

APPENDIX A:

Public Engagement

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

Appendix A: Public Engagement

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1. Intercept Surveys



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ROUTE 9W INTERCEPT SURVEY FINDINGS & ANALYSIS

Survey Overview

Intercept surveys were conducted throughout the day on Monday, May 15, 2017 along the Route 9W Corridor Study Area at locations in both the Town of Lloyd and the Town of Marlborough. The use of intercept surveys enables direct and voluntary interaction and conversations as people go about their daily work, errands, and business within the community. Overall, the field team spoke with 92 people about their use, experience, and perceptions of safety and the character of Route 9W in the Study Area, as well as issues and opportunities that should be addressed.

Locations at which the surveys were conducted included, but are not limited to:

- Hannaford Plaza (outside of Hannaford and various stores)
- Sunoco at Chapel Hill Road
- Wagon Wheels Deli
- Stewart's Shop
- Kirky's Deli
- Frida's Bakery
- Rite-Aid
- Pinnacle Learning Center
- The Marlborough Free Library Central Library
- The Wine Store
- Frank's Village Market & Deli
- Mobile DMV Office
- Supply Captain

Major survey findings, described in greater detail in the following sections, include:

- ✓ Very strong consensus on the need to reduce speed and improve safety along Route 9W.
- ✓ Positive aspects of the Corridor include:
 - Hometown feeling
 - Greenhouses and farms
 - Businesses
 - Marlboro Hamlet
- ✓ Common perceptions of the Route 9W Corridor:
 - Bland, stale, out-of-date
 - Unsafe for bicyclists and pedestrians



- Many car accidents and fatalities
- Poor signage
- Too much traffic
- Too many driveway cuts
- Difficult to make left turns
- ✓ Most common elements for desired future vision of Route 9W Corridor:
 - Traffic calming
 - Protected crosswalks and sidewalks for pedestrians
 - Bicycle lanes
 - Left-turn lanes
 - More/wider/separated lanes
 - Better signage and clear entrances
 - Improved property maintenance

Survey Analysis

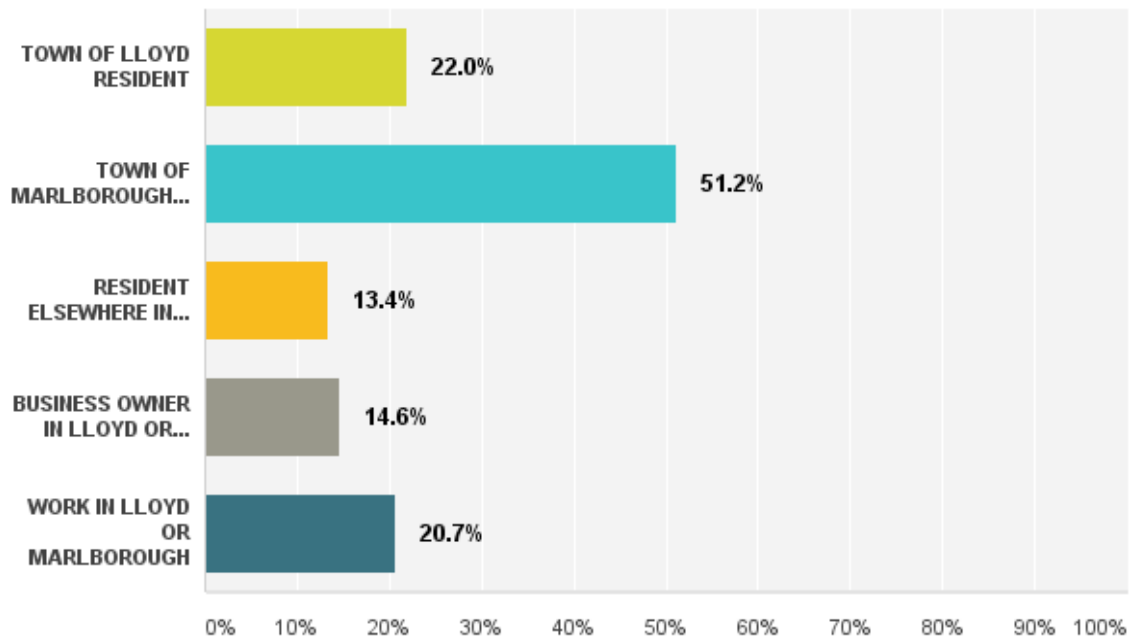
Who Responded

The first questions included in the survey asked whether people live in Lloyd/Marlborough or elsewhere in Ulster County, own a business in the community, and/or work in the community.

Out of the 92 survey respondents, slightly more than half live in the Town of Marlborough, while a little more than one-fifth live in the Town of Lloyd. Less than 15% (13.4%) live elsewhere in Ulster County and 10% were from outside of the County. Nearly 15% of respondents are business owners in either the Town of Lloyd or Marlborough, one-fifth work in one of the towns, including working from home, a few are retired, and others travel throughout the County on Route 9W to get to and from work. The number of business owners represented in the survey results might be a high count relative to regular users of the 9W Corridor because the field team went into some of the adjacent businesses to speak to staff and customers.



Answered: 82 Skipped: 10

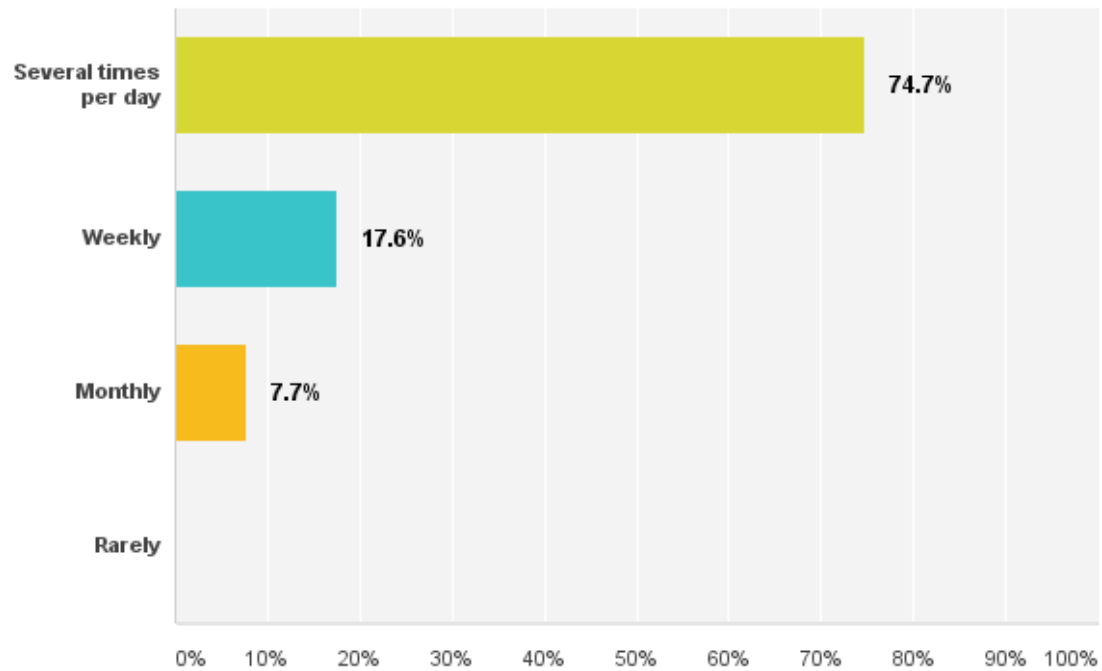


Answer Choices	Responses
TOWN OF LLOYD RESIDENT	22.0%
TOWN OF MARLBOROUGH RESIDENT	51.2%
RESIDENT ELSEWHERE IN ULSTER COUNTY	13.4%
BUSINESS OWNER IN LLOYD OR MARLBOROUGH	14.6%
WORK IN LLOYD OR MARLBOROUGH	20.7%



Frequency of Travel on Route 9W

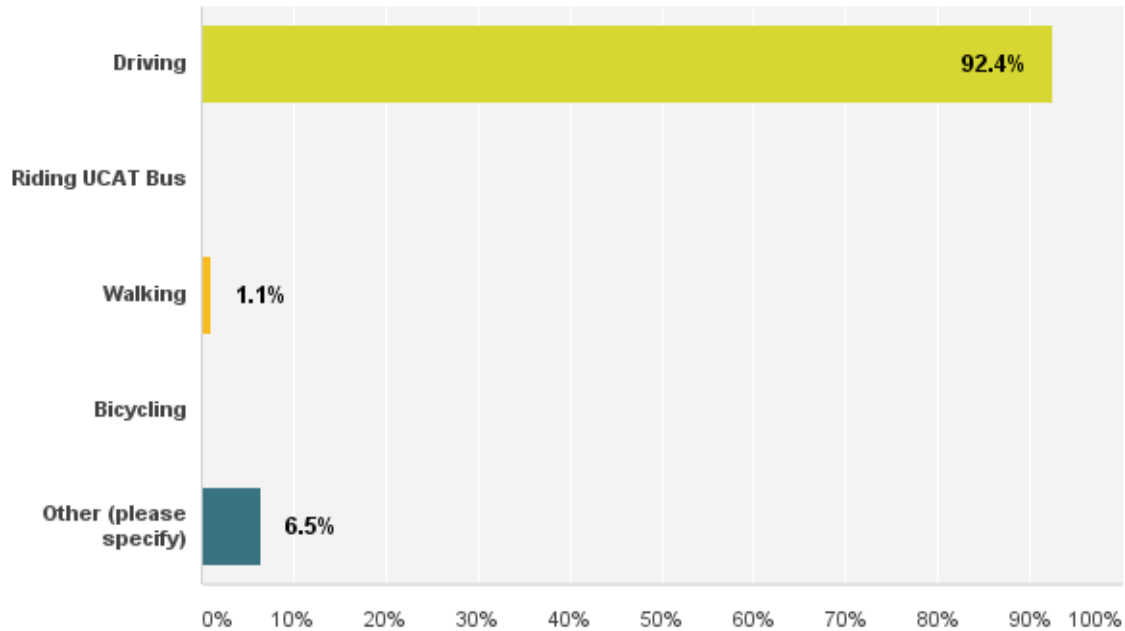
The majority (roughly three-quarters) of people who were surveyed said that they travel Route 9W several times per day – generally going to and from work and other daily errands/business. 17.6% travel the Corridor on a weekly basis and only 7.7% travel it monthly.





Modes of Transportation

When traveling along Route 9W, respondents overwhelmingly drive. Those who drive do so regularly and typically do not use other modes of transportation on the Corridor. One person responded that they walk and one driver walks occasionally. One person used to bike, but now drives, due to safety concerns. Another couple of people are most often passengers/get rides from others to access the corridor.





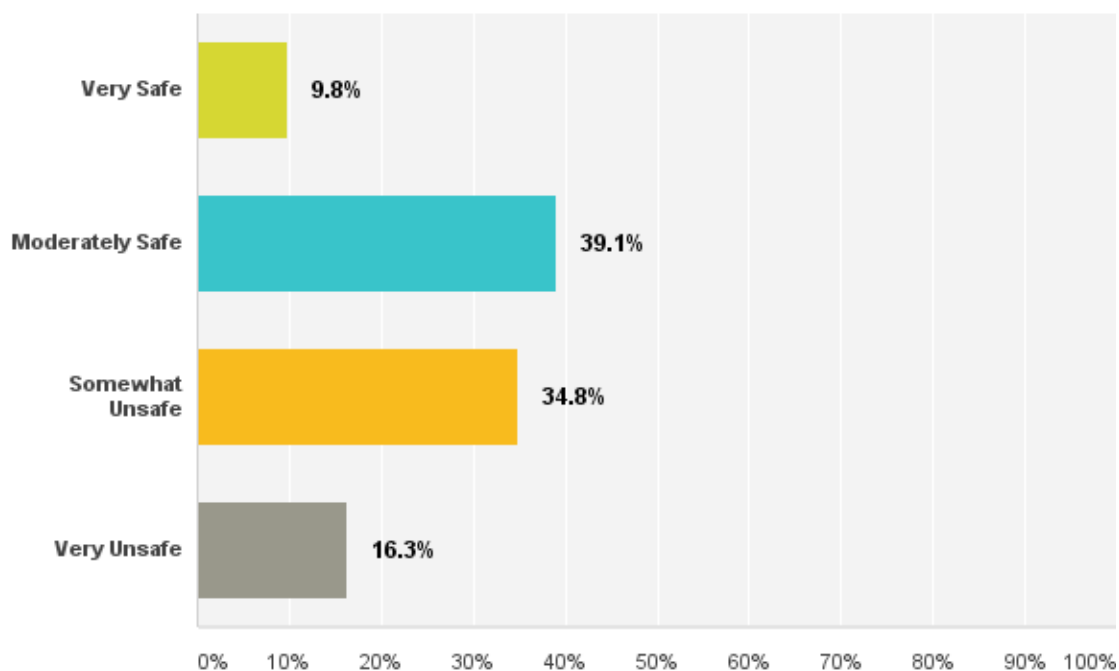
Safety Concerns

The perception of safety along the Route 9W Corridor is varied with more respondents concerned about the safety of the corridor than unconcerned. Nearly 35% find the corridor to be somewhat unsafe and 16.3% feel that it is very unsafe. 39% of respondents view 9W as moderately safe (some traffic safety concerns), and only 9.8% indicated that it was very safe. Overall, most people recognized some level of threat to safety and several had seen, heard about, or been in accidents themselves. Some respondents felt comfortable in their cars, but vulnerable as pedestrians or bicyclists, particularly at crosswalks, and would not walk or bike unless they had to due to various safety factors. One woman who was interviewed is visually impaired and noted that people rarely come to a full stop at the crosswalks as she tries to cross Route 9W, despite carrying a cane indicating her disability.

Most of the safety concerns expressed had to do the hazards of walking, making turns in a vehicle (particularly left turns onto or off of the Route 9W corridor), high travel speeds, increased traffic volume, poor road conditions (potholes were commonly noted, as were narrow shoulders), and lack of driver attentiveness. Other concerns included the number of ingress/egress access points, merging lanes in high-speed traffic as the road section transitions from one to two lanes in each direction, and poor lighting.

Q4 How safe do you think it is to travel the corridor? Have you ever been concerned about your safety on the corridor?

Answered: 92 Skipped: 0





When asked about specific safety locations, respondents noted the following:

- Areas that need improvement along 9W:
 - 4-lane section in front of Milton Hardware, especially as lanes merge*
 - Pedestrian crossing between Raccoon Saloon and Key Bank (Marlboro Hamlet)*
 - Sunoco gas station
 - Potholes/bumps in front of Town Highway Department building/Hepworth Farm
- Difficult left turns onto/from Route 9W:
 - Lyons Lane*
 - Western Avenue (Marlboro Hamlet) * – vehicles also going in the wrong direction
 - King Street (Marlboro Hamlet)*
 - Old Indian Road*
 - Milton Turnpike*
 - Perkinsville Road
 - Willow Tree Road*
 - Chestnut Lane*
 - Rivercrest Lane
 - Riverview Drive
 - Marlboro Middle School

* Indicates multiple responses.

Below is a 'word cloud' of the most common words that were used in describing the safety concerns along the Route 9W Corridor under study. The larger and more bold the word, the more often it was used.



SAFETY CONCERN WORD CLOUD - THE LARGER/MORE BOLD THE WORD, THE MORE OFTEN IT WAS MENTIONED.

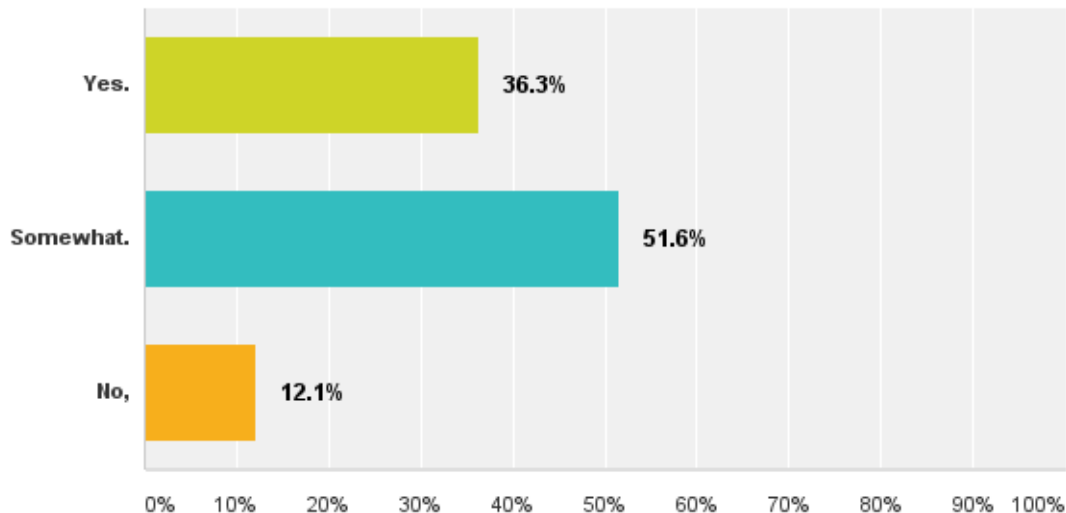


Corridor Character

Those surveyed held a variety of perspectives on the visual character of the road and surrounding area. Just more than one third indicated that the Corridor presents the visual character of the community in a positive way. Over half had mixed views on the visual character of the corridor and 12% felt that the roadway character did not positively contribute to the community. According to the survey, Marlboro Hamlet has a slightly better visual character than the rest of the Corridor (with the exception of the negative effects of high traffic volumes). Several respondents felt that the greenhouses and farms along the corridor contributed to a “hometown feeling”. Several people noted that the corridor is “fine for the area”, “okay”, or “pretty clean now compared to other places”. However, there were many negative comments, including “dumpy”, “plain”, “stale”, and “not aesthetically pleasing”, and a “byway for traffic”. It was otherwise described as having lots of potholes and trash, being poorly maintained (both the road and commercial properties), having bad signage, and needing to be updated overall with more foot traffic and local businesses.

Q5 Do you think the corridor presents the visual character of the broader community in a positive way?

Answered: 91 Skipped: 1



Issues That Need To Be Addressed and Opportunities

Participants in the survey generally want to see traffic speeds reduced, as well as improved driver attentiveness. A small minority of respondents felt that traffic was too slow. Traffic volume and truck traffic are also common concerns.

A notable thread in the comments by respondents about issues and opportunities on the Corridor included the desire for wider lanes (particularly more space between fast-moving north-bound and



south-bound travel lanes), another travel lane in both directions, and/or left-turn lanes to improve safety and roadway operations for left turns onto and off of Route 9W at key locations (Lyons Lane, Chestnut Lane and Willow Tree Road in particular). In terms of lane configuration, the perception was that adding an additional lane might slow people down and prevent them from racing ahead of slower cars or trucks. Greater separation between the northbound and southbound lanes was also a suggestion due to travel speeds. Several people thought that the single lane sections and vertical/horizontal curvature contribute to congestion. On the other hand, some found the 4-lane/high-speed areas with poor sight distances to be dangerous and problematic.

Traffic calming solutions, such as a roundabout in Marlboro, were mentioned to slow down vehicles. Other suggestions included adding a computerized double signal at King Street & Main Street (9W) and removing on-street parking on 9W North in Marlboro Hamlet. Fixing cracks and potholes in the shoulder, sidewalks and pavement were also priorities.

Pedestrian safety was of key importance for some, especially for those with disabilities. More and improved ADA-compliant pedestrian facilities are also desired, including curb drops, sidewalks, and crosswalks. There is a need to ensure that cars stop for pedestrians in marked crosswalks. A crosswalk across 9W to Cluett Schantz Memorial Park was specifically mentioned as a potential improvement. Additionally, a couple of respondents felt that the roadway should be more clearly striped to be demarcated from the shoulder and pedestrian walkways in certain places where the pavement extends from the road into the front yards, such as in Marlboro Hamlet.

Several people mentioned including bicycle lanes along the Corridor to improve safety for bicyclists. Better public transportation was identified as desirable for seniors in the area.

Streetscape improvements, access management, greenery, improved property and roadway maintenance, and better signage were identified by many people as potential enhancements to the Corridor.

2. Online Survey

Route 9W Corridor Management Plan

Online Survey Response Summary

A public survey comprised of 22 questions about the management of Route 9W Corridor was open online from May to August 2017. The survey received 125 responses; of the 111 who responded to demographic questions, the majority were between 45 and 74 years old (62%). Respondents were overwhelmingly from the Town of Marlborough (81%). The remaining 19% were divided mostly between elsewhere in Ulster County (9%) and outside of Ulster County (7%), with only 2.7% from the Town of Lloyd. Most respondents were long-term residents of the area, with over 59% reporting having lived in the area for more than 20 years, an additional 20.4% 11-20 years and nearly 13% 6-10 years. Less than 8% answered that they'd lived in the area for 1-5 years. Though respondents were mostly local to Marlborough and the County, many who took the survey worked outside of Ulster County (53.85%). 20.2% of respondents worked along Route 9W in Lloyd or Marlborough, while 16.35% worked elsewhere in Ulster County or elsewhere in Lloyd or Marlborough (9.62%). The vast majority of respondents were not business owners in Lloyd or Marlborough (85.7%).

Question 1: Location of Hazardous Segments and Intersections

103 people responded to question, "Which segments or intersections feel hazardous to you, and why?" with the majority of respondents identifying section D as the most dangerous. Respondents cited specific areas and contributing factors, including Western Avenue, King Street, and the Marlborough school area. Poor visibility at the traffic light, the road's narrow width and congestion leaving the village were identified as hazards. Section A was identified only 12 times as feeling hazardous, often in conjunction with all or some other sections of 9W. Here, as in other sections of the corridor, people identified speed, congestion and hazardous left turns as the greatest hazards.

Section B was the second most often-identified segment with 40 respondents identifying hazards. They most often cited Lyons Lane, the location of a number of fatal accidents. In addition, Willow Tree Road, Chestnut Lane, Old Indian Road and the area near Cluett Schantz Park were identified as hazardous intersections. Other hazards noted include poor drainage and speeding in this section.

Respondents identified section C 30 times, citing most often the area around CVS, speeds and traffic congestion causing backups from Western Avenue.

A number of respondents identified the whole stretch as dangerous, noting narrow shoulders, high speeds, difficult left turns, low visibility and congestion as contributing factors.

Question 2: Location of Congested Areas

106 people responded to the question, "At what segments or intersections do you regularly experience traffic congestion, and at what time of day?" Respondents most often identified section D as the segment or intersection where they most regularly experience congestion. The most cited time of day were morning and evening rush hour. Some respondents also identified school commute times as the most congested. Afternoons (generally 3-6pm) were also noted as a congested time of day in section D. A number of respondents discussed traffic congestion due to the backups caused by the left turn onto Western Avenue in section D. Sections A, B and C were also identified as areas with traffic congestion, particularly during rush hour.

Questions 3 through 11

Overwhelmingly, respondents do not walk along Route 9W. Only 18% of respondents reported walking along the corridor; among those who did, the hamlet areas were most often identified, and many qualified their responses by saying it was rare or they felt endangered. 40% of those who responded yes were walking along the corridor for exercise/recreation, while another 40% walked in order to reach a shopping or dining destination. No one who responded commuted on foot. While few felt comfortable walking along 9W, 63% responded that they would like to see more sidewalks along the corridor. Locations for sidewalks included Milton turnpike, in the hamlet areas and in the southern portion of the study area (sections C and D). Less than 10% of respondents bicycled on or across Route 9W. Those who responded bicycled exclusively for exercise on the corridor. Cyclists were most interested in adding bike lanes (30 of 35 responses), followed by additional share the road signs (20 of 35) and more bike racks at activity centers (16 of 35). Education was the lowest priority (12 of 35).

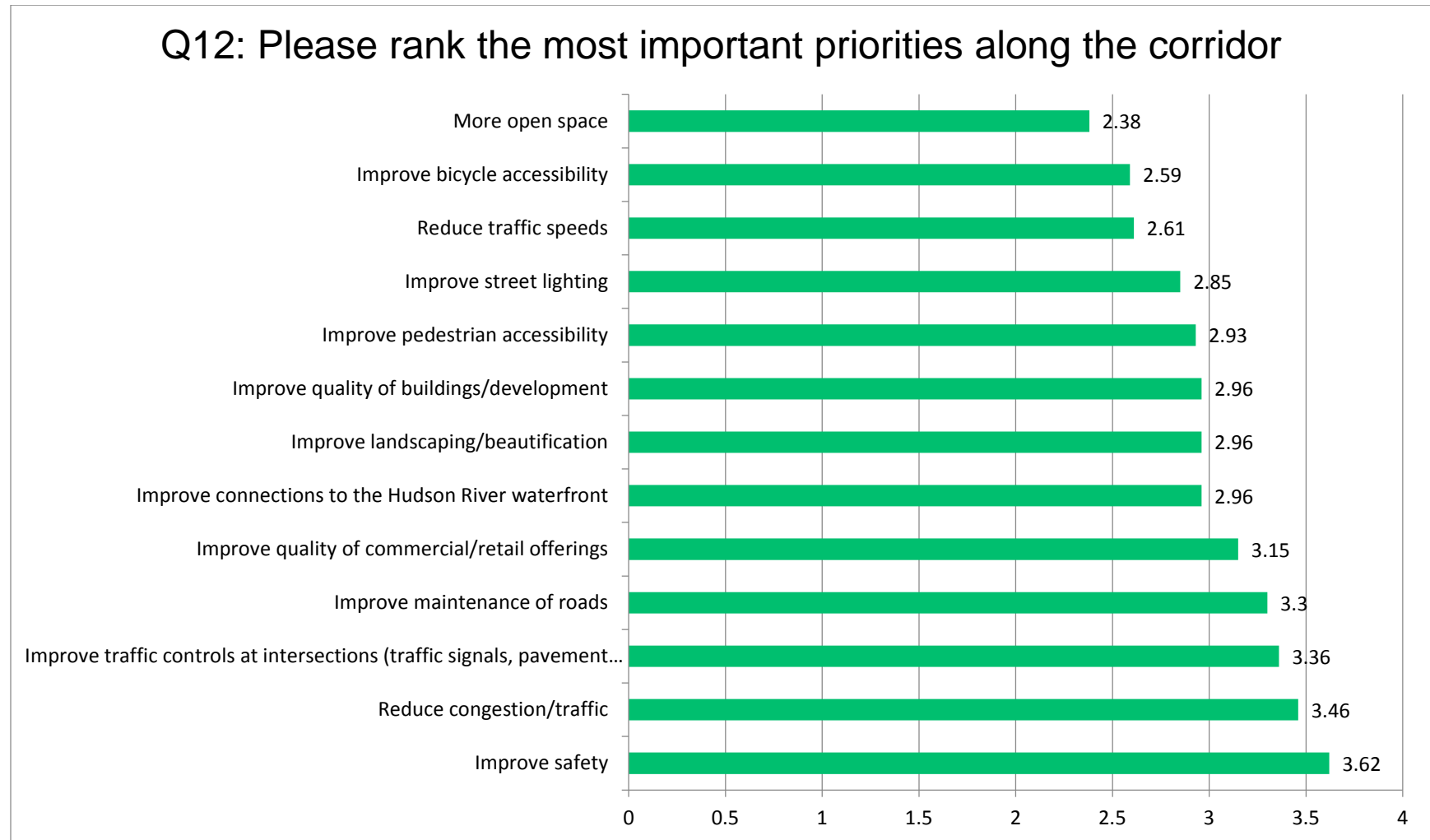
In response to the question “What do you like most about the corridor?” respondents most often identified accessibility as a direct route between towns. Some identified the lack of traffic lights, and others saw it as an alternative to I-87. While a number of respondents liked the scenic aspect of the corridor’s proximity to the Hudson, others noted that it is in need of aesthetic improvements. Other changes proposed included safety measures such as additional turn lanes, traffic lights, speed control, repaving, widening and adding refuge areas. Sidewalks, pedestrian crossings and bike lanes were also mentioned as potential improvements to the corridor. 55% of respondents identified grocery stores/pharmacies as an important additional services needed in the area. Health clubs/recreation (40%), shopping (44%) and restaurants and bars (38%) were the next-most often cited services.

