area is heavily used on an informal basis for picnicking, swimming, shoreline fishing, recreational anchorage and hand launching of boats. Although there is an existing above-grade crossing, there have been significant access problems involving the condition of the bridge, inadequate parking and unauthorized pedestrian crossing of the railroad. OPRHP has a cooperative management agreement with the Little Stony Point Citizens Association, and is engaged in an ongoing effort to plan recreational uses at the site.

EVALUATION OF POTENTIAL USES
This site is extremely popular for both land and water based public access. It offers a sandy beach, a protected anchorage area and excellent views of the Hudson Highlands. Development of boat launch facilities at this location will require reconstruction of an existing bridge and may require improvements for ingress and egress to Route 9D. Little Stony Point is included in the Hudson River Mile 44-56 Significant Coastal Fish and Wildlife Habitat, but evaluations of the habitat have not yet identified negative impacts associated with increased boating.

RECOMMENDATIONS
Given the lack of suitable swimming opportunities along the River, a formal swimming beach should be developed at this site. The planning process for Little Stony Point should recognize its relationship to and potential linkages with Breakneck Ridge, Hammond Brickyard, Denning Point and the Beacon Waterfront. The potential for a boat ramp or hand launch should be evaluated as part of the management plan.
Cold Spring Waterfront

MUNICIPALITY: Village of Cold Spring
COUNTY: Putnam

POTENTIAL: Local Park, Deepwater Dock and Waterfront Walk

SIZE: 22 acres

OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
This site is reached by a two-lane above-grade vehicle crossing.

EXISTING USE & FACILITIES ON SITE
The site is primarily devoted to residential land use, although it also includes a restaurant and other commercial properties. There is some grassy open space toward the northern end of the village waterfront. The Cold Spring Dock, which is the focal point of the waterfront, was once actively used as a deepwater dock, but is now in disrepair. There is currently a public boat launch adjacent to Cold Spring Dock. The entire area is under strong development pressure.

To the south of Cold Spring is Foundry Cove which is a toxic waste site identified for remediation under the federal Superfund cleanup program.

EVALUATION OF POTENTIAL USES
Given the attractive views of the River and Hudson Highlands, this site is an appropriate location for a waterfront walkway. Its northern end could support a boat ramp, picnicking and other local park uses. The existing boat launch lacks adequate parking and turning space, and has no capacity for expansion. The restoration of the Cold Spring Dock for use by tourboats would be consistent with tourism promotion efforts in the Village.

RECOMMENDATIONS
As indicated in Cold Spring’s LWRP, the northern portion of the waterfront should be dedicated to public use which may include boating and picnicking. A walkway along the River could link these facilities with the Cold Spring Dock.

The repair of the Dock should provide for use as a deepwater dock for tourboats.

Any uses proposed for the waterfront area should be consistent with public health concerns associated with the pollution problem at Foundry Cove.
**Arden Point**

**MUNICIPALITY:** Town of Philipstown  
**COUNTY:** Putnam

**POTENTIAL:** Waterfront Trail or Viewpoint

**SIZE:** 17 acres  
**OWNERSHIP:** Private

**CROSSING CHARACTERISTICS**  
This site is reached by a single-lane, above-grade vehicle crossing.

**EXISTING USE & FACILITIES ON SITE**  
Arden Point is a hilly knob with exposed rock outcropping. The site provides beautiful vistas of the River and Hudson Highlands, and contains enough acreage to support a small system of hiking trails.

**EVALUATION OF POTENTIAL USES**  
This site, recommended for acquisition by DEC's 1979 Hudson River Valley Study, could be developed into a land-based park of high scenic value that could support both picnicking and hiking. Despite its uneven and rocky terrain, it may also be possible to develop a hand boat launch at this site. However, the commercial river traffic, currents and the absence of suitable nearby destinations may limit the potential for boating at this site.

**RECOMMENDATIONS**  
Public acquisition of this site should proceed, and a trail system and picnicking opportunities should be created. In addition, this site should be evaluated for the creation of a hand boat launch.
Manitou

MUNICIPALITY: Town of Philipstown
COUNTY: Putnam

POTENTIAL: Scenic Site and Land-based Park

SIZE: 32 acres

OWNERSHIP: Private

CROSSING CHARACTERISTICS
A stone arch bridge provides a single-lane, above-grade vehicle crossing to this site.

EXISTING USE & FACILITIES ON SITE
This site appears to contain a single, private residence. The thirty acre peninsula is heavily wooded and provides river vistas of high scenic value.

EVALUATION OF POTENTIAL USES
The Manitou property has great potential as an access site devoted to hiking, picnicking and other land-based uses. It was recommended for acquisition in DEC's 1979 Hudson River Valley Study.

RECOMMENDATIONS
Public acquisition of this site still appears to be appropriate in order to provide a variety of passive land-based uses. This could be accomplished through limited public acquisition and/or conservation and trail easements.
South Troy Waterfront

MUNICIPALITY: City of Troy
COUNTY: Rensselaer

POTENTIAL: Mixed-Use Linear Urban Park System

SIZE: over 100 acres

OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
The City of Troy has six at-grade vehicular crossings from the Troy Dam south to the North Greenbush town line.

EXISTING USE & FACILITIES ON SITE
The City of Troy waterfront contains various commercial, industrial and park-related uses. The stretch from the Troy Dam south to the City's waterfront Urban Cultural Park contains multiple family housing units, several commercial buildings, parking lots, paved park space, and utility and junk yards. A tall bulkhead restricts direct access to much of the Troy shoreline. Troy's Urban Cultural Park includes a tourboat mooring and a waterfront walkway. In addition, the Heritage Trail links regional historic sites and cultural points of interest in the area surrounding the confluence of the Hudson and Mohawk rivers. Just south of the Route 2 overpass, the bulwark gives way and direct access to the water is possible. South of the Poesten Kill, the waterfront is marked by such industrial and commercial uses as railroad yards, sand and gravel operations, fuel tankyards and inactive, open industrial land.

EVALUATION OF POTENTIAL USES
A walkway could be created to run along the shoreline from the Troy Dam vicinity to the Urban Cultural Park, a section of the city where the Heritage Trail runs inland. Portions of the waterfront walk could provide additional opportunities for shoreline fishing and other passive uses.

RECOMMENDATIONS
A waterfront walkway should be developed to extend from the Troy Dam vicinity to the Urban Cultural Park. Wherever possible, linkages should be made with the Heritage Trail. In addition, as the Troy waterfront is redeveloped, extensive areas should be devoted to recreational and/or cultural facilities interspersed among the existing commercial, industrial and residential uses.
North Greenbush Waterfront

MUNICIPALITY: Town of North Greenbush/City of Rensselaer (North)
COUNTY: Rensselaer
POTENTIAL: Linear Waterfront Park System

SIZE: over 100 acres
OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
The railroad along this section of the River is known as the Troy Spur, and serves as a low-speed freight line. The Hudson River waterfront between the cities of Troy and Rensselaer is served by two at-grade railroad crossings. At the north end, Water Street in Troy is a paved crossing with signage. Water Street ends at a gate at the site of the waste treatment plant, but the right-of-way appears to continue to the Albany Gravel Road in Rensselaer.
In the City of Rensselaer, a second crossing at Albany Gravel Road lacks signs or signalization.

EXISTING USE & FACILITIES ON SITE
The North Greenbush waterfront links the Troy and Rensselaer waterfronts by a two-mile-long stretch of lowlands vacant of improvements save for the County waste treatment plant. Along this stretch, the Troy Spur of the Conrail tracks runs parallel to Water Street in Troy and the Albany Gravel Road in North Greenbush and Rensselaer. These lowlands are separated by a steep slope from lands east of the tracks, including the Rensselaer Technology Park. At the Albany Gravel Road crossing, informal boating access is provided by a relatively steep gravel ramp.

