

APPENDIX F: Access Management Plan

Route 9W Corridor Management Plan
Towns of Marlborough and Lloyd
Ulster County, NY

Access Management Plan

For Parcels along Route 9W in the Towns of Marlborough and Lloyd

What is Access Management?

The main purpose of access management is to optimize the safety and efficiency of Route 9W. Given that the primary function of this state highway is to satisfy through traffic (trips between the hamlets and towns in the corridor) as opposed to providing access to adjacent parcels of land, it is important to design Route 9W so that it can fulfill that function in a safe manner. A multitude of driveways and street connections along Route 9W adds conflict points and safety hazards and will increase the number of injuries and fatalities. The stop-and-go conditions associated with a high density of driveways also impede the fluidity of the highway and will require its widening faster than if access is controlled. Good access management will therefore enhance the efficiency of the highway.

A secondary, but also very important purpose of access management is the aesthetic quality of the highway corridor. The proliferation of driveways and related signage, and the wide open driveways often associated with older commercial uses have a negative impact on the visual quality of the corridor and property values. Finally, the reduction of the number of conflicts with driveways will improve the quality of pedestrian and bicycle circulation along the highway independently of the presence of sidewalks or bicycle facilities.

Goal and Framework of Access Management Plan

This access management plan is meant to be a tool for the Planning Boards of the Town of Marlborough and Lloyd to improve safety, fluidity and aesthetics along the portions of Route 9W that are part of this study. Access management can be achieved most reliably at the stage when a property owner or developer has an application for development or redevelopment in front of the Planning Board. This plan will therefore outline a series of possible access management actions on a parcel-by-parcel basis that would then be incorporated by reference into the Town's zoning. All applicants are required to incorporate the recommended actions into their development plans or at least consider the actions and explain why they may or may not be feasible. Whereas some of the recommended access management actions could reasonably be implemented today without any redevelopment of the parcel (narrowing a driveway, adding a landscape frontage, implement shared parking...), others are relevant only when the parcel undergoes redevelopment. The access management plan should therefore not be viewed in today's context, but in a context of significant future reinvestment.

Note that the parcel boundaries shown on top of aerial photographs are not exact and that many of the recommended actions are conceptual in nature. For example, the plan may recommend that a particular parcel of land should be interconnected with an adjacent parcel and would therefore show the symbol for parcel interconnection on the line between the two parcels, however, the actual interconnection could occur anywhere along that parcel line. Other actions, such as narrowing a driveway, are more location specific.

In many cases the access management actions shown in the plan may already be in place today. They are noted with an asterisk. The purpose of still showing that access management action is to make sure they stay in place for the future.

General Access Management Principles for Route 9W

There are a number of general themes guiding the access management plan. They are summarized as follows:

1. **Reduce the number of driveways.** A number of actions are recommended in the plan that aim to reduce the number of driveway conflicts. They include the elimination of certain driveways that may be duplicative, combining two adjacent individual driveways into one and interconnecting adjacent properties to reduce the overall number of driveways, yet maintain good access to each parcel. As explained above, the reduction of the number of driveways will reduce crashes in the corridor, but it will also increase the opportunities to provide better and safer access control. It will make it easier to provide individual left-turn lanes for these driveways, since the greater number of turning movements may warrant that type of treatment. In some cases the volumes from the side streets may warrant the installation of a traffic signal.

Businesses often object to providing interconnections with adjacent properties citing liability issues or lack of control on who accesses the parcel of land. These obstacles are generally not serious impediments and can be overcome by providing cross-easements and insurance coverage. The interconnections will benefit the business owners by enhancing overall accessibility to their business and making it safer. A vehicle that has a destination in the parcel adjacent to a particular business is more likely to stop at that business, compared to a vehicle that drives at 50 mph on Route 9W. Furthermore, that vehicle can access the business in a safer manner than the vehicle that is on Route 9W.

2. **Provide access from the side or back of the parcel.** Most businesses want to be visible to traffic on Route 9W and want to have signage on Route 9W to advertise their business. However, they don't necessarily need an access point on 9W, or at least not a full access point. Many parcels along the corridor have the opportunity to connect to an existing side street or back street. In those cases, the logical access from a functional classification point of view should be on these local streets rather than the state highway. At a minimum the access off Route 9W can be converted to a right-turn-in and right-turn-out only movement. This will improve the safety for the turning movements and safety for traffic on Route 9W.
3. **Add landscaping and improve parking configuration & efficiency.** The addition of landscaping along the Route 9W frontage will enhance the visual quality of the corridor significantly. This is the case particularly for parcels of land that today have wide open driveways, where vehicles often park in a perpendicular fashion to the state highway and occasionally back into the traffic lane to get out of the parking space. This is an unsafe practice and affects the character of the corridor in a negative manner. Adding landscaping along the Route 9W frontage often requires the relocation and new configuration of parking spaces. Shared parking for two or more businesses on the same parcel or adjacent parcels can reduce the number of needed parking spaces and may provide room for the landscape strip.

Description of Access Management Actions considered for Route 9W

The following describes the various access management actions that are proposed for individual parcels along Route 9W. Each action is symbolized by a letter in the access management drawings. Those actions that are already in place are noted with an asterisk (*):

- A. **Provide access from side street, rear street or adjacent property.** This action represents the most frequent recommendation in the study corridor. It reduces the number of driveways along Route 9W very significantly, but generally it can only be achieved at the stage of a redevelopment of the parcel. Providing access to an adjacent site generally requires that both property owners agree to the connection (the same as for action I. Provide interconnection between sites) and that they provide each other cross-easements. Often the property owner that has the application in front of the Planning Board may agree to provide an easement, but the adjacent property owner may not agree. In that case, the Planning Board should require the applicant to provide the easement on his parcel, and, if and when the adjacent property owner has an application for redevelopment, the Planning Board can then require the second easement.
- B. NA
- C. **Close Existing Driveway.** Some properties today have more driveways than are needed, others could close one or more driveways in conjunction with a shift of access to a side street, back street or adjacent parcel.
- D. **Realign side street closer to 90 degrees.** The Route 9W corridor in the study area has a number of street connections at very sharp angles with Route 9W. This intersection alignment may encourage fast movements in one direction and difficult turns with limited sight conditions into the other direction. As adjacent parcels of land get redeveloped, these awkward alignment can be improved.
- E. NA
- F. **Create Frontage Road.** In some cases the existing or future development may be set back sufficiently from Route 9W to create a frontage road that can then connect to the driveways.
- G. NA
- H. **Combine existing driveways.** Sometimes there are two driveways immediately adjacent to each other serving two adjacent parcels. These driveways should be merged into one driveway, ideally straddling the property line (but not necessarily). The conflict between the two driveways is shifted away from Route 9W, thus facilitating the in and out movements of the combined driveway.
- I. **Provide interconnection between sites.** This action is often combined with actions A and C above, and as for action A when access is provided via an adjacent property both property owners will need to provide cross-easements.
- J. **Best location for future driveway.** For some of the larger undeveloped parcels along Route 9W the plan indicates the best location for a future driveway in terms of sight distances or other driveway/intersection locations.
- K. NA
- L. NA
- M. **Add landscaping frontage.** This measure is important in terms of access control, aesthetic enhancement and parking layout, and is applied to many sites with wide open driveways.
- N. **Narrow existing driveway.** Many existing driveways are wider than what is required. Two-way driveways should ideally be about 24' wide, or 30' when a lot of large trucks use them.
- O. NA
- P. NA

- Q. **Relocate parking.** This action applies to situations where parking spaces are too close to the edge of the highway or the in- and out-maneuvering occurs in Route 9W.
- R. NA
- S. **Shared parking.** In some cases the parking supply on one parcel or adjacent parcels can be reduced if the same parking supply addresses the demands of several users that have different peak periods. A shared parking analysis can determine the parking credit from sharing a combined facility. Parking spaces cannot be assigned or reserved in a shared arrangement.
- T. NA
- U. **Align side streets.** This action may facilitate the potential signalization of an intersection, assuming that a signal will be warranted, or it can facilitate the left-turn movements from 9W into the side streets. If the side streets are aligned, it becomes easier to add an exclusive left-turn lane on Route 9W. In this regard, a distinction needs to be made between a good offset and a bad offset. A good offset is one where the left turns from Route 9W into the 2 side streets are not in conflict with each other, as opposed to a bad offset where the left turns occur at the same location. A good offset along Route 9W in the study area is one where the westerly leg is south of the easterly leg, and vice versa for a bad offset.

Access Management Plan

List of Maps

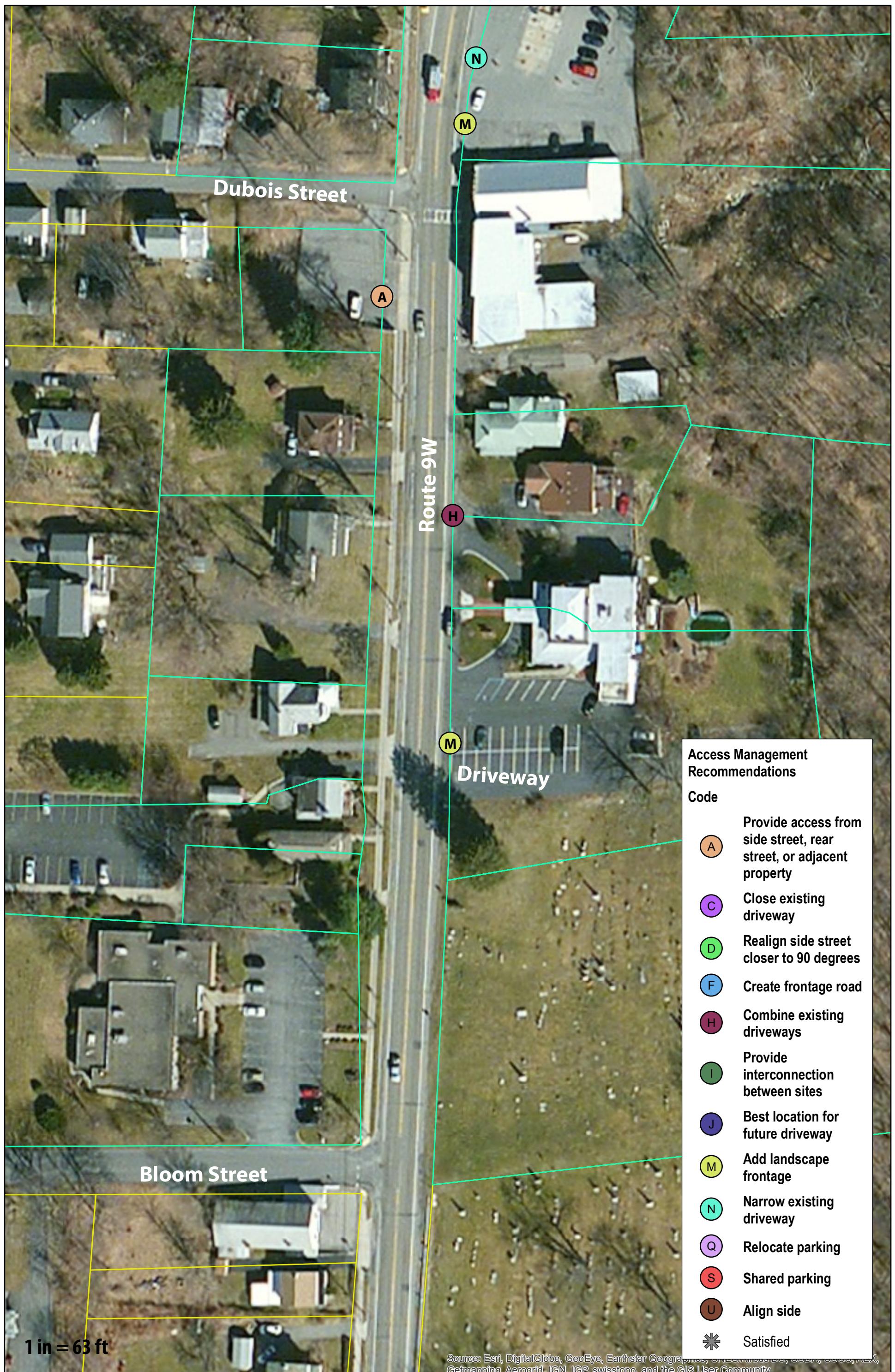
Map #	Location
1	Bloom Street to Dubois Street
2	Dubois Street to Western Avenue
3	Western Avenue to Birdsall Avenue
4	Young Avenue and Purdy Avenue
5	Purdy Avenue to James Street
6	James Street to Riverview Drive
7	Riverview Drive to Stuart Drive
8	McLaughlin Drive to Hudson Bluff Drive
9	Hudson Bluff Drive to Hillside Drive
10	Hillside Drive to Lyons Lane
11	Lyons Lane to Woodcrest Lane
12	Woodcrest Lane to Chestnut Lane
13	Chestnut Lane to South Road
14	South Road to Old Indian Road
15	Old Indian Road to Willow Tree Road
16	South Road (North of Willow Tree Road - East Side)
17	South Road (South of Main Street - East Side)
18	Cluett Schantz Park to South Road
19	South Road & Town Hall Driveway
20	Milton Turnpike
21	Milton Turnpike to New Road
22	New Road to Mahoney Road
23	Mahoney Road to Unnamed Street
24	Unnamed Street to Perkinsville Road
25	Perkinsville Road to Town Border
26	Town Border to Mackey Road
27	Mackey Road to Paladino Drive
28	Paladino Drive to Bluepoint Road

Access Management Plan

Legend of Access Management Symbols

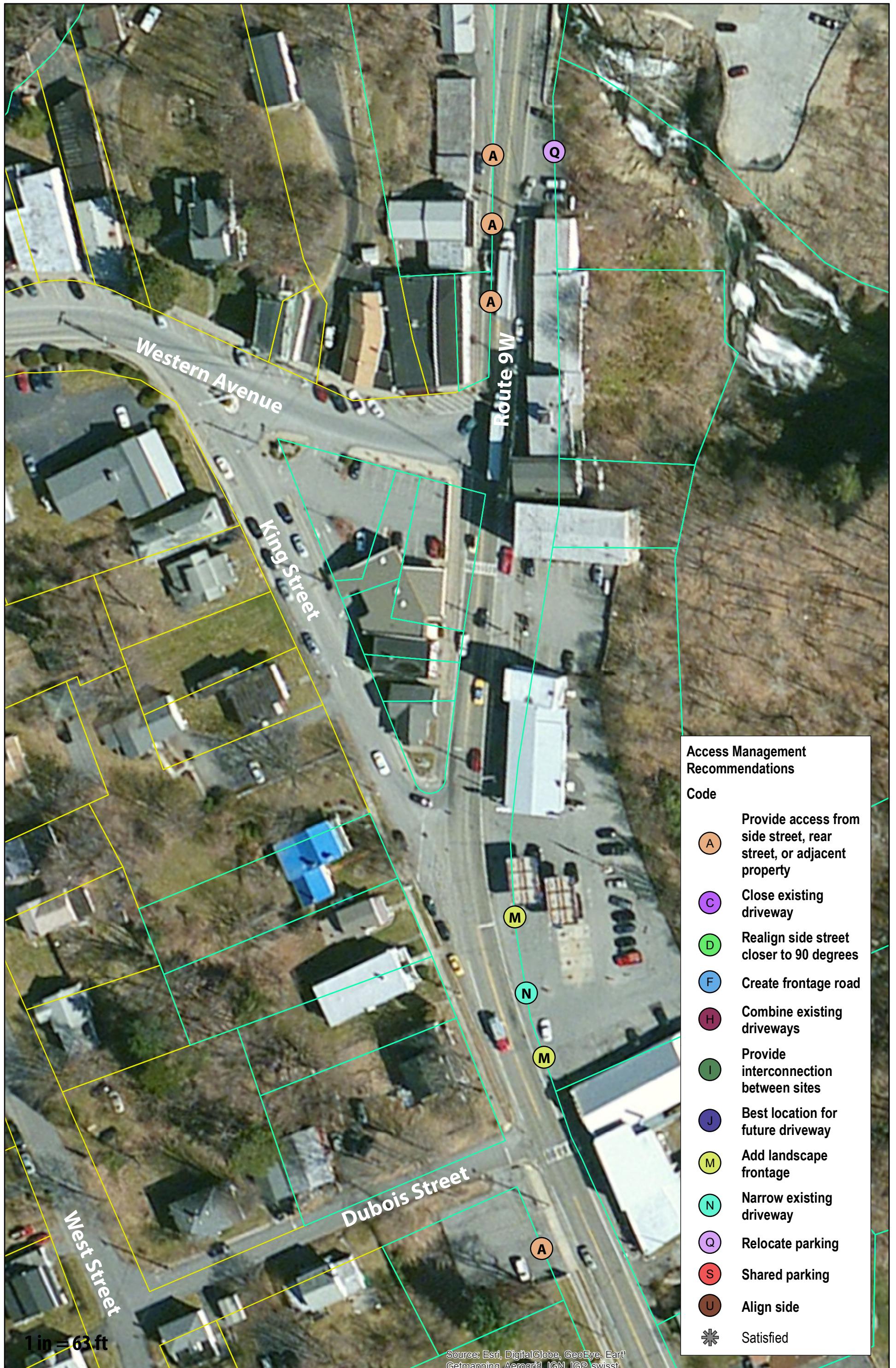
- A Provide access from side street, rear street or adjacent property
- C Close existing driveway
- D Realign side street closer to 90 degrees
- F Create frontage road
- H Combine existing driveways
- I Provide interconnection between sites
- J Best location for future driveway
- M Add landscape frontage
- N Narrow existing driveway
- Q Relocate parking
- S Shared parking
- U Align side streets

* An asterix added to one of the above legends indicates that the particular access management action is already satisfied.