Question 12: Rank of Corridor Priorities

In Question 12, respondents were asked “to rank the most important priorities along the corridor” from a scale of *Very Important* (4) to *Not that Important* (1). Figure 1 on the follow page shows the rank of corridor priorities according to their weighted average.

Five of the thirteen priorities scored a weighted average of over 3 (important). *Improved safety* scored the highest, followed by *reduced congestion*, *improving traffic controls at intersections*, *improving road maintenance*, and *improve quality of commercial/retail offerings*.

Figure 1: Corridor Priorities, Ranked by Weighted Average



3. Focus Groups

June 1, 2017
Route 9W Corridor Management Plan
Focus Group Notes

Overview

A focus group was held in the Milton Hamlet on June 1st with various business owners/operators in the service and farm sectors. The businesses included farms, vineyards, animal breeding, inns, and lodging. There was a mix of long established businesses, as well as newer businesses. The meeting opened with a brief overview of the Corridor Management Plan, noting that it will analyze and address crash history/safety, multi-modal accessibility, and streetscape design and aesthetics. Below is a summary of the discussion and some key quotes.

Business Operations

All the businesses represented at the meeting are open year-round, but vary in productivity and operations seasonally. Most of the businesses are multifaceted, including retail, wholesale, restaurant, event space, and/or lodging with overnight guests. Most serve the public directly, but one of the farms is primarily wholesale and serves the public through a farm stand and a farmers market in Milton.

Market Area & Route 9W Challenges

Visitors often come from points south and New York City and often do not know where they are going and slow down traffic. Guests tell the businesses that it is difficult to navigate at night due to the lack of signage and lighting and that 9W is not an aesthetically pleasing corridor. Lodging, event/restaurant, and vineyard businesses often encourage large parties to travel by shuttle to avoid drinking and driving, parking, and navigation issues. Several businesses direct visitors via routes that minimize time spent on Route 9W due to aesthetic concerns.

- “Most guests come by car, but some by train from the city and then taxi/shuttle over. We encourage buses/shuttles for big parties or weddings. The restaurant provides valet because there is not enough parking on-site or nearby.”
- “It is pretty much busy year-round now, especially when there is no snow during the winter. We are always turning business away.”
- “June to October there is a farmers market close to the entrance to the town park, which is hard to find. You have to watch speeding and there will be more people and traffic going in and out. May to October there is a lot of traffic for weddings.”

Safety/Traffic & Business Operations

The business representatives were asked about the challenges and constraints of operating a business in the area and their concerns about the corridor, as it currently operates, related to

their business entity/needs. Overall, safety and traffic along the corridor were the primary concerns. There are different conditions during each season – fall has more traffic, but there are difficult conditions in the winter. Traffic is often trying to cross the road, make left turns, or slow down to turn into driveways. Chestnut Lane was a of particular concern due to the location and access to a daycare business that serves the community. “It is crazy that people are making the left there [Chestnut Lane] and dropping off their kids.”

Some businesses have tractor trailers and cars of both employees, clients, and customers going in and out of driveways throughout the day, with many more employees and pick-ups in the morning and increased numbers of employees and business overall in the summer and fall seasons, especially with weddings and events. Employment varies per business between a few employees and 250 part-time and full-time employees at peak times, but also varies seasonally. This creates additional traffic in peak seasons, but mostly in the morning and evening. Summer and fall are the busiest seasons, but winter is sometimes busy, depending on the weather conditions. Some employers live on the site, while others house their employees on-site or nearby, and other employees come from throughout the Mid-Hudson Valley Region. It is difficult for employees in tractor-trailers pulling in and out of the driveways into traffic and they must make sure there is plenty of space. An accident could jeopardize lives and the value of the cargo on the trailers.

Currently, 9W serves as a local road, a commercial road, and a bypass for thruway and truck traffic avoiding tolls. The common response was that they try to have guests avoid 9W as much as possible, primarily for safety reasons because traffic is too fast, but also because of the negative image of the corridor and the more attractive side roads. Tourist drivers should be encouraged to use more scenic routes rather than 9W, which is used most by commuter traffic. It was recognized that 9W is primarily a commercial corridor and is not well-suited to serve residences. Additionally, businesses worry that people tend to miss the hamlets and businesses off the corridor because they are directed to Highland or Marlboro.

- “We don't have very many options for people to bypass 9W to get to us. There are many access points to the property, but nobody knows how to get off Route 9W safely.”
- “The whole thing [9W] is an eyesore, especially Highland to Middlehope. The road is not nice enough to be residential.”
- “9W is a commercial corridor and we need to encourage businesses - need it to remain that way to help offset the high taxes.”
- “We have had visitors who couldn't believe that there were driveways right on the highway. The speed is 55mph with driveways in the mix.”

Needs & Potential Solutions

There was an acute awareness of the danger of speeding traffic and the need to find ways to calm traffic. It was evident that some locations are worse and that merging and diverging lanes dramatically increased speeds and accidents. Some of the representatives felt that having two lanes would be safer than four. Marlboro Hamlet has the slowest traffic, but it is the most

populated and has the most accidents. It is also very difficult for people to turn at some intersections due to the high speed. The group was not opposed to reducing the speed limit to 40 miles per hour, but they also wanted to see a comparison of speed and crashes with Route 9 and whether there have been any changes in the data on 9W prior to 5 years ago. Most of the representatives felt that better traffic signalization at places like Milton Turnpike would improve safety and make them more comfortable to direct traffic that way. Some businesses already direct people through Milton Turnpike because it is more “beautiful”. However, one was unsure of the effectiveness of the traffic lights due to high crash rates.

- “You feel dread any time you have to pull in or out or cross the street.”
- “It was a common occurrence many years ago to have vehicles screeching and seeing people killed – it still happens.”
- “The turn lane is slowing people down and making people think, but it is not ideal because people are traveling so fast. Pulling into driveway is worse, though. We have to train [employees] to pump the brakes so that they don’t get rear ended, but people are driving fast and not paying attention.”
- “There are tractors going down the road to the farms. We could use tractor crossing caution signs. Much more needs to be done, but at least make people aware of slower, working traffic.”
- “We are in competition with Route 9 and people are making choices to come down this road because it is faster.”
- “In the winter, it is nice to have the extra lane when somebody is struggling to go up the hill.”
- “I am not fond of the center turning lanes in Highland because it is still high-speed and high-frequency with fast oncoming traffic and so many things going on – businesses, tourists, commuters in Highland.”
- “We wait when the light turns green because of people running red lights.”

However, other scenic routes are often still not safe and encourage speeding, such as on South Road and Lattintown Road. They felt that there should be a long-term vision to provide more opportunities for people to walk or bike between the hamlets and other attractions, such as a path away from 9W. Visitors often ask how they can walk from place to place, but there are no sidewalks. A river trail was suggested, as well as improving the existing farm trail for better utilization. The focus group representatives said that there needs better access, signage, and education about the trail because many people don’t know about it and there is not enough advanced notice to turn onto the trail.

- “South Road is very dangerous coming off 9W. People are still going the same speed as on 9W and the shoulder, signage, and lighting are terrible.”
- “Guests don’t want to drive back from wine tastings, but worry about walking.”
- “We provide bicycles for our guests, but encourage them not to go out onto 9W.”
- “There is no opportunity to walk or bike. It would be beneficial for people visiting to be able to do so.”
- “NY’s first farm trail is in this town. We should capitalize on that and improve it.”

Other issues that were discussed included continuing to incorporate agriculture and agro-tourism near the corridor, which is “part of the town’s blood”; closing off Chestnut Lane and providing the access to the daycare at the end of what would then be a dead-end street; and providing better cautionary signage for deer. There is currently some signage, but it is sporadic and it is also nearly impossible to predict where they will cross. Additionally, many businesses do not have curbs, making it difficult to tell when people are turning in and out, although the Town might have a curbing requirement. The property lines along 9W are somewhat ambiguous and unclear where the State property ends and the private property begins. Property owners along the corridor maintain the land to varying extents.

**Route 9W Corridor Management Plan
Focus Group #2 Summary
September 22, 2017**

Overview

A second focus group was held in Milton Hamlet at the Marlborough Town Hall on September 22nd with several business owners/operators in the service and farm sectors, as well as leaders of local organizations/committees. Most serve the public directly, although one of the organizations supports other businesses and tourism locally. The meeting opened with a brief overview of the Corridor Management Plan, followed by a continued discussion of some of the challenges and traffic/safety concerns with Route 9W and updates to the recommended actions for the corridor. Below is a summary of the discussion and some key quotes.

Route 9W Challenges

The Consultant team gave an overview of crash trends along the corridor based on the last five years of data to identify those “high risk” areas. Data has not yet been made available prior to the last five years. The accident data has been analyzed and two crashes have resulted in fatalities, 25% resulted in injuries, and 75% in property damage. One attendee noted that numerous accidents occur across from Hepworth Farms and at Old Indian Road, but that “the additional lane has helped in front of Hepworth Farms.” On the other hand, “the transition of lanes is really a problem.” Those locations are within the top ten crash locations, along with Milton Turnpike, Perkinsville Road, and the Milton industrial park area on Route 9W. The Consultant team, along with local partners, will be undertaking a safety audit at several key locations during daytime and evening hours to refine what can be done there.

One participant stated that they felt there needs to be a priority on pedestrian crossings and there was general agreement. “Crossings almost always involve a car and a person without any protection. Everyone can relate to that person walking.” Cheaper implementation methods to define crossings and enhance safety were noted, such as paint and signage. “Pedestrian safety makes a huge difference for businesses, too. It really benefits businesses.” Lighting was also mentioned as being an important consideration for pedestrian safety.

It was also noted that parking is an issue for both hamlets. Although a parking analysis is beyond this project's scope, it is a concern and warrants more detailed analysis, particularly in Marlboro Hamlet.

Needs & Potential Solutions

The Consultant team has decided to focus more attention on the Milton section of the corridor, although the entire corridor will be addressed. Marlboro has the greatest number of

crashes, but has had more recent planning studies (2016 Safe Routes to School Plan and 2008 Conceptual Study by CME), while the area north of Marlboro hamlet hasn't received as much attention. Access management (i.e. addressing open curb cuts) is of particular concern – defined access brings more predictability and safety and helps to redefine the right-of-way for pedestrians and aesthetic improvements. As for the southern portion of the study area (and much of the rest of the corridor), there is concern among some business owners about the higher percentage of crashes due to deer than typical, especially outside of the study area near the border with Newburgh. “Deer are coming up over the hill and often found dead near the orchard just south of the [Marlboro] hamlet area – new high fences are pushing the deer traffic patterns along road.”

There was consensus regarding the need for pedestrian facilities: “You have two parts of the town on either side of 9W and you want to make it so that, as the hamlets grow, it is safe for people to cross to be able to go to businesses and homes on either side.” Connections should be made accessible by building a sidewalk network to allow people to be able to get where they want to go. The Consultant team noted that crosswalks and sidewalks may happen over time through easements or development plans coming in for approval. There are some areas where the State does not have any easements or property records, but if a development comes in, it can be negotiated. One potential recommendation is to work with RUPCO to create a path and crosswalk from Milton Harvest at South Road across Route 9W to Cluett Schantz Park.

Gateway treatments to address the entrances to the hamlets and make them less abrupt were desirable to the participants for both aesthetic and safety reasons. “9W corridor is like a billboard for our town and should reflect the town in an aesthetically pleasing way. It should feel as though you are going through a farm town with lots of greenery.”

There is a committee in Marlboro for beautification of the hamlet, which is currently working on a stone wall that could be expanded to other properties. Attendees also support improved gateway signage at either end of the hamlets. The signage, roadway design/posted speed limit, and pedestrian facilities should let people know that they are in the hamlet and communicate a traffic-calmed area. Tree lining through the hamlet would help “psychologically to become a hamlet that is proud of itself.” There was a sentiment that there is not much community pride right now in Marlboro, but that Milton is a little bit better with all of the projects going on. Some trees have already been planted in Marlboro and, although they cannot be placed on State property, they can be planted on private property along Route 9W.

Most of the recommendations presented and discussed for corridor fall under five categories:

Changes to lane configuration

The four-lane sections of roadway are particularly concerning along the Route 9W corridor. A “road diet” conversion of four-lane section to three lanes (two travel lanes and a center turn lane) may help to reduce speeds, make traffic flow more efficiently, and create a “safe haven”

for vehicles making a left turn. This would also allow space for the recommendation that the shoulders be consistent (at least six (6') feet), well-maintained, and properly marked. Right now, shoulder conditions vary greatly making it difficult to ride a bike or walk.

A center turn lane may also be provided in areas throughout the corridor as a way to reduce the number of lanes and to allow left-turns. The participants were concerned about “suicide lanes”, such as those north of the Mid-Hudson Bridge on Route 9W, and that having it the entire length would open it up for too much opportunity (for accidents, though it should be noted that the area they referenced has two travel lanes in each direction with a center turn lane). However, the center lane may be utilized and painted in a variety of ways. In certain locations, it may be a queuing lane for left-turn lanes or replaced with a median.

Reduce speed limit in hamlets and calm traffic

The Comprehensive Plan is being updated for Town of Marlborough and the Route 9W project team is working with that team to focus on growth from the hamlet centers outward. The growth of the hamlets and anticipated increase in traffic, especially with the Bayside Development in Marlboro, may warrant a reduction in speed limit to improve safety, particularly given the proximity of area schools.

The focus group participants would like to see the 30 MPH speed limit through Marlboro Hamlet marked sooner rather than by the church where people are already barreling down the hill. A school zone with associated signage and reduced speed should be implemented around the Marlboro Elementary and Middle Schools along Route 9W. It is also recommended that the sidewalks be extended along the schools' frontages, including along the east side to the Elementary School, as there is ample space for it.

It was suggested that a light be considered south of the Middle School driveway (at Birdsall Avenue) and coordinate the light there with Young Avenue.

Roundabouts were also discussed. The feasibility of roundabouts in the hamlet or at Young Avenue is limited due the need to handle the existing truck traffic and right of constraints in the heart of the hamlet. There was some discussion about opportunities to limit truck traffic, but it is improbable as there are many users along the corridor where the trucks are destined. “If we do all the right things, it might be more desirable over time for trucks to stay on the Thruway.” The Milton Turnpike intersection, however, might be a suitable candidate for a roundabout and the project team will analyze traffic volumes and space. Improvements that can be completed more easily in the context of the pavement, etc. that is already there will likely be prioritized.

Pedestrian Improvements

Currently, the pedestrian crossings are very dangerous as people in vehicles do not see or stop for pedestrians. It is recommended that the existing mid-block crosswalk at Pizza Town in Marlboro be improved with a Rectangular Rapid Flashing Beacon (RRFB) and push button

for pedestrians. A crosswalk was also suggested for the front of The Falcon for fear of someone getting hurt coming from town as The Falcon attracts people on foot before and after performances. There is a draft concept map and recommendations for the Lattintown Creek Trail, which is proposed to traverse Route 9W, and should be considered. Scenic Hudson recommended a crosswalk at the crossing at Dock Road to the west side (near the Lions building). The trail would continue along the Creek and finish at Stout Ridge, where parking could be provided. Another participant maintained that pedestrian crossing signs are needed ahead of time before the crosswalk. “Coming over a hill, you need to have advanced warning” (i.e. from the school to hamlet).

Shared Roadway

Shared roadways with signage and pavement markings are under consideration along Route 9W within the hamlets, connecting to regional bicycle routes. Creating a network of bicycle routes on secondary routes to connect the hamlets is also being considered as part of our recommendations.

Final Discussion and Next Steps

The project team will be finalizing recommendations at the conceptual level and will continue working with the project steering committee. A public workshop will be held on November 16th at Marlboro Elementary School.

4. Workshop #1



Route 9W Corridor Management Plan Public Workshop 1: Meeting Summary

Thursday, June 8 2017

Prepared by:

BFJ Planning
115 5th Avenue
New York, NY 10003
www.bfjplanning.com

BFJ Planning

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Roundtable Discussions & Report Back.....	3
Dot Point Exercise	4

Appendix:

- Workshop Advertisement and Sign-in Sheet
- Public Workshop Presentation
- Roundtable Discussion Materials
 - Study area map with sections
 - Study area map with crash data

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Introduction

The Ulster County Transportation Council (UCTC), with project consultants BFJ Planning and Susan G. Blickstein, hosted the first public workshop for the Route 9W Corridor Management Plan (CMP) on Thursday, June 8 2017. The workshop was held at the Marlboro Elementary School from 6:30pm to 8:30pm. The workshop was attended by 22 people, including members of the Technical Advisory Committee; the Town of Marlborough; and members of the community. All of the participants are frequent users of Route 9W.

Brian Slack, Senior Transportation Planner at UCTC, opened the workshop with introductory remarks explaining the overall process and introducing members of the project team. Georges Jacquemart, Principal at BFJ, provided an overview of the study's objectives and introduced concepts in safety and traffic management. Lauren Rennée, Senior Planner at BFJ, provided an overview of the study area and crash analysis. Susan Blickstein, Principal, presented issues and opportunities for bicyclists and pedestrians and a summary of public outreach efforts completed thus far.

Following the presentation and a brief coffee break, participants were split into four roundtable groups lead by members of the project team. Each table was provided with a study area map summarizing crashes from the previous five years. The discussions were moderated by a member of the project team, who encouraged participants to identify issues and opportunities for improvement for vehicular, pedestrian, and bicycle travel as well as future development. After 45 minutes of discussion the group came back together for a report back. One participant from each table was asked to summarize the main talking points and takeaways from their discussion. At the end of the meeting, participants were asked to prioritize the study's objectives through a dot point exercise.

This was one of two public workshops outlined in the CMP's Public Engagement Plan. A second public workshop will be held in the Fall of 2017.

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Workshop Agenda

1. **Presentation (45 Min)**
 - Introduction
 - Project Team & TAC
 - Project Timeline
 - What is a Corridor Management Plan?
 - Purpose
 - Key Elements
 - Study Objectives
 - Corridor Inventory and Assessment
 - Overview of four sections of corridor
 - Transit
 - Crash analysis
 - Bicycle, Pedestrian, ADA Conditions
 - Public Outreach – Results of Intercept Survey
 - How Can You Get Involved?
2. **Coffee Break (15 Min)**
3. **Roundtable Discussion (45 Min)**
4. **Wrap Up (15 Min)**
 - Report Back
 - Dot-Point Exercise

A copy of the presentation is contained in the Appendix.

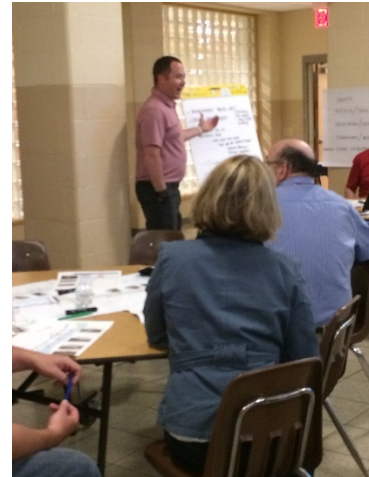


BFJ Planning

Roundtable Discussions & Report Back

After the presentation and a short break, participants were split into four roundtable discussion groups. Each roundtable discussion was facilitated by a member of the project team. Participants were encouraged to answer the following guiding questions, which consider all modes of transportation:

- Is there anything missing from the study objectives?
- Are there opportunities for bicycling in the corridor?
- Where should we encourage pedestrian activity? Where should we not?
- Would a consistent shoulder along 9W be a reasonable goal?
- Should we maintain passing lanes?
- Should we control left turns?
- Do you use transit, taxi, or ride-share services?



Each table was given a study area maps summarizing the corridor's lane configurations and the five-year crash analysis. Copies of these maps are contained in the Appendix.

After 45 minutes of discussion, workshop participants reconvened and one person from each table presented the table's main talking points. The comments are summarized below:

- Study Objectives
 - "Improve traffic flow" was added to the study's objectives.
- High speeds along corridor
 - Drivers often speed in segments that have more than two traffic lanes, creating unsafe speed differentials. Eliminate four lane section between Marlboro and Milton.
 - The speed limit should be lower in segments that have a limit of 55.
 - The section between CVS and Milton Turnpike should be lowered from 55 mph to 45 mph.
 - Difficult to make safe turn off of Route 9W. Left turn pockets should be available in more places such as Willow Tree Rd, Old Indian Rd, and Lyons Lane
- Traffic Congestion
 - Very difficult to make left turns on to Route 9W
 - Passing lanes should be maintained in some areas of corridor
 - Left turn at intersection of Route 9W and Western Avenue causes congestion. Construct northbound left-turn lane at Western Avenue to allow through vehicles to pass.
 - Consider roundabouts in hamlets to alleviate congestion
- Safety
 - Improve lighting at high crash locations.



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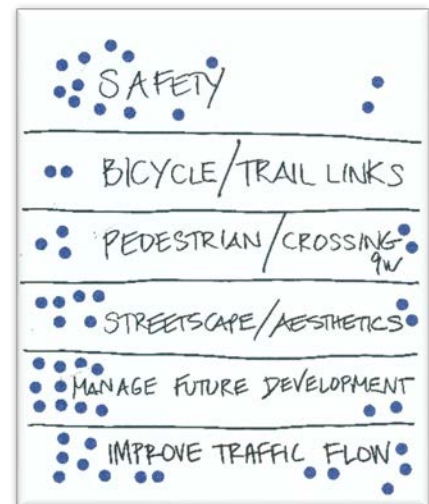
- Poor driving behavior, such as aggressive driving and distracted driving, contribute to unsafe conditions.
- Pedestrian and Bicycle Infrastructure
 - Pedestrian activity is most appropriate in the hamlets. Sidewalks network should be expanded to connect gaps and reach more destinations.
 - Pedestrian infrastructure should be prioritized around Marlboro's schools.
 - Extend sidewalks in Marlboro Hamlet to CVS.
 - Extend sidewalks from Main Street to intersection of Route 9W & Milton Turnpike in Milton Hamlet
 - Long term goal to connect hamlets
 - There are no pedestrian crossings outside of Marlboro Hamlet.
 - Difficult for pedestrians and bicyclists to access Cluett Schantz Memorial Park.
 - Effort should be made to maintain a consistent shoulder throughout corridor for pedestrian and bicycle use. A separate facility would be ideal if feasible.
 - Hamlets should be more bicycle friendly.
 - Sidewalks should be required as part of future developments
- Corridor Aesthetics
 - Pavement is in poor condition in some sections of corridor. General concern that NYSDOT does not have the resources to improve or maintain corridor.
 - Improve visual character of corridor
 - Gateway treatments with plantings
 - Improved property maintenance
 - Introduce design guidelines for future development
 - Better wayfinding signage

Dot Point Exercise

The purpose of the dot-point exercise is for participants to rank the study's objectives to inform how the plan should prioritize recommendations. Participants were each given three dots and were asked to stick them next to the objectives they thought were most important. This activity gave participants the opportunity to vote independently after hearing feedback from the group roundtable discussion. Five objectives were developed by the project team and TAC. A sixth, improve traffic flow, was added after the Report Back.

The results of the dot-point exercise are as follows:

- Address traffic safety issues, reduce speeding - **13 dots**
- Improve traffic flow - **13 dots**
- Manage and mitigate future land use development - **12 dots**
- Improve streetscape aesthetics - **8 dots**
- Improve pedestrian walking and crossing conditions along select sections of corridor - **5 dots**
- Improve bicycle opportunities in corridor and connections to surrounding trails - **2 dots**



Appendix

- Workshop Advertisement and Sign-in Sheet
- Public Workshop Presentation
- Roundtable Discussion Materials
 - Study area map with sections
 - Study area map with crash data

Rte 9W Corridor Management Plan

Focusing on a segment of NYS Rte 9W in the Towns of Marlborough and Lloyd

The Ulster County Transportation Council (UCTC), in conjunction with the Towns of Marlborough and Lloyd and NYS Department of Transportation, is developing a corridor management plan for the Route 9W corridor.

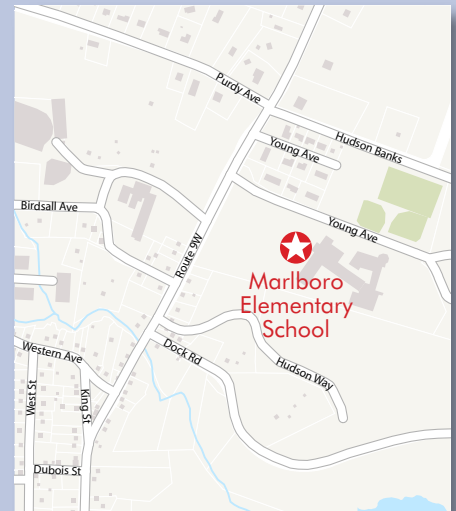
The Plan will provide a long-term vision for the corridor with a list of future improvements needed to improve conditions for all modes of transportation (car, bus, pedestrian and bicycle) while considering aesthetic and economic development goals. Priority recommendations will address traffic safety and flow as well as improving pedestrian crossings at key locations.



Public Workshop #1

**Thursday, June 8th
6:30 PM - 8:30 PM**

Marlboro Elementary School
1380 Route 9W
Marlboro, NY 12542



All interested residents, employees, property owners and other stakeholders are encouraged to attend and share their thoughts on the vision, goals and objectives for the corridor. A second workshop will be held in the fall to solicit feedback on initial recommendations

Project Website: <http://ulstercountyny.gov/planning/planning/active-studies/route-9w-corridor>

Share your
opinion!

Learn
more!