EVALUATION OF POTENTIAL USES
A bike trail and/or walkway could be created to run along the shoreline providing recreational linkage between Troy, North Greenbush and Rensselaer. This trail could be developed on the Water Street/Albany Gravel Road right-of-way. If the Troy spur railway were abandoned, that right-of-way could be converted to a trailway. There appears to be an opportunity for a boat launch at the southern end of the Albany Gravel Road in Rensselaer. In addition, the planned development of an I-90 exit at Washington Avenue creates the opportunity for a bikeway linkage through the Technology Park to the waterfront trail.

RECOMMENDATIONS
Improvements should be made to formalize boating access at the Albany Gravel Road Crossing. In addition, a waterfront bikeway should be developed to provide recreational linkage between the Town of North Greenbush and the waterfronts in the cities of Troy and Rensselaer, which the three municipalities could develop into a single linear park system. This bikeway and other low-impact uses could be included in a public open space area extending from I-90 north to Route 378 and including the area from the riverfront to the steep wooded hillsides.
**Rensselaer Waterfront**

**MUNICIPALITY:** City of Rensselaer  
**COUNTY:** Rensselaer

**POTENTIAL:** Mixed-use Linear Urban Park System

**SIZE:** over 100 acres

**OWNERSHIP:** Public (Local and State -- OPRHP) and Private

**CROSSING CHARACTERISTICS**

The City of Rensselaer has six crossings south of the Amtrak Yard: 4 above-grade vehicular crossings, 1 at-grade vehicular crossing and 1 above-grade pedestrian crossing. A grade-separated crossing is planned to replace the Port Road grade crossing.

**EXISTING USE & FACILITIES ON SITE**

The Rensselaer waterfront is characterized by industrial sites and residential areas mixed among large lots currently used as parks or left undeveloped. The Rensselaer City Park and the undeveloped lot south of the Amtrak railyard are the largest stretches of open space along the waterfront. In addition, there is a vacant lot adjacent to the turning basin for the ports of Albany and Rensselaer.

**EVALUATION OF POTENTIAL USES**

A walkway and/or bike trail could be created to run along the shoreline to the Rensselaer City Park or further south to the Crailo Historic Site. The open lot south of the Amtrak railyard might be developed as a site for trails, picnicking and fishing. In addition, the Turning Basin Overlook offers a unique opportunity to view maritime activity in the Port.

**RECOMMENDATIONS**

The Rensselaer waterfront should be developed to include a park system which combines walkways and/or bike trails with other uses such as fishing and picnicking. Part of this park system should involve expansion of the Crailo Historic Site to include the remaining open space between shoreline and River Street. The Turning Basin Overlook on Riverside Avenue could be developed to provide better parking and safer access to and from the road.
Campbell Island

MUNICIPALITY: Town of Schodack
COUNTY: Rensselaer

POTENTIAL: Riverside Trail System

SIZE: over 80 acres

OWNERSHIP: Public (State -- OGS) and private

CROSSING CHARACTERISTICS
A direct, at-grade crossing to this site has been removed. A bridge over Papscanee Creek has also been removed, but its girders and bulkheads are still in place. The surviving framework is currently used for informal access to the site.

EXISTING USE & FACILITIES ON SITE
At Campbell's Island, the riverside is primarily flat, sandy woodlands. There are abandoned sand pits on the site, as well as a dirt-surfaced roadbed that connects to Staats Point to the north. Much of the shoreline is bulkheaded with a low, sloping concrete structure that offers easy walking and open views along the river. This is a scenic and relatively undeveloped section of the river, from which the Albany skyline is visible to the north. Along the Papscanee, there are extensive wetlands. The dead-end road access is used as parking and fishing access to the Papscanee Creek. This site is part of the Papscanee Marsh and Creek Significant Coastal Fish and Wildlife Habitat.

EVALUATION OF POTENTIAL USES
Due to the existence of substantial wetland and sensitive wildlife habitats at this site, it should not be subjected to intensive human use. Nevertheless, this large site appears well-suited for limited public access in the form of a waterfront path and bikeway.

RECOMMENDATIONS
A shoreline walkway and biking trail could be developed at this site to provide land-based access consistent with the preservation and protection of the Papscanee Marsh and Creek Significant Wildlife Habitat. It is also important that this largely undeveloped site be preserved as a scenic buffer for Route 9J. Recreational development of this site would require substantial improvement to the existing access roads.
Castleton-on-Hudson

MUNICIPALITY: Village of Castleton-on-Hudson
COUNTY: Rensselaer

POTENTIAL: Waterfront Park and Hand Launch for boats

SIZE: less than one acre

OWNERSHIP: Private

CROSSING CHARACTERISTICS
All crossings in Castleton are at-grade. One of these passes from Route 9J (Main Street) between two buildings, across the tracks, to reach an undeveloped lot.

EXISTING USE & FACILITIES ON SITE
Land on the riverside of the tracks in Castleton is very scarce and most of it is devoted to private water-related use. A single small, flat, undeveloped lot remains, sandwiched between the river and the tracks in the heart of the Village. The shoreline has some decayed stone-filled wood bulkheading, and the southwest corner of the site has received some fill in the form of small concrete cylinders.

EVALUATION OF POTENTIAL USES
Castleton has plans to create a public picnic area adjacent to their sewage treatment plant on Cow Island at the north end of the Village. The undeveloped lot could serve as a riverfront park in the center of the Village. According to DEC guidelines it is too small to serve as a boat ramp site, and so may be best suited to serve as a hand launch site or to provide limited pedestrian access to the shoreline.

RECOMMENDATIONS
Castleton should consider this site for a small, land-based municipal park or a hand launch.
Castleton Island State Park

MUNICIPALITY: Town of Schodack
COUNTY: Rensselaer
POTENTIAL: Mixed-Use Park

SIZE: 1,358 acres

OWNERsHIP: Public (OPRHP)

CROSSING CHARACTERISTICS
The railroad crossing is a single-lane, at-grade vehicle crossing with a sign, but without gates or signal lights. Access is from a privately owned dirt road that intersects Route 9J. Once in the park, the road runs nearly the length of the island.

EXISTING USE & FACILITIES ON SITE
Castleton Island is a sandy spit of land nearly seven miles long and approximately one-half mile wide. The area is almost entirely flat, and has several large wetland areas. It is located within the Schodack and Houghtaling Islands and Schodack Creek Significant Coastal Fish and Wildlife Habitat. It also contains the site of a Mahican Indian settlement.

The shoreline in the immediate vicinity of the crossing has a bulkhead with wood cribbing and stone fill. Much of the shoreline to the south also appears to be bulkheaded. The dirt road which serves as sole access to the site shows little evidence of maintenance. Current uses are informal and include fishing, hunting, and the use of trail bikes and other recreational vehicles. Traditionally, most of the public access to the site has been by boat.

EVALUATION OF POTENTIAL USES
This large, publicly owned site can support a variety of recreational uses including hiking, picnicking, fishing, camping, boat launching and docking. However, development of boating access at the southern end of the Island is not consistent with management of the habitat. Vehicular access at the northern end of the site could be improved by the construction of an above-grade crossing.

RECOMMENDATIONS
Intensive recreational use should be confined to the area nearest the access point and generally north of the I-90 overpass. The costs of an above-grade crossing should be weighed against water-borne access alternatives. For the southern portion of the site, boating access should only be developed when consistent with the management of the Significant Coastal Fish and Wildlife Habitat. The park should also be improved to support camping, fishing, and picnicking.
**Iona Island**

**MUNICIPALITY:** Town of Stony Point  
**COUNTY:** Rockland

**POTENTIAL:** Low-intensity Park Use

**SIZE:** 155 acres

**OWNERSHIP:** Public (State -- OPRHP)

**CROSSING CHARACTERISTICS**

This site is served by a two-lane, at-grade vehicle crossing. The crossing currently has no safety provisions, but is scheduled for improvements by the Department of Transportation.