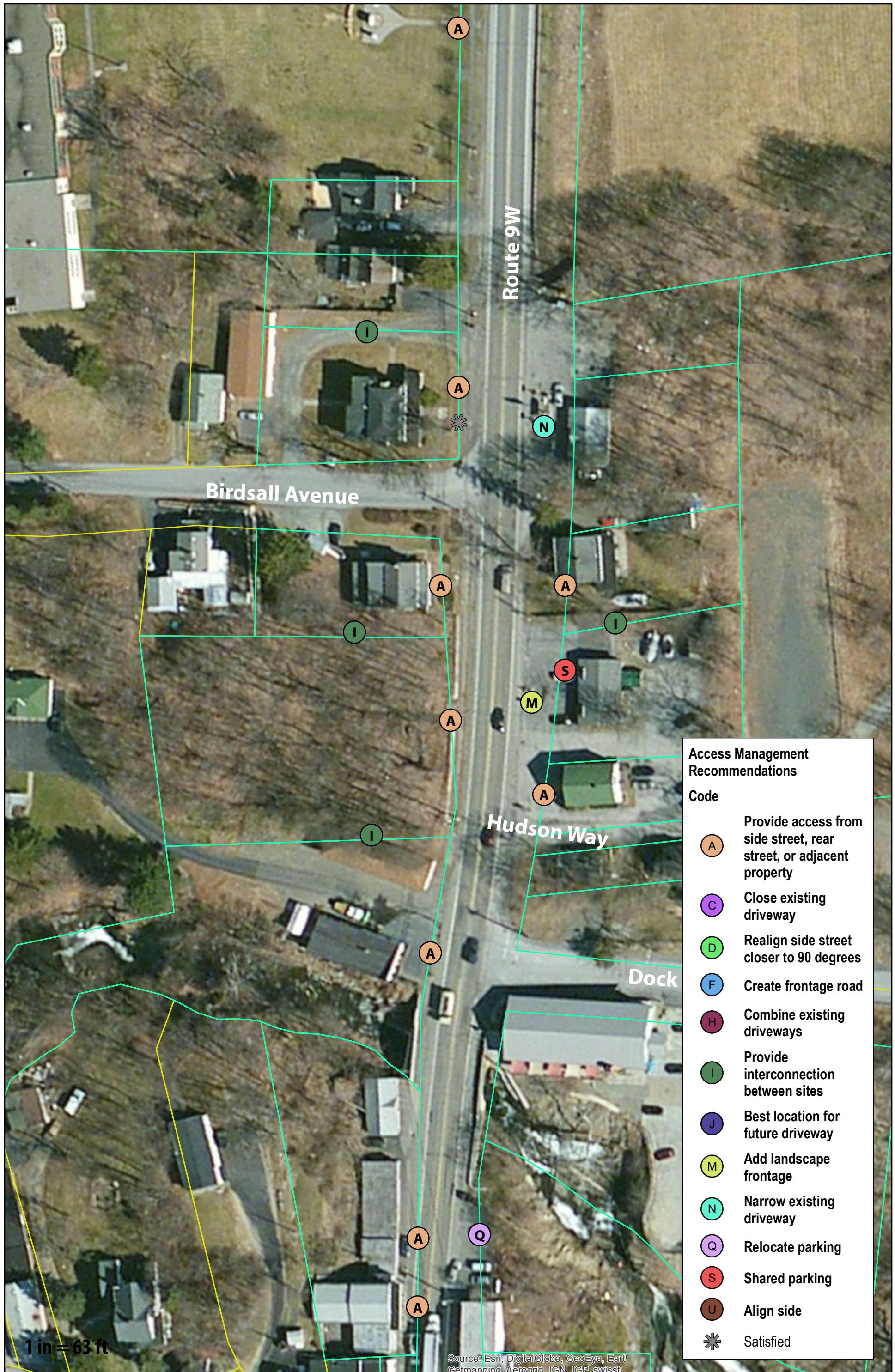
Map 1: Bloom Street to Dubois Street
Route 9W Access Management Plan

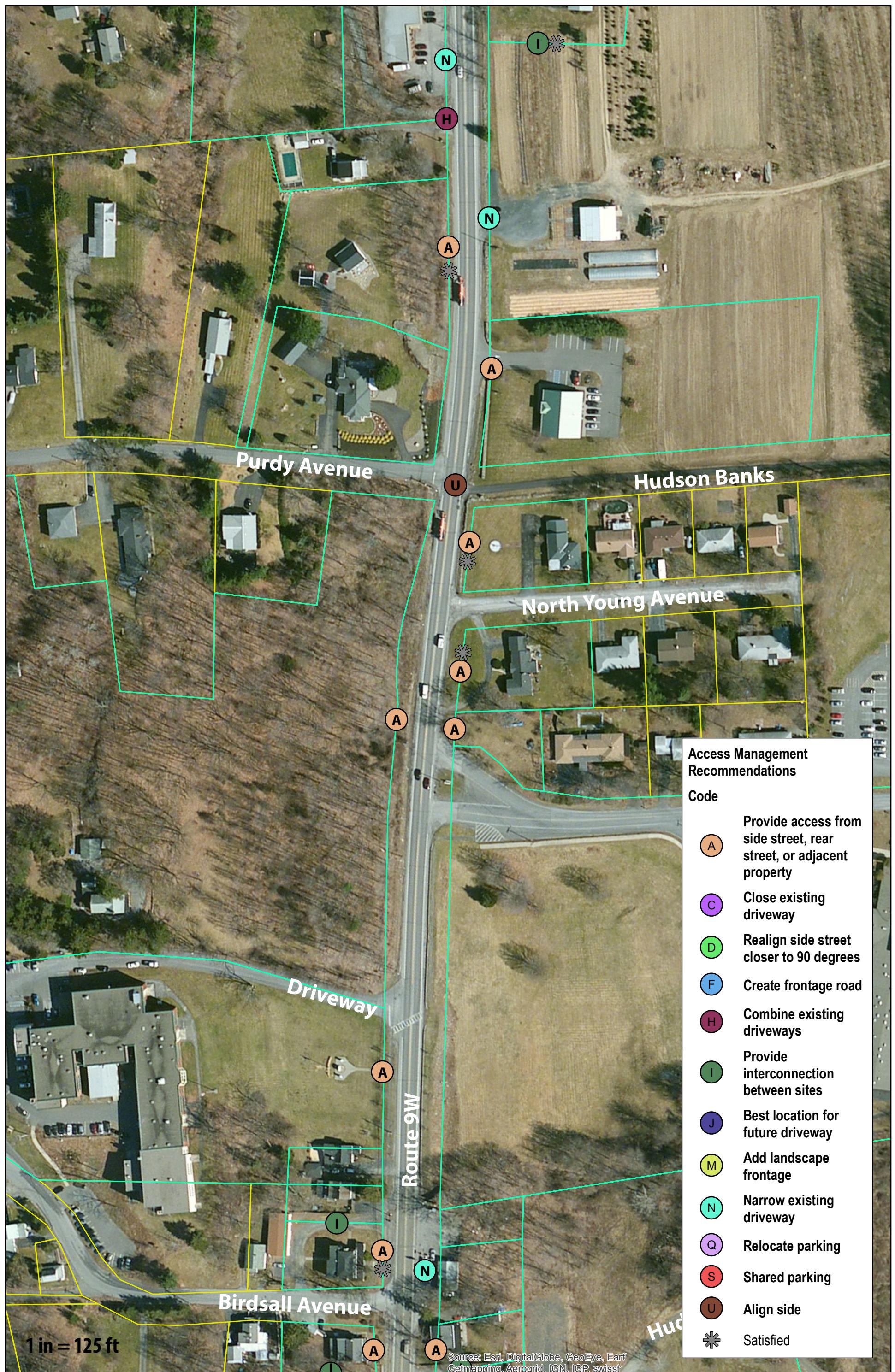
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**Map 2: Dubois Street to Western Avenue
Route 9W Access Management Plan**

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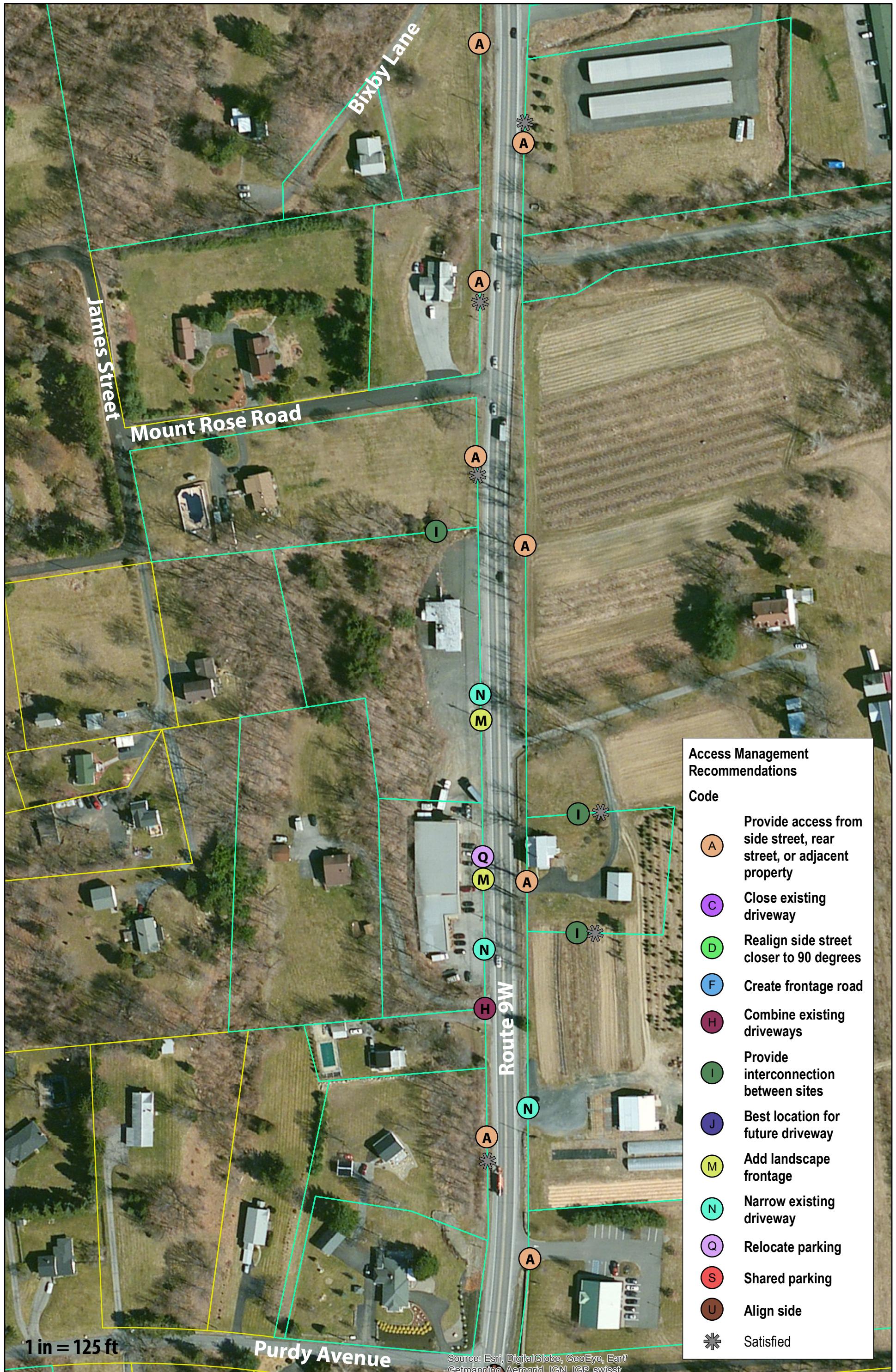