Online Survey: <https://www.surveymonkey.com/r/Rte9WPlan>

Route 9W Corridor Management Plan – Public Workshop #1
June 8, 2017
Sign-In Sheet

NAME	ORGANIZATION	EMAIL	PHONE
Joseph Lofaro	Planning board member		
Carroll F. Cook	Gomez Mill House	cfcCook@gomez.org	236-3162
George Rusk		GRusk@RWHM.com	236 4794
Howard Baker	Tom Town Board	hcbaker@huc.rr.com	914-475-8720
Pat Brown			845-225-2306
Sue Cary		srcary001@yahoo.com	845 236 3304
Alden Link	Repsul	aldenlink@yahoo.com	
Lia Manion	self	Lmanion1936@gmail.com	845/236-2735
Patricia J. Walsh		patriciawalsh317@gmail.com	845-236-9330
Linda Coupart	Republican	lcoupart@gmail.com	
Amy Hepworth		AmyHepworth@gmail.com	845-590 6781

Route 9W Corridor Management Plan – Public Workshop #1
June 8, 2017
Sign-In Sheet

NAME	ORGANIZATION	EMAIL	PHONE
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Andrew Nikola.		Andrew, Nikola @ gmail. com	845-590-2660
ALAN KORWIL		ALAN M KORWIL @gmail. com	845-590-9317
Diana O Henry		QUINBY123@aol.com	845-542-2761
Phoebe Zumbaj		PHOEBEZ@VERIZON.NET	236-4751
Pete S Bl	TOWN OF LLA YD PLANNING BOARD		
Sherida Sessa		sporpiglia@gmail.com	914-213- 8278
AL LANZETTA	Town of MARLBOROUGH		
Chris Brand	Town of Marlborough		

Route 9W Corridor Management Plan

Towns of Marlborough and Lloyd

Public Workshop #1

June 8, 2017



BFJ Planning



SUSAN G. BLICKSTEIN, AICP, PhD
PLANNING ♦ POLICY ♦ RESEARCH

Introductions

Ulster County Transportation Council

Brian Slack, AICP, Project Manager

Dennis Doyle, Director

David Staas, Transportation Planner

Technical Advisory Committee

Town of Marlborough | Al Lanzetta, Howard Baker, Michael Brooks,
Manny Cauchi, Allan Koenig, Bob Troncillito, Tom Corcoran,
Chief Gerald Coccozza, John Alonge, Gael Appler,

Town of Lloyd | David Barton, Peter Brooks

NYSDOT | Christopher Lee, Jim Rapoli, Thomas Weiner

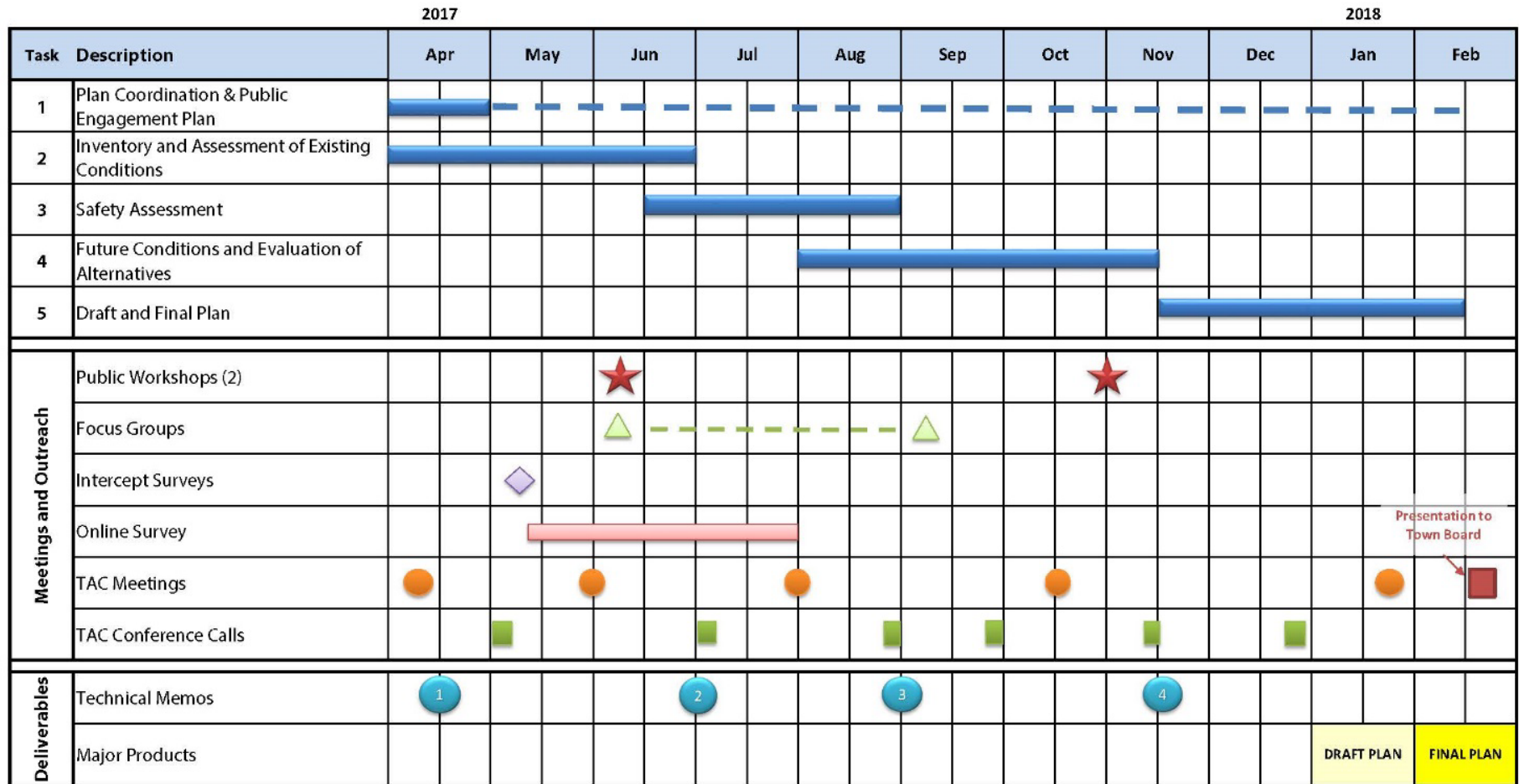
Consultants

BFJ Planning | Transportation and Land Use Planning, Public Outreach

Susan G. Blickstein | Public Outreach, Bicycle & Pedestrian Planning

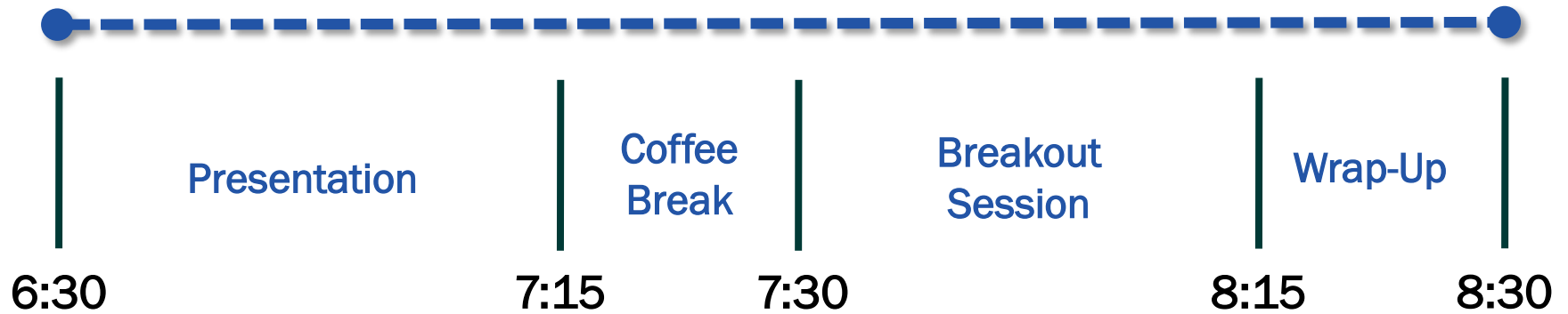
Project Timeline

Route 9W Corridor Management Plan Work Flow Chart & Schedule



Rev: June 1, 2017

Agenda



What is a Corridor Management Plan?

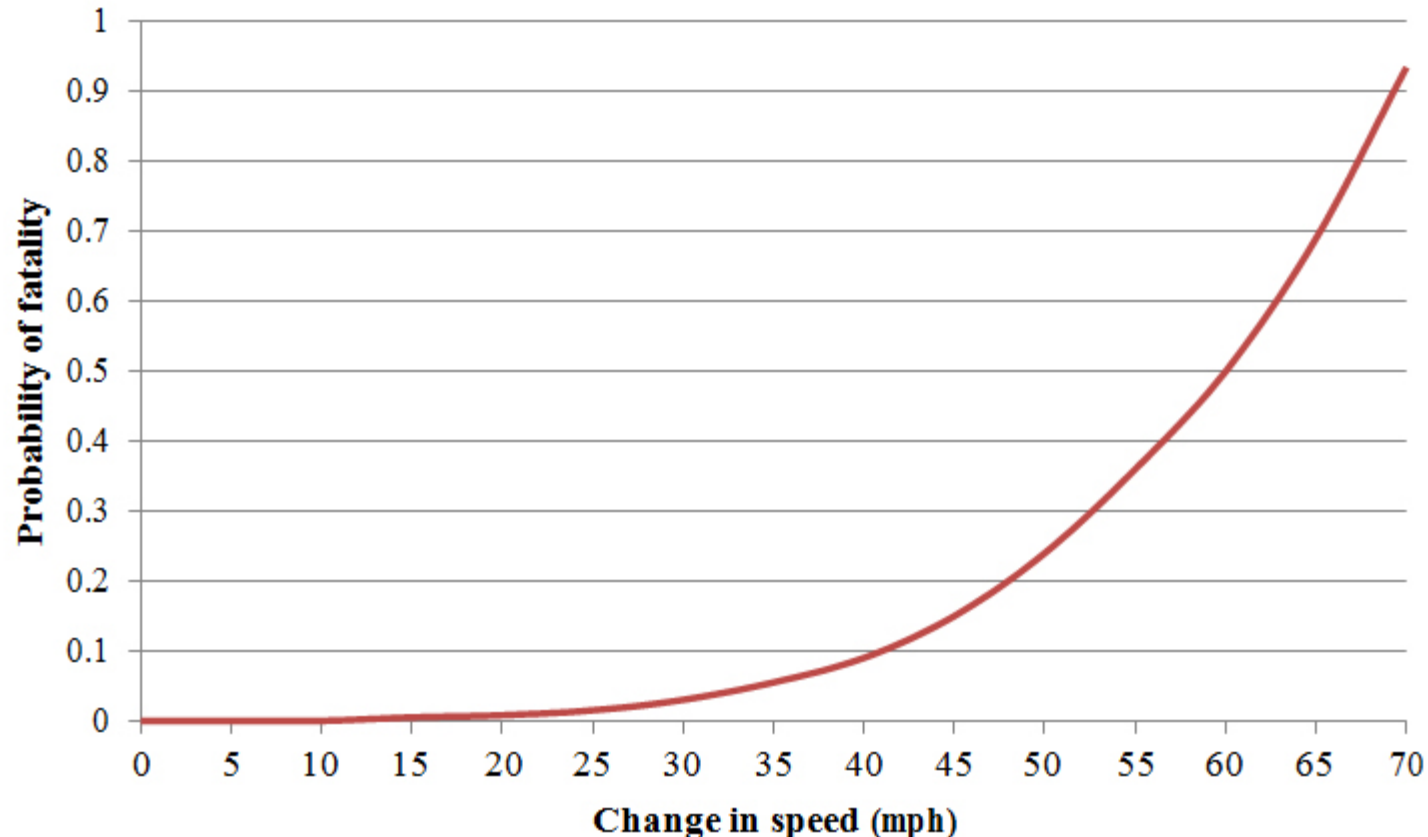
CMP Components:

- Inventory and Assessment of Existing Conditions
- Safety Assessment of Priority Intersections and Road Segments
- Estimate of Future Conditions and Evaluation of Alternatives
- Development of Recommendations
- Draft and Final Plan



Key Element: Speed and Crash Severity

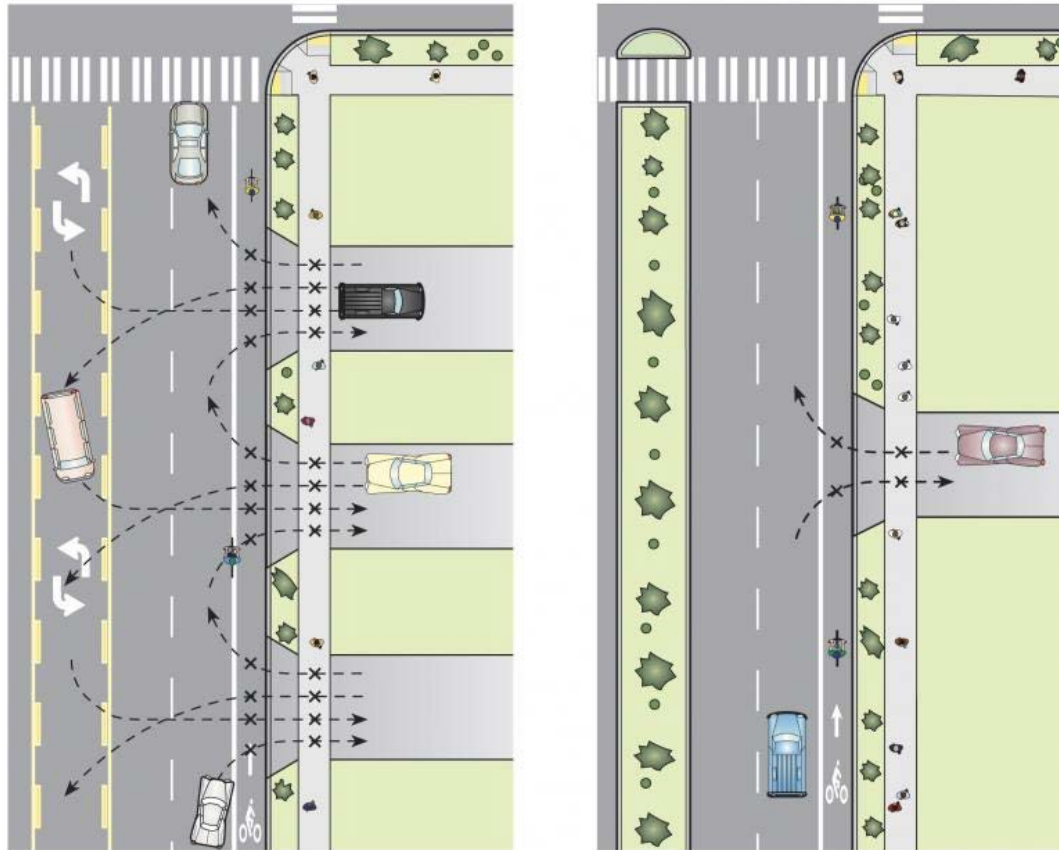
The probability of fatality or severe injury increases as travel speed increases.



Source: FHWA, USDOT

Key Element: Access Management

Access Management is the regulation of driveways and intersections to optimize safety and mobility along a roadway.



Source: Caltrans

Key Element: Complete Streets

Complete Streets are streets that are designed for safe access and operation by all user groups:

- All transportation modes, including pedestrians, bicyclists, transit riders, and motorists
- All ages and abilities



Complete Streets will look different in small town communities than they do in urban settings

Source: National Complete Streets Coalition & FHWA, USDOT

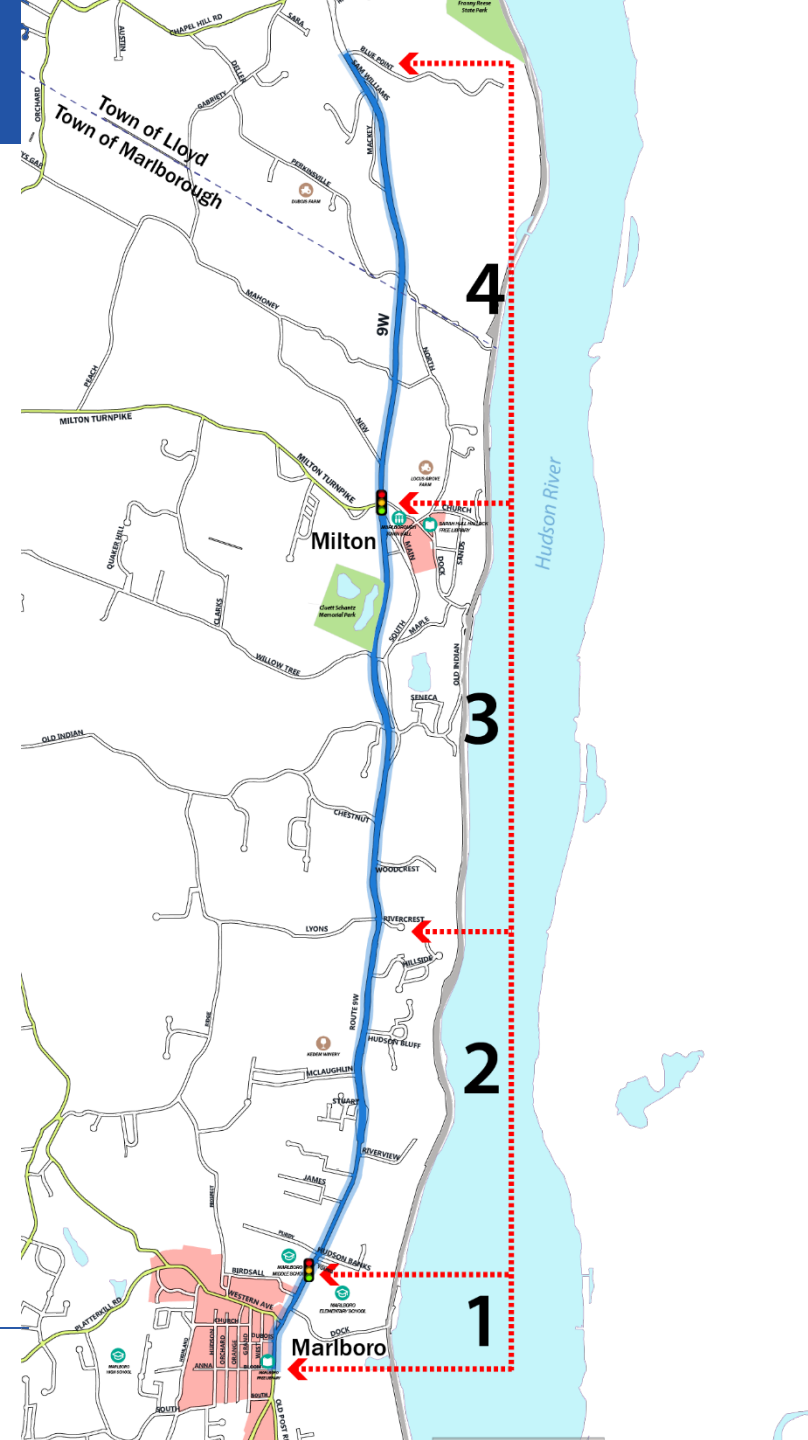
Project Team's Perception of Study Objectives

- Address traffic safety issues, reduce speeding
- Improve bicycle opportunities in corridor and connections to surrounding trails
- Improve pedestrian walking and crossing conditions along select sections of corridor
- Improve streetscape aesthetics
- Manage and mitigate future land use development

Corridor Inventory and Assessment

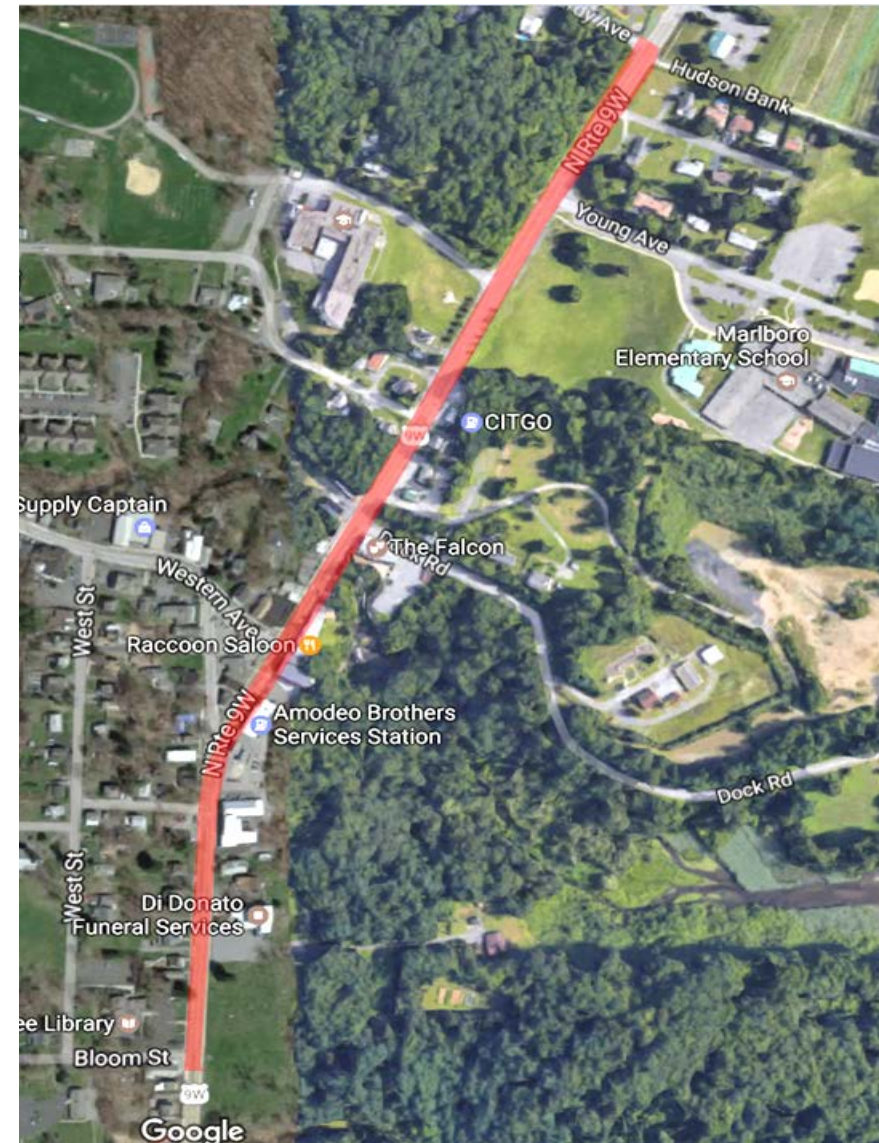
Corridor Split into Four Sections

- Section 1: Bloom Street to Purdy Avenue (Marlboro Hamlet)
- Section 2: Purdy Avenue to Rivercrest Lane/Lyons Lane
- Section 3: Rivercrest Lane/Lyons Lane to Milton Turnpike
- Section 4: Milton Turnpike (Marlborough) to Blue Point Road (Lloyd)



Section One (Marlboro Hamlet – Bloom St to Purdy Ave)

- Half-mile segment in Marlboro Hamlet
- Two lanes
- 30 mph posted speed limit
- Signalized Intersections
 - Young Ave (with pedestrian signal head)
 - King St (flashing light)

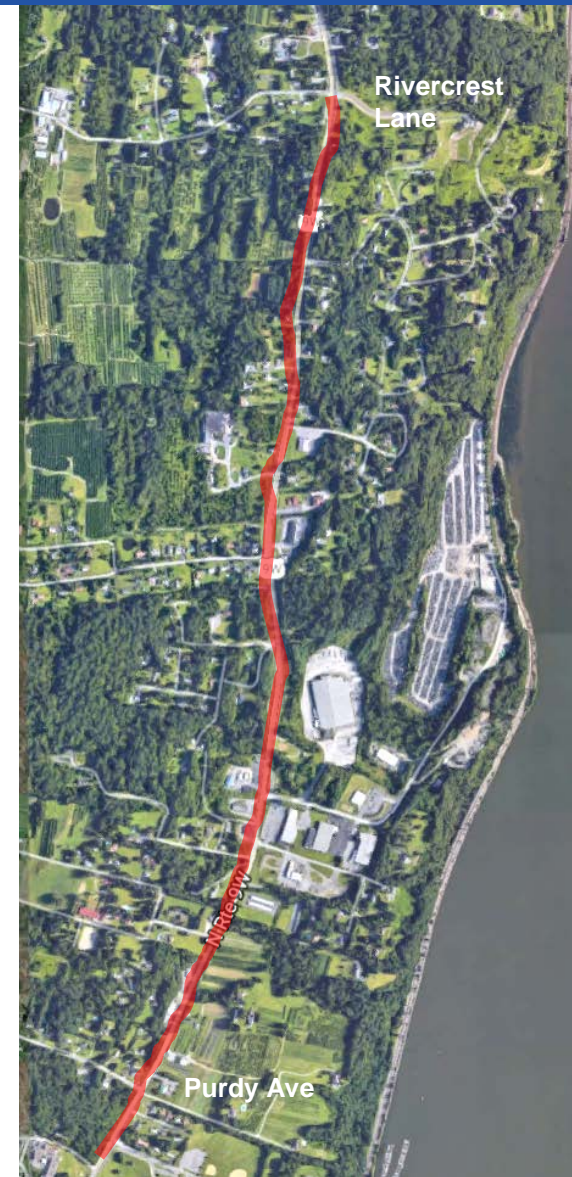


Section One (Marlboro Hamlet – Bloom St to Purdy Ave, 0.6 mi)

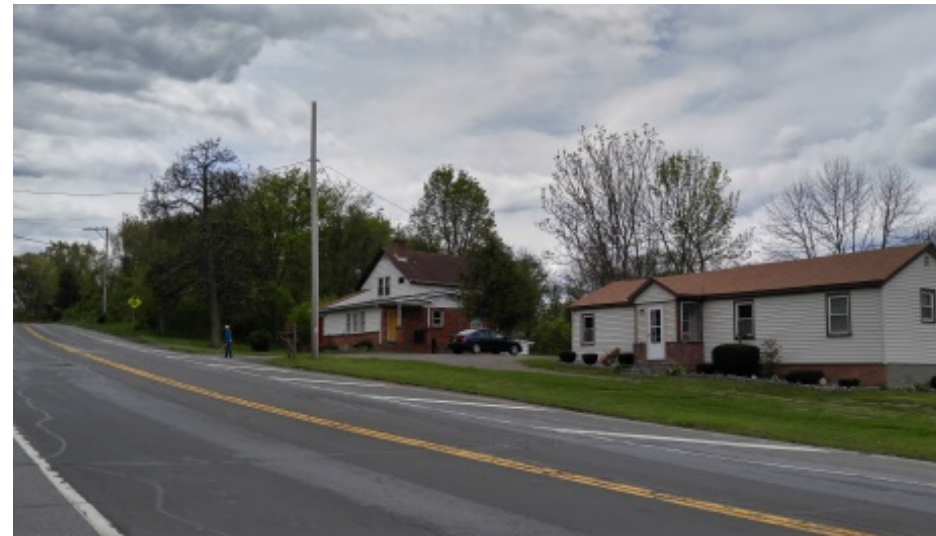


Section Two (Purdy Ave to Rivercrest Lane/Lyons Lane)

- 1.75 mile segment
- 40 mph posted speed limit between Purdy Ave and Riverview Rd.
 - 2 Lanes with some left turn lanes
- 55 mph posted speed limit between Riverview Rd and Rivercrest Ln.
 - Northbound lane splits into climbing and passing lane between Riverview Drive and McLaughlin Drive



Section Two (Purdy Ave to Rivercrest Lane/Lyons Lane -1.75 mi)



Section Three (Rivercrest Lane/Lyons Lane to Milton Turnpike)

- 2 mile segment
- Four lanes with lane merges at north and south ends of segment
- 55 mph posted speed limit
- 4-way signalized intersection at Milton Turnpike

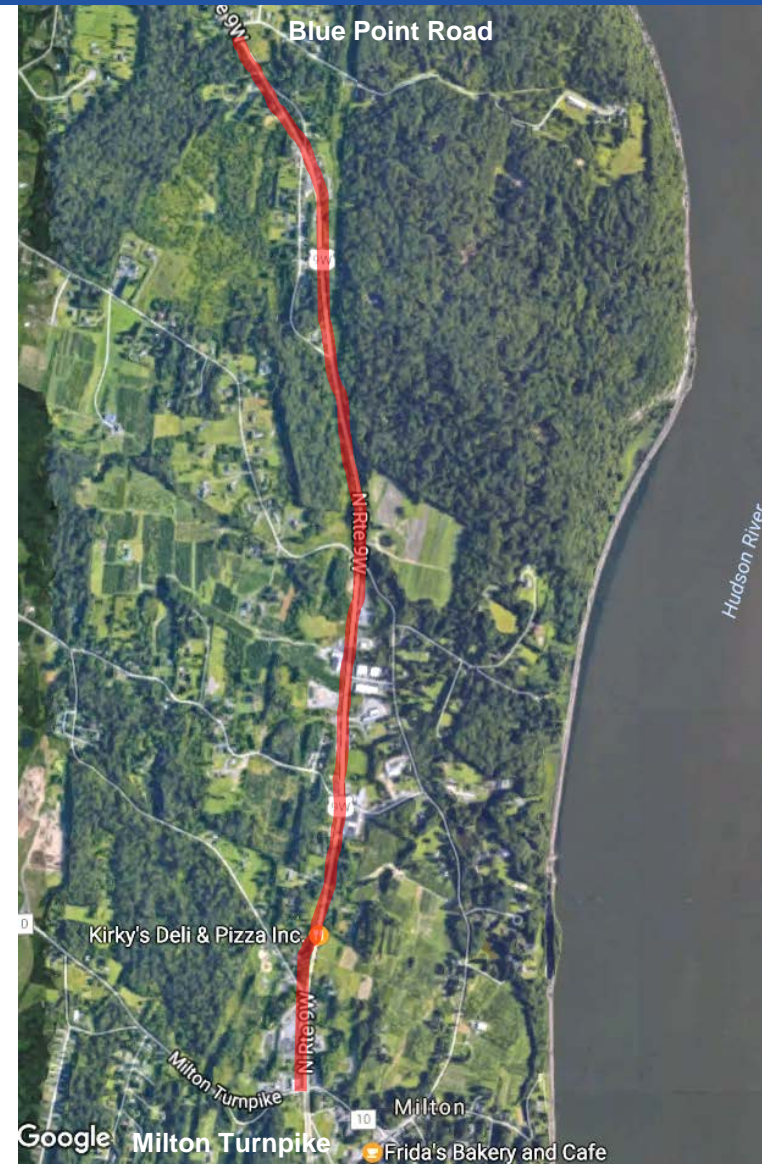


Section Three (Rivercrest Lane/Lyons Lane to Milton Turnpike)



Section Four (Milton Turnpike to Blue Point Road – 2.2 Miles)

- 2.25 mile segment in Towns of Marlborough and Lloyd
- Two lanes with broken yellow markings in Highway Business District
- 55 mph speed limit
- Milton Turnpike major intersection/traffic signal



Section Four (Milton Turnpike to Blue Point Road)



Transit

- Limited bus service provided by Ulster County Area Transit (UCAT) Kingston-Poughkeepsie-Marlboro Route (KPL)
- Service runs between Kingston and Marlboro twice a day
 - Route terminates at King Street at 7:00 am and 6:25 pm.
 - Customers can hail bus at any point along route.
 - Additional bus stop located at Milton Turnpike.