**EXISTING USE & FACILITIES ON SITE**

Iona Island is an area of high scenic value. The access road to this site traverses Iona Marsh. The Marsh is a component of the Hudson River National Estuarine Research Reserve and New York State Estuarine Sanctuary. The site is also designated as a Significant Coastal Fish and Wildlife Habitat. The Palisades Interstate Park Commission currently manages the site for such activities as research, education, pioneer camping and fishing. There are several buildings on the site which remain from its use as a munitions storage area during the Second World War.

**EVALUATION OF POTENTIAL USES**

The Department of State's Significant Habitat evaluation warns that public access at this site should be strictly managed to preserve its environmentally sensitive features. Compatible uses would include low-intensity day uses such as limited hiking and picnicking and camping on a permit basis. Access to the Marsh for research and education is desirable, but no boat launch exists.

**RECOMMENDATIONS**

Existing uses of this site should be maintained, making every effort to preserve the Iona Marsh and the sensitive habitat areas on Iona Island. Any expansion of public access should be consistent with this preservation. For example, a canoe launch could be developed on the south shore of Doodletown Bight, increasing non-intrusive access to Iona Marsh for research and education.
Haverstraw Bay Shore
MUNICIPALITY: Towns of Haverstraw and Stony Point, Villages of Haverstraw and West Haverstraw
COUNTY: Rockland
POTENTIAL: Boat Launch and Waterfront Parks

SIZE: over 100 acres

OWNERSHIP: Public (Local and State -- OPRHP) and Private

CROSSING CHARACTERISTICS
This area is served by nine public vehicular crossings: four at-grade, three above-grade and two below-grade.

EXISTING USE & FACILITIES ON SITE
The west shore of Haverstraw Bay contains a wide variety of uses, including the Bowline Power Plant, residential developments and restaurants, along with private marinas and yacht clubs. There are two parks along the shore. Bowline Point Park, which is available to residents on a fee basis, contains a swimming pool and picnic area. This large, highly developed park is accessible only by automobile. Emeline Park is a small, heavily used park within walking distance of downtown Haverstraw. It contains facilities for both active and passive use. In addition to these parks, the shoreline also contains Grassy Point, an undeveloped area located just north of the gypsum plant, offering excellent views of Haverstraw Bay and the southern entrance to the Hudson Highlands. Grassy Point is already informally used as a park. The shoreline also contains wetlands in the vicinity of the Minisceongo Creek and the Bowline Point Power Plant which are important ecological components of the productive bay area.

EVALUATION OF POTENTIAL USES
According to DEC's 1984 study, the area off Grassy Point is an excellent site for fishing for striped bass and blue claw crabs. The study also identified Grassy Point itself as a potential boat launch. In addition, other sites appear to have the potential to support such an access opportunity. These include Bowline Point Park and the land immediately to its north, land south of Stony Point Park, and sites near the outlet of the Minisceongo Creek and the U.S. Gypsum conveyor. The recommendations made by DOS for the Haverstraw Bay Significant Coastal Fish and Wildlife Habitat encourage the development of public access.

RECOMMENDATIONS
A public boat launch providing access to Haverstraw Bay should be developed at one of several sites along the shoreline. Grassy Point should be expanded by including undeveloped land immediately to its north. Every effort should be made to preserve the productive wetlands in the Bay.

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ULSTER COUNTY
Examples of Access Opportunities
Marlboro, Dock Road

MUNICIPALITY: Town of Marlborough
COUNTY: Ulster

POTENTIAL: Mixed Uses

SIZE: 5 acres

OWNERSHIP: Private

CROSSING CHARACTERISTICS
This site is reached by a two-lane, at-grade crossing posted with signal lights.

EXISTING USE & FACILITIES ON SITE
At its north end, the site contains the Marlborough Yacht Club, with a dock and a ramp, which is available to the public on a fee basis. At the south end, there is a fenced-in area containing the facilities of a marina sales operation. The entire site is flat and open. Parts of the shoreline appear to contain deep water.

EVALUATION OF POTENTIAL USES
This site contains the only boat ramp on the western shore of the Hudson between Esopus and Newburgh. In addition, it presently is used for deep-water docking and hand-launching of boats. This five-acre site is large enough to support increased public access. Old Man's Kill, a tributary which enters the Hudson immediately south of the marina property, may be able to support a hand boat launch. The Kill's shoreline contains extensive tidal wetlands and access facilities should be designed to minimize disturbance.

RECOMMENDATIONS
The Marlborough Yacht Club should be encouraged to continue to permit public use for a reasonable fee. In addition, the creation of a hand boat launch at the pump station adjacent to Old Man's Kill would provide low-impact access to the Kill and should be explored.
Examples of Access Opportunities

- Croton Point Park
- Sparta Dock
- Tarrytown / North Tarrytown
- Lyndhurst Dock
- Irvington Waterfront
- Dobbs Ferry Waterfront
- Hastings Waterfront
- JFK Memorial Park
- Yonkers Pier and Waterfront
FDR Memorial VA Hospital

MUNICIPALITY: Town of Cortlandt
COUNTY: Westchester

POTENTIAL: Waterfront Walkway

SIZE: over 50 acres

OWNERSHIP: Public (Federal -- VA)

CROSSING CHARACTERISTICS

Although this site can be reached by two above-grade railroad crossings, the principal access from Route 9A does not cross the railway.
The Cruger Avenue vehicular crossing has new wooden decking. The Cruger's Station pedestrian overpass is handicapped accessible.

EXISTING USE & FACILITIES ON SITE

The FDR Memorial VA Hospital has developed a waterfront park area which includes two picnic areas and a cement boat ramp. The site's southern orientation provides a scenic view of Haverstraw Bay with little indication of the industrial docks and conveyors located directly across the river in the Village and Town of Haverstraw. This site is located adjacent to Westchester County's George's Island Park and within the Haverstraw Bay Significant Coastal Fish and Wildlife Habitat Area. The roadway between the train station and park is gated.

EVALUATION OF POTENTIAL USES

Potential exists for land-based linkage running from the train station across the Crueger's Avenue Bridge, past the waterfront picnic areas and along the shore to George's Island Park.

RECOMMENDATIONS

An agreement should be reached between the Westchester County Department of Parks and the Veterans Administration to allow the public to have access through the hospital's waterfront picnic area, creating a trail linkage between the railroad station and George's Island Park.
Oscawana Island

MUNICIPALITY: Town of Cortlandt
COUNTY: Westchester

POTENTIAL: Land-based Park

SIZE: 9 acres

OWNERSHIP: Public (Local)

CROSSING CHARACTERISTICS
The railroad enters a tunnel for the width of Oscawana Island. A dirt roadway runs over the tunnel to the water's edge.

EXISTING USE & FACILITIES ON SITE
The peninsula is a wooded knoll with sloping rock outcrops at the shoreline. There are approximately six parking spaces at the junction of the park access road and the public road (Maiden Lane). The 1/4 mile dirt and gravel roadway that leads to the shore is barricaded, but is still used informally. The peninsula is a highly scenic woodland located within the Haverstraw Bay Significant Coastal Fish and Wildlife Habitat.

EVALUATION OF POTENTIAL USES
Oscawana Island is well suited for walking and informal picnicking in a setting of high scenic value. The only capital expense that may be involved in opening this site for formal public use would be associated with creating adequate parking space and improved vehicle barriers.

RECOMMENDATIONS
Westchester County should be encouraged to provide increased public access to this site for passive, land-based use.
Village of Croton Waterfront

MUNICIPALITY: Village of Croton
COUNTY: Westchester

POTENTIAL: Waterfront Walkway and Linkage to Parks

SIZE: 29 acres

OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
The Croton Waterfront can be reached by two railroad crossings: a single-lane, below-grade vehicular crossing at Senasqua Park, and an at-grade vehicular crossing at Brook Street by the Croton Yacht Club.