**Map 4: Young Avenue and Purdy Avenue
Route 9W Access Management Plan**

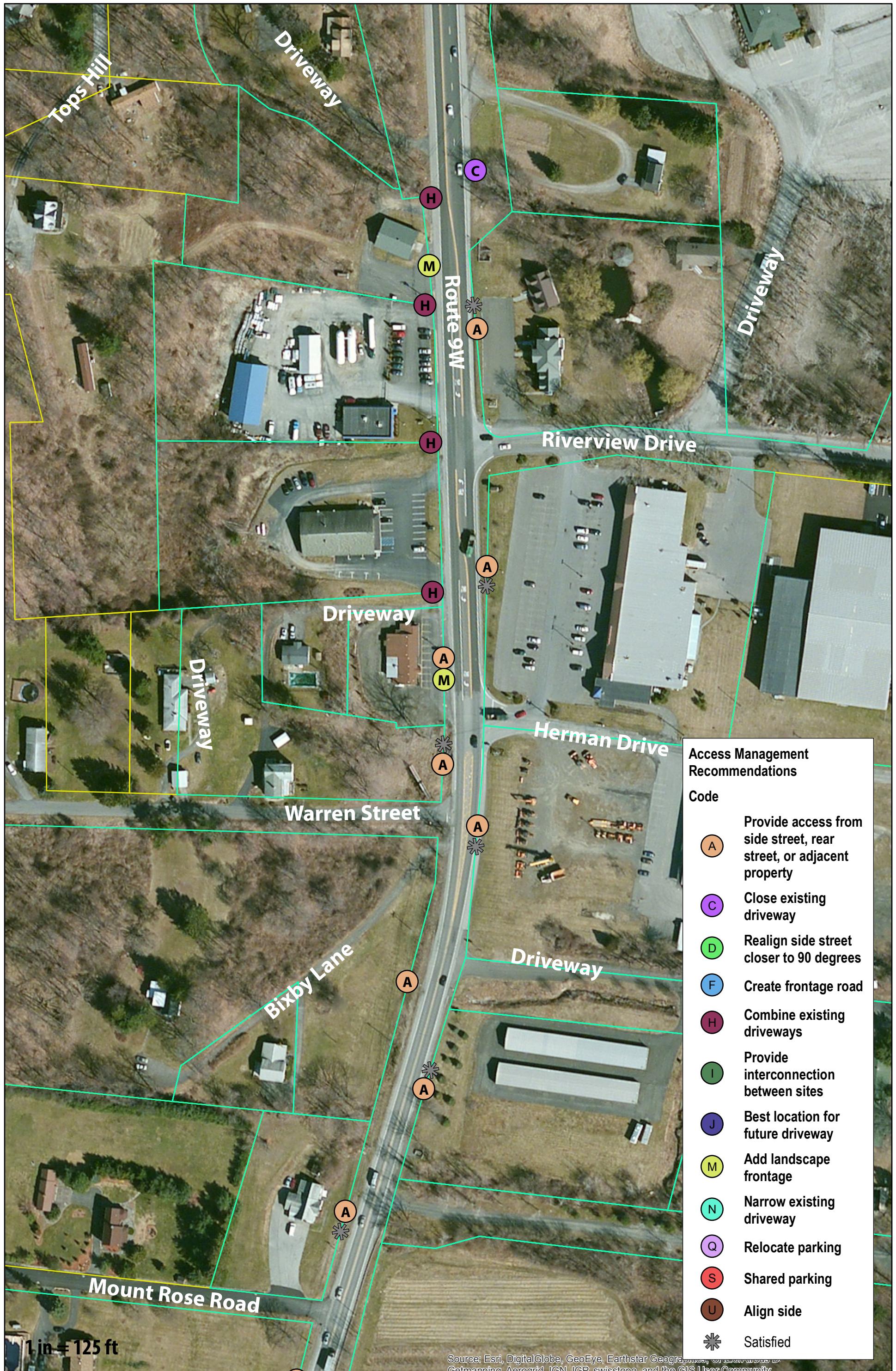
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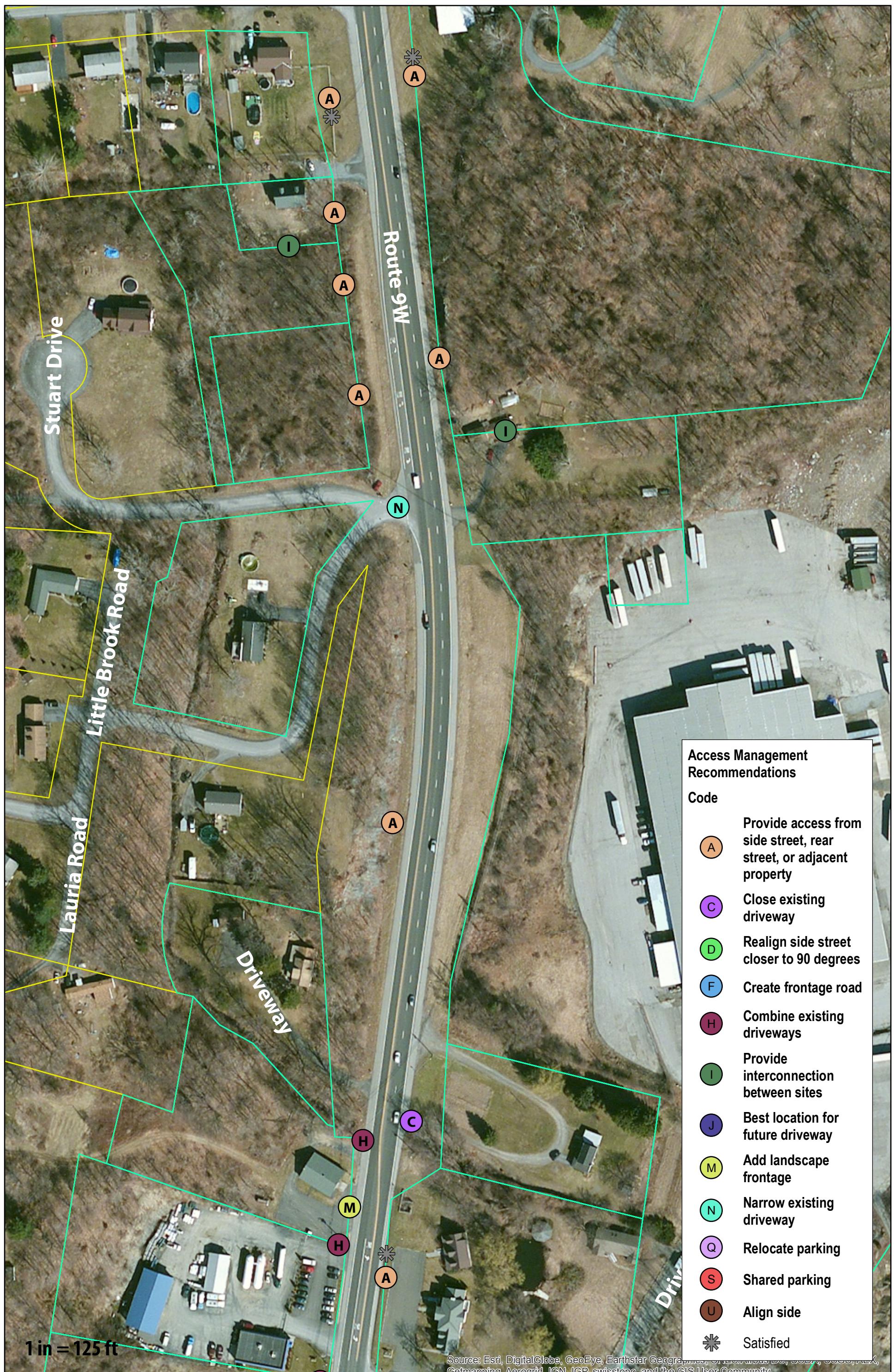


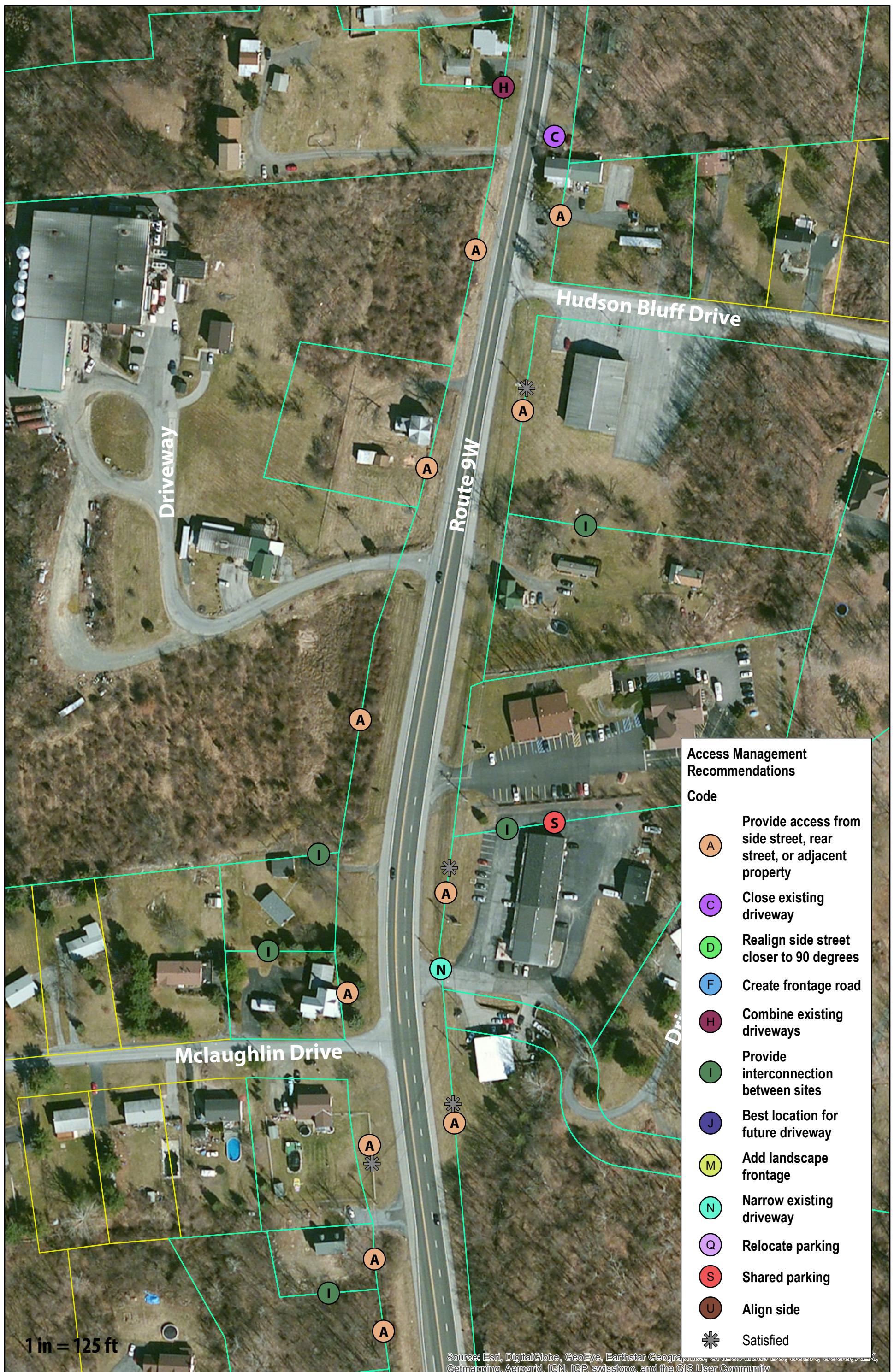


Map 6: James Street to Riverview Drive
Route 9W Access Management Plan

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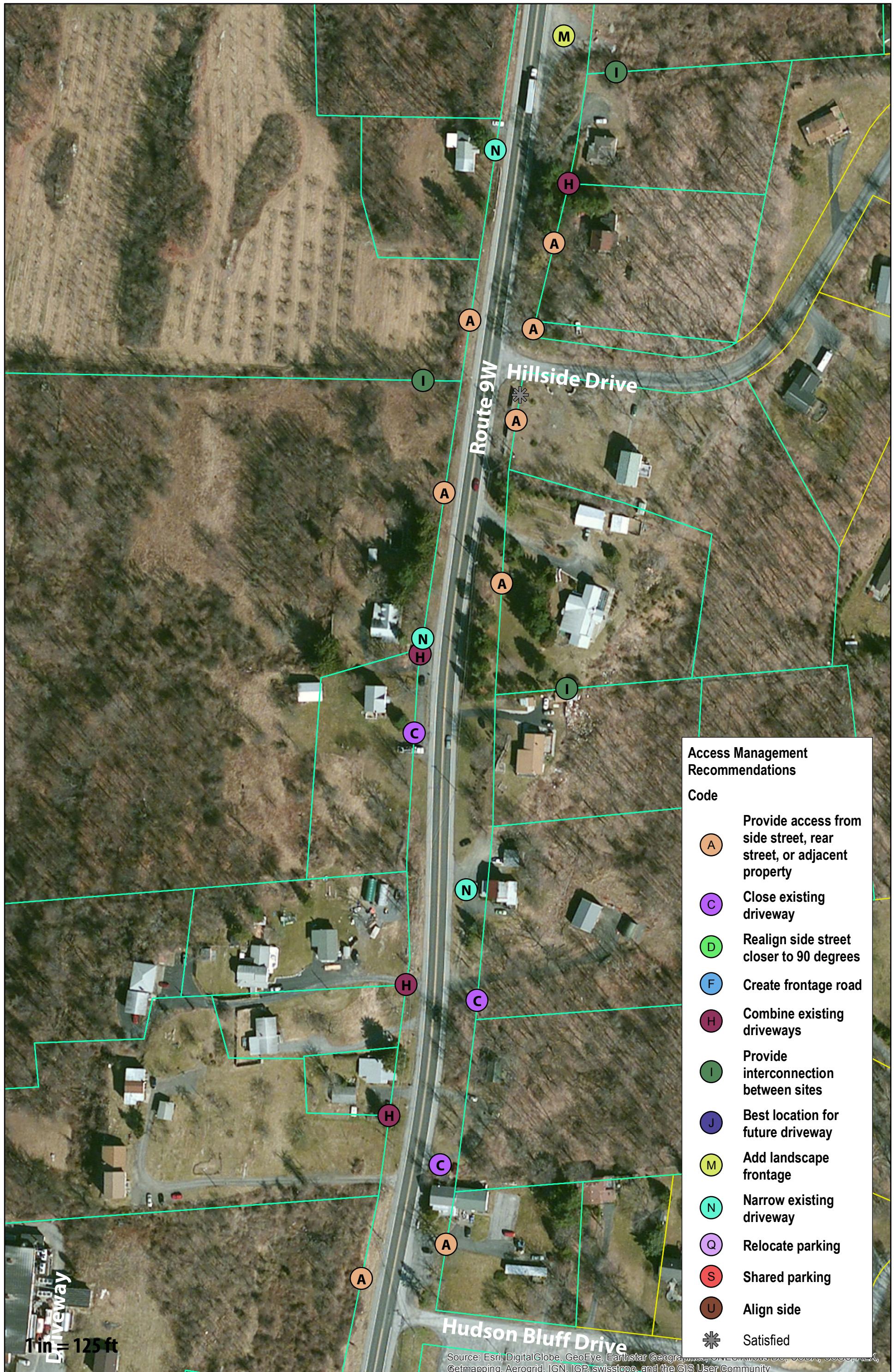