Crash Analysis

Between Jan 2012 and Dec 2016, there were 575 crashes involving a motor vehicle reported to the DMV.

In the last 5 years, motor vehicle crashes claimed the lives of 2 people and injured 211 people

- 2 fatalities
- 25% (144) of crashes resulted in injuries
- 75% (429) of crashes resulted in property damage

The majority (71%) of crashes occurred within 200 feet of an intersection

- The remaining 29% crashes occurred in between intersections

Single and Multiple Vehicle Crashes

Fatality (2)



Injury Crashes (144)



Property Damage
& Non-Reportable
Crashes (429)

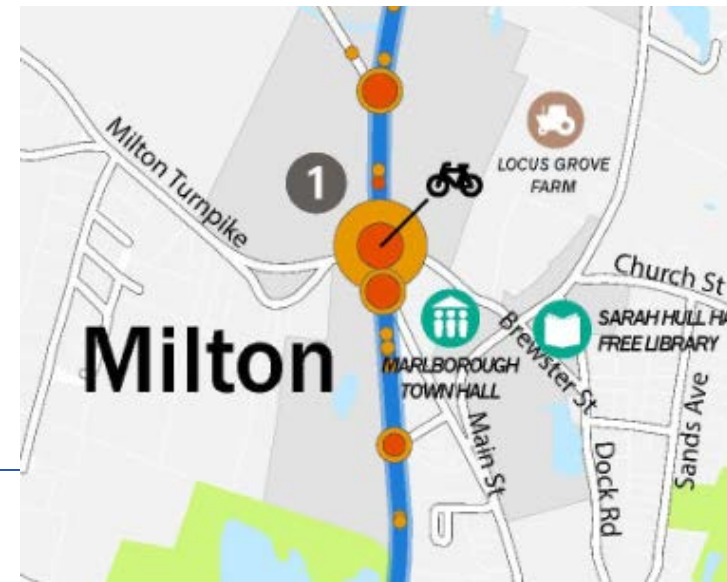


Pedestrian & Bicycle Crashes

Pedestrian (2)



Bicycle (1)



Crash Analysis: Pedestrian and Bicycle Crashes

2 Pedestrian Crashes



Western Avenue



400 feet south of Perkinsville
Road/Milton Road

1 Bicycle Crash



Milton Turnpike

Existing Bicycle, Pedestrian/ADA Corridor Conditions

Overall Conditions

- Lack of sidewalks with few exceptions
- Only three crosswalks across 9W
- Inconsistent shoulders and varied/often poor conditions
- High travel speeds diminish comfort/safety for those on foot or cycling on shoulders
- Vertical and horizontal curvature, combined with high travel speeds in some areas, limit visibility
- Poor lighting conditions

Bicycle/Pedestrian and ADA Opportunities

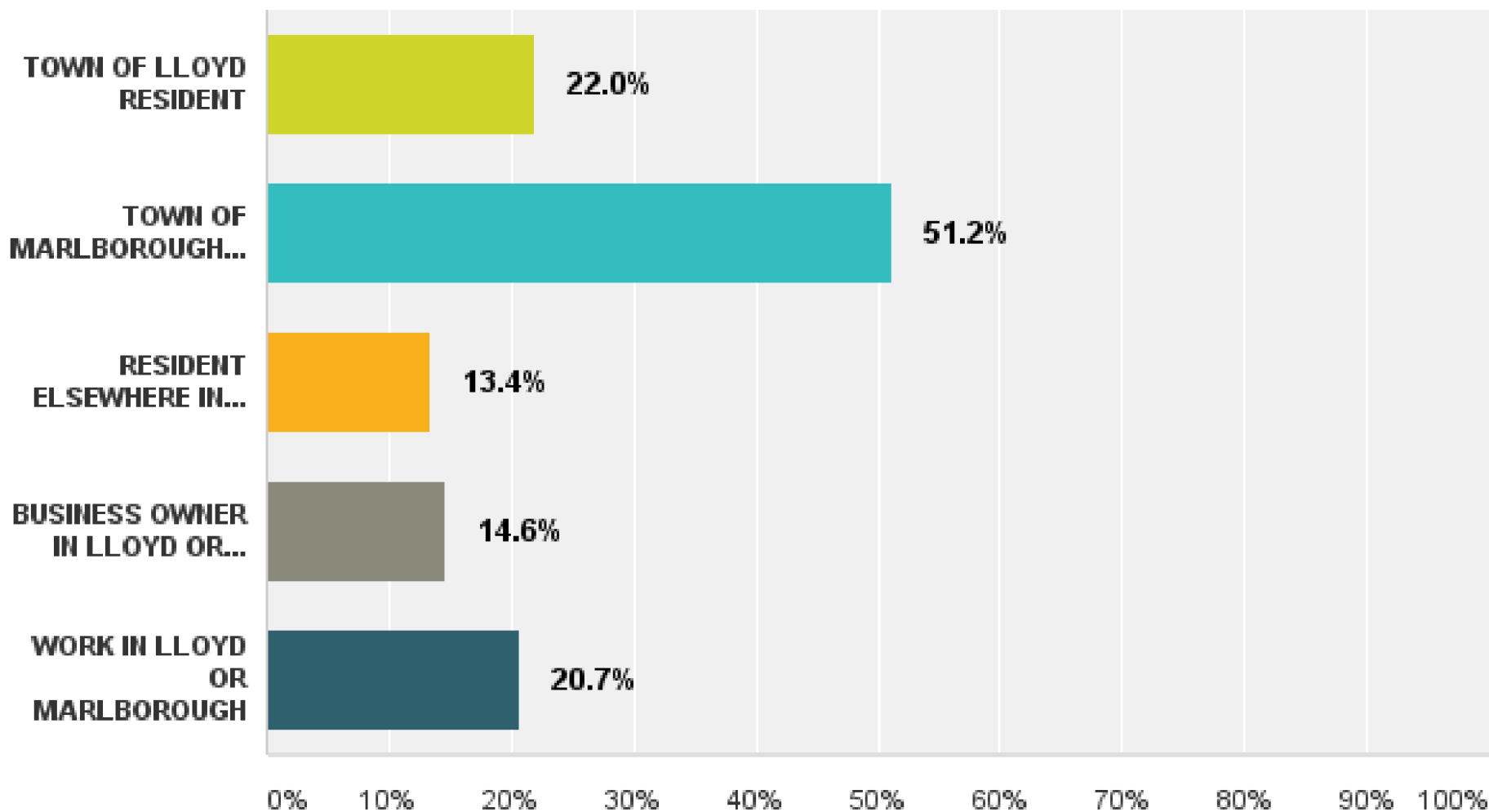
- Consistent, well maintained shoulders of at least 6', ideally with area of separation from travel lanes
- Improve bicycle/pedestrian connections between the hamlets
- Add crosswalks/ADA upgrades at Milton Avenue intersection and at future signalized intersections
- Explore travel speed reduction in response to crash history/accident severity trends
- Improve lighting between the hamlets along the corridor
- Improve access management
- Work with NYSDOT to designate Route 9W a State Bicycle Route
- Create connections to regional trail systems, including the Empire Trail



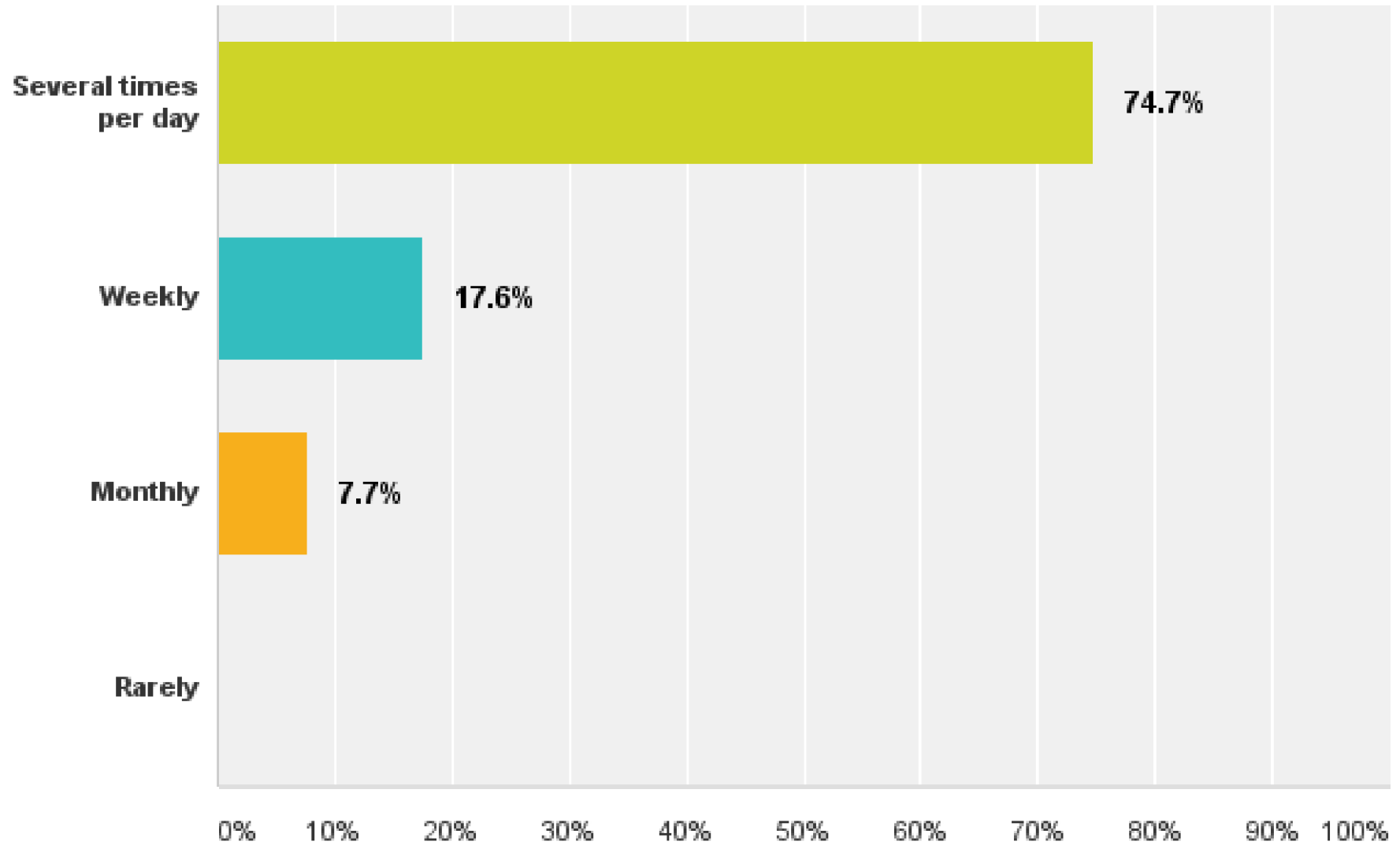
Intercept Survey - Methodology

- Tool to speak to people as they go about their daily business
- Basic questions on travel mode, frequency, perceptions of safety and of visual quality of the corridor
- Various locations throughout Lloyd and Marlborough
- Team collectively spoke with over 90 people
- Vast majority live, work (or both) within Lloyd and Marlborough and travel the study area corridor on a daily basis

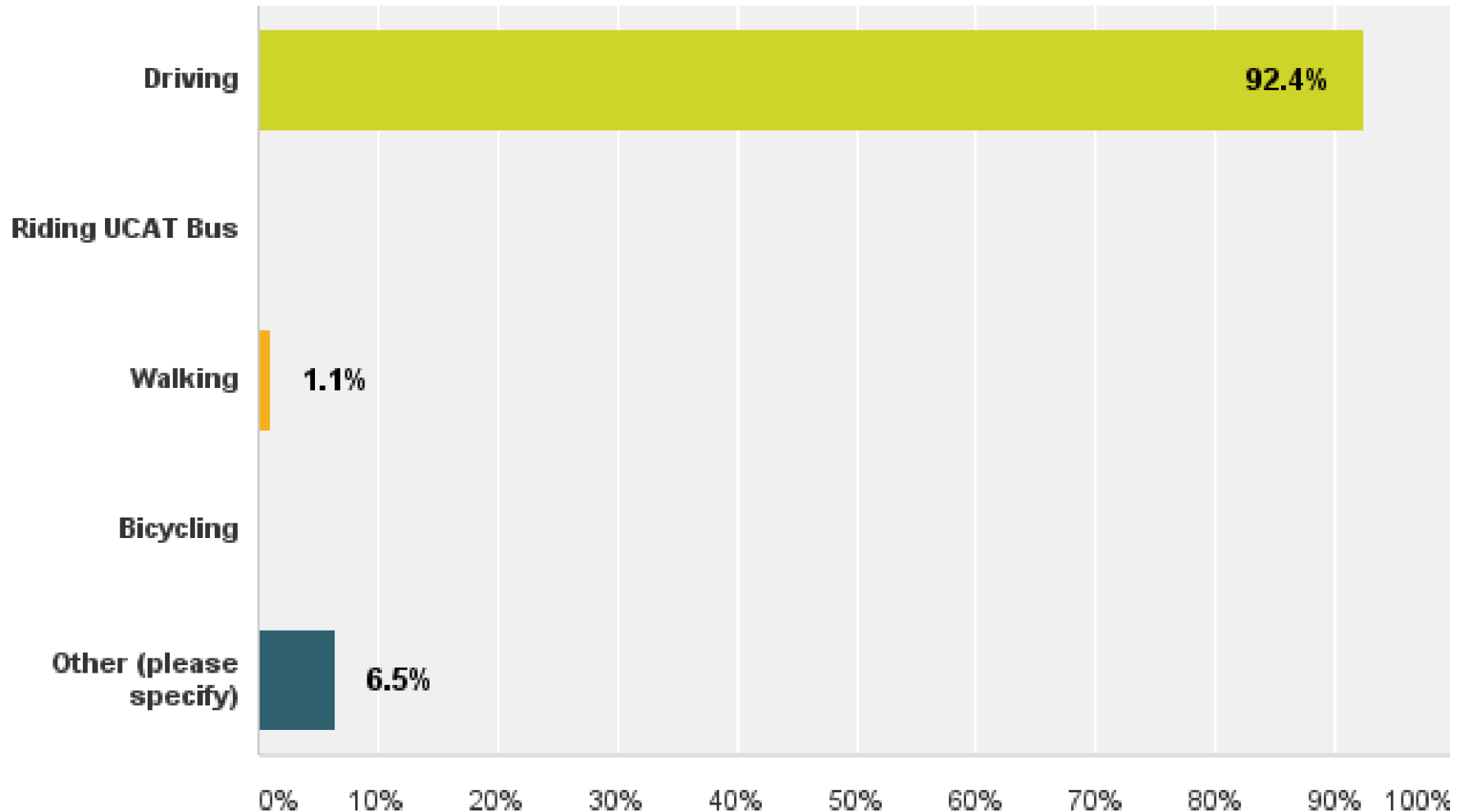
Intercept Survey – Who we spoke with



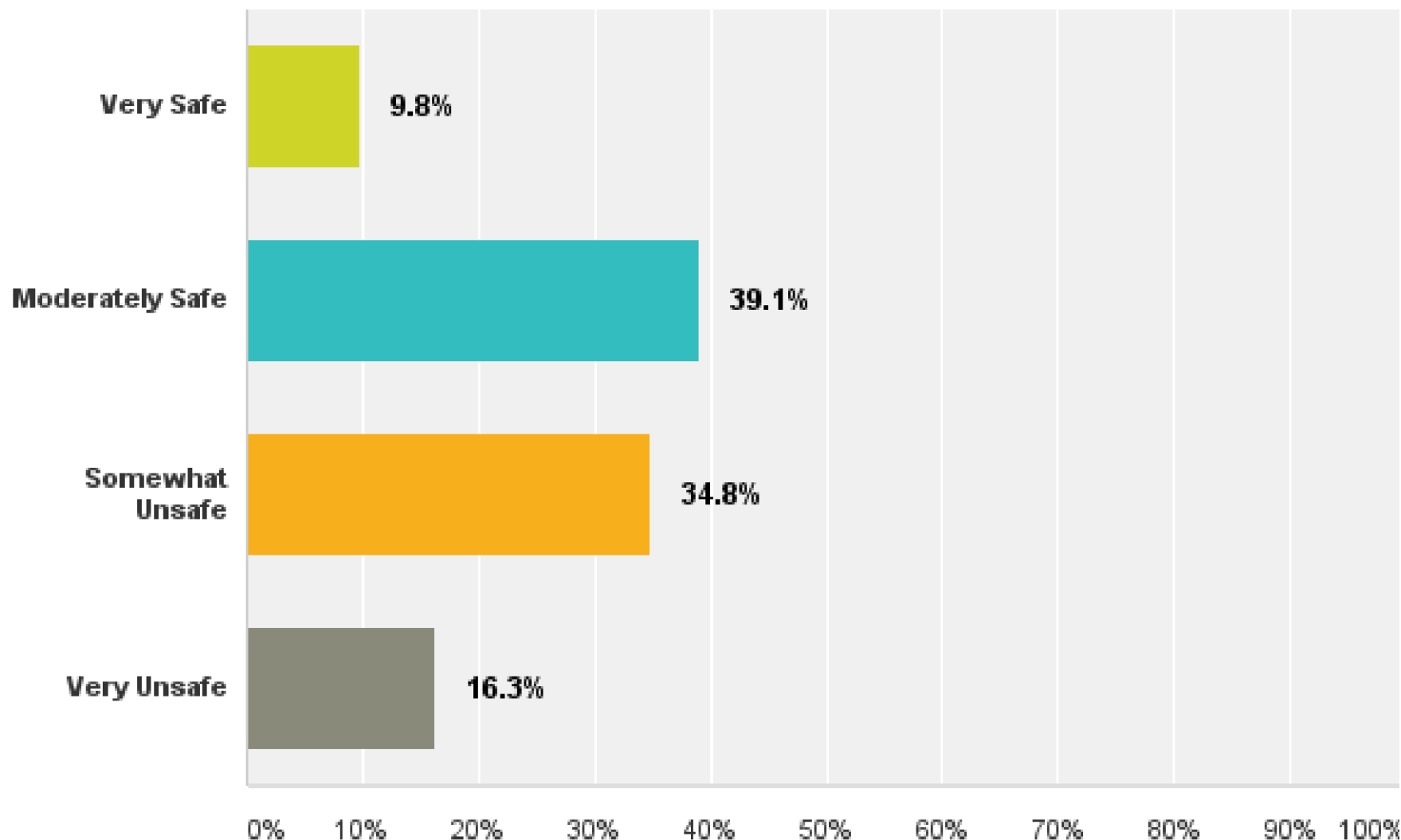
Intercept Survey – Frequency of Travel within Study Area



Intercept Survey – Mode of Travel



Intercept Survey – Perceptions of Safety



Intercept Survey – Safety Concerns Identified

- Most people have seen crashes on the corridor
- Failure to yield to pedestrians, especially in hamlets
- High travel speeds/truck traffic
- Merging at high speeds (esp. by Milton Hardware)
- Lack of driver attentiveness
- Poor lighting
- Lots of access points/driveways
- Left turns onto/off of corridor (especially Lyons Lane, Chestnut Lane, Willow Tree Rd, Old Indian Rd, Western Ave)
- Potholes/bumps– poor maintenance

Intercept Survey – Perceptions of Safety WORD CLOUD

Safe Sunoco Drivers Cellphone Accidents Highway
Lane Crashes Speeds Milton Hardware
Unsafe Hamlet Walk Motorcycles Turning
Crosswalk Going Too Fast Dangerous

Intercept Survey – Issues & Opportunities

- Wider lanes/More lanes?
- Slow down/calm traffic
- Better separate between N/S bound travel lanes in high speed areas
- Left turn lanes
- Fix potholes
- Sidewalks, especially in/around Marlboro Hamlet
- Better demarcate roadway from pedestrian realm
- ADA upgrades
- Bicycle lanes
- Adjacent land uses
- Streetscape upgrades/gateway areas

Breakout Session

Roundtable Discussions (45 minutes)

- Facilitated discussions lead by members of Project Team to understand your experiences and ideas.

Wrap Up (15 minutes)

- **Report Back (10 minutes)**
 - One person from each discussion group will report main talking points.
- **Dot-point Exercise (5 minutes)**
 - Which study objectives should be prioritized?
 - Stick dots on the objectives you feel are most important.
 - Votes will be tallied and ranked.

How Can You Get Involved?

Take the Online Survey

www.surveymonkey.com/r/Rte9WPlan

Survey will close July 31, 2017

Attend Our Next Workshop

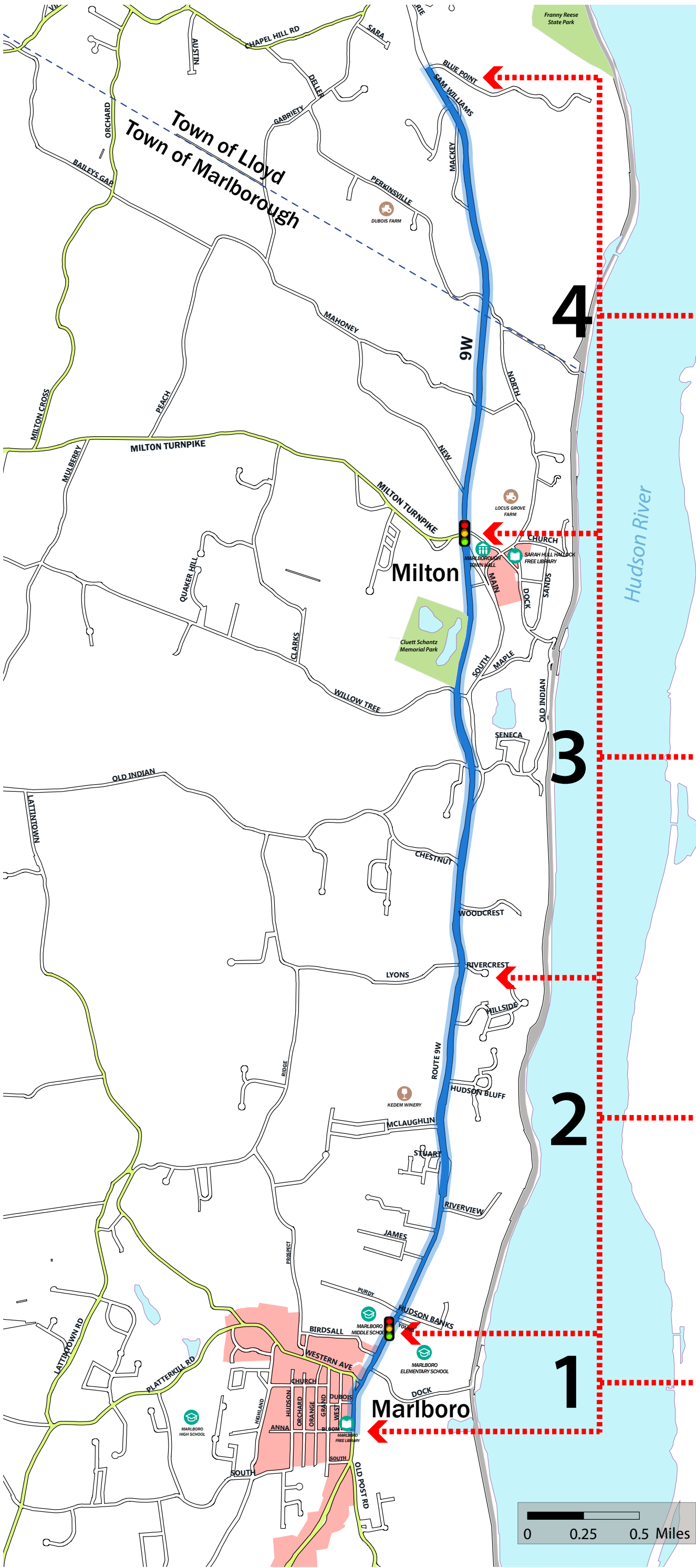
The Project Team will present draft recommendations

November 2017 – Exact date TBA

For Project Updates, check the County's Website

www.ulstercountyny.gov/planning/planning/active-studies/route-9W-corridor

Or search “Route 9W Corridor Management Plan, Ulster County”