EXISTING USE & FACILITIES ON SITE
The Croton waterfront contains two parcels of high recreational value: Senasqua Park and the Croton Yacht Club. Located at the southern tip of a triangular piece of land on the riverside of the tracks, Senasqua Park contains approximately six acres and is 400 feet at its widest point. It is open only to Croton residents. A chain link fence separates the park from the Croton Yacht Club. A Conrail staging area is found north of the Yacht Club.

The open land between the Conrail property and the shore is the only undeveloped parcel of considerable size remaining on the Croton Waterfront. The Half Moon Bay Condominium Project between Senasqua Park and Croton Point Park includes a waterfront walkway linking the two parks.

EVALUATION OF POTENTIAL USES
This site could be used to create a waterfront walkway linking Croton Point Park, Senasqua Park and the lands to the north of the Croton Yacht Club.

RECOMMENDATIONS
Any development of the private land between the Conrail staging area and the shore should include walkway linkage to other shorelands to the south.
**Croton Point Park**

**MUNICIPALITY:** Village of Croton  
**COUNTY:** Westchester  
**POTENTIAL:** Boat Docks

**SIZE:** 564 acres  
**OWNER:** Public (Local)

**CROSSING CHARACTERISTICS**  
This site is reached by a single-lane above-grade vehicular crossing on Croton Point Road. The bridge is extra long because it crosses the Croton/Harmon railroad yard. The bridge is owned by the railroad and the road surface across the bridge is maintained by the County. A traffic light at each end of the bridge is used to control the one-way flow of traffic.

**EXISTING USE & FACILITIES ON SITE**  
This site contains the largest single parcel of parkland along the Westchester County shoreline. Facilities include playground equipment, picnic tables and restrooms. Shoreline fishing and waterfowl hunting are popular activities. The area which can be actively used for recreational purposes is limited by wetlands, as well as the nearby railroad yard and abandoned landfill. The shore drops steeply in some places, but there is at least one beach area accommodating hand-launched boats. The site is adjacent to two Significant Coastal Fish and Wildlife Habitats: Croton River and Bay to the south and Haverstraw Bay to the north.

**EVALUATION OF POTENTIAL USES**  
Although portions of the Park are designed to support intensive recreational use, land-based access is restricted by the single-lane access road. However, the Park could support increased water-borne access. An Estuary Research Center is planned for Croton Point Park, which will capitalize on the Park's unique surroundings. All activities at the Park take place in the context of public health issues associated with contamination at the closed landfill site.

**RECOMMENDATIONS**  
Improved access to the Park should be provided by (1) construction of a new, wider bridge and (2) the establishment of tie-up docks to accommodate water-borne visitors.
Sparta Dock

MUNICIPALITY: Village of Ossining
COUNTY: Westchester

POTENTIAL: Local Park

SIZE: 2 acres

OWNERSHIP: Public (Local)

CROSSING CHARACTERISTICS
Sparta Dock was traditionally reached by an informal at-grade pedestrian crossing. Access has been eliminated by the construction of a fence along the railroad.

EXISTING USE & FACILITIES ON SITE
Located immediately south of the Ossining State Correctional Facility, this site contains an old dock of limited size which received extensive informal use for fishing and passive recreation prior to the erection of the fence. Adjacent to this site and east of the railroad tracks is a small public park on a height of land.

EVALUATION OF POTENTIAL USES
This site provides Ossining with much-needed opportunities for public access to the Hudson River. The site appears well suited to support fishing, picnicking and other passive uses. However, the former pedestrian crossing would need to be replaced by a grade-separated crossing.

RECOMMENDATIONS
Access across the railroad tracks should be reinstated by providing an above-grade pedestrian crossing constructed from the height of land in the existing park.
Tarrytown/North Tarrytown

MUNICIPALITY: Villages of Tarrytown and North Tarrytown
COUNTY: Westchester

POTENTIAL: Waterfront Walkway and Linkage among parks

SIZE: 64 acres
OWNERSHIP: Mixed Public (Local) and Private

CROSSING CHARACTERISTICS
This site can be reached by nine separate crossings, including three above-grade vehicular bridges and pedestrian crossings in the vicinity of the Tarrytown train station.

EXISTING USE & FACILITIES ON SITE
The multiple-use waterfront is dominated by the General Motors plant and the Tarrytown train station, a major station with an extensive parking area. This site contains three county park facilities. The largest is Kingsland Point in North Tarrytown which is between 10 and 15 acres in area. It supports fishing and picnicking and, at its extreme southern end, provides access to the Tarrytown Lighthouse. In addition, the northern shore of this park contains a sandy beach which has been closed to swimming for several years because of pollution. Pierson Park is located to the south of the General Motors plant. It consists of five or six acres surrounding what appears to be an abandoned sewage treatment plant. Losee Park and Field is located at the southern tip of the peninsula between the Tarrytown Boat Club and the Irvington Boat Club. This flat, grassy area includes a ball field, a small playground and parking area. Its old wooden bulkhead is deteriorating.

EVALUATION OF POTENTIAL USES
Given the limited space available on the waterfront, provision of public boating access would require the conversion of existing parkland or commercial properties.

The recreational resources and open space located along the Tarrytown/North Tarrytown waterfront are particularly well suited for the development of an extensive mixed-use waterfront park system. The existing facilities in the area lend themselves to linkage via a waterfront walkway. Short sections of the walkway, including the pedestrian bridge over Andre Brook, are in place. In addition, Kingsland Park appears well suited for the creation of a fishing pier.

RECOMMENDATIONS:
A waterfront walkway integrating the existing recreational facilities should be created.

Existing fishing opportunities at Kingsland Point Park should be augmented by the creation of a fishing pier. Although the Park's pollution problem remains unsolved, the beach area should be reserved for future swimming opportunities, rather than converted to other uses.
Lyndhurst Dock

MUNICIPALITY: Village of Tarrytown
COUNTY: Westchester

POTENTIAL: Deepwater Docking and Linkage to Historic Site

SIZE: 1 acre

OWNERSHIP: Private (National Trust for Historic Preservation)

CROSSING CHARACTERISTICS
This site was originally served by a an above-grade pedestrian crossing that is no longer useable. The bridge decking and stairs on the river side of the tracks have been removed.

EXISTING USE & FACILITIES ON SITE
Lyndhurst is one of several important historical sites along the Hudson which attracts thousands of visitors every year. A mansion built in the Gothic revival style of architecture, Lyndhurst is now owned and operated by the National Trust for Historic Preservation. The now-deteriorated rail crossing and dock were used by the estate’s third owner, industrialist Jay Gould, as a steamboat dock from which to travel to New York City. The Old Croton Aqueduct linear greenway park crosses this site.

EVALUATION OF POTENTIAL USES
The restoration of the dock at this site would enable tour boats to provide water-based access to this historic estate. The Lyndhurst Dock could be part of a system of tour boat stops linked with such attractions as Sunnyside, Philipse Manor, Bear Mountain, West Point, Cold Spring, Newburgh Landing, the Rondout/Kingston Urban Cultural Park and Clermont State Park.

RECOMMENDATIONS
A restored dock together with a renovated grade-separated pedestrian crossing would enable tourboats from New York City and other areas to provide access to this historical site.
**Irvington Waterfront**

MUNICIPALITY: Village of Irvington  
COUNTY: Westchester

**POTENTIAL:** Waterfront Walkway

**SIZE:** 22 acres

**OWNERSHIP:** Public (Local) and Private

**CROSSING CHARACTERISTICS**

The Irvington Waterfront can be reached by two crossings: an above-grade pedestrian crossing located at the Irvington train station and a two-lane, above-grade vehicular crossing at Bridge Street.

**EXISTING USE & FACILITIES ON SITE**

The Irvington waterfront has been developed for a wide variety of uses. The southern half of the waterfront consists primarily of industrial buildings and yards. The northern portion contains concrete bulkhead and boat ramps, the Irvington Boat Club and the swimming beach and playground areas of the Village’s Matthiessen Park. Parking is very limited, and mostly confined to the roadside along Bridge Street.