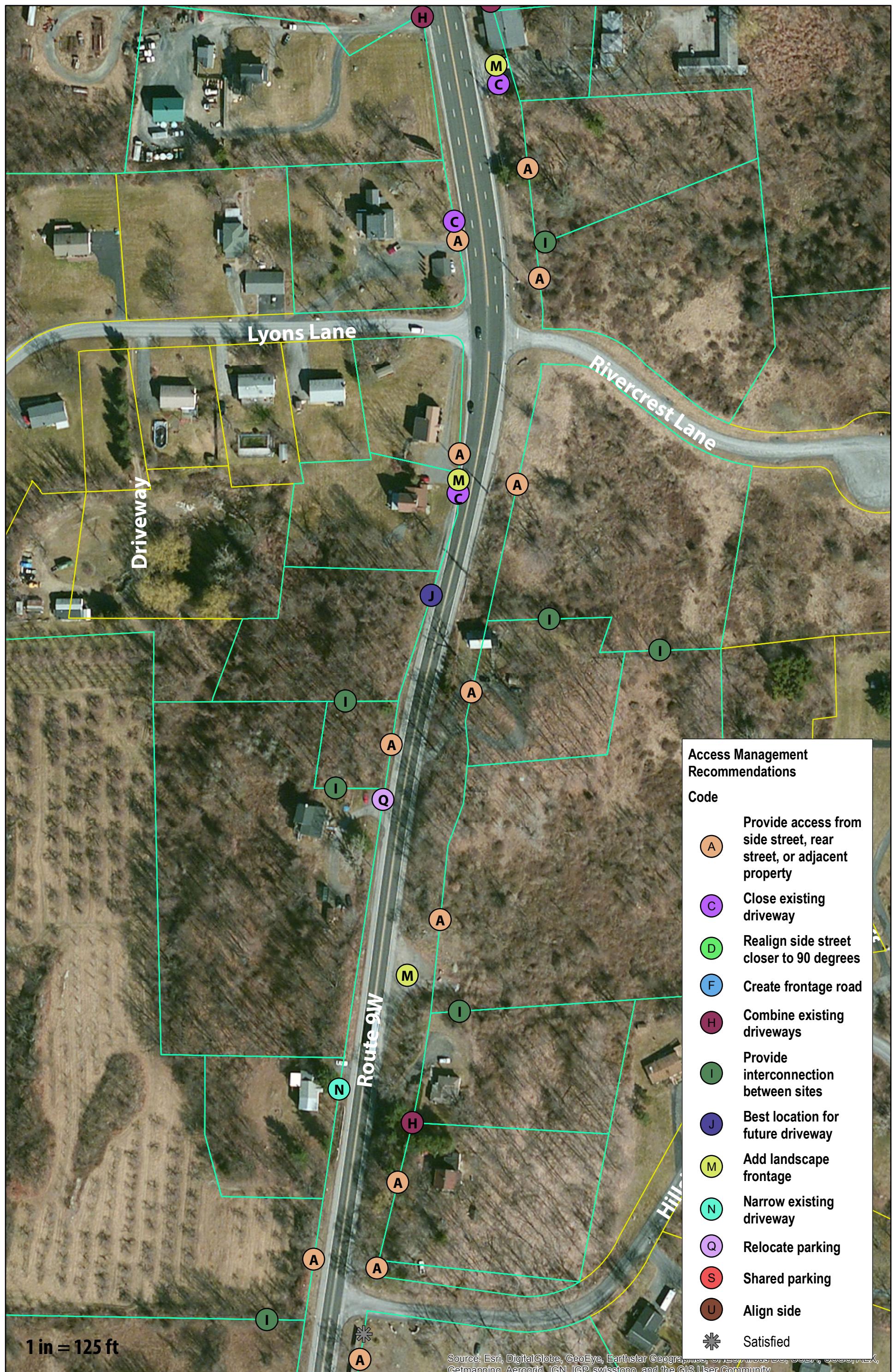


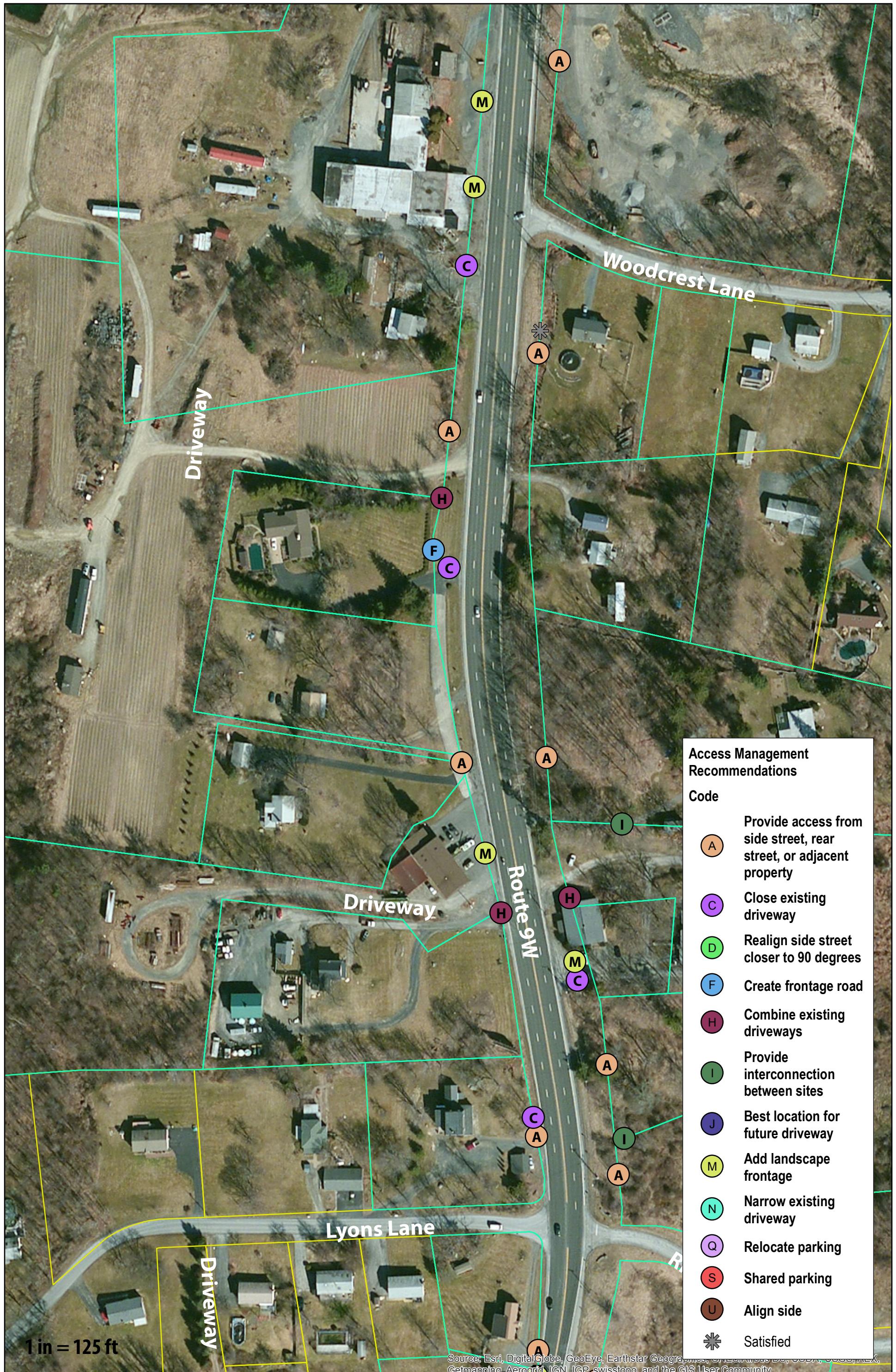
Map 8: McLaughlin Drive to Hudson Bluff Drive
Route 9W Access Management Plan

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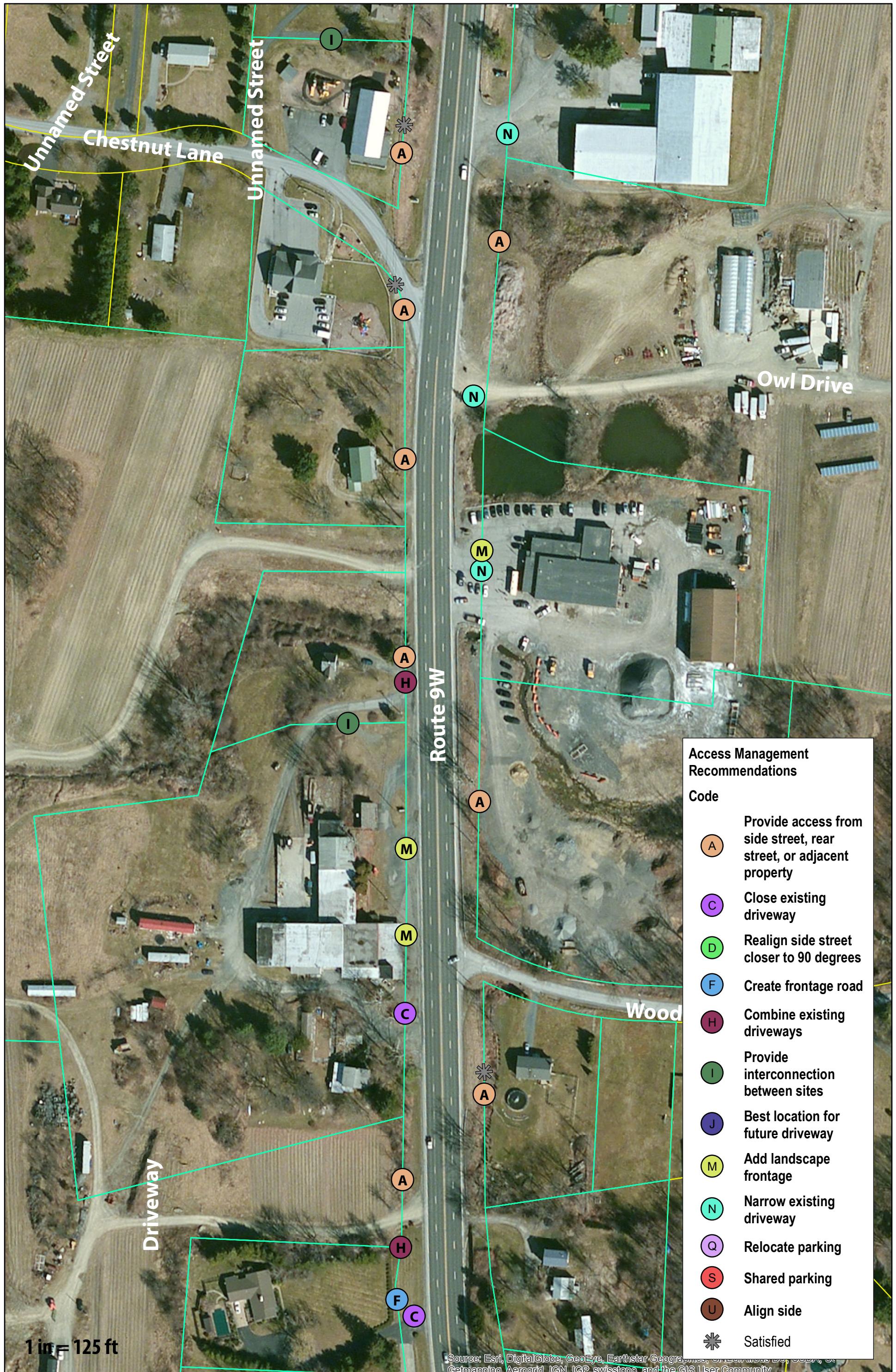