SECTION 4



SECTION 3

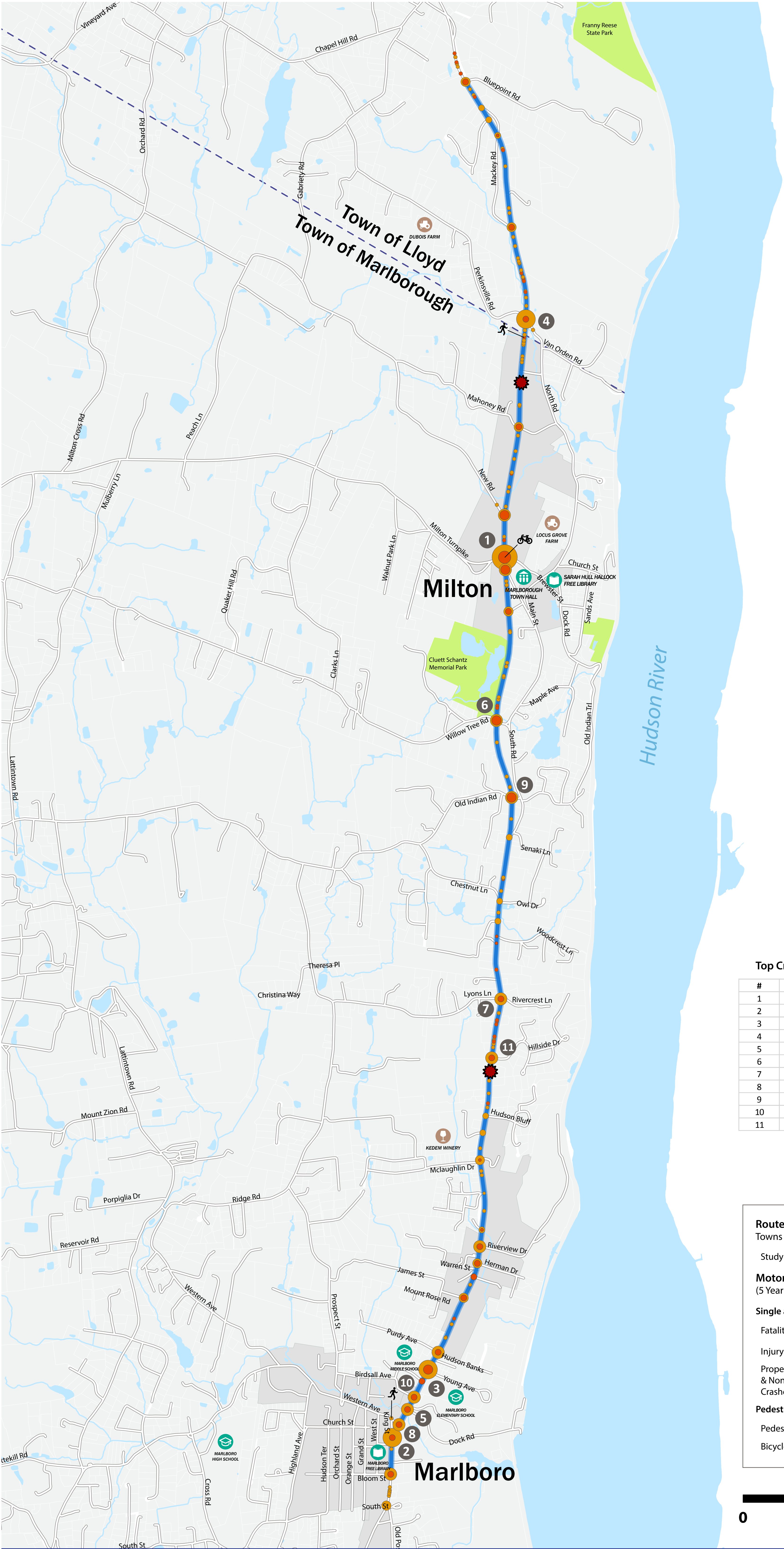


SECTION 2



SECTION 1





Top Crash Intersections

#	CROSS STREET	INJURY	PD + NR	TOTAL
1	MILTON TURNPIKE	13	31	44
2	KING ST	4	21	25
3	YOUNG AVE	7	17	24
4	PERKINSVILLE RD	4	18	22
5	DOCK RD (MARLBORO)	3	17	20
6	WILLOW TREE RD	6	13	19
7	LYONS LN/ RIVERCREST LN	2	17	19
8	WESTERN AVE	5	13	18
9	OLD INDIAN RD	9	7	16
10	BIRDSALL AVE	3	12	15
11	HILLSIDE DR	4	11	15

Route 9W Corridor Management Study
Towns of Marlborough and Lloyd

Study Area

Motor Vehicle Crashes
(5 Year Period: Jan 2012 to Dec 2016)

Single and Multiple Vehicle Crashes		Crash Magnitude	
Fatality (2)			1
Injury Crashes (144)			2 - 5
Property Damage & Non-Reportable Crashes (429)			6 - 10
Pedestrian & Bicycle Crashes			11 - 20
Pedestrian (2)			21 - 30
Bicycle (1)			31 - 44



5. Workshop #2



Route 9W Corridor Management Plan Public Workshop 2: Meeting Summary

Thursday, November 16 2017

Prepared by:

BFJ Planning
115 5th Avenue
New York, NY 10003
www.bfjplanning.com

BFJ Planning

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Introduction	1
Workshop Agenda	1
Dot Point Exercise	2

Appendix:

- Workshop Advertisement and Sign-in Sheet
- Public Workshop Presentation
- Preliminary Recommendation Boards

BFJ Planning

Introduction

The Ulster County Transportation Council (UCTC), with project consultants BFJ Planning and Susan G. Blickstein, hosted the second public workshop for the Route 9W Corridor Management Plan (CMP) on Thursday, November 16 2017. The workshop was held at the Marlboro Elementary School from 6:30pm to 8:30pm. The workshop was attended by 15 people, as well as members of the Technical Advisory Committee; the Town of Marlborough; and members of the community. All of the participants are frequent users of Route 9W.

Susan Blickstein, Principal at SGB, took participants through the presentation deck. Georges Jacquemart, Principal at BFJ, supplemented the presentation with a discussion on speed and capacity along Route 9W.

Following the presentation and a brief coffee break, participants were invited to review boards listing the plan's preliminary recommendations. The six boards were divided among three stations, which were managed by members of the BFJ & SGB project team. After 45 minutes, the group came back together and were invited to participate in a dot exercise.

This was the last of two public workshops outlined in the CMP's Public Engagement Plan.

Workshop Agenda

- 1. Presentation (30 Min)**
- 2. Coffee Break (15 Min)**
- 3. Breakout Session (1 Hour)**
- 4. Dot Exercise (15 Min)**

A copy of the presentation is contained in the Appendix.

BFJ Planning

Dot Point Exercise

The purpose of the dot-point exercise is for participants to rank the preliminary recommendations to inform the plan's priorities. Participants were each given five dots and were asked to stick them next to the recommendations they thought were most important. This activity gave participants the opportunity to vote independently after visiting each of the stations.

The results of the dot-point exercise are as follows:

1. Road Diet in Four Lane Section - **16 dots**
2. Study parking and pedestrian infrastructure at Marlboro Triangle to assess feasibility of adding left-turn lane - **13 dots**
3. Add center turning lane in Milton Industrial Park - **7 dots**
4. Midblock crosswalk across 9W at Cluett Schantz Park - **7 dots**
5. Designate 9W as a bicycle route - **5 dots**
6. Enhance crosswalks in Marlboro Hamlet with Rectangular Rapid Flashing Beacons (RRFBs) - **5 dots**



Route 9W Corridor Management Plan
List of Recommendations for Public Workshop #2
with Dot-Point Exercise Results

Address Traffic Safety & Improve Traffic Flow Board 1		Dots
1	Road Diet in Four Lane Section	16
2	Add Center Turning Lane in Milton Industrial Park	7
3	Consistent Shoulders Throughout Corridor	2
Address Traffic Safety & Improve Traffic Flow Board 2		
4	Study parking and pedestrian infrastructure at Marlboro Triangle to assess feasibility of adding left-turn lane	12
5	Change lane configuration of southbound approach at Milton Turnpike	3
6	Convert signalized intersection to a roundabout at Milton Turnpike	3
Improve Streetscape Aesthetics & Manage Future Growth Board 1		
7	Landscaping and Sidewalks	2
8	Gateway & Wayfinding Signage	0
9	Lighting at Intersections	2
Improve Streetscape Aesthetics & Manage Future Growth Board 2		
10	Target growth to hamlets, conserve agriculture and green areas	2
11	Revise zoning to incorporate Access Management Plan	1
12	Restrict uses permitted in Business Corridor Overlay District in area between hamlets	3
Improve Pedestrian and Bicycle Opportunities Board 1		
13	Enhance crosswalks in Marlboro Hamlet with Rectangular Rapid Flashing Beacons (RRFBs)	5
14	Fill in gaps in sidewalk network between Western and Young Avenue	0
15	Midblock crosswalk across 9W at Cluett Schantz Park	7
16	Extend sidewalk network in Milton Hamlet	2
17	Add pedestrian and bicycle crossing to Milton Turnpike	2
Improve Pedestrian and Bicycle Opportunities Board 2		
18	Designate 9W as a bicycle route	5
19	Shared roadways in hamlets	
20	Bicycle parking in hamlets and parks	
21	Regional bicycle routes	1
22	Multi-use path connecting the hamlets	4

Appendix

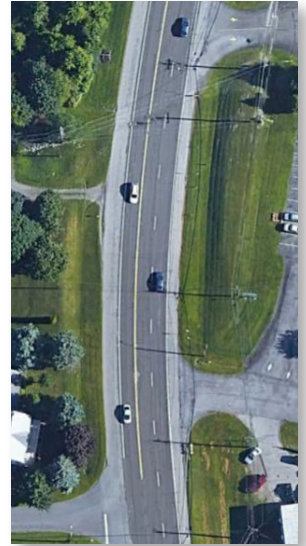
- Workshop Advertisement and Sign-in Sheet
- Public Workshop Presentation
- Preliminary Recommendation Boards
 - Clean
 - With Public Comments

Rte 9W Corridor Management Plan

Focusing on a segment of NYS Rte 9W in the Towns of Marlborough and Lloyd

The Ulster County Transportation Council (UCTC), in conjunction with the Towns of Marlborough and Lloyd and NYS Department of Transportation, is developing a corridor management plan for the Route 9W corridor.

The Plan will provide a long-term vision for the corridor with a list of future improvements needed to improve conditions for all modes of transportation (car, bus, pedestrian and bicycle) while considering aesthetic and economic development goals. Priority recommendations will address traffic safety and flow as well as improving pedestrian crossings at key locations.



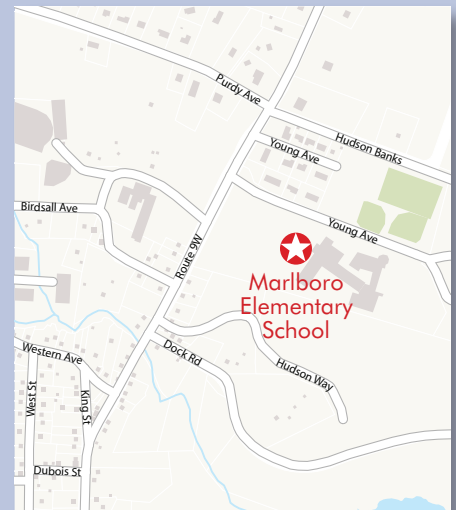
Public Workshop #2

**Thursday, November 16
6:30 PM - 8:30 PM**

Marlboro Elementary School

1380 Route 9W

Marlboro, NY 12542



All interested residents, employees, property owners and other stakeholders are encouraged to attend and share their thoughts on the plan's initial recommendations.

**Learn
more!**

Project Website: <http://ulstercountyny.gov/planning/planning/active-studies/route-9w-corridor>

Please join us at the 2nd Public Workshop for the

Rte 9W Corridor Management Plan

Focusing on a segment of NYS Rte 9W in the Towns of Marlborough and Lloyd

Thursday, November 16th
6:30 - 8:30 pm

Marlboro Elementary School
1380 Route 9W

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Workshop hosted by Ulster County Transportation Council & BFJ Planning

Ulster County Transportation Council to hold Second Public Workshop for the Towns of Marlborough and Lloyd Route 9W Corridor Management Plan

The Ulster County Transportation Council (UCTC), in conjunction with the Towns of Marlborough and Lloyd and NYS Department of Transportation, is developing a corridor management plan for the Route 9W corridor. The Plan will provide a long-term vision for the corridor with a list of future improvements needed to improve conditions for all modes of transportation (car, bus, pedestrian and bicycle) while considering aesthetic and economic development goals. Priority recommendations will address traffic safety and flow as well as improving pedestrian crossings at key locations.

The second workshop for the Route 9W Corridor Study will be held on Thursday, November 16 at 6:30 pm at the Marlboro Elementary School. The purpose of the workshop is to solicit feedback on the Plan's initial recommendations. All interested residents, employees, property owners and other stakeholders are encouraged to attend and provide input.

Route 9W Corridor Plan

NAMEEMAIL

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Route 9W Corridor Management Plan

Towns of Marlborough and Lloyd

Public Workshop #2

November 16, 2017

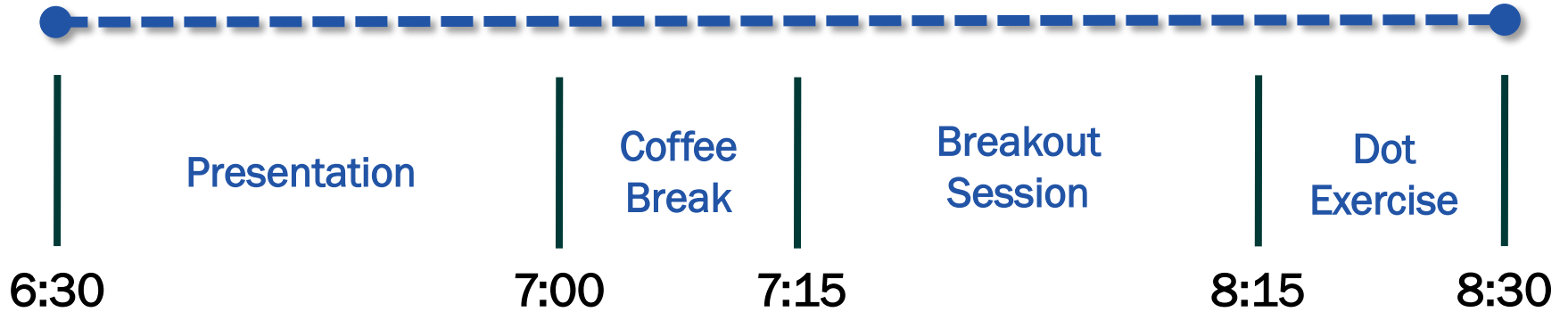


BFJ Planning



SUSAN G. BLICKSTEIN, AICP, PhD
PLANNING ♦ POLICY ♦ RESEARCH

Agenda



Study Objectives

- Address traffic safety issues, reduce speeding
- Improve traffic flow, reduce congestion
- Improve streetscape aesthetics
- Manage and mitigate future land use development
- Improve bicycle opportunities in corridor and connections to surrounding trails
- Improve pedestrian walking and crossing conditions along select sections of corridor

Roadway Recommendations: Changes to Lane Configuration

“Road diet” conversion of four-lane section to three lanes (two travel lanes and a protected left turn lane)

Consistent shoulders throughout corridor



Four lane section near southern terminus of South Road



Protected left-turn pocket at Herman Drive



Center-lane hatching at Young Avenue

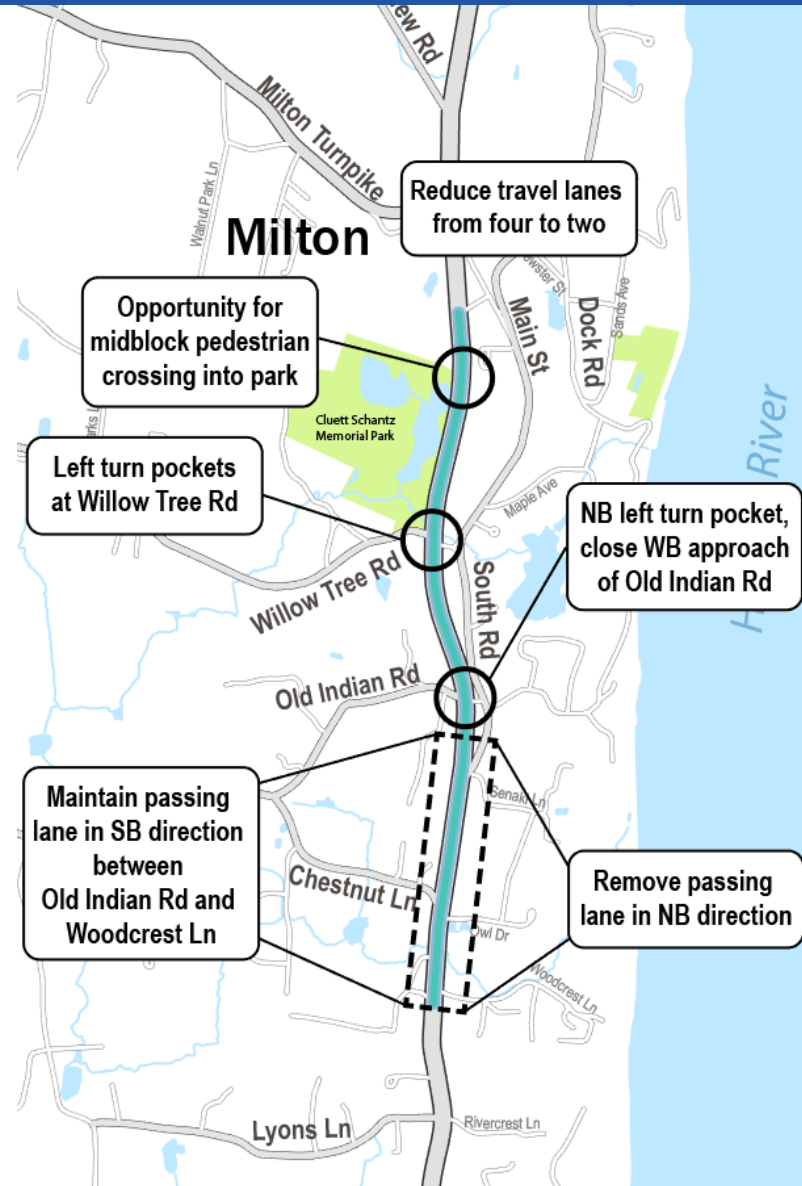
Source: Google Maps

Roadway Recommendations: Passing Lanes

Provide a section with passing lane in each direction for vehicles to pass slow moving heavy vehicles.



Keep northbound climbing lanes north of Riverview Drive
Source: Google Maps



Roadway Recommendations: Two-Lane to Three-Lane

Milton Industrial Park



Source: Google Maps



Protected Left Turn Lane
Source: Google Maps



Center Two-Way Left Turn Lane
Source: FHWA

Roadway Recommendation: Access Management

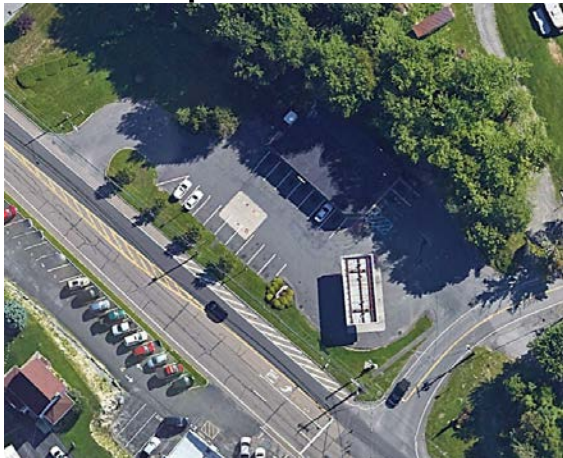
Access Management is the regulation of driveways and intersections to reduce conflicts with turning vehicles and optimize safety, mobility, and aesthetics along a roadway.

Poor Example

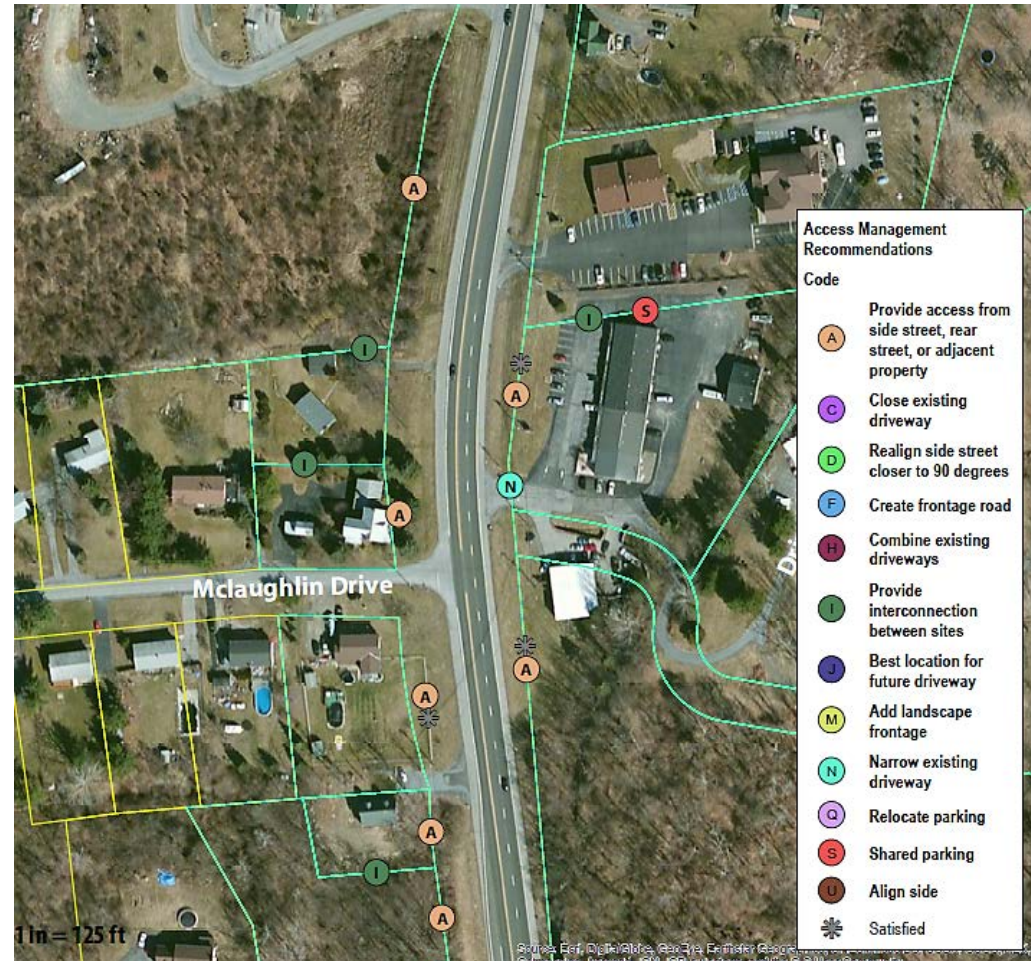


The Barn Raiser near Mackey Road
Source: Google Earth

Good Example



Stewart's Shop on Milton Turnpike
Source: Google Earth



Streetscape Improvements

Landscaping and Sidewalks



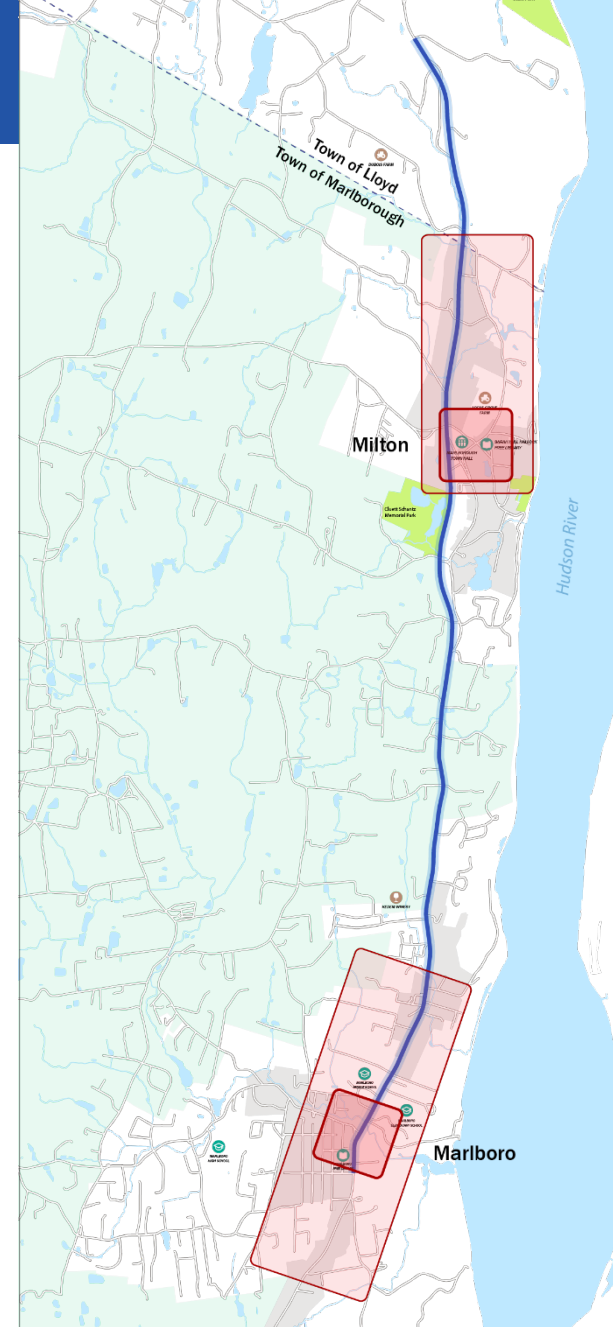
Gas Station



Highway Department

Managing Future Growth

- Target as much as possible future growth to the Hamlets. Conserve agriculture uses and green spaces.
- Revise zoning to incorporate Access Management Plan
- Restrict uses permitted in Business Corridor Overlay District in area between hamlets



Bike/Ped Recommendation: Consistent Shoulder

Consistent and well maintained shoulder throughout 9W Corridor



Bicycle Recommendation: Shared Roadways & Bicycle Parking

Shared roadways within hamlets and bike routes beyond hamlets



Shared Roadways/'Sharrows':

- North Road
- South Road
- Dock Road (both)
- 9W through Marlboro core hamlet

Bicycle Parking:

- In hamlets
- In parks

Complete Streets Recommendation: Bike Routes/Sidewalks/Trails

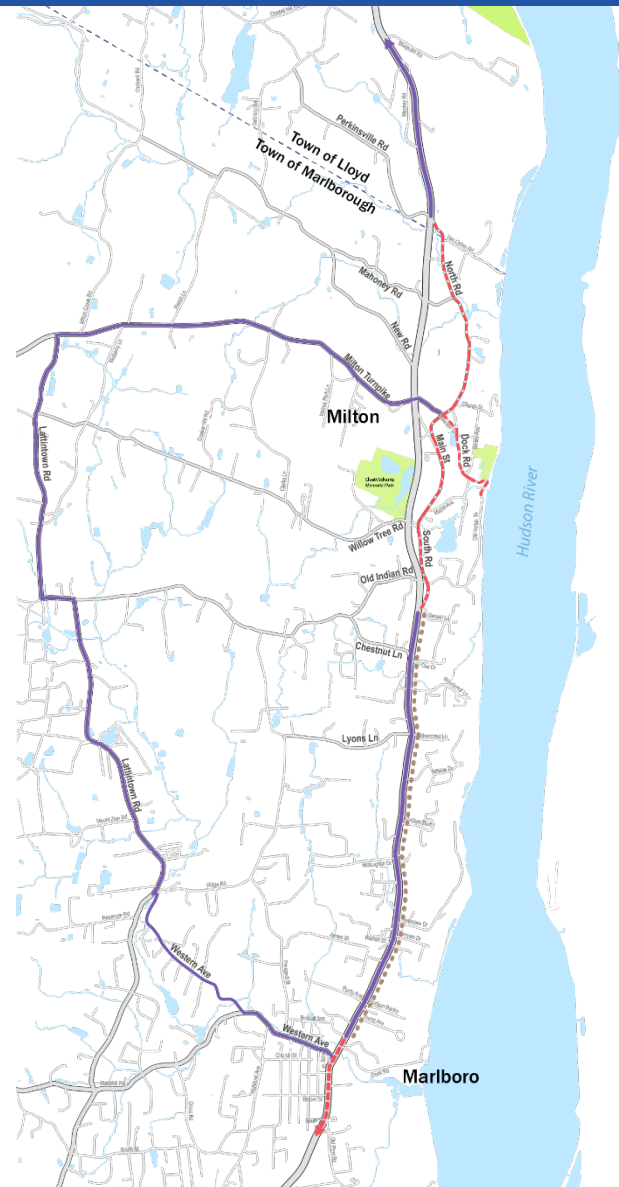
Regional Bike Routes:

- Milton Turnpike/Lattintown Road/Western Avenue

Sidewalk Links:

- Fill in gaps on 9W in Marlboro Hamlet
- Per SRTS Study – sidewalk/shared use path Western Ave to Young Ave
- New Road to ballfields
- James Road or via Milton Harvest/Josie's Path (or James Road) to 9W

Long-Term Multi-use Trail between Hamlets, Trails to Connect Dock Roads



Pedestrian Access: High Visibility Crosswalks

- Improve Visibility/Vehicular Observance of Crosswalk in Marlboro Hamlet
- Consider new crosswalk/access across Route 9W to connect Milton hamlet to Cluett Schantz Park

Southbound approach at Western Ave



High visibility crossing with pedestrian refuge



Rectangular Rapid Flashing Beacon (RRFB)



Source: Washington County, Oregon Land Use and Transportation

Source: Carol Kacadoorian

Intersection Improvements

Marlboro Triangle



- Short Term: Pedestrian Improvements
- Short Term: Access Management
- Long Term: Address Parking, Add Left-Turn Lanes

Milton Turnpike



- Short Term: Pedestrian & Bicycle Improvements
- Short Term: Convert right-hand SB thru lane to SB right turn lane, reduce SB leg to one travel lane.
- Long Term: Roundabout

Breakout Session

STATION 1

- Address traffic safety issues, reduce speeding
- Improve traffic flow, reduce congestion

STATION 2

- Improve streetscape aesthetics
- Manage and mitigate future lane use development






STATION 3

- Improve bicycle opportunities in corridor and connections to surrounding trails
- Improve pedestrian walking and crossing conditions along select sections of the corridor

Share your
comments using
post-its

Dot Voting Exercise

Choose **5 projects** from the 25 listed that are of greatest priority

Project	Your Vote
Project A	
Project B	
Project C	
Project D	
Project E	
Project F	
Project G	
Project H	

What's Next?