**EVALUATION OF POTENTIAL USES**

The southern portion of this site is currently being considered for redevelopment. In addition to the existing recreational facilities at the north end, the site could also support a waterfront walkway along the entire waterfront.

**RECOMMENDATIONS**

Any redevelopment efforts undertaken at this site should encourage increased public access by the creation of a waterfront walkway, and expansion of existing public parking in and near the site. The feasibility of creating public boating access utilizing the existing concrete ramp should be explored.
**Dobbs Ferry Waterfront**

**MUNICIPALITY:** Village of Dobbs Ferry  
**COUNTY:** Westchester  

**POTENTIAL:** Waterfront Park, Walkway and Linkage  

**SIZE:** 25 acres  

**OWNERSHIP:** Public (Local) and Private  

**CROSSING CHARACTERISTICS**  
The Dobbs Ferry Waterfront stretches from Dobbs Ferry Station north to the Mercy College campus. At the south end, the waterfront land is served by High Street, a two-lane, above-grade vehicular overpass with sidewalks, which descends to the shoreline level by way of a steep, curved ramp. The Columbia University Laboratory property at the north end has a single-lane, above-grade vehicle crossing that is an extension of Cedar Street. The approach to this crossing is a narrow, private road that curves sharply around the edge of the Columbia Labs building.  

**EXISTING USE & FACILITIES ON SITE**  
At the south end, High Street serves a waterfront restaurant, the railroad station and the Village park. Much of the southern portion of the waterfront is now train station parking. The Village park is restricted to resident use. To the north of these, separated by a fence, is an old landfill site of approximately 4 acres. Situated across the River from Piermont Marsh, it has attractive views both across and along the River. The landfill still appears to receive a small amount of nuisance dumping. Further north is the Columbia University Lab site which contains two buildings on the river side of the tracks. This area contains a number of rusting vehicles and a dock that is in very poor condition. North of the Lab site is a narrow beach, leading to a small sandy peninsula served by an above-grade pedestrian crossing. This parcel has been sold by Mercy College to a private developer.  

**EVALUATION OF POTENTIAL USES**  
In the absence of public health hazards, the old landfill site, possibly together with the Columbia University dock area appears to offer potential for an expanded waterfront park, and linkage to the former Mercy College parcel. From here, linkage to the Old Croton Aqueduct may be possible. The feasibility of restoring boating access on the site is constrained by the difficult alignments of both vehicle crossings.  

**RECOMMENDATIONS**  
This complex of parcels should be integrated into a larger waterfront park system linked by a walkway from the expanded Village park to the former Mercy College parcel. Further linkage to the Old Croton Aqueduct from the former Mercy College parcel should be explored.
Hastings Waterfront

MUNICIPALITY: Village of Hastings
COUNTY: Westchester

POTENTIAL: Waterfront Walkway and Fishing Pier

SIZE: 28 acres

OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
The Hastings Waterfront is served by two vehicular crossings. The Zinser Bridge crossing at the south end is a single-lane, above-grade vehicle crossing leading to multiple industrial sites and a boat club. The Dock Street crossing at the north end is a two-lane, above-grade vehicle crossing serving industrial and recreational acreage on the river side of the tracks. There is also an above-grade pedestrian crossing at the Hastings train station.

EXISTING USE & FACILITIES ON SITE
The Hastings Waterfront once supported extensive industrial activity. Many of the industrial buildings on the waterfront have been abandoned. Hazardous wastes have been identified at the old Anaconda facility at the center of this site. Nevertheless, the area is the subject of residential development proposals. Recreational uses on the site include the Pioneer Boat Club at the south end, and the Tower Ridge Yacht Club at the north end. The site provides views of the Tappan Zee and the Palisades.

EVALUATION OF POTENTIAL USES
A waterfront walkway would be appropriate in the context of any redevelopment proposal for this site. It may be possible to link both ends of the walkway to the Old Croton Aqueduct State Park. In addition, it may be appropriate to incorporate a fishing pier and open space into the waterfront walkway. Any redevelopment of this site must consider the public health issues associated with the identified hazardous waste contamination.

RECOMMENDATIONS
As the waterfront is redeveloped, Hastings should ensure that a waterfront walkway, open space and fishing opportunities are included. The walkway should be integrated with the Old Croton Aqueduct State Park.
JFK Memorial Park

MUNICIPALITY: City of Yonkers
COUNTY: Westchester

POTENTIAL: Waterfront Park & Boat Launch

SIZE: 12 acres

OWNERSHIP: Public (Local)

CROSSING CHARACTERISTICS
This site is reached by JFK Memorial Drive, a two-lane cement above-grade vehicular crossing with sidewalks.

EXISTING USE & FACILITIES ON SITE
This site is the largest area of riverfront open space remaining on the waterfront in the City of Yonkers. It is located below and adjacent to Trevor Park, the site of the Hudson River Museum and Planetarium. It is used for docking of large tour boats and associated parking, and offers views across the River to the Palisades. The landward side of the tracks is open space used for active recreation. Trevor Park provides a wooded backdrop to the site, unique within the City.

EVALUATION OF POTENTIAL USES
Taken together, the waterfront area and the adjacent park and museum facilities provide a unique and irreplaceable recreational and cultural asset for the City of Yonkers. The 1984 boat ramp study by DEC recommended a boat ramp here, and the City has expressed interest in providing this needed access opportunity for Yonkers residents.

RECOMMENDATIONS
This site, including the adjacent parklands and museum area, should be preserved as permanent open park space. A public boat ramp should be constructed for the park.
Yonkers Pier and Waterfront

MUNICIPALITY: City of Yonkers
COUNTY: Westchester

POTENTIAL: Mixed-Use Urban Park

SIZE: 12 acres

OWNERSHIP: Public (Local) and Private

CROSSING CHARACTERISTICS
This site is reached by a three-lane below-grade vehicle crossing with cement dividers between lanes. It is an extension of South Main Street.

EXISTING USE & FACILITIES ON SITE
The historic Yonkers Pier is a public park. An area of approximately one acre at this site serves as parking and a turning loop. There is open space immediately north and south of the pier. The pier is used extensively for fishing and provides scenic views of the Palisades. This site has been proposed for a high-density, high-rise condominium project with associated commercial development.

EVALUATION OF POTENTIAL USES
This site contains high potential for development into a mixed use urban park. A 1981 study for the city recommended parkland development for the southern portion of the waterfront. The open space immediately north and south of the pier could be used to expand the park and enable it to better perform its existing function as a fishing pier and deepwater dock. There is ample room to include a waterfront walkway and expanded pier park area in any waterfront development proposals.

RECOMMENDATIONS
The historic pier park, with its opportunities for fishing, scenic enjoyment and deepwater docking, should be protected and expanded to a size suitable for the City's large population and should include the mouth of the Sawmill River. In addition, any waterfront redevelopment should include a public walkway linked to the park.
CHAPTER 4

PROGRAMS FOR PROMOTING PUBLIC ACCESS

Continued improvement in public access depends upon the active cooperation of all interested parties. These include federal and state agencies and local governments, not-for-profit organizations and community groups. What follows is a listing of current public agencies and programs which have a role in providing additional public access opportunities to the Hudson River. This list is not exhaustive, but should serve as a guide for dedicating public resources to expanding and improving access to the Hudson River. It should be recognized that the funding for these programs varies from year to year, and in some cases has been severely restricted.

At the Federal Level:

The National Park Service (Department of Interior):

Administers the Land and Water Conservation Fund to the New York State Office of Parks, Recreation and Historic Preservation. The Fund provides financial assistance to the State and municipalities for the acquisition and development of outdoor recreation areas.