Map 11: Lyons Lane to Woodcrest Lane
Route 9W Access Management Plan

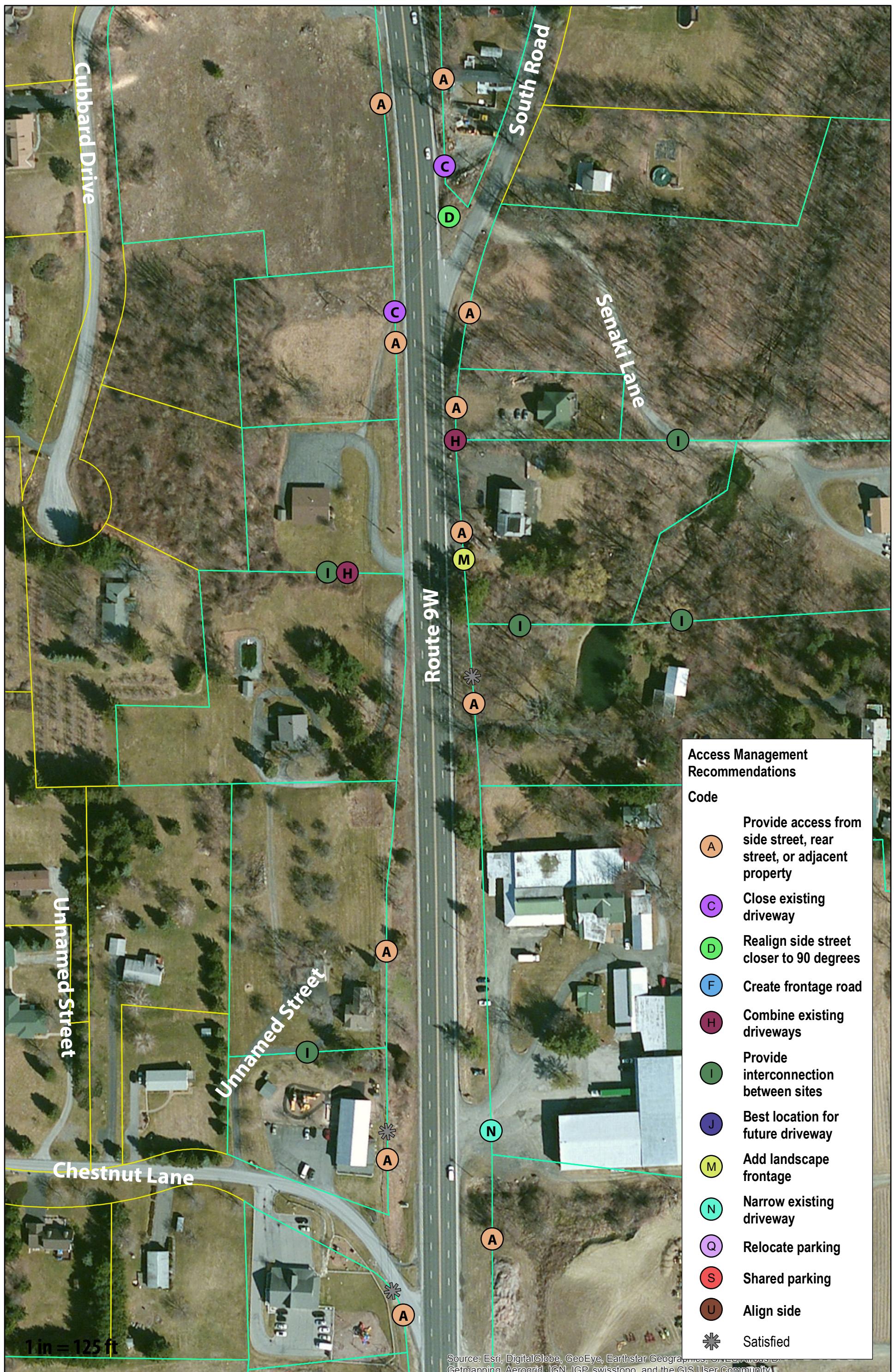




**Map 12: Woodcrest Lane to Chestnut Lane
Route 9W Access Management Plan**

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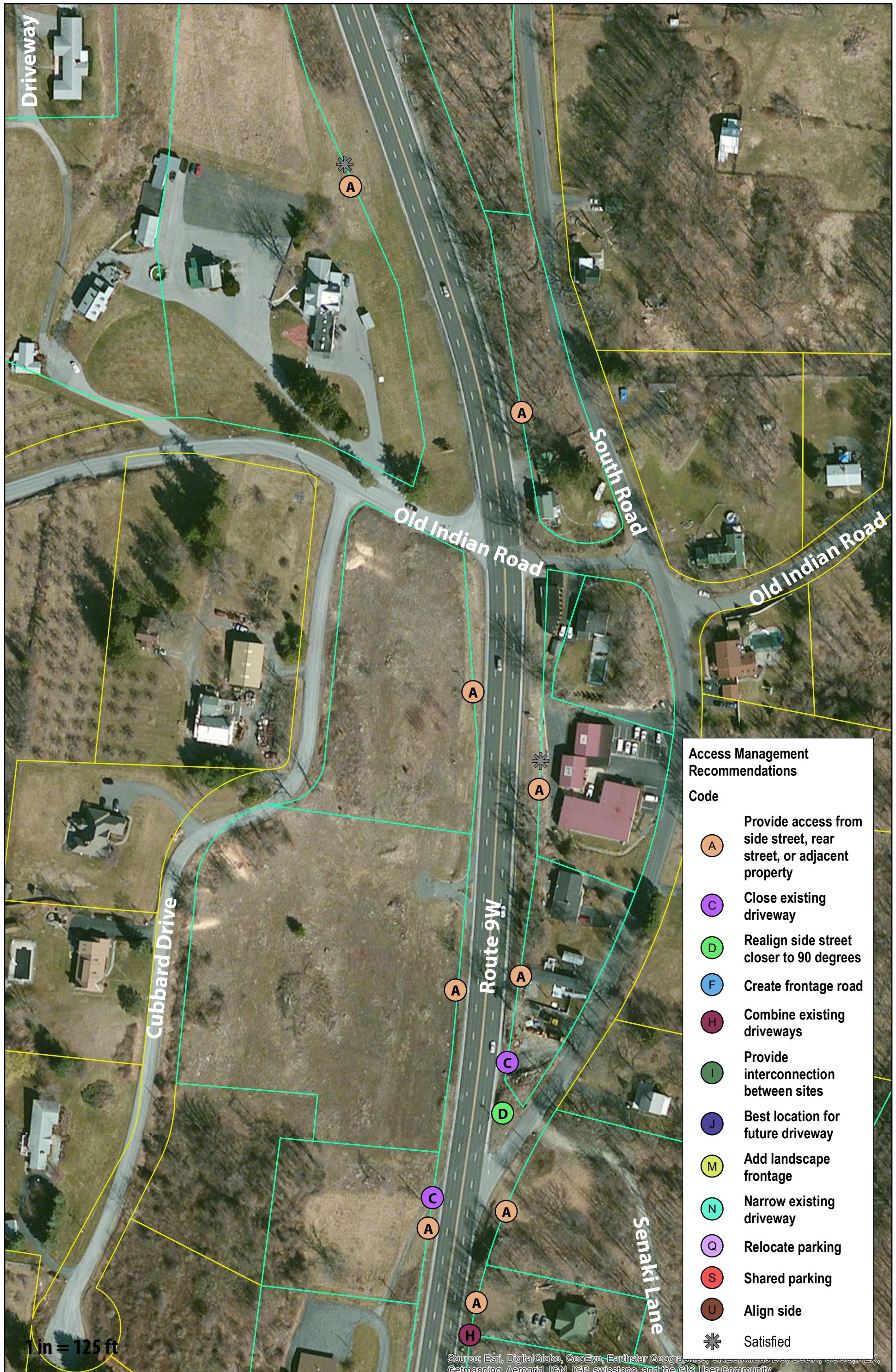




**Map 13: Chestnut Lane to South Road
Route 9W Access Management Plan**

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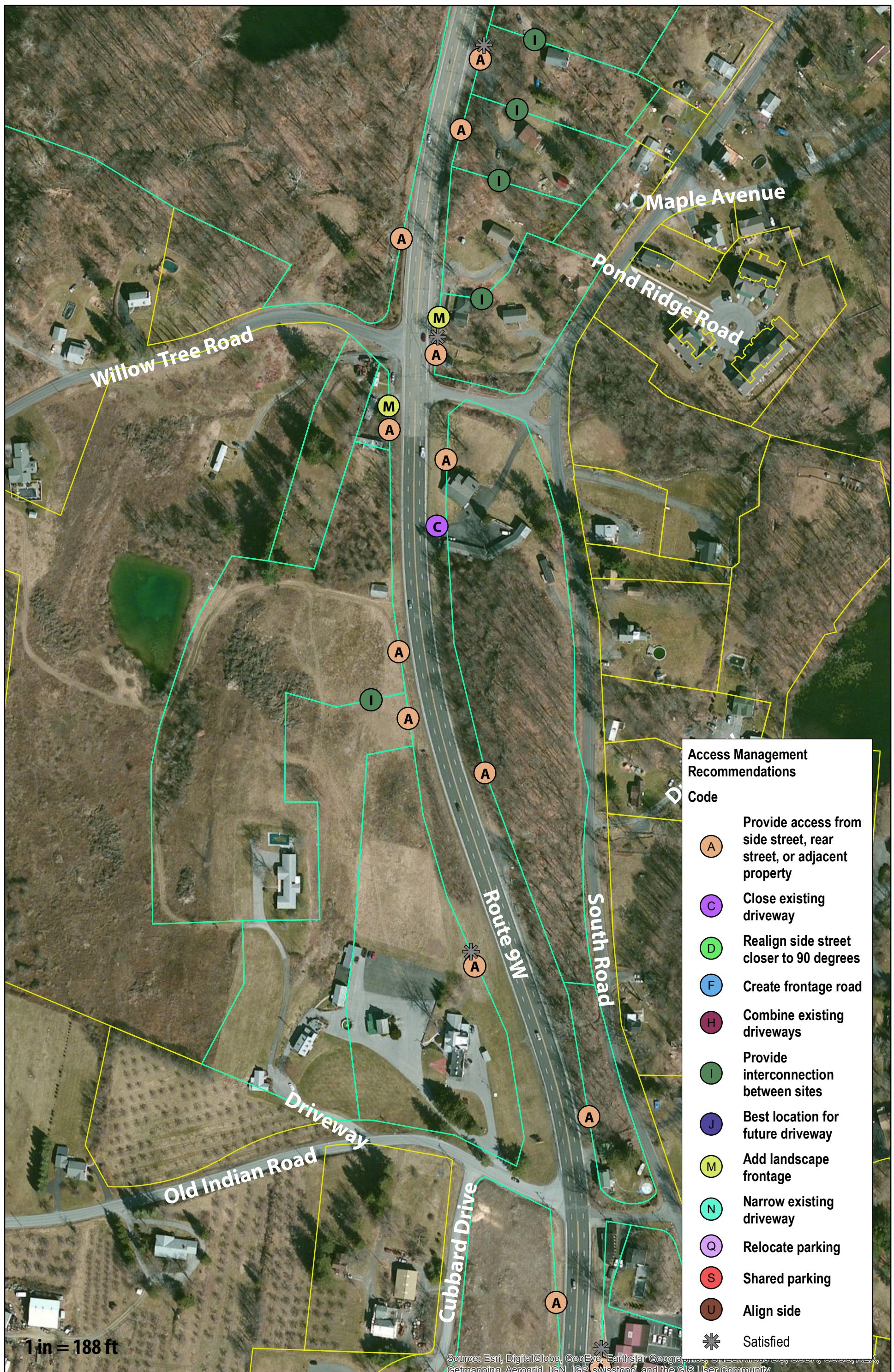


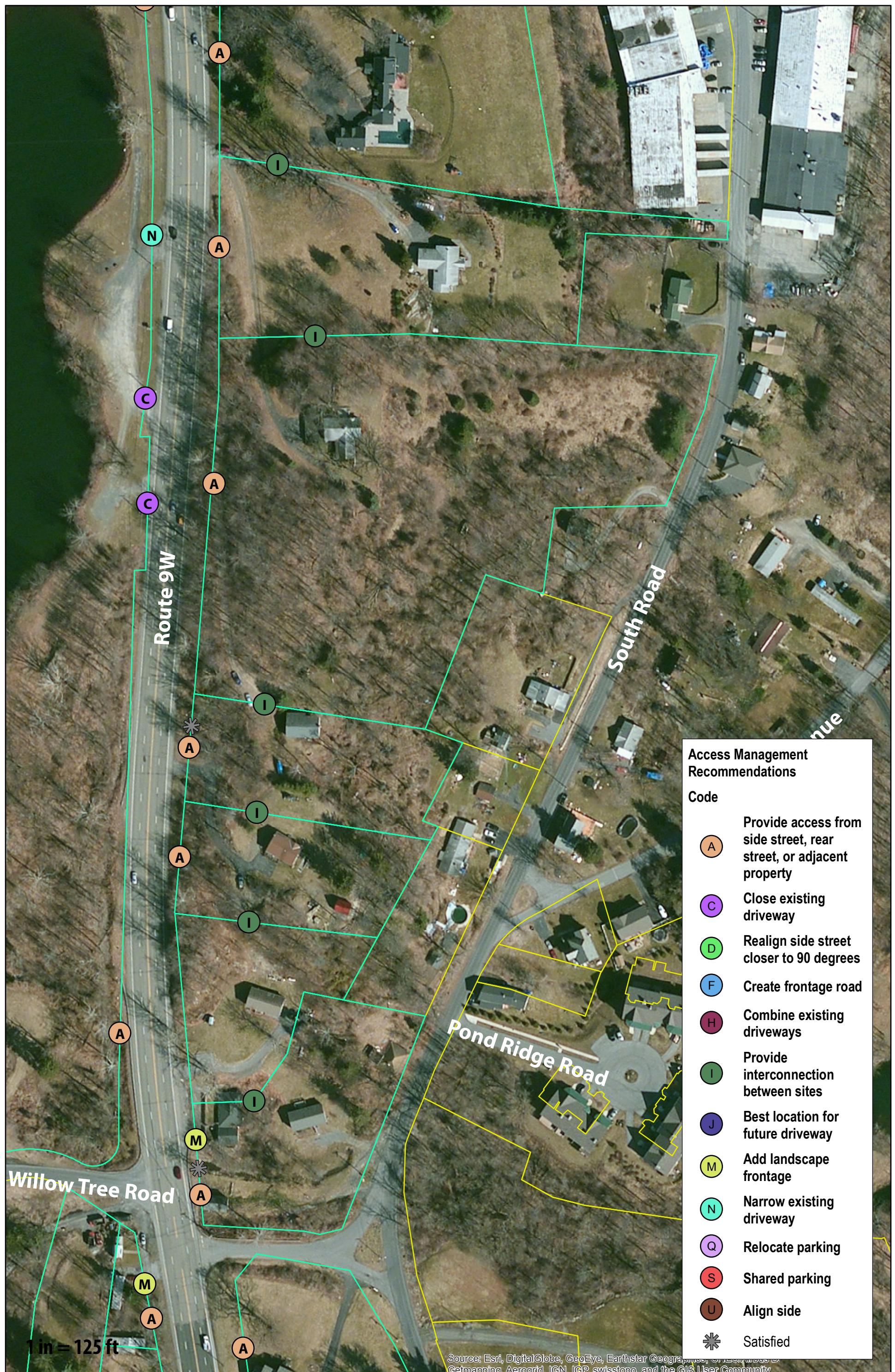


**Map 14: South Road to Old Indian Road
Route 9W Access Management Plan**

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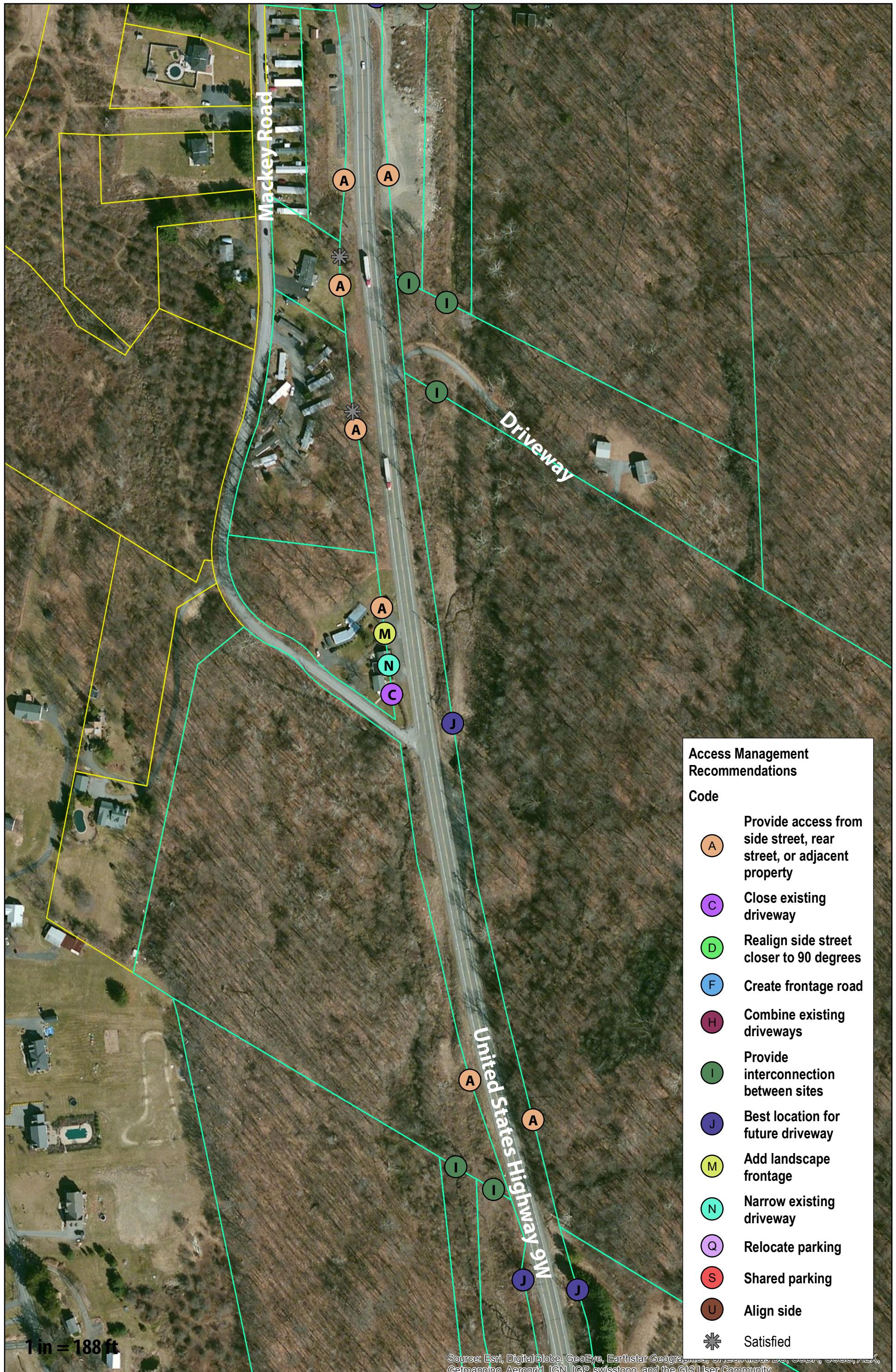