Draft Corridor Management Plan

Winter 2018

For Project Updates, check the County's Website

www.ulstercountyny.gov/planning/planning/active-studies/route-9W-corridor

Or search “Route 9W Corridor Management Plan, Ulster County”

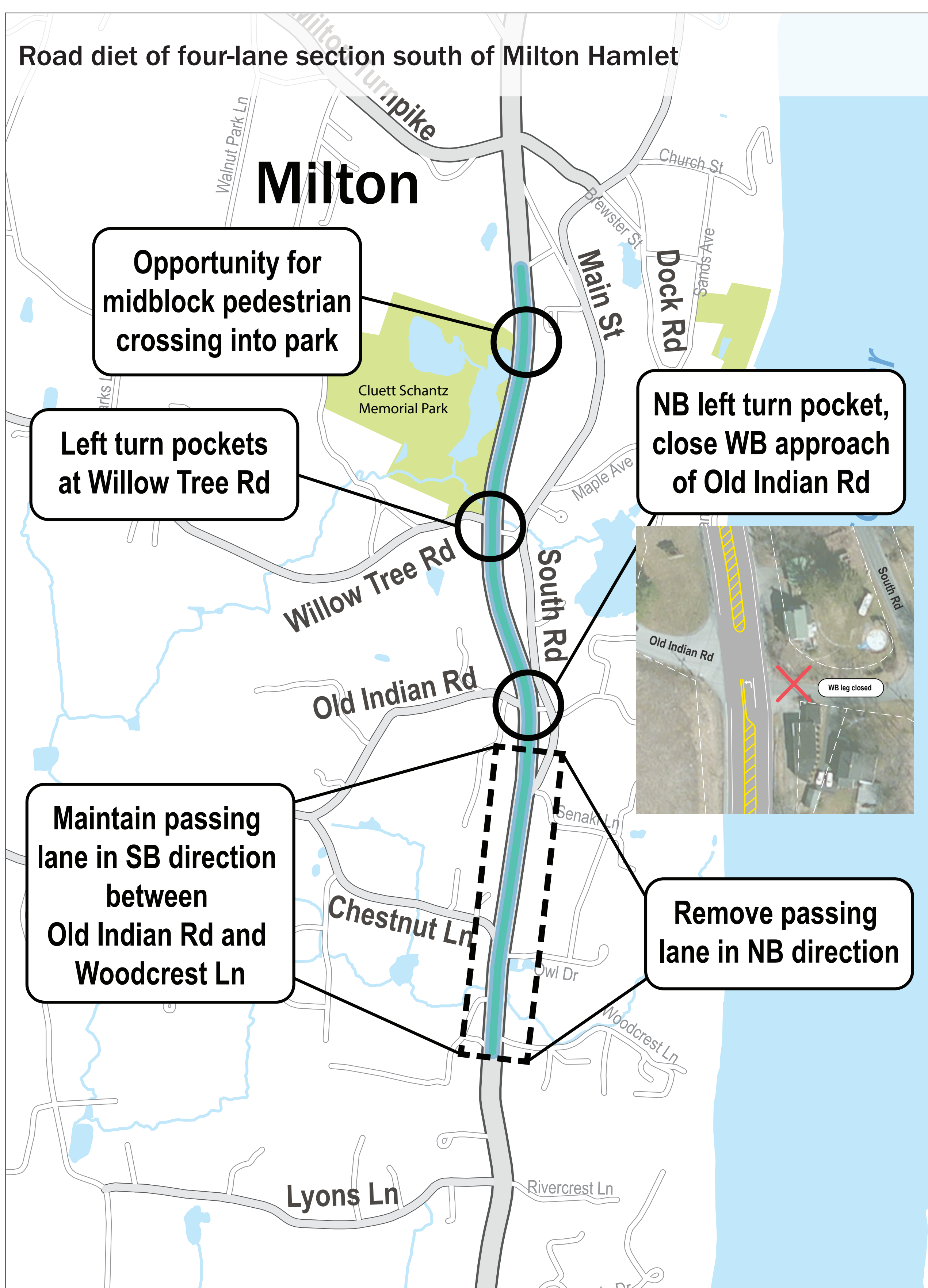
Address Traffic Safety & Improve Traffic Flow

1

Road Diet in four lane section

Convert four-lane section to two travel lanes and a center left turn lane. Provide a consistent shoulder throughout.

Current four-lane configuration encourages speeding, which poses a risk to motorists making on and off of Route 9W.



2

Add center turning lane in Milton Industrial Park

Provide left turn pockets in two lane section in Milton Industrial Park. Reduce number of intersections by using access management techniques to consolidate driveways. Provide a consistent shoulder throughout.



3

Consistent Shoulders Throughout Corridor

Provide 6'+ wide, well maintained shoulders throughout the corridor (with the exception of within the Marlboro hamlet due to likely right-of-way constraints)

Shoulders increase safety by providing motorists with a recovery areas for drivers as well as space for emergency, maintenance, and enforcement activities.

Shoulders also provide safety and comfort to bicyclists and can accomodate pedestrian activity.

Comments

Address Traffic Safety & Improve Traffic Flow

4

Study parking and pedestrian activity at Marlboro Triangle to assess feasibility of adding left-turn lane

The construction of a northbound left-turn lane will require roadway widening, which will impact the location of pedestrian facilities and on-street parking.

- Study on-street parking occupancy and turnover to determine impact of parking removal
- Update recommendations from 2008 study to reflect current land use, location of current and future pedestrian infrastructure, and chosen on-street parking strategy.

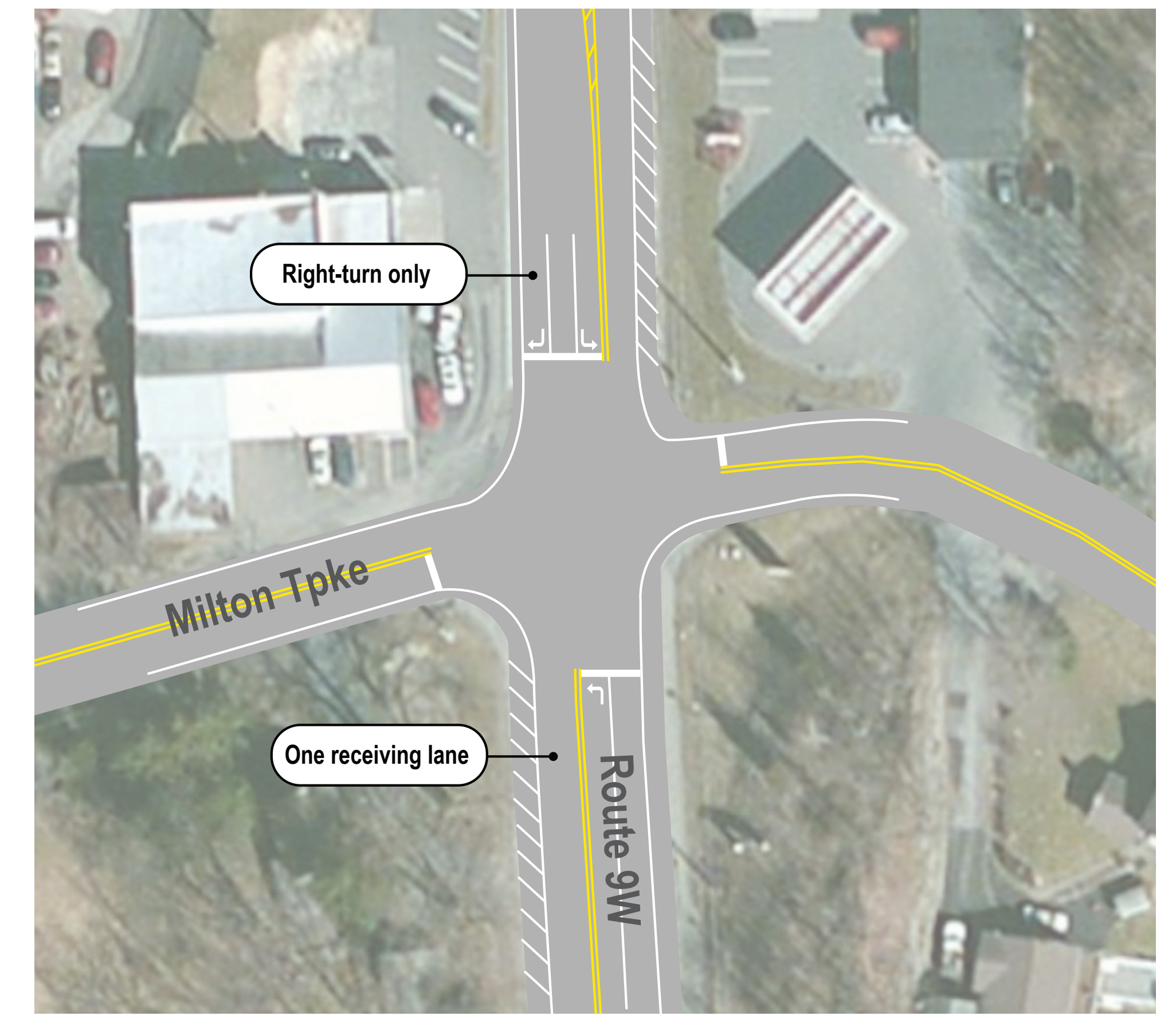


5

Changes to lane configurations at southbound approach

Current southbound lane configuration encourages vehicles to speed and make unsafe lane changes while vehicles are slowing to make turns.

- Convert one southbound from thru lane to right-turn only
- Remove one southbound receiving lane



6

Convert signalized intersection into a roundabout

Benefits of roundabouts:

- Improve safety: reduction in collisions due to lower travel speeds, increased visibility at pedestrian crossings
- Reduce delay, improve traffic flow: roundabouts have greater capacity because vehicles are constantly moving through the intersection
- Less expensive to maintain

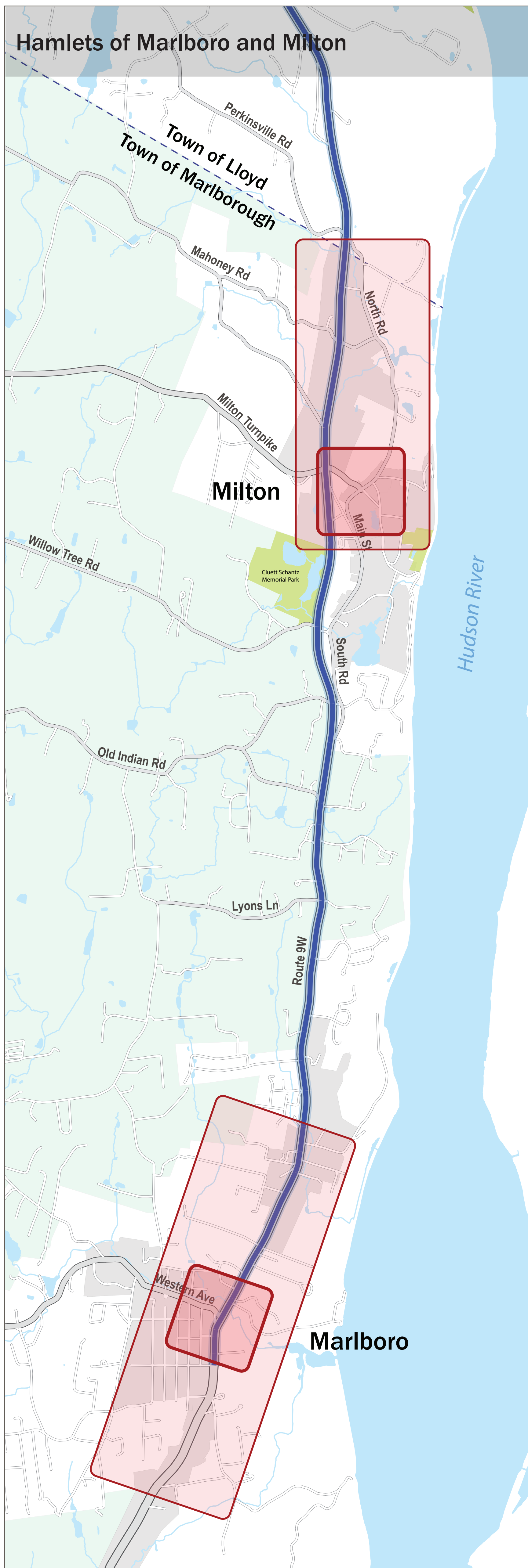


Elmira Road at West Spencer Road
City of Ithaca, Tompkins County
Source: NYSDOT



NY29 at NY40
Town of Greenwich, Washington County
Source: NYSDOT

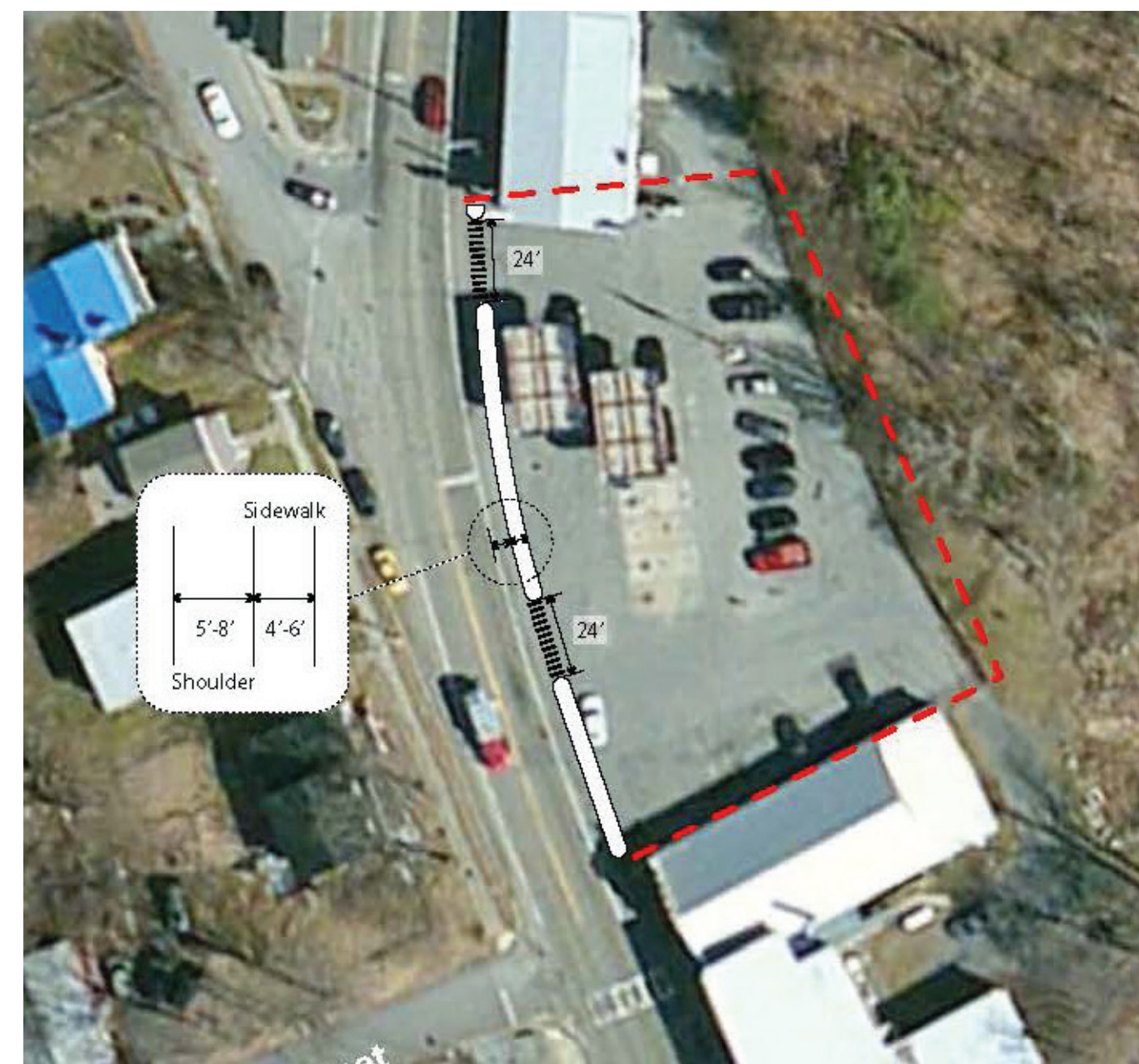
Improve Streetscape Aesthetics & Manage Future Growth



7

Landscaping and Sidewalks

Encourage property owners to landscape or install sidewalks along the frontage of their property to better define driveways, improve aesthetics, and promote a pedestrian friendly environment.



Recommendations for Gas Station in Marlboro Hamlet

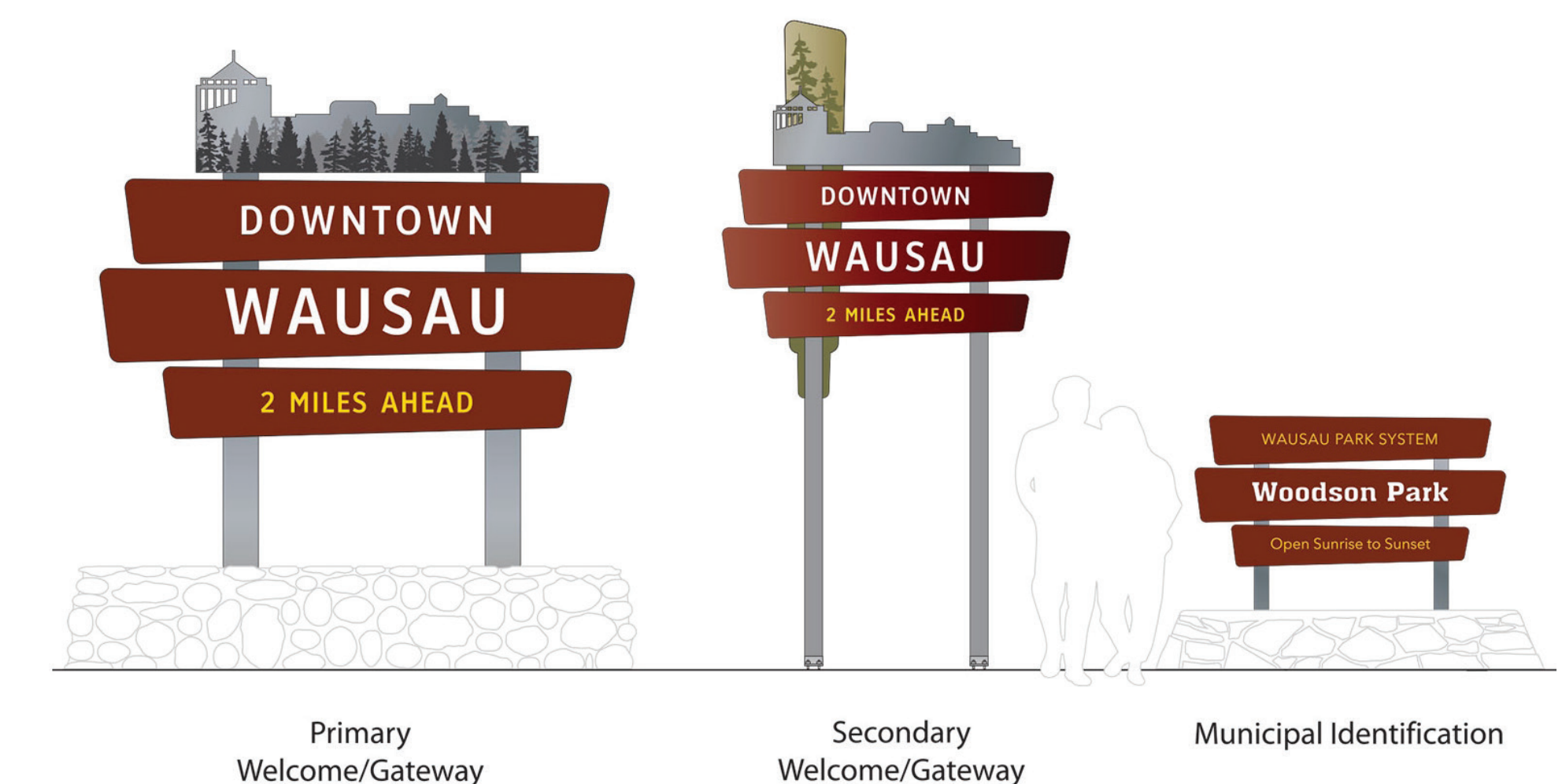


Recommendations for Highway Department entrance

8

Gateway & Wayfinding Signage

Gateway and wayfinding signage provides not only information, but it creates a sense of place that is memorable to visitors. Signage should be installed at the hamlet boundaries to direct visitors to the hamlet centers. This will encourage people who typically pass through the Towns to stop for a visit.



Example of Wayfinding Scheme from Wausau, WI
Source: Corbin Design

9

Lighting at intersections and in hamlets

All intersections in the corridor should be well lit and additional lighting should be provided in areas frequented by pedestrians and bicyclists.

10

Target growth to hamlets, conserve agriculture and green areas

Target future growth to hamlets centers to avoid creating competing town centers. Growth should be targeted within boundaries of sewer and water infrastructure districts.

11

Restrict uses permitted in Business Corridor Overlay District in the Town of Marlborough

The Business Corridor Overlay District was created to encourage readaptation of existing structures, business use of unimproved parcels, and to eliminate nonconformities of active uses along Route 9W by permitting uses allowed in the Highway District Zone to parcels zoned R1 or R-Ag-1.

To avoid large-scale commercial development along Route 9W that will detract from the hamlets, it is recommended that retail uses are only permitted on a special basis.

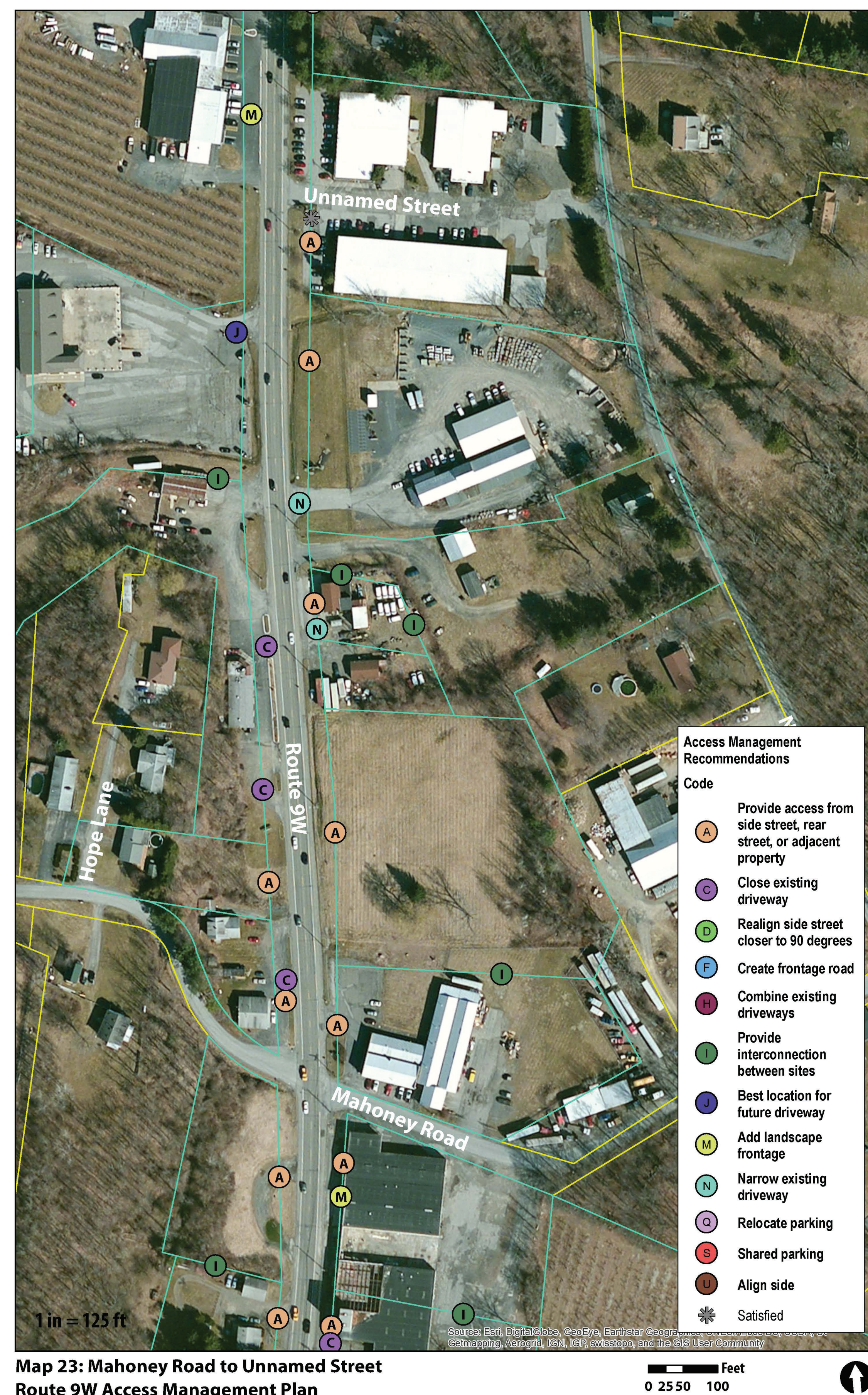
Improve Streetscape Aesthetics & Manage Future Growth

12 Revise zoning to incorporate Access Management Plan

The main purpose of access management is to optimize the safety and efficiency of Route 9W. The proposed 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 the Corridor Management Plan study area. The plan recommends strategies for all parcels with access to Route 9W.