Administers the National Wild and Scenic Rivers Act to encourage the protection of free flowing rivers. Within the study area there are three segments of the Hudson River, totaling 14 miles, which are listed in the Nationwide Rivers Inventory as meeting the minimum criteria for further study and/or potential inclusion in the National Wild and Scenic Rivers System. These segments are among a very small fraction of our nation's rivers, and the only portions of the Hudson outside of the Adirondack Park that are candidates for national designation. NPS reviews all federal actions within these areas to promote conservation of the river's free-flowing, undeveloped character and outstandingly significant resources. NPS also offers technical assistance to states, local governments, and private interests involved in river conservation. The initial inventory of access opportunities for this study was conducted as part of this program.

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The Farmers Home Administration (Department of Agriculture):
Distributes Watershed Protection and Flood Prevention Loans to local governments and nonprofit organizations. Within authorized watershed areas these loans help fund public works and improvements, including projects for fish and wildlife development and public water-based recreation.

Department of Commerce:
Administers Economic Development Grants and Loans for public works and development facilities, including public tourism facilities.

National Oceanic and Atmospheric Administration (NOAA) administers the National Estuarine Research Reserve System.

NOAA administers the Federal Coastal Zone Management Program under which the NYS Department of State's Coastal Management Program receives funding and exercises authority over federal actions.

Department of Transportation:
Administers a guaranteed loan program to railroads and state and local governments for railroad rehabilitation and improvement, including signals, roadbed and related structures such as grade-separated crossings.

The Army Corps of Engineers (Department of Defense):
Regulates the filling of navigable waters and wetlands, placement of structures in navigable waters, dredging of the federal navigation channel and disposal of dredge materials.

At the State Level:
State Environmental Quality Review (SEQR):
Under the State Environmental Quality Review Act, whenever a public agency allocates funds or issues a permit in connection with a project or undertakes a project, the environmental impact of that action must be reviewed. This review must consider the impact of the action on public access.

The Environmental Quality Bond Act of 1986:
The Environmental Quality Bond Act (EQBA) of 1986 specifies that $250 million be spent on forest land conservation, acquisition of environmentally sensitive land, municipal park development, and historic preservation. Two state agencies control the Bond Act funds, the Department of Environmental Conservation and the Office of Parks, Recreation and Historic Preservation.

The Department of Environmental Conservation:
Administers a portion of the funds available under the Environmental Quality Bond Act of 1986 for acquisition of forest land and environmentally sensitive land.

Operates the Fish and Wildlife Management Practices Cooperative Program under which public rights to access private lands for fishing and hunting purposes are obtained by agreement with landowners.

Administers Stream Rights Acquisition Program to acquire fishing access rights to streams and rivers.

Administers the Hudson River National Estuarine Research Reserve which manages and preserves natural estuarine systems for research and educational purposes. There are presently four Hudson River sites in the Estuarine Reserve System at Stockport Flats, Tivoli Bays, Iona Island and Piermont Marsh.
Regulates, through a variety of permit programs, a number of activities, including:

Wild, Scenic and/or Recreational Rivers Permit for certain activities taking place on rivers designated as wild, scenic or recreational.

Floodplain Development Permit for development in flood hazard areas.

Tidal Wetlands Permit or Freshwater Wetlands Permit for draining, dredging, excavating, filling, erecting any structure or roads, placing of other obstructions, polluting or any activity that impairs natural functions in a wetland or its adjacent area.

Dredging and Filling of Navigable Waters Permit for any excavation or placing of fill in the navigable waters of the State or their adjacent, contiguous wetlands.

Stream Disturbance Permit to change, modify or otherwise disturb the course, bed or banks of protected streams.

401 Water Quality Certification for any activity that affects the quality of federally navigable waters.

Administers the funds made available under the Dingell-Johnson Program of the U.S. Sport Fish Restoration Act of 1950 for a variety of fisheries research and development activities and boating access programs.

Office of Parks, Recreation and Historic Preservation:

Administers a portion of the funds available under the Environmental Quality Bond Act of 1986 for 50% matching funding of municipal park projects, historic preservation and Urban Cultural Parks.

Administers various state parks and historic sites (e.g., Castleton Island State Park, Clermont State Park, etc.) some of which provide recreational access to the Hudson River.

Reviews projects to identify adverse impacts to recreational and historic resources to recommend mitigative actions, and to request that certain recreational needs be incorporated in selected projects.

Provides 50% matching grants under the Land and Water Conservation Fund for the acquisition and development of outdoor recreation facilities.

Provides up to 50% matching funds through the Historic Preservation Fund for surveying, planning, acquisition, and/or development of cultural resources that are listed on the National Register of Historic Places.

Administers sections of the NYS Navigation Law which provide for the use of navigable waters, approval of local laws regulating vessels, construction and maintenance of Harbors of Refuge and State marina facilities, and financing of local marina facilities.

Prepares Statewide Comprehensive Recreation Plan (SCRP) in order to identify existing recreational resources and needs. Priorities for locating the harbors of refuge and the state marinas, and for financing local marinas are determined by the SCRP Priority System.

Department of State Coastal Management Program:

Addresses regulation and development of coastal resources through the implementation of 44 State coastal policies designed to:

1. Promote the beneficial use of waterfront resources by encouraging water-dependent uses, expansion of ports and small harbors, revitalization of waterfronts, and expansion of access and recreation opportunities.

2. Prevent the impairment of certain waterfront resources by protecting fish and wildlife habitats, preventing flooding and erosion, protecting dunes and wetlands, and preserving scenic areas, historic sites, and agricultural lands.

3. Provide for the management of activities which may affect waterfront resources including dredging, ice management, energy facilities, waste disposal, erosion control structures, and mineral exploration.
The Coastal Management Program requires that the actions of all state and federal agencies are consistent with the CMP policies. By using this "consistency" authority, the CMP can not only help mitigate adverse impacts from proposed activities, but encourages waterfront uses that meet its overall objective of balancing protection with appropriate development of coastal resources.

Administers the Local Waterfront Revitalization Program (LWRP) and provides funding and technical support to Hudson River communities. The LWRP is a local initiative that brings together local, state and federal agencies, commerce and industry, environmental interests, private organizations and citizens to assess current problems and opportunities and to build a consensus on the desired future of a community’s waterfront. Communities preparing an LWRP must include specific program policies and projects to increase access to the shoreline.

The Department of Transportation:

Reviews and approves plans for new warning device installations and adjustments to existing installations. In connection with this activity, DOT uses Federal Highway Safety Act funds, with a 10% state match, to improve grade crossing warning devices.

Presides over proceedings to locate new grade-separated crossings, alter or rehabilitate existing crossings and change the status of crossings from private to public.

Maintains roadways and approaches at crossings on state highways. In general, for non-state highways (a) the railroad corporations are responsible for maintenance of the framework and abutments of the bridges and underpasses and (b) the maintenance of the crossing approaches and the surfaces over the bridge framework or beneath the underpass framework.

Responsible under Article 2 of the NYS Transportation Law for developing, coordinating and implementing a comprehensive master plan for all modes of transportation in the state.

Authorized under Section 22 of NYS Highway Law to acquire property for the construction of bikeways which could be incorporated into access opportunities along the Hudson River.

Improves and/or eliminates grade crossings on the railroad line along both shores of the Hudson River as part of the activities funded by the 1982 Transportation Infrastructure Renewal Bond Act.

Office of General Services:

Under the authority of the Public Lands Law, can issue to the adjacent upland owner grants, leases, easements and permits for the use and occupation of riverfront property held in the Public Trust. Primary programmatic goals include generating income on the public’s behalf and protecting Trust lands from encroachment.

Prior to the issuance of a grant, lease, easement or permit, each application is reviewed by OGS and applicable State and federal agencies. Pursuant to Public Lands Law, the agencies, municipalities, localities and adjacent owners have a right to object to an application. These considerations are reviewed by OGS staff. Recommendations are forwarded to the Commissioner for review prior to issuance of any grant, lease, easement or permit. Special hearings are conducted by OGS staff when objections to an application are deemed substantive.

OGS does not approve an application until other regulatory approvals relating to the property have been obtained. These regulatory approvals may involve the U. S. Army Corps of Engineers, the Department of Environmental Conservation and the Coastal Management Program.