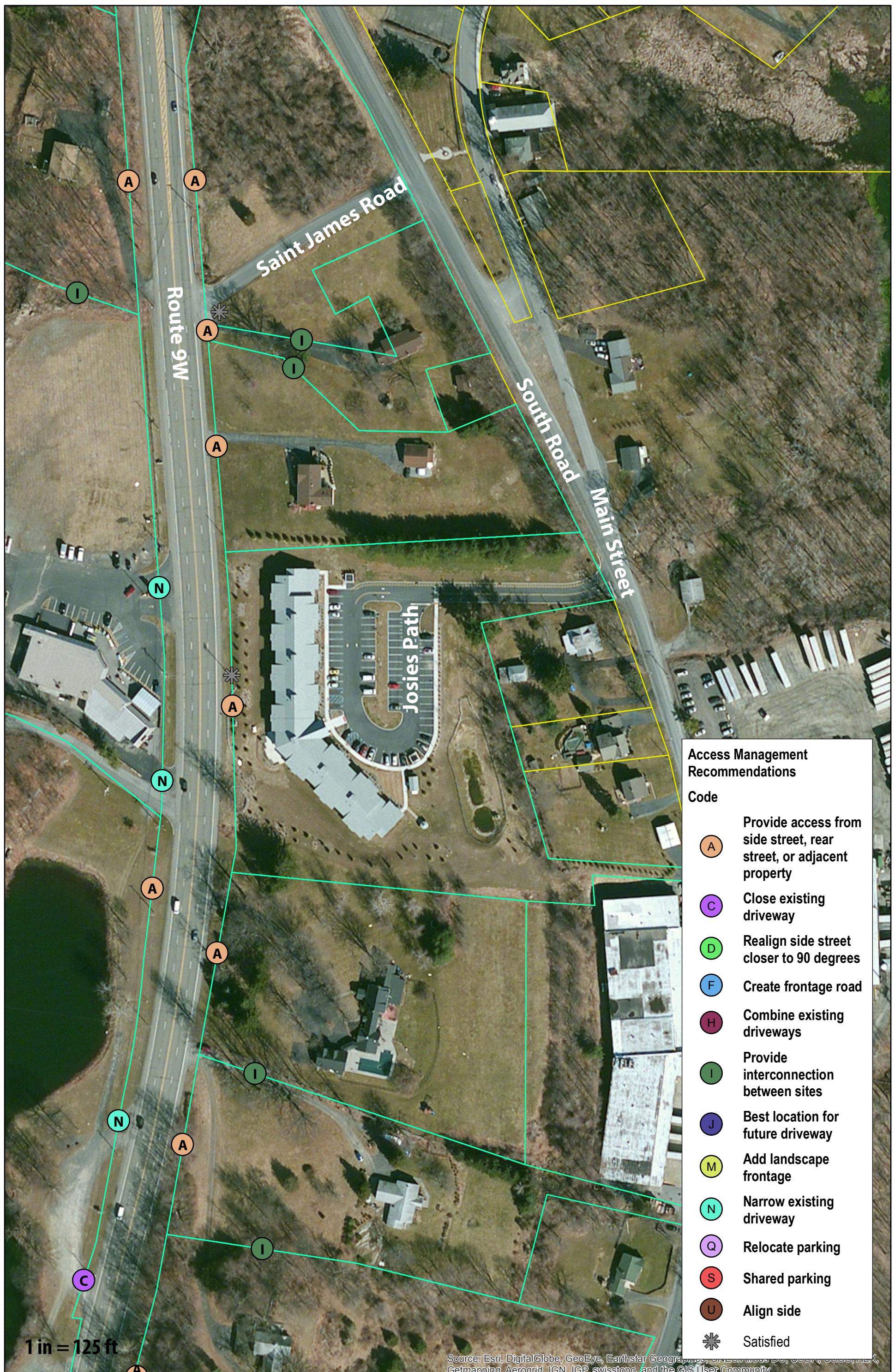
Map 16: South Road (North of Willow Tree Road - East Side)

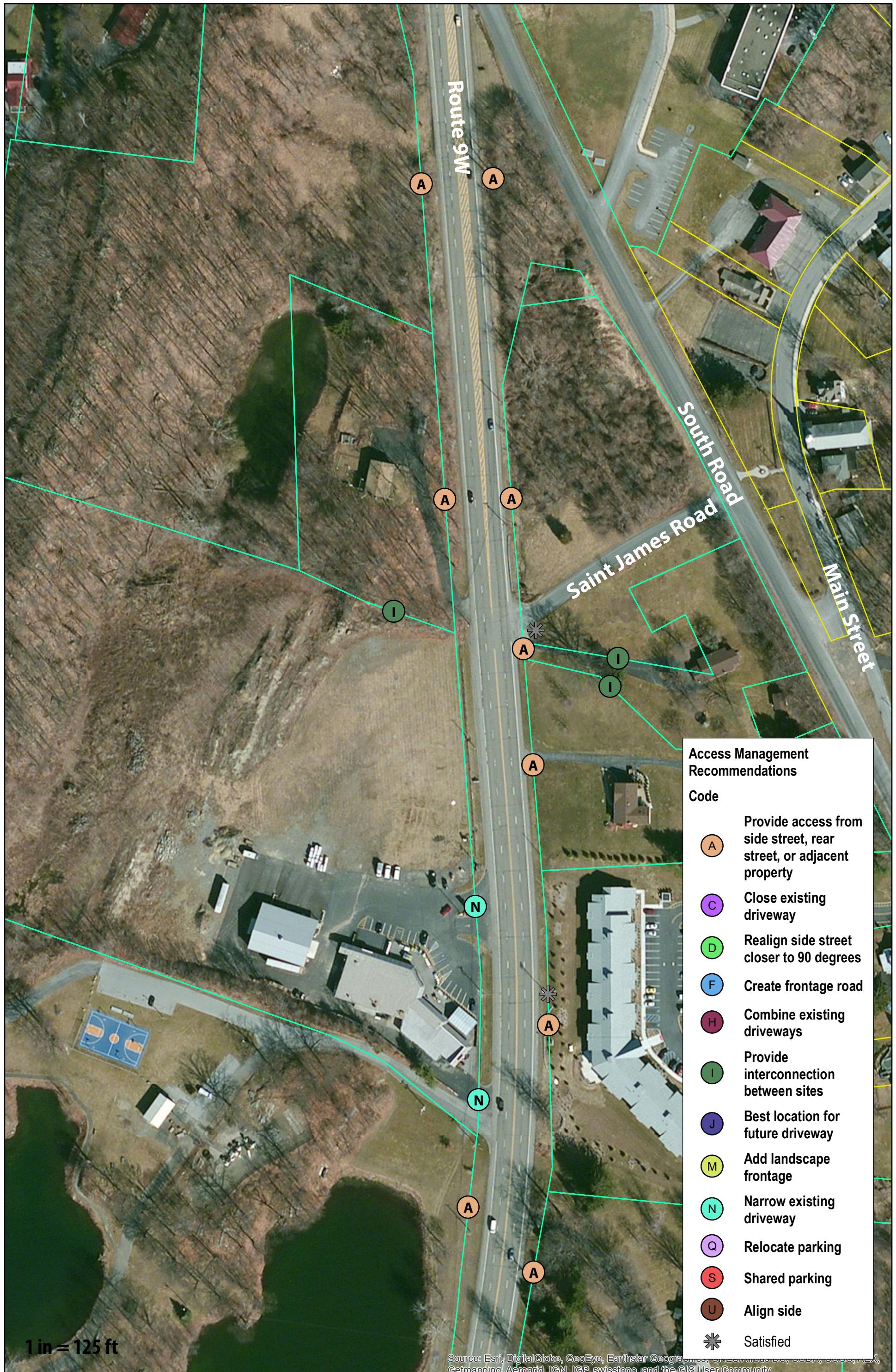
Route 9W Access Management Plan

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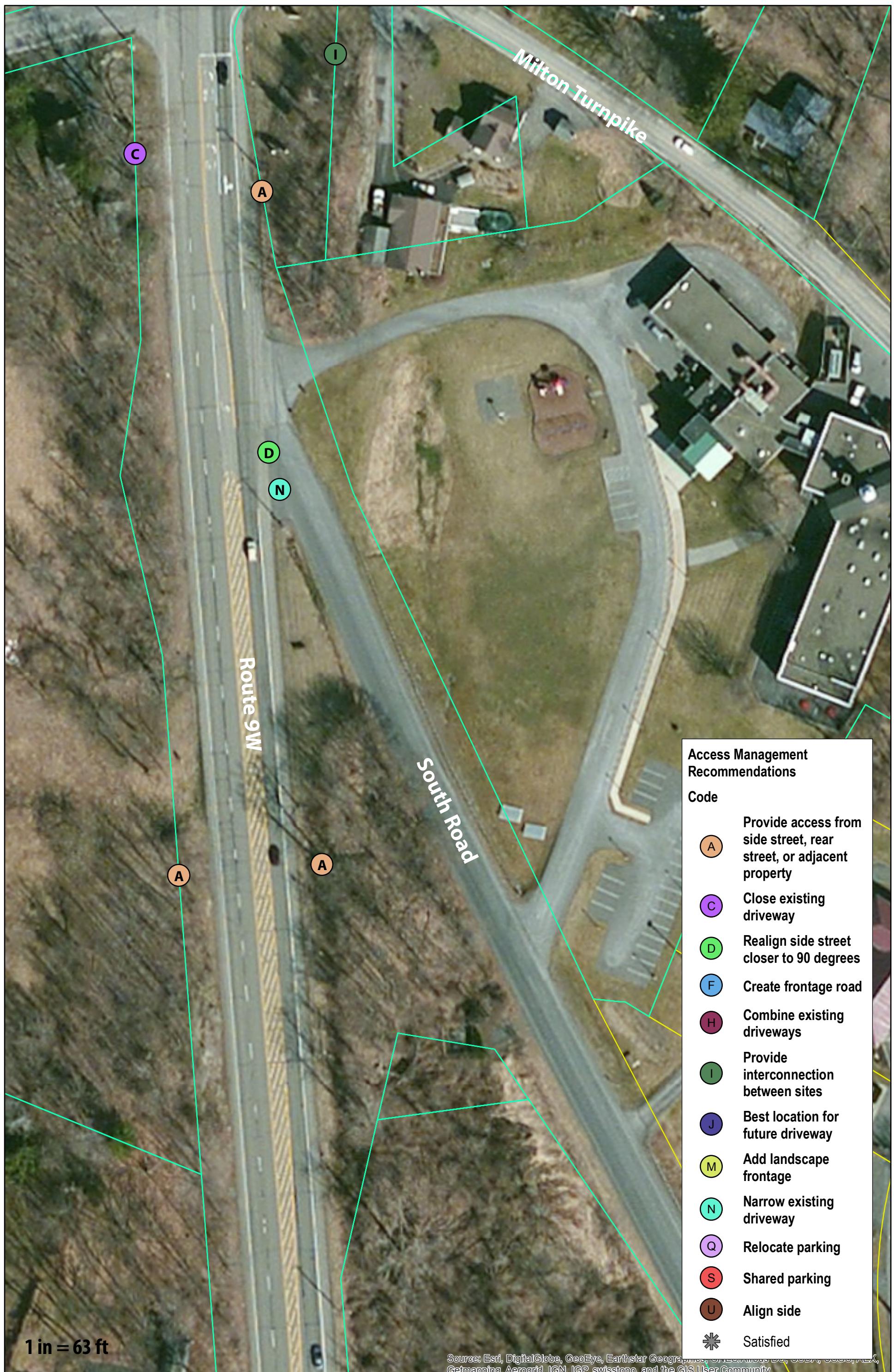




**Map 18: Cluett Schantz Park to South Road
Route 9W Access Management Plan**

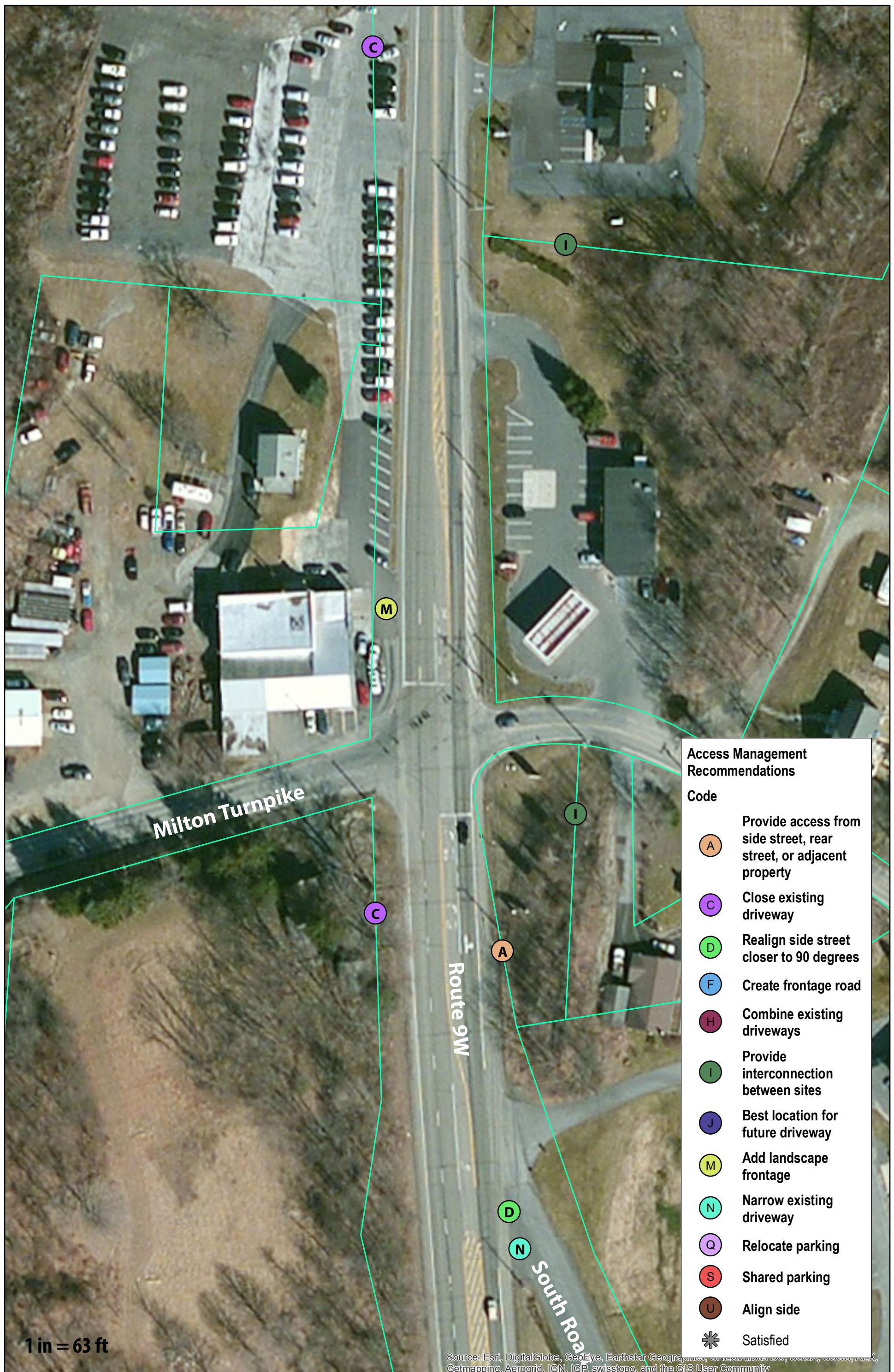
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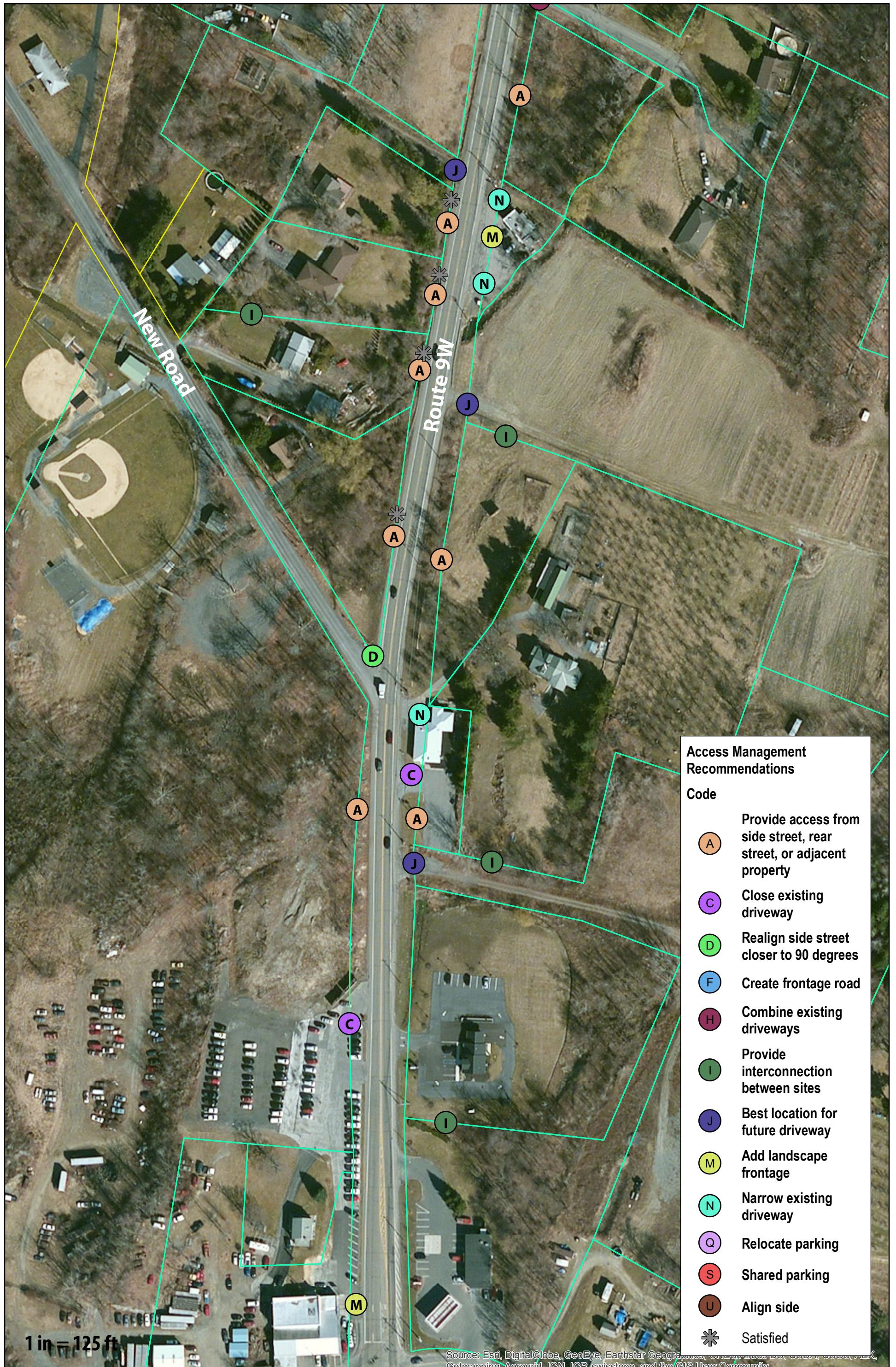