Recommended Strategies

- 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



Map with recommended strategies by parcel from proposed Access Management Plan


Comments

Improve Pedestrian and Bicycle Opportunities

13

Enhance crosswalks in Marlboro Hamlet with RRFBs

High visibility crosswalk across Route 9W in the heart of the hamlet with a pedestrian actuated RRFB (rectangular rapid flashing beacon) to facilitate safe crossing and improved stop compliance by motorists.

Shown on map as: 

14

Fill in gaps in sidewalk network between Western and Young Ave

Continue sidewalks from Western Avenue to Young Avenue.

Existing sidewalks:  Proposed sidewalks: 

15

Midblock crossing at Cluett Schantz Park

Explore feasibility of high visibility crosswalk with RRFBs, ADA curb ramps, and pedestrian signage to allow pedestrians to walk from the village area on the east side to the park on the west side of 9W. Would connect to sidewalk link through Milton Harvest or along Saint James Road.

Shown on map as: 

16

Extend sidewalk Network in Milton Hamlet

Extend sidewalks along Milton Turnpike, the west side of 9W to baseball fields, and on South Road.

Existing sidewalks:  Proposed crosswalks: 

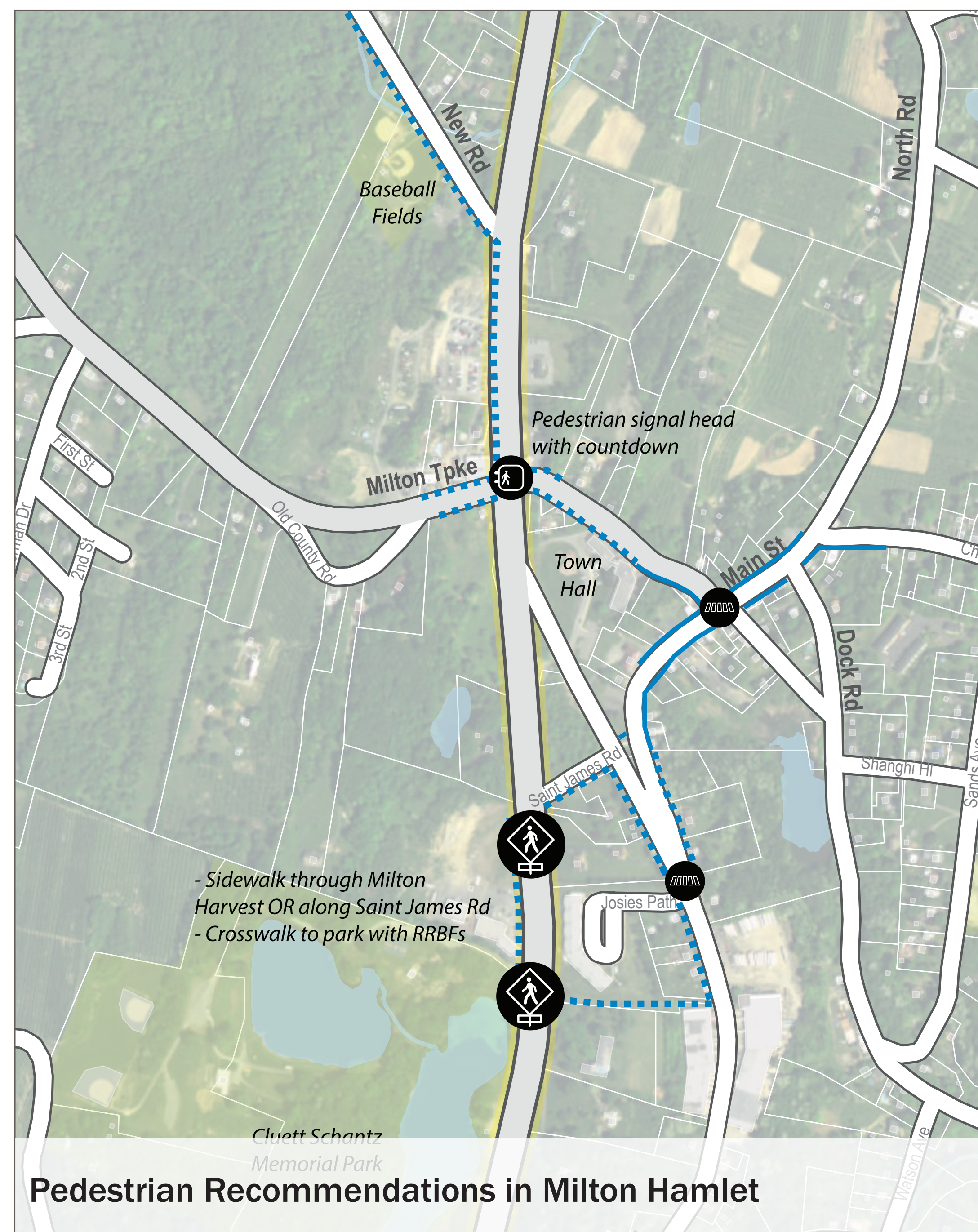
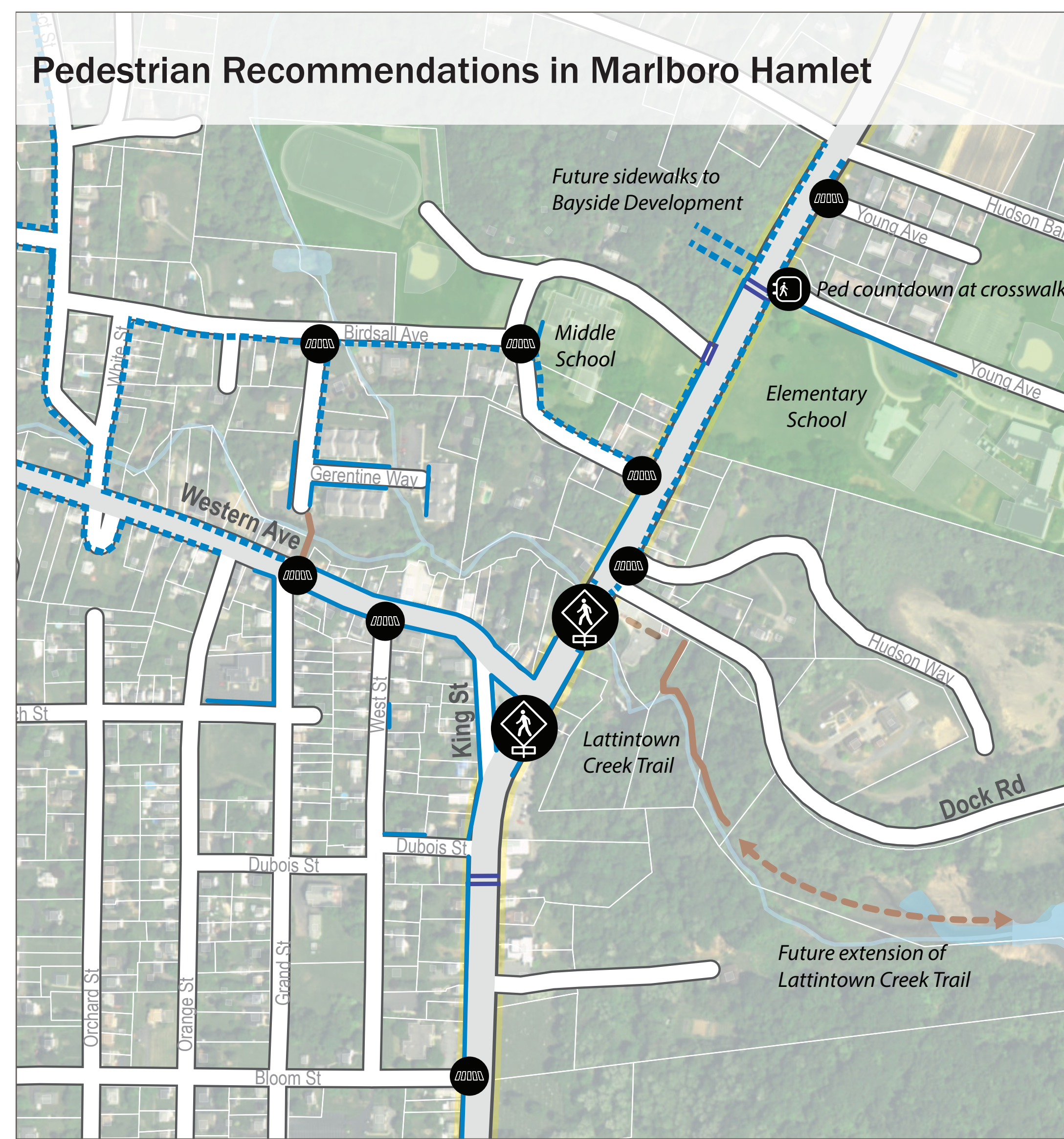
Proposed sidewalks:  Proposed crosswalks: 

17

Add pedestrian and bicycle crossing to Milton Turnpike

For pedestrians, add high visibility crosswalks, signal heads with countdown clock, ADA curb ramps, and sidewalks.

For bicycles, add advanced stop bar with bike box/bike sensitive loop detector.



Comments

Improve Pedestrian and Bicycle Opportunities

18

Designate Route 9W as a bicycle route

Provide 6'+ wide, well maintained shoulders throughout the corridor (with the exception of within the Marlboro hamlet due to likely right-of-way constraints) and seek state bike route designation.

Shown on map as: 

19

Shared roadways in hamlets

Provide share bicycle use of key roadways within hamlets where Route 9W and other roads narrow, with both roadway markings ('sharrows') and signage ('Bicycles in Lane') to encourage safe roadway sharing by cars and bicycles.

In Milton, the shared roadway network would include Milton Turnpike, South Road, Main Street in Milton, North Road, and Milton Road

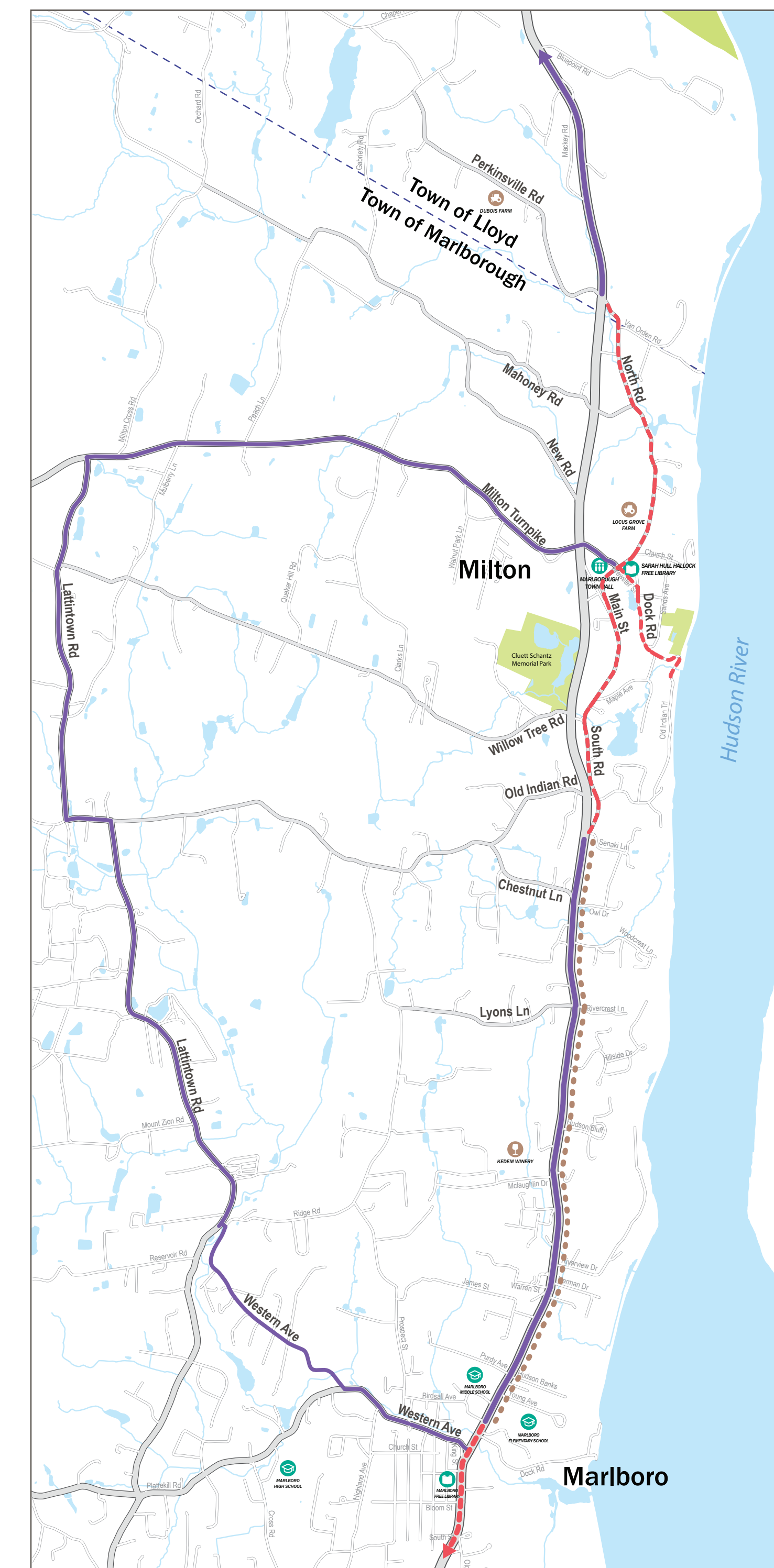
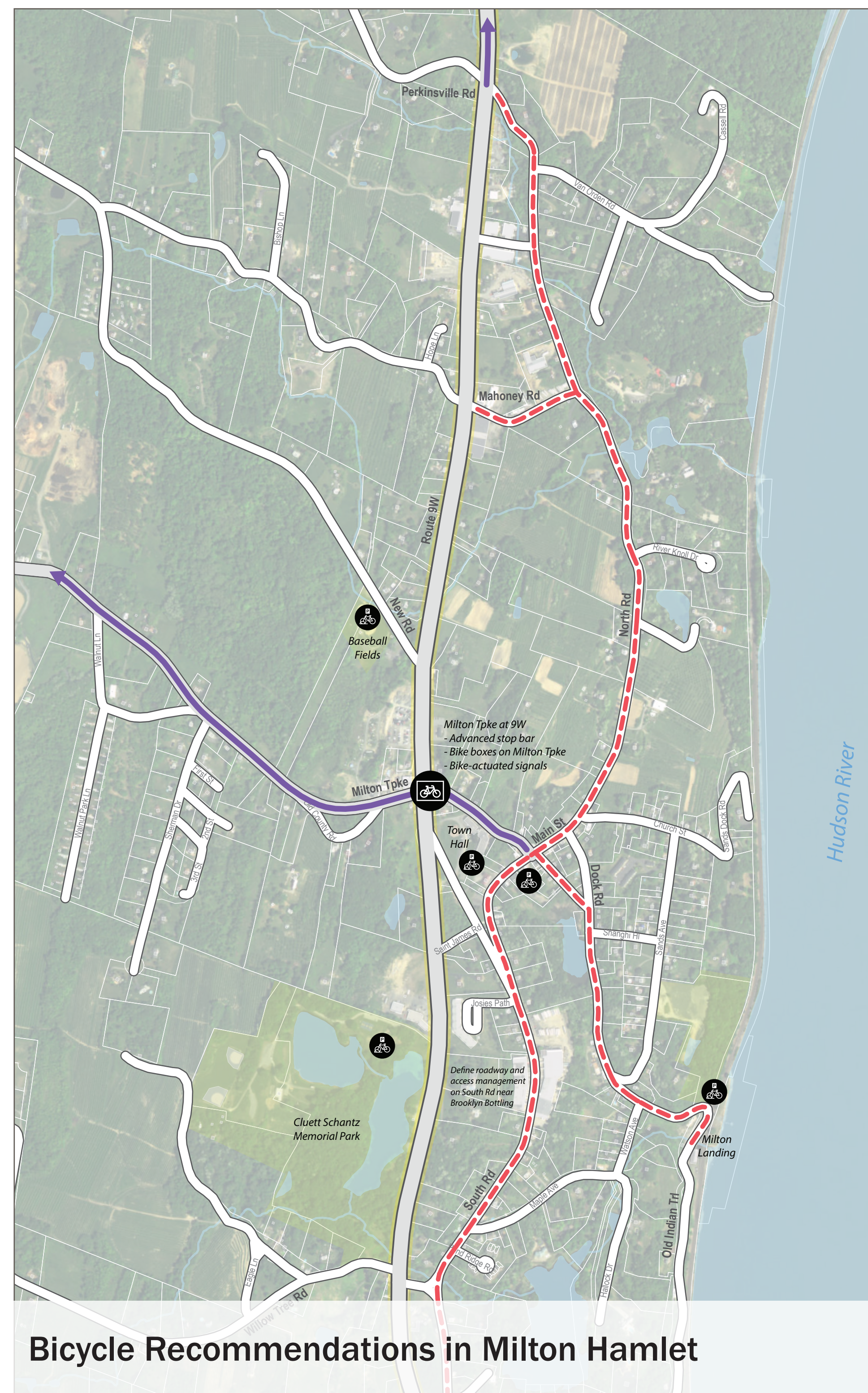
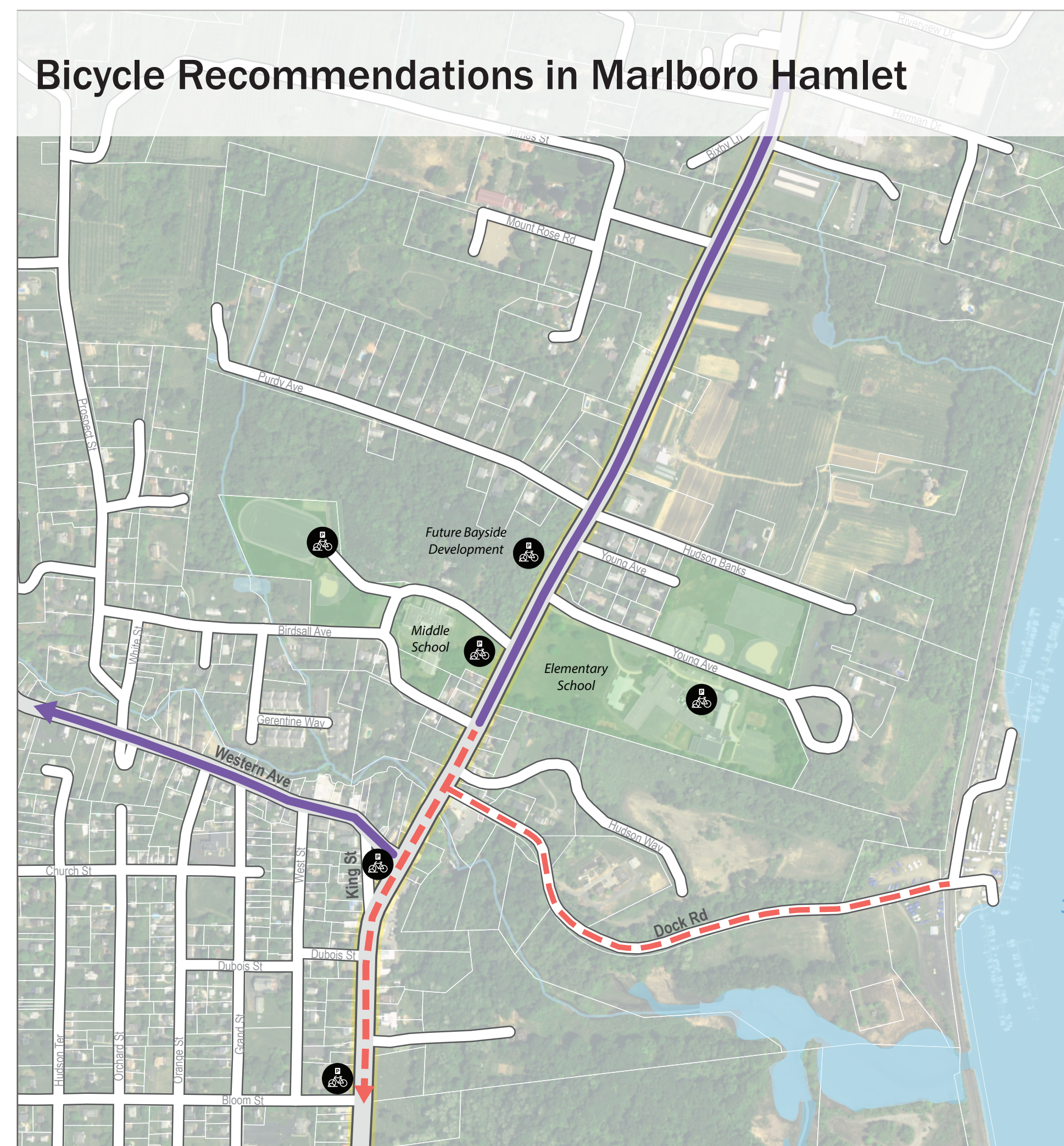
Shown on map as: 

20




Bicycle parking in hamlets and parks

Provide safe, convenient bicycle parking within the hamlets and parks. Encourage communities to adopt a requirement for bicycle parking in mixed-use and multi-family developments.

Shown on map as: 



Regional and Local Bicycle Routes

-  Consistent 6' Bike Compatible Shoulders and/or Bike Lanes
-  Shared Lanes
-  Long-term Multi-Use Path

21

Regional Bicycle Routes

Consistent 6' Bike Compatible Shoulders and/or Bike Lanes on Western Avenue, Lattintown Road, and Milton Turnpike to provide alternate safe routes and connections between Marlboro and Milton off Route 9W.

Make connections to future trails within the Town of Lloyd, northward to the future Empire Trail and existing Walkway Over the Hudson, and to the future extension of the Lattintown Creek Trail.

22

Multi-use path connecting the hamlets

Work toward a multi-use trail on one side of Route 9W as a part of longer-term vision to better connect the Milton and Marlboro hamlet areas.

Which Projects Should be Prioritized?

- | | |
|----|---|
| 1 | Road Diet in four lane section |
| 2 | Add center turning lane in Milton Industrial Park |
| 3 | Consistent Shoulders Throughout Corridor |
| 4 | Study parking and pedestrian activity at Marlboro Triangle to assess feasibility of adding left-turn lane |
| 5 | Changes to lane configurations at southbound approach |
| 6 | Convert signalized intersection into a round-about |
| 7 | Landscaping and Sidewalks |
| 8 | Gateway & Wayfinding Signage |
| 9 | Lighting at intersections |
| 10 | Target growth to hamlets, conserve agriculture and green areas |
| 11 | Restrict uses permitted in Business Corridor Overlay District |
| 12 | Revise zoning to incorporate Access Management Plan |

Which Projects Should be Prioritized?

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Enhance crosswalks in
Marlboro Hamlet with RRFBs

14

Fill in gaps in sidewalk network between
Western and Young Ave

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Midblock crossing at Cluett Schantz Park

16

Extend sidewalk network in Milton Hamlet

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Improve Pedestrian and Bicycle Opportunities

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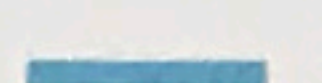

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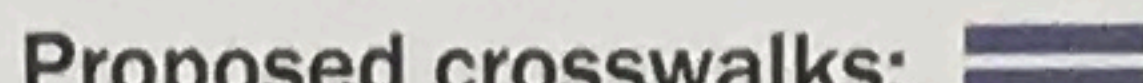
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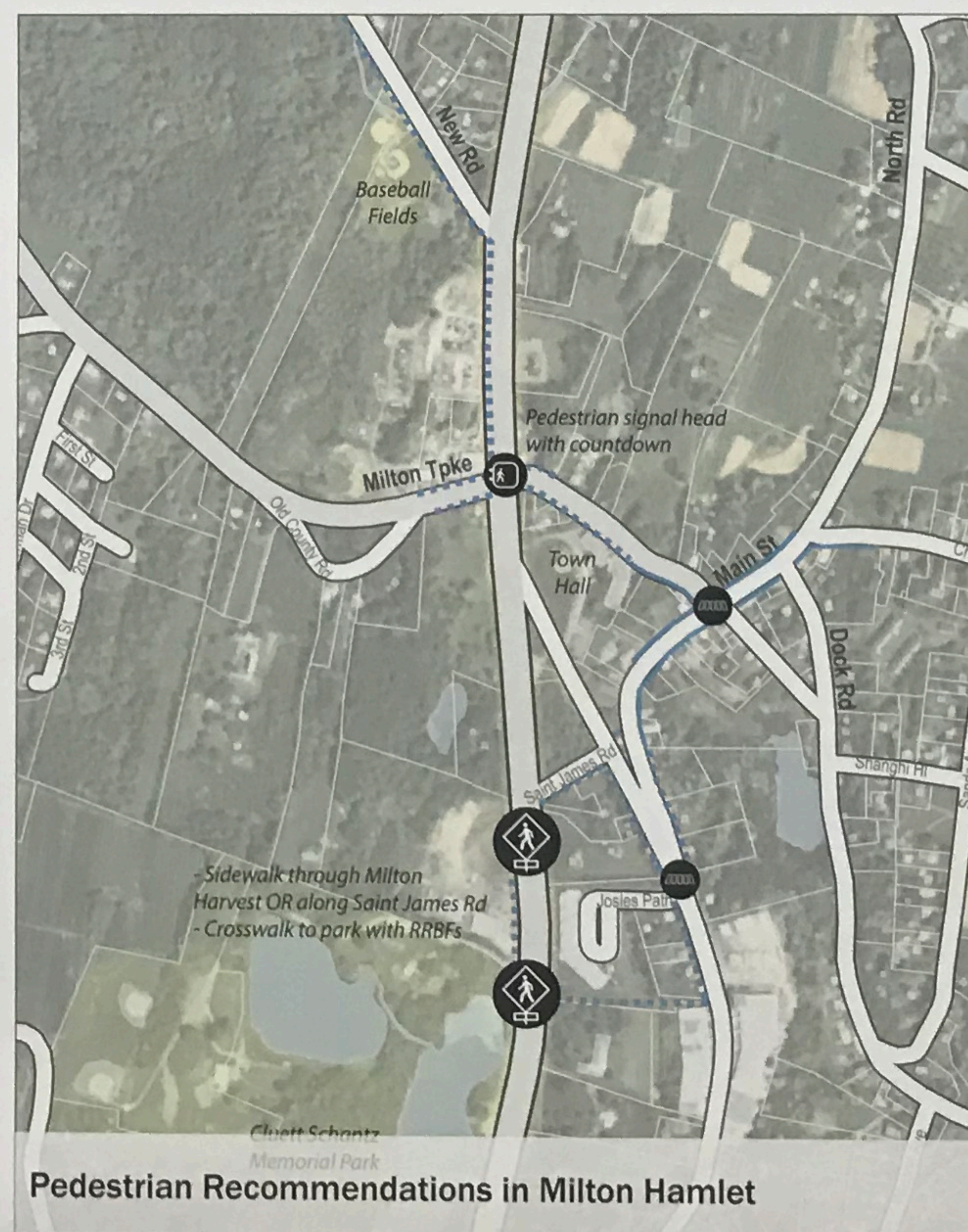
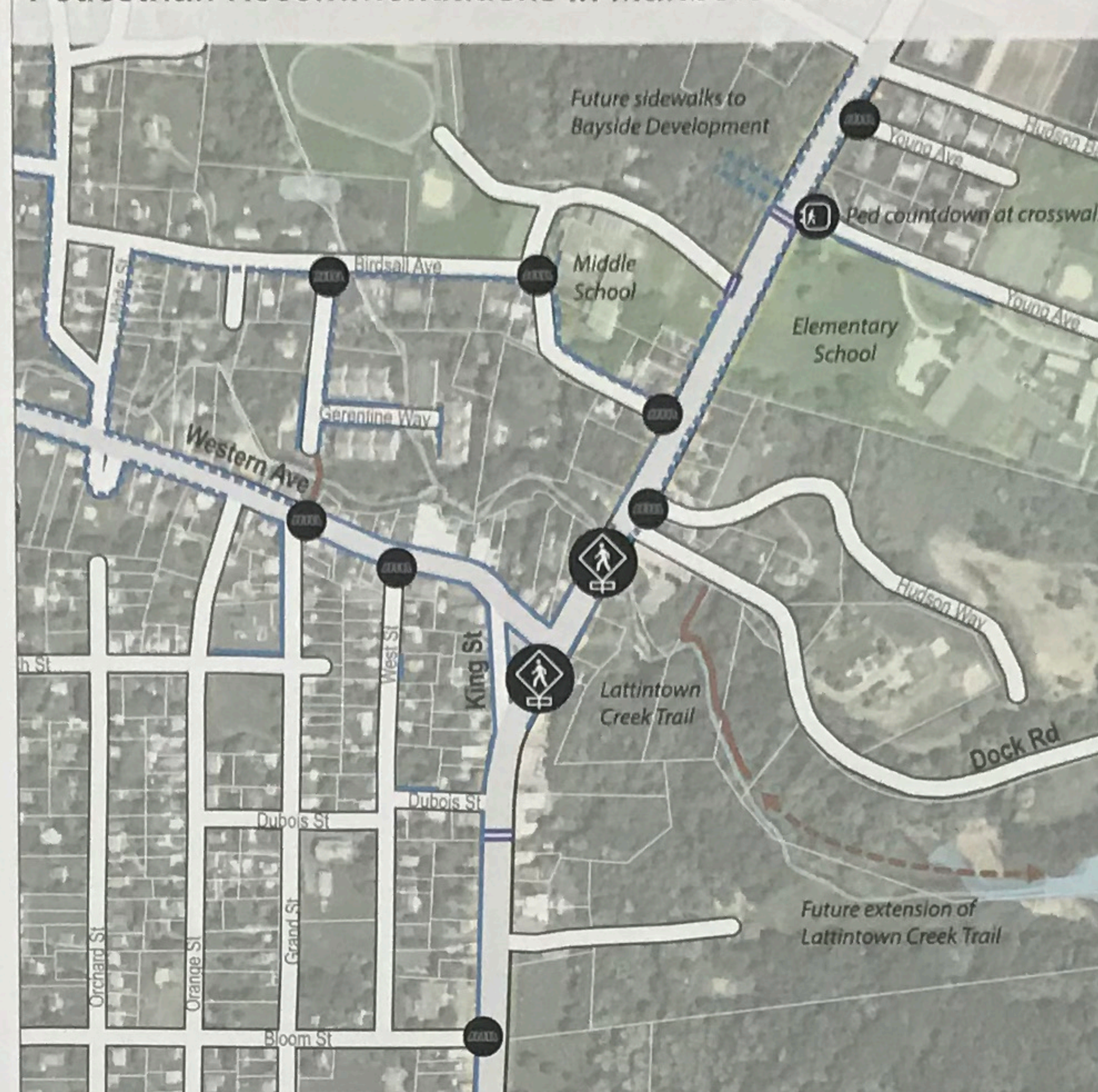
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Add pedestrian and bicycle crossing to Milton Turnpike

For pedestrians, add high visibility crosswalks, signal heads with countdown clock, ADA curb ramps, and sidewalks.