Manages and operates holding sites on State lands for materials dredged from the Hudson River shipping channel. This program seeks to minimize land use and increase resource availability of sand and gravel for commercial development.

Authorized to transfer jurisdiction of State lands from one agency to another to fulfill environmental, recreational or other public benefit needs.

May authorize municipal use of lands now or formerly underwater for park purposes, water treatment and utilities.

Interagency Project Review:

State agencies can promote public access to the Hudson through interagency review of State and federal projects. Such projects may include highway improvements, bridge replacements, wetland acquisitions, etc.
The project review processes that may bear upon public access to the Hudson River include the A-95 State Clearinghouse Project Reviews, the NYS Department of Transportation Project Identification Notification (PIN) Review, and processes associated with the State Environmental Quality Review and the National Environmental Policy Act.

At the Local Level:
Local governments are authorized to use a variety of techniques to enhance public access, including:

Waterfront Overlay Zoning -- existing zoning along the waterfront is overlaid with additional provisions requiring or encouraging public access.

Site Plan Review -- proposed plans are reviewed for their impact on the public health, safety and welfare and their conformance to master plan guidelines and local zoning regulations.

Eminent Domain -- Private property or interests in property is acquired by a local government for a public purpose.

Public Access and Conservation Easement -- Local governments can acquire or accept grants of public access and conservation easements from owners of waterfront property. The easement may, among other things, restrict development on the site, protect scenic qualities on the site or provide for public access to the water. A property owner who grants an easement for the benefit of the public may have his property taxes reduced by the local assessor in recognition of a "burden" on the property.

Conditioned Rezoning -- At its discretion, a local government can approve a rezoning of property with conditions attached for the benefit of the public or to meet municipal needs -- including public access -- which would be affected by the proposed development.

Transfer of Development Rights (TDR) -- A formal system extending across an entire zoning district which enables the development rights applicable to a property to be transferred to another property. For example, a marina owner in a district permitting high-rise residential building could sell his rights for residential development to another property owner within the district, and capitalize on the value of the land without changing its use.

The Role of Private Agencies and Organizations:
Private nonprofit agencies have played a major role in promoting public access to the Hudson River. While they often lack the substantial resources of state and federal agencies, private organizations are often able to identify and respond to issues much more quickly and with greater flexibility and discretion than is normally allowed a governmental agency. These groups promote access by:

Conducting independent research and educational programs related to public access issues.

Serving as as advocates for increased public access through testimony to legislative and executive offices, and by acting as intervenors in specific legal disputes regarding riverfront development proposals which have implications for public access.

Operating land trusts to purchase significant land or recreational easements to the land which may be used for public access. Some land trusts have purchased significant land and resold to a public agency at their cost.
CHAPTER 5

PLANNING FOR PUBLIC ACCESS: RECOMMENDED ACTIONS

The test of a plan is not how good the plan is itself. The test is whether management actually commits resources to action which will bring results in the future. Unless this is being done, there is no plan. There are only promises and hopes.

Peter Drucker

Chapter 3 illustrated ways in which different types of public access can be incorporated into a variety of riverfront settings. Such individual examples help to focus discussion of specific public access issues and opportunities. However, planning for public access cannot be thought of exclusively in terms of individual sites. The following recommendations identify actions which will promote a balanced system of public access along the entire tidal portion of the Hudson River.

1. Explore Access Opportunities in the Context of the Hudson River Greenway

In 1988 the State Legislature authorized a study of a Hudson River Greenway that will identify existing public sites and facilities as well as potential linkages. The sites identified in this access report should be incorporated into the Greenway Study. In addition, the Greenway Study should explore the feasibility of a trail system running along or in view of the Hudson River.

2. Preserve Natural and Scenic Resources in the Context of Increased Public Access

Efforts to promote public access must not overshadow the need to preserve natural and scenic resources. All involved public agencies should take aggressive action to protect these resources. This need is particularly acute where access opportunities occur within or adjacent to critical environmental resources, such as DOS-designated Significant Coastal Fish and Wildlife Habitats.
3. Review the Status of Riverside Lands
Administered by the NYS Office of General Services

At present, the Office of General Services (OGS) issues grants, leases, permits and easements on a site-by-site basis. This process, although thorough in its review of individual sites, includes no provision for assessing the cumulative impact of these transactions on the State's ability to use existing public land to provide public access. This can be remedied by preparing a Generic Environmental Impact Statement (GEIS) or other form of comprehensive analysis of underwater and riverside lands administered by OGS.

4. Develop Site Selection Standards for Marinas

The siting of marinas within the Hudson River Valley has not always been consistent with sound resource protection goals or with regional recreation needs. Marinas should not be considered appropriate uses for every available riverfront property. There is a clear need for development of marina site selection criteria and design standards suited to this region.

5. Incorporate Public Access in New Waterfront Development

Successful public programs to improve the water quality of the Hudson River have increased the attractiveness of waterfront locations for new development projects. The proliferation of waterfront development could result in significant losses of public access opportunities. A formal system for incorporating public access in new riverfront development projects is needed.

6. Assess Cumulative Impacts
Associated with Boating Traffic

This report has not evaluated the environmental impact of increased boating access on the Hudson River ecosystem. A study should be done which examines the cumulative impact of marinas, commercial and recreational boating on both the River's ecosystem and on the safety of users. It would be appropriate for DEC and OPRHP (which develop public boat launches), DOS (which administers the NYS Coastal Management Program), the U.S. Army Corps of Engineers (which has permit jurisdiction regarding marina development) and the U.S. Coast Guard (which oversees commercial river traffic) to undertake a joint study.

7. Seek State Acquisition of a Right of First Refusal for Selected Privately Owned Access Sites

OPRHP and DEC should adopt a policy of acquiring a right of first refusal for potential access sites which are privately owned but not currently for sale. This would not commit the State to an actual purchase but would preserve an option. Should the private land owner decide to sell, the State would be able to respond more rapidly for those sites, saving both the time and money involved in protracted acquisition efforts.

8. Secure Additional Funds to Acquire and/or Develop Public Access Sites

A shortage of public money for acquisition purposes means that federal, state and local agencies must secure additional funds for improving access to the Hudson River. Some options include the proposed American Heritage Trust Act and a State tax on real estate transfers.

9. Public Acquisition of Boating Access Opportunities

The demand for boating access to the Hudson River has led to competition between the private and public sectors for limited shoreline space. Left to market forces, potential access sites on the River will be diverted to uses perceived as producing the highest economic return -- private marinas and condominium developments. The public sector must act to ensure that an appropriate number of access sites remain available to the general public. For undeveloped parcels, acquisition via appropriation should be considered.

10. Determine the Feasibility of a Boat Tour Linking Historical and Cultural Sites

The Hudson provides an opportunity for a boat tour using a series of deepwater docks. For example, this tour might link such historical and/or
scenic sites as Sunnyside, Lyndhurst, Bear Mountain, West Point, Cold Spring, Newburgh Landing, Rondout Landing and Lighthouse and Clermont State Park.

11. Inventory Access Opportunities in Albany, Greene, Rockland and Ulster Counties

This report focused on riverfront areas where access is constrained by the presence of the railroad. Different sets of issues pertain to those portions of the tidal Hudson outside the study area, and it is important to identify access opportunities in these counties. For example, large institutional holdings in Ulster County are subject to increasing development pressures, and the fate of these properties could have a profound effect on public access and the scenic quality which is essential to recreational enjoyment of the River.

SELECTED REFERENCES


APPENDIX

RAIL CROSSINGS IN THE STUDY AREA

The Crossings identified here were compiled from Department of Transportation lists and a field inventory. All crossings are DOT listed unless asterisked (*). They are presented by county from north to south referencing railroad mile markers. Crossings on the east shore are listed first.