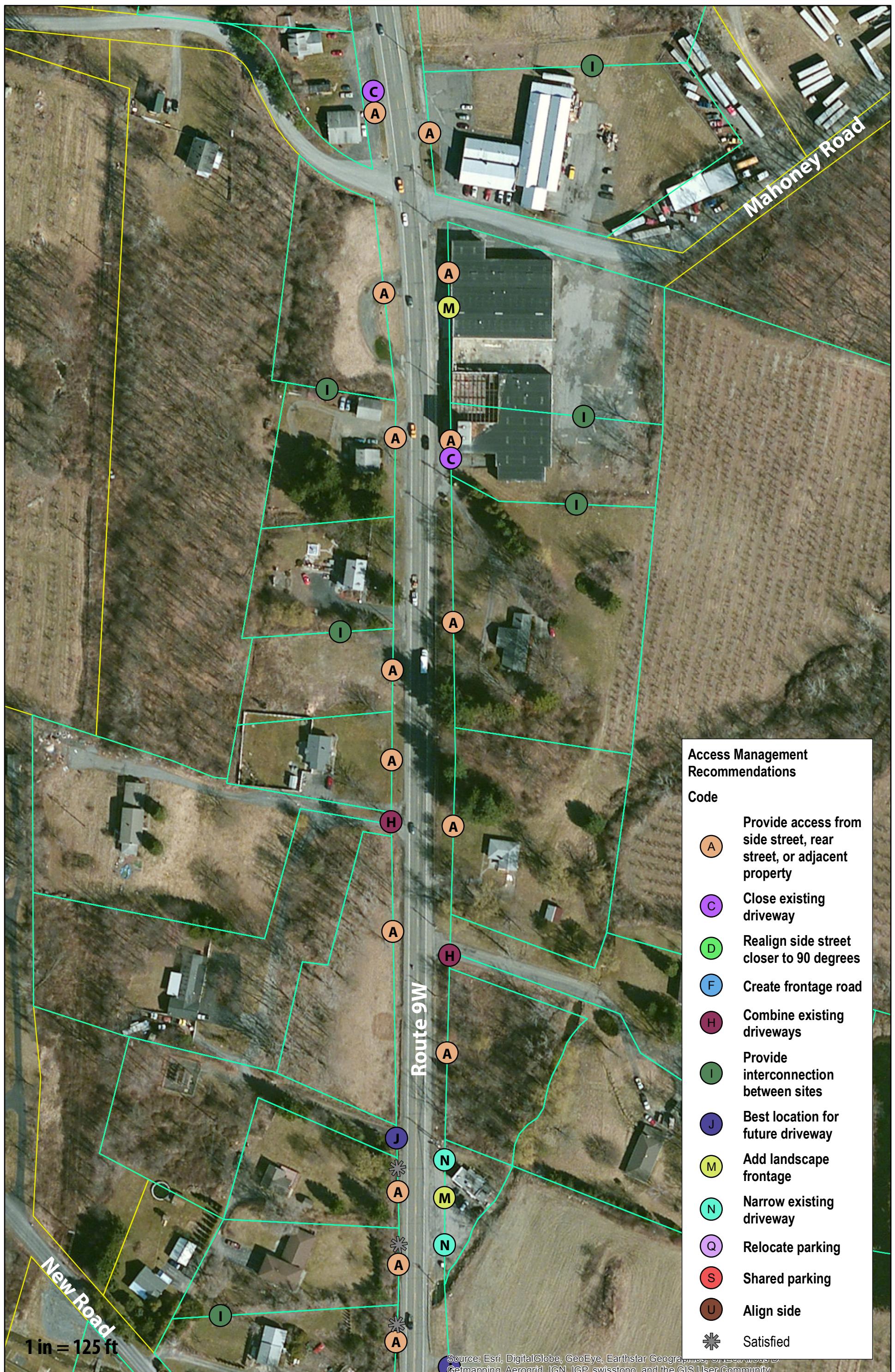


Map 19: South Road & Town Hall Driveway
Route 9W Access Management Plan

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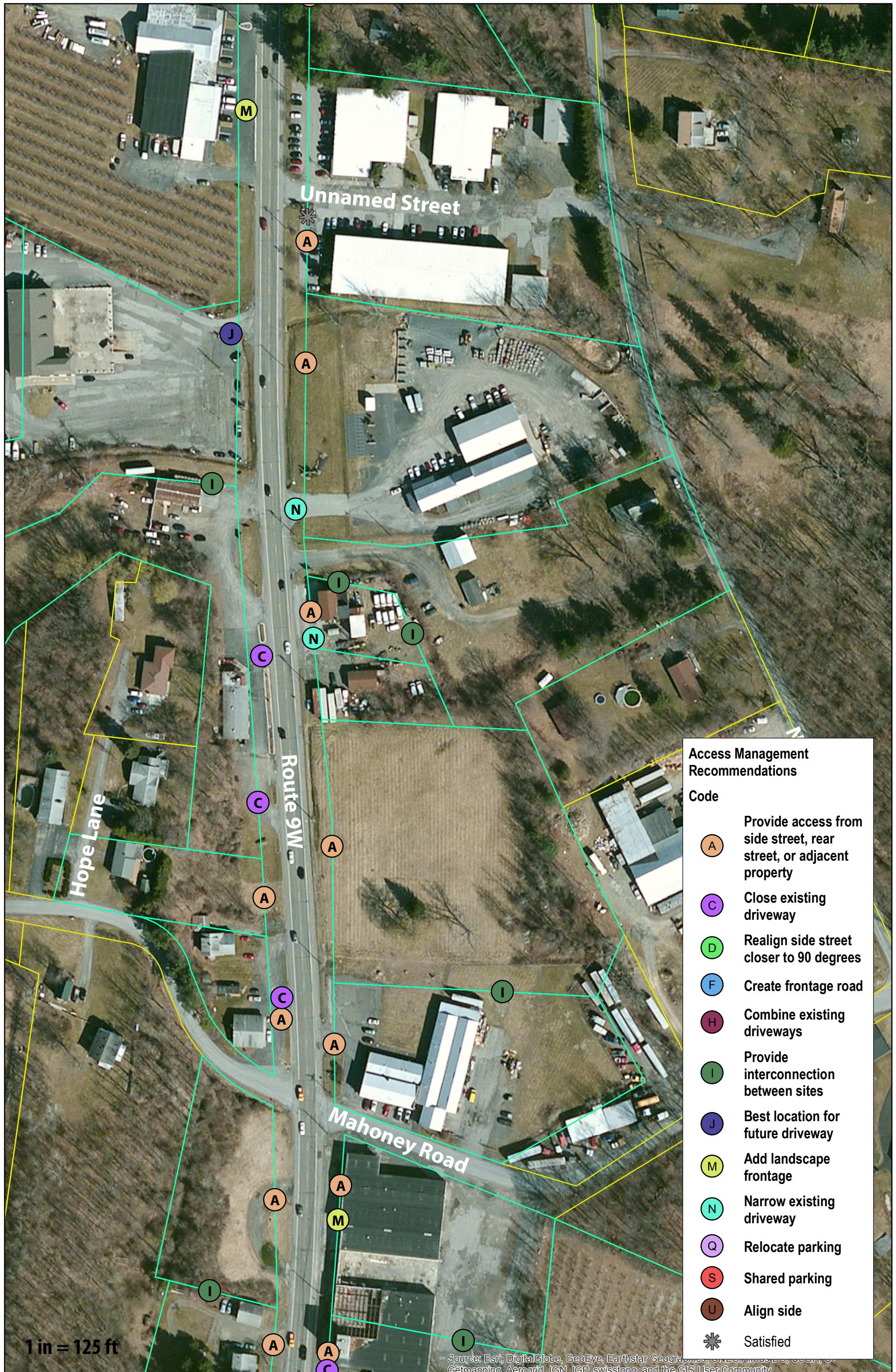




**Map 22: New Road to Mahoney Road
Route 9W Access Management Plan**

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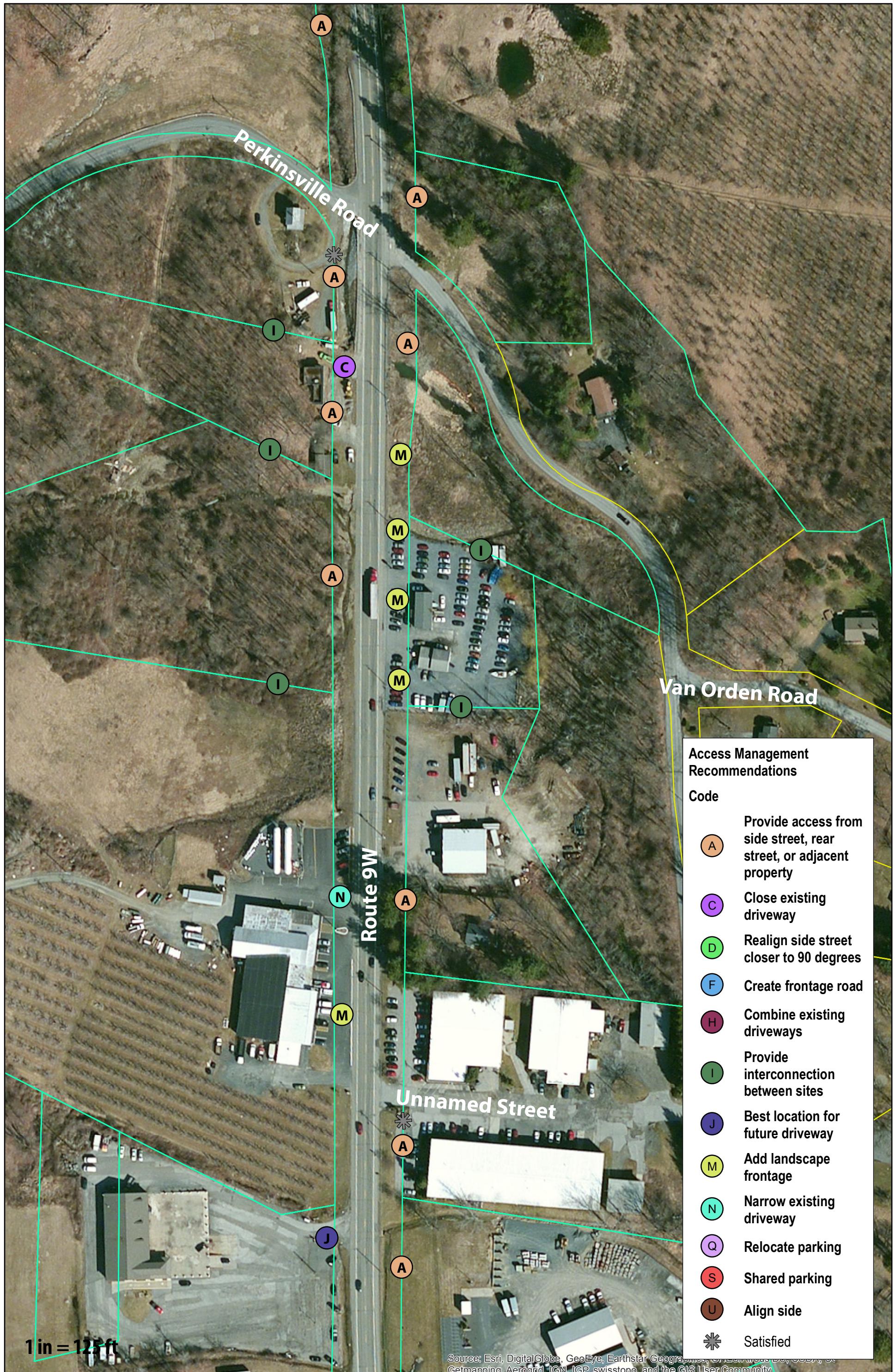