For bicycles, add advanced stop bar with bike box/bike sensitive loop detector.

Pedestrian Recommendations in Marlboro Hamlet



Comments


- Sidewalk on west side of 9W from hamlet north is priority
- connect Milton hamlet with park
- need bicycle parking in new development/hamlets

Improve Pedestrian and Bicycle Opportunities

18

Designate Route 9W as a bicycle route

Provide 6'+ wide, well maintained shoulders throughout the corridor (with the exception of within the Marlboro hamlet due to likely right-of-way constraints) and seek state bike route designation.

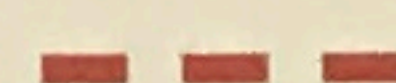
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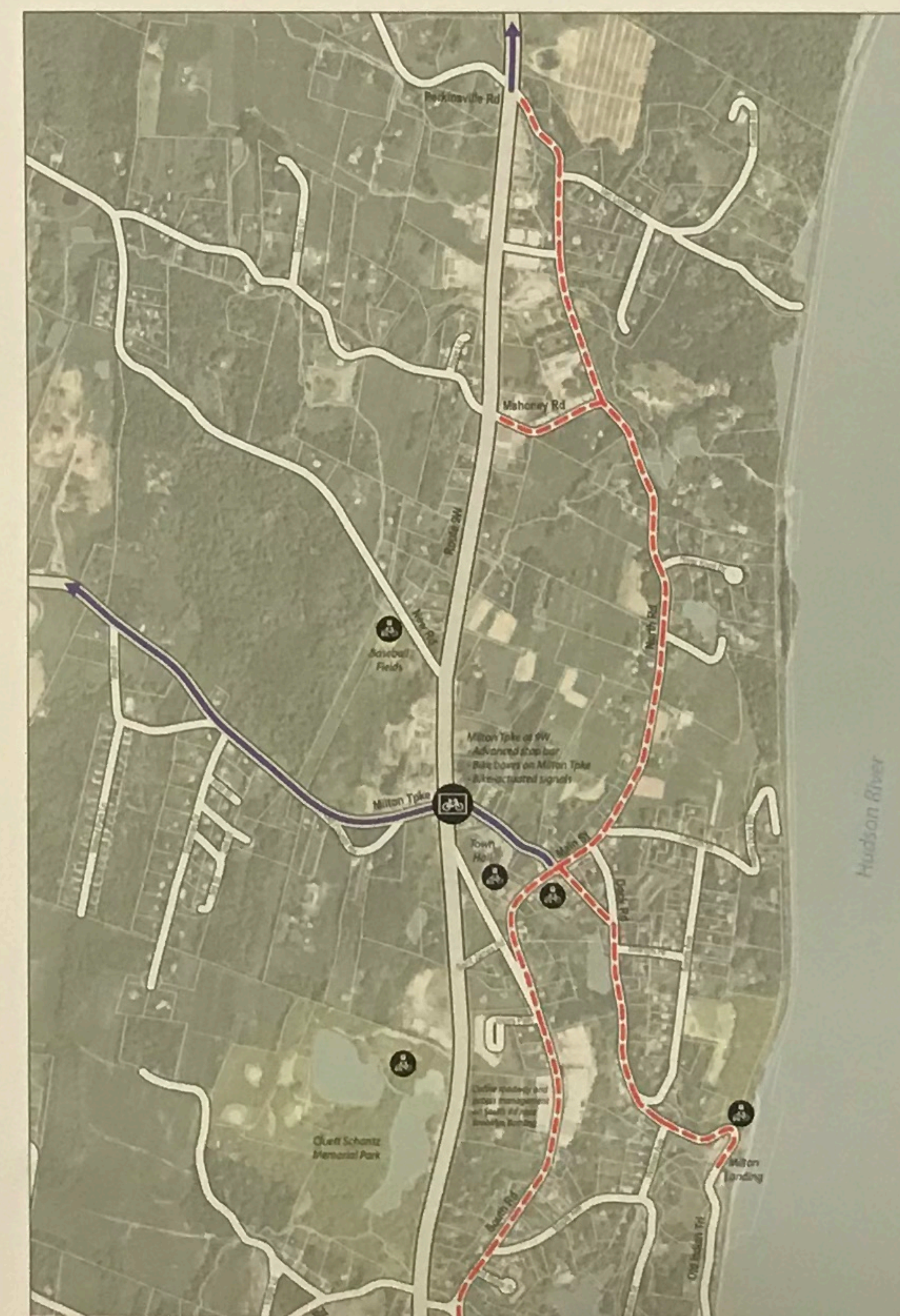
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Provide safe, convenient bicycle parking within the hamlets and parks. Encourage communities to adopt a requirement for bicycle parking in mixed-use and multi-family developments.

Shown on map as:





Bicycle Recommendations in Marlboro Hamlet





Bicycle Recommendations in Milton Hamlet

Regional and Local Bicycle Routes

 Consistent 6' Bike Compatible Shoulders and/or Bike Lanes

 Shared Lanes

 Long-term Multi-Use Path

 Local Route / Local Road



21

Regional Bicycle Routes

Consistent 6' Bike Compatible Shoulders and/or Bike Lanes on Western Avenue, Lattintown Road, and Milton Turnpike to provide alternate safe routes and connections between Marlboro and Milton off Route 9W.

Make connections to future trails within the Town of Lloyd, northward to the future Empire Trail and existing Walkway Over the Hudson, and to the future extension of the Lattintown Creek Trail.

22

Multi-use path connecting the hamlets

Work toward a multi-use trail on one side of Route 9W as a part of longer-term vision to better connect the Milton and Marlboro hamlet areas.

Address Traffic Safety & Improve Traffic Flow

4

Study parking and pedestrian activity at Marlboro Triangle to assess feasibility of adding left-turn lane

The construction of a northbound left-turn lane will require roadway widening, which will impact the location of pedestrian facilities and on-street parking.

- Study on-street parking occupancy and turnover to determine impact of parking removal
- Update recommendations from 2008 study to reflect current land use, location of current and future pedestrian infrastructure, and chosen on-street parking strategy.



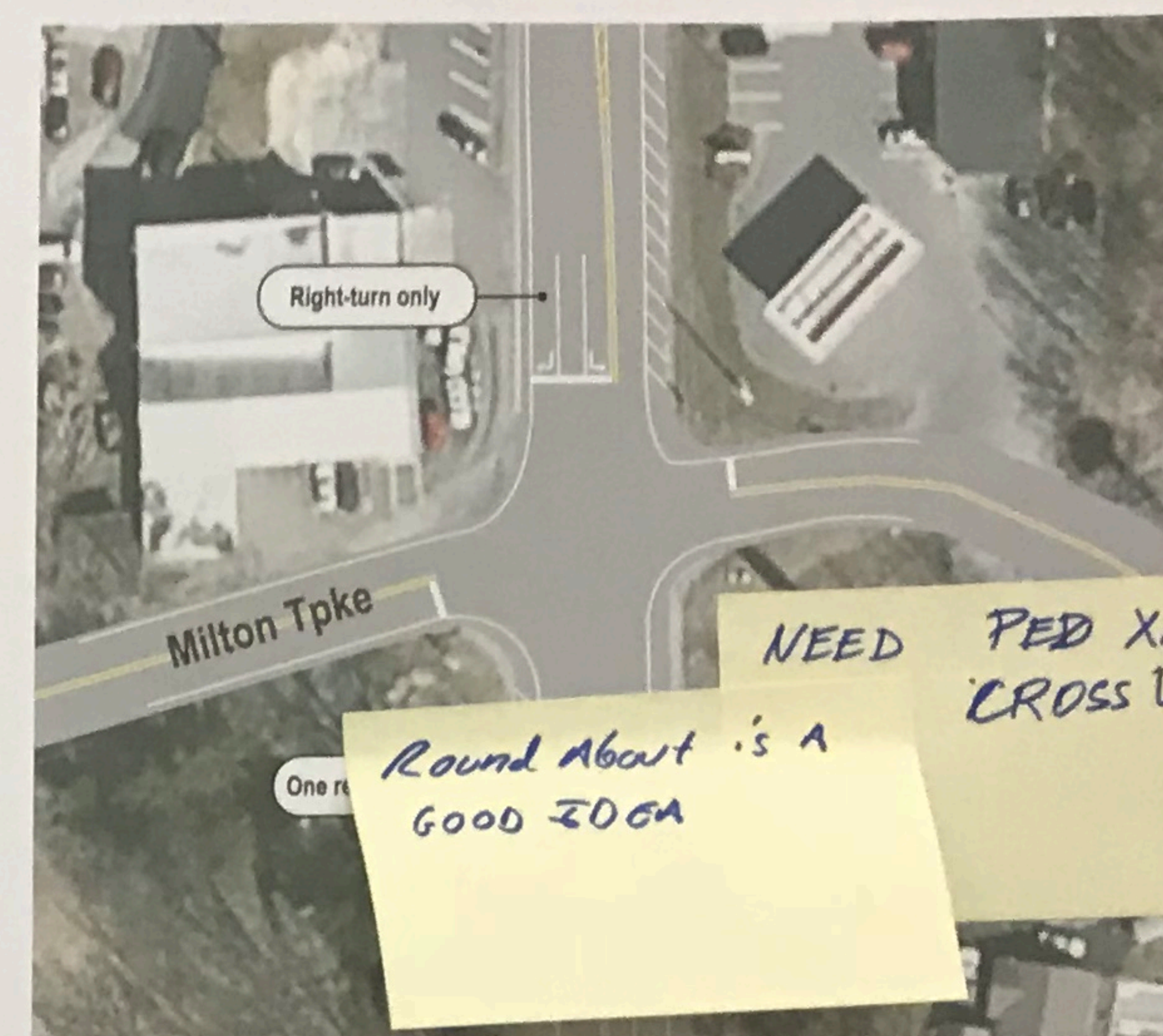
5

Changes to lane configurations at southbound approach

Current southbound lane configuration encourages vehicles to speed and make unsafe lane changes while vehicles are slowing to make turns.

- Convert one southbound thru lane to right-turn only
- Remove one southbound receiving lane

NEED CROSSWALK FROM JONES OVER TO STEWARTS AT LIGHT



NEED PED XINGS CROSSWALK

Round About is a GOOD IDEA

6

Convert signalized intersection into a roundabout

Benefits of roundabouts:

- Improve safety: reduction in collisions due to lower travel speeds, increased visibility at pedestrian crossings
- Reduce delay, improve traffic flow: roundabouts have greater capacity because vehicles are constantly moving through the intersection
- Less expensive to maintain



Elmira Road at West Spencer Road
City of Ithaca, Tompkins County
Source: NYSDOT



NY29 at NY40
Town of Greenwich, Washington County
Source: NYSDOT

Address Traffic Safety & Improve Traffic Flow

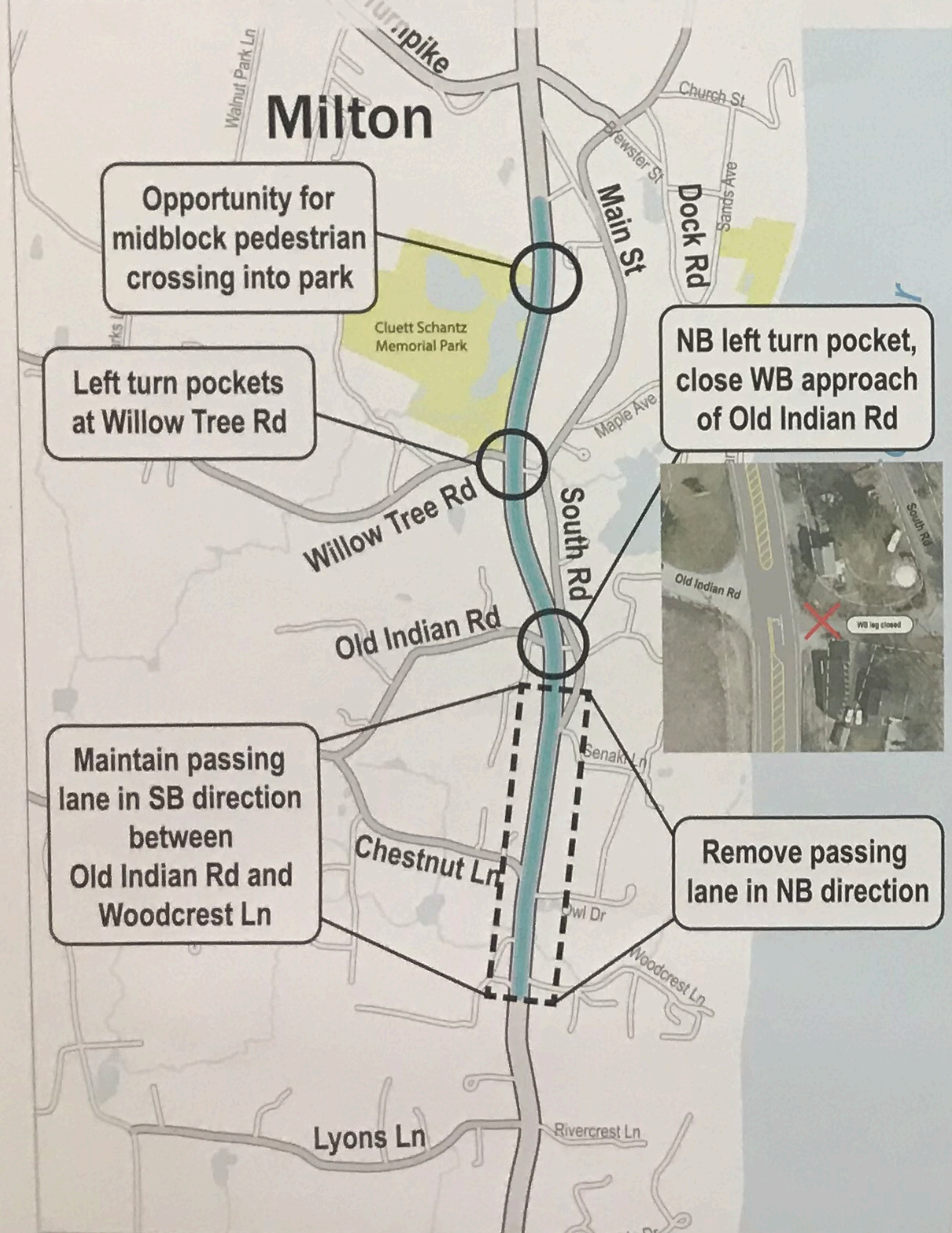
1 Road Diet in four lane section

Convert four-lane section to two travel lanes and a center left turn lane. Provide a consistent shoulder throughout.

Current four-lane configuration encourages speeding, which poses a risk to motorists making on and off of Route 9W.



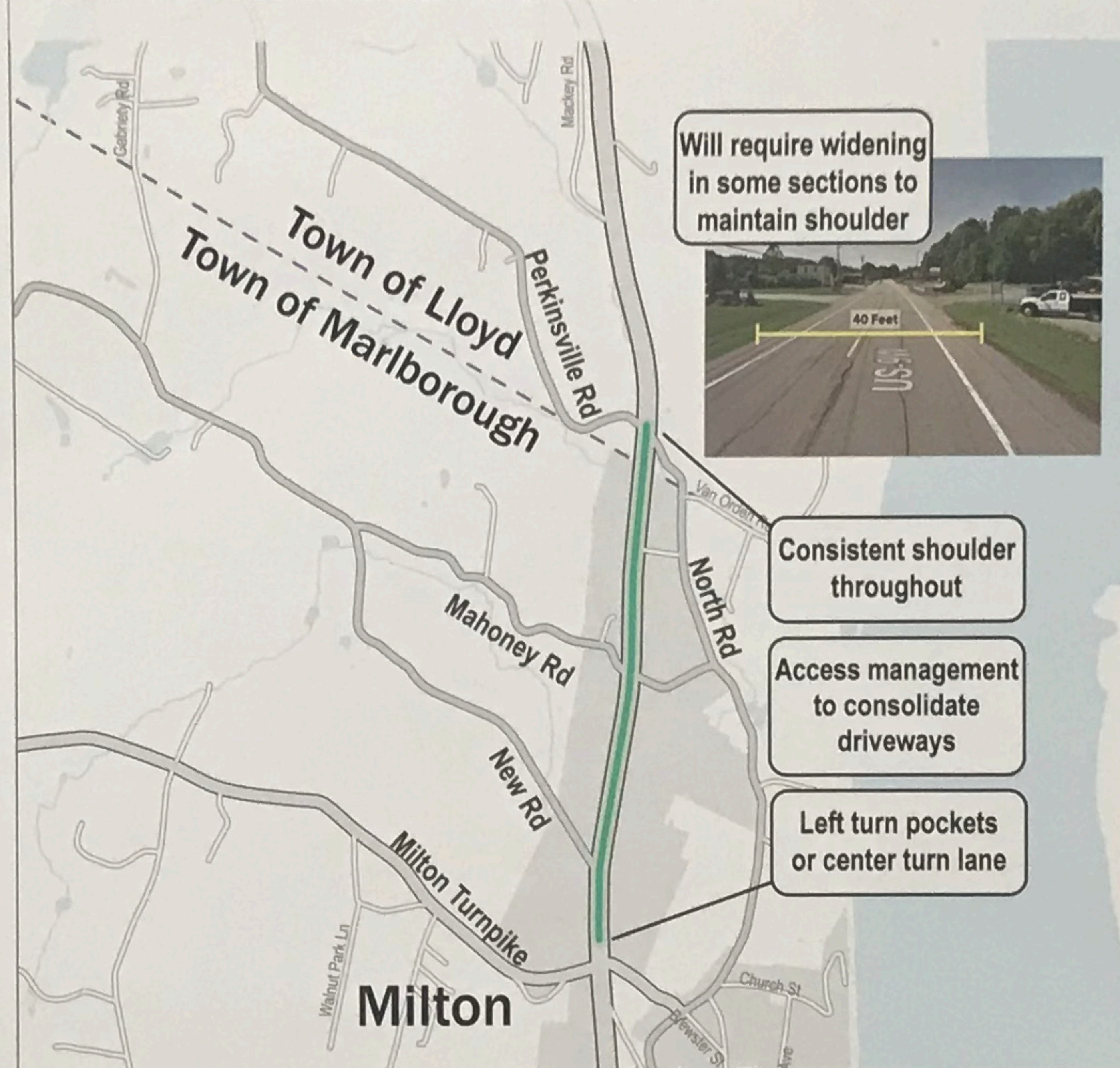
Road diet of four-lane section south of Milton Hamlet



2 Add center turning lane in Milton Industrial Park

Provide left turn pockets in two lane section in Milton Industrial Park. Reduce number of intersections by using access management techniques to consolidate driveways. Provide a consistent shoulder throughout.

Two-lane section in Milton Industrial Park



3 Consistent Shoulders Throughout Corridor

Provide 6'+ wide, well maintained shoulders throughout the corridor (with the exception of within the Marlboro hamlet due to likely right-of-way constraints)

Shoulders increase safety by providing motorists with a recovery areas for drivers as well as space for emergency, maintenance, and enforcement activities.

Shoulders also provide safety and comfort to bicyclists and can accommodate pedestrian activity.

Comments

REQUEST 40 MPH
LIMIT FROM VILLAGE
TO CHESTNUT LANE

• Too many different speed limits along 9W from 55 to highland.
• Three lane to four and going over hill is dangerous. (worth of CVS)
• Wider shoulders.

NEED TURNING LANE
INTO MCLANAHAN DRIVE
NORTH BOUND

Left turn only
Park
Return at least
1 passing area
per direction
in corridor

Concerns from Old Indian Rd
onto 9W.

• Turning Lanes NS/B on 9W
onto Old Indian Road.
• Ditch onto Old Indian from
9W.
• Excessive speed 755 MPH
Sight line obscured
from rt side 9W when making L

Turn onto 9W N

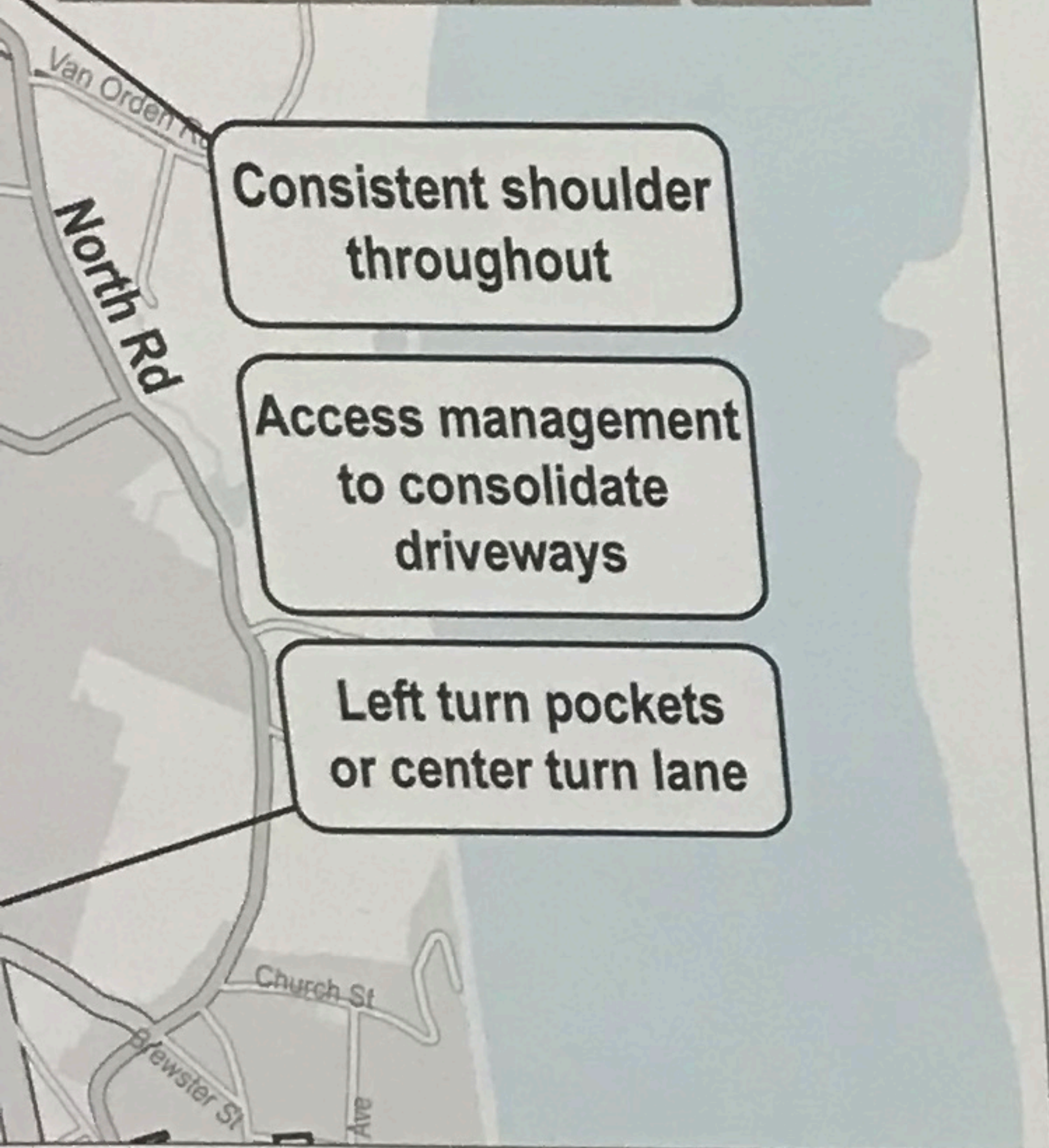