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#### Village of Castleton

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  - 133.05 Priv Rd, Schodack Creek Private Veh At
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#### Town of Stuyvesant

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#### Town of Greenport

- **Town of Livingston**
  - 109.20 Oak Hill Dirt Road* Private Veh At

#### Town of Germantown

- **Town of Clermont**
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### Town of Poughkeepsie

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<td>Veh</td>
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<tr>
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<td>Ferry St</td>
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** Publicly owned, but not open to the public.
### East Shore: Dutchess County Crossings (Cont'd)

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<th>Crossing Name or Location</th>
<th>Private or Public</th>
<th>Vehicular or Pedestrian</th>
<th>At Grade Below RR</th>
<th>Removed or Closed</th>
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<tr>
<td>56.40</td>
<td>Hammond Brickyard</td>
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<td>56.55</td>
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<td>Below Closed or Impassable</td>
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<tr>
<td>53.27</td>
<td>Little Stony Pt</td>
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<td>Over</td>
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<tr>
<td>52.60</td>
<td>Cold Spring</td>
<td>Station</td>
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<td>Over</td>
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### East Shore: Westchester County Crossings

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<tr>
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<td>Tunnel</td>
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<td>43.62</td>
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### Town of Philipstown

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<th>At Grade Below RR</th>
<th>Removed or Closed</th>
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<tr>
<td>49.96</td>
<td>Brookcat Rock Rd.</td>
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<td>49.86</td>
<td>Garrison Station</td>
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<td>Ped</td>
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<td>Over</td>
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<tr>
<td>48.90</td>
<td>Arden Pt</td>
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<tr>
<td>47.45</td>
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### Village of Cold Spring

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<tbody>
<tr>
<td>46.74</td>
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<td>46.04</td>
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### East Shore: Cortlandt

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<tbody>
<tr>
<td>41.45</td>
<td>Dain's Lumber</td>
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<td>41.35</td>
<td>Hudson Ave</td>
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<td>41.28</td>
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<td>40.71</td>
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### City of Peekskill

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<tbody>
<tr>
<td>39.93</td>
<td>Rte 9A (Post Rd)</td>
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<tr>
<td>39.52</td>
<td>Kraft Lane</td>
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### Town of Cortlandt

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<th>Railroad Mile</th>
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### East Shore: Westchester County Crossings (cont’d)

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** Publicly owned, but not open to the public.
### West Shore: Ulster County Rail Crossings

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<th>Crossing Name or Location</th>
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<th>Vehicular or Pedestrian</th>
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### West Shore: Orange County Rail Crossings

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<th>Vehicular or Pedestrian</th>
<th>At Grade or Below RR</th>
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<td>Veh</td>
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<td>Veh</td>
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<td>At</td>
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<td>Veh</td>
<td>At</td>
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<td>Third St</td>
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<td>Veh</td>
<td>Below</td>
<td></td>
</tr>
<tr>
<td>56.75</td>
<td>Second St</td>
<td>Public</td>
<td>Veh</td>
<td>Below</td>
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</tr>
<tr>
<td>56.65</td>
<td>Carpenter St</td>
<td>Public</td>
<td>Veh</td>
<td>Below</td>
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</tr>
<tr>
<td>56.55</td>
<td>First St</td>
<td>Public</td>
<td>Veh</td>
<td>Below</td>
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</tr>
<tr>
<td>56.50</td>
<td>Washington St</td>
<td>Public</td>
<td>Veh</td>
<td>At</td>
<td>Below</td>
</tr>
<tr>
<td>56.20</td>
<td>Renwick St</td>
<td>Public</td>
<td>Veh</td>
<td>Below</td>
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</tr>
<tr>
<td></td>
<td><strong>Town of New Windsor</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>55.90</td>
<td>Shipyard</td>
<td>Private</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>55.80</td>
<td>Oil Tank Yard</td>
<td>Private</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>55.25</td>
<td>Oil Tank Yard/truck yard*</td>
<td>Private</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>55.10</td>
<td>Eastern Harbor Marine</td>
<td>Private</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>55.05</td>
<td>Priv Rd (oil dock)</td>
<td>Private</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>54.00</td>
<td>Sloop Hill Rd*</td>
<td>Private</td>
<td>Veh</td>
<td>Over</td>
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</tr>
<tr>
<td></td>
<td><strong>Village of Cornwall-on-Hudson</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>52.40</td>
<td>Shore Road</td>
<td>Public</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>52.20</td>
<td>Hudson St</td>
<td>Public</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>52.05</td>
<td>Back Rd</td>
<td></td>
<td></td>
<td></td>
<td>Removed</td>
</tr>
<tr>
<td></td>
<td><strong>Town of Highlands</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>48.00</td>
<td>Pitcher Rd, North</td>
<td>Public</td>
<td>Veh</td>
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<td></td>
</tr>
<tr>
<td>47.20</td>
<td>Dock, West Point</td>
<td>Public</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Village of Highland Falls</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>46.50</td>
<td>Station Hill Rd</td>
<td>Public</td>
<td>Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Town of Highlands</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42.80</td>
<td>Mine Dock Rd, Fort Montgomery</td>
<td>Private</td>
<td>Veh</td>
<td>At</td>
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West Shore: Rockland County Rail Crossings:

<table>
<thead>
<tr>
<th>Railroad Mile</th>
<th>Crossing Name or Location</th>
<th>Private or Public</th>
<th>Vehicular or Pedestrian</th>
<th>At Grade Below RR or Over RR</th>
<th>Removed or Closed</th>
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<tbody>
<tr>
<td>42.45</td>
<td>Beat Mtn Bridge</td>
<td>Private Public</td>
<td>Public</td>
<td>Below</td>
<td>N/A</td>
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<tr>
<td>41.90</td>
<td>Bear Mtn Park</td>
<td>Public</td>
<td>Public Veh</td>
<td>At</td>
<td>Closed</td>
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<tr>
<td>41.80</td>
<td>Bear Mtn Park dock Rd</td>
<td>Public Ped</td>
<td>Public</td>
<td>Below</td>
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<tr>
<td>41.05</td>
<td>Iona Island</td>
<td>Public Veh</td>
<td>Public</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>36.80</td>
<td>Lovett Power Plant</td>
<td>Private</td>
<td>Private Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>36.60</td>
<td>Gravel Pit</td>
<td>Public Veh</td>
<td>Public</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>35.55</td>
<td>Stony Pt State Park</td>
<td>Public Veh</td>
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<td>Over</td>
<td></td>
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<tr>
<td>35.20</td>
<td>Stony Pt Boat Yard*</td>
<td>Public Veh</td>
<td>Public</td>
<td>Below Closed</td>
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<tr>
<td>34.90</td>
<td>Grassy Point Rd</td>
<td>Public Veh</td>
<td>Public</td>
<td>Below</td>
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<td>34.55</td>
<td>East Main St</td>
<td>Public Veh</td>
<td>Public</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>34.10</td>
<td>Kay Fries Corp</td>
<td>Private</td>
<td>Private Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>34.15</td>
<td>Kay Fries Corp</td>
<td>Private</td>
<td>Private Veh</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>33.90</td>
<td>Kay Fries Corp</td>
<td>Private</td>
<td>Private Veh</td>
<td>Over</td>
<td></td>
</tr>
<tr>
<td>33.40</td>
<td>Railroad Ave</td>
<td>Public Veh</td>
<td>Public</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>33.20</td>
<td>Samsondale Ave</td>
<td>Public Veh</td>
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<td>32.70</td>
<td>Gurnee Ave</td>
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<td>Public</td>
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<td>32.10</td>
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<td>Public</td>
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<td>31.27</td>
<td>Short Clove Road</td>
<td>Public Veh</td>
<td>Public</td>
<td>At</td>
<td></td>
</tr>
<tr>
<td>30.90</td>
<td>Haverstraw Sand &amp; Gravel Conveyor</td>
<td>Public Veh</td>
<td>Public</td>
<td>At</td>
<td></td>
</tr>
</tbody>
</table>

*Note: 'Below Closed' indicates that the crossing is below grade and closed.