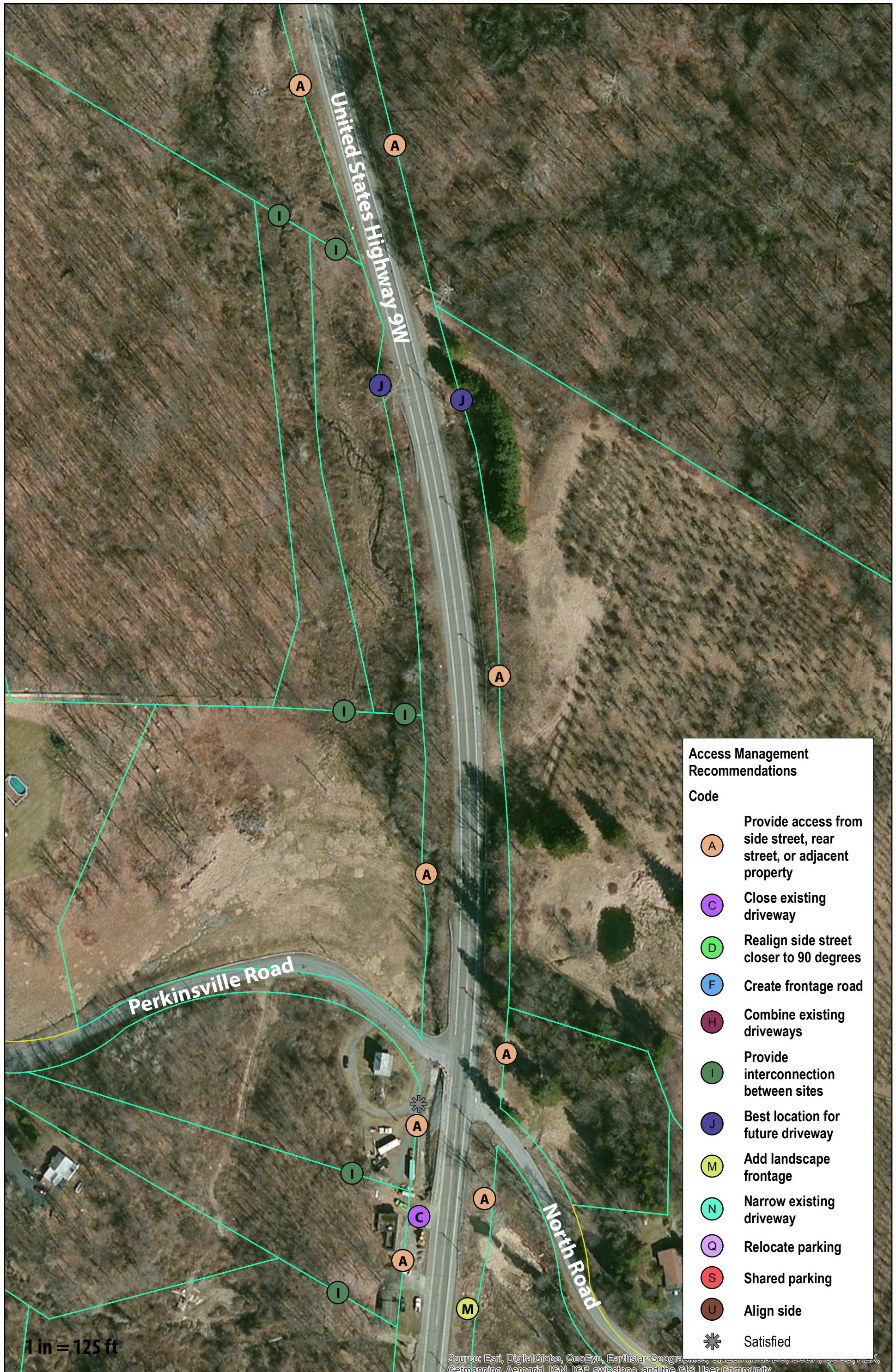


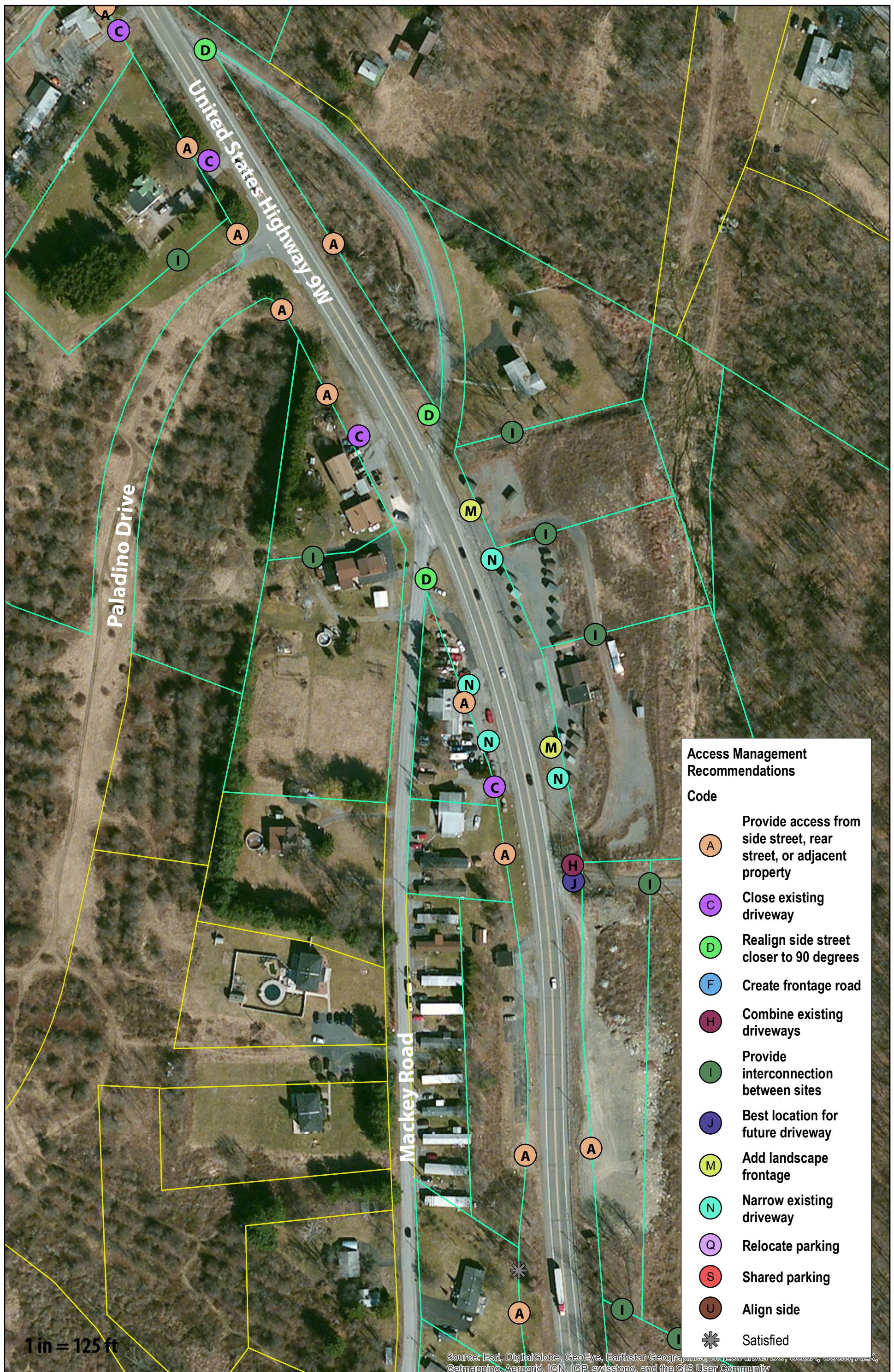
**Map 23: Mahoney Road to Unnamed Street
Route 9W Access Management Plan**

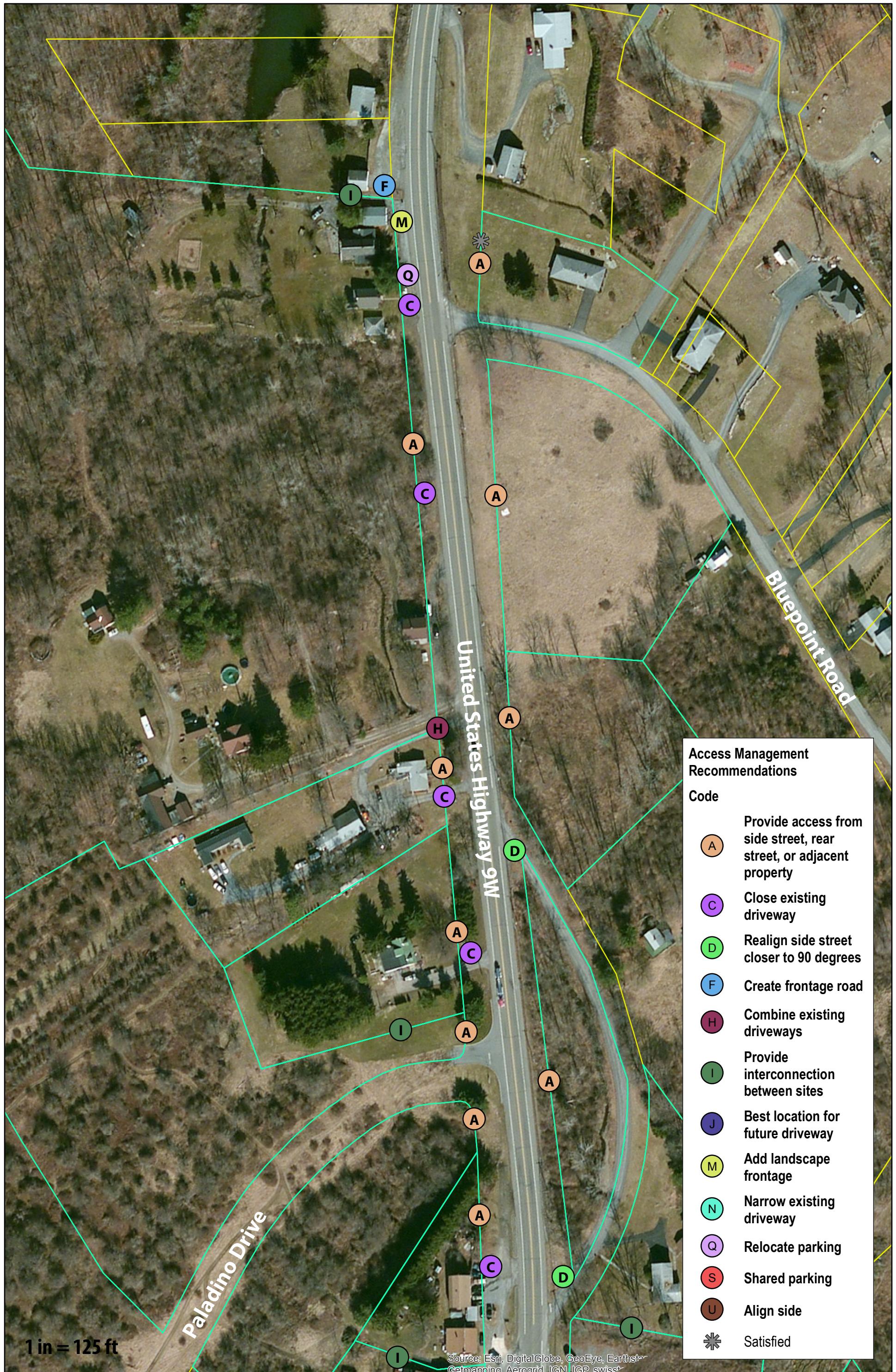
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Map 28: Paladino Drive to Bluepoint Road
Route 9W Access Management Plan

Access Management Plan

Recommendations for Select Locations

Figure # Location

- 1 Gas Station (Map 2)
- 2 Gas Station (Map 3)
- 3 Ronin Japanese Restaurant (Map 6)
- 4 Hepworth Farms (Map 12)
- 5 Highway Department (Map 12)
- 6 Light Industrial Building (Map 22)
- 7 The Barn Raiser (Map 27)



Figure 1: Gas Station (Map 2)
Route 9W Access Management Plan



Figure 2: Gas Station (Map 3)
Route 9W Access Management Plan

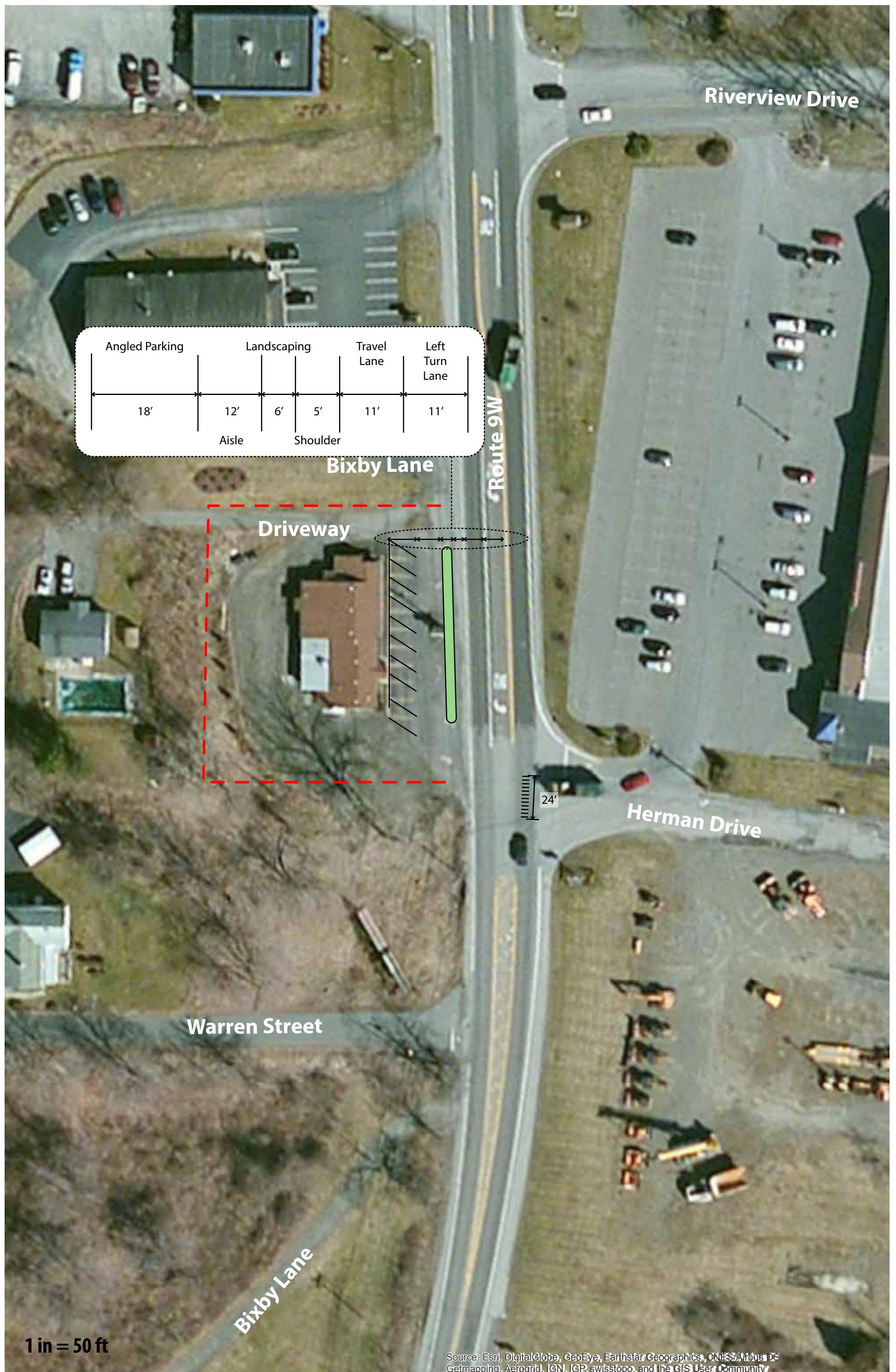


Figure 3: Ronin Japanese Restaurant (Map 6)
Route 9W Access Management Plan

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Figure 4: Hepworth Farms (Map 12)
Route 9W Access Management Plan



Figure 5: Highway Department (Map 12)
Route 9W Access Management Plan

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Figure 6: Light Industrial Building (Map 22)
Route 9W Access Management Plan



Figure 7: The Barn Raiser (Map 27)
Route 9W Access Management Plan

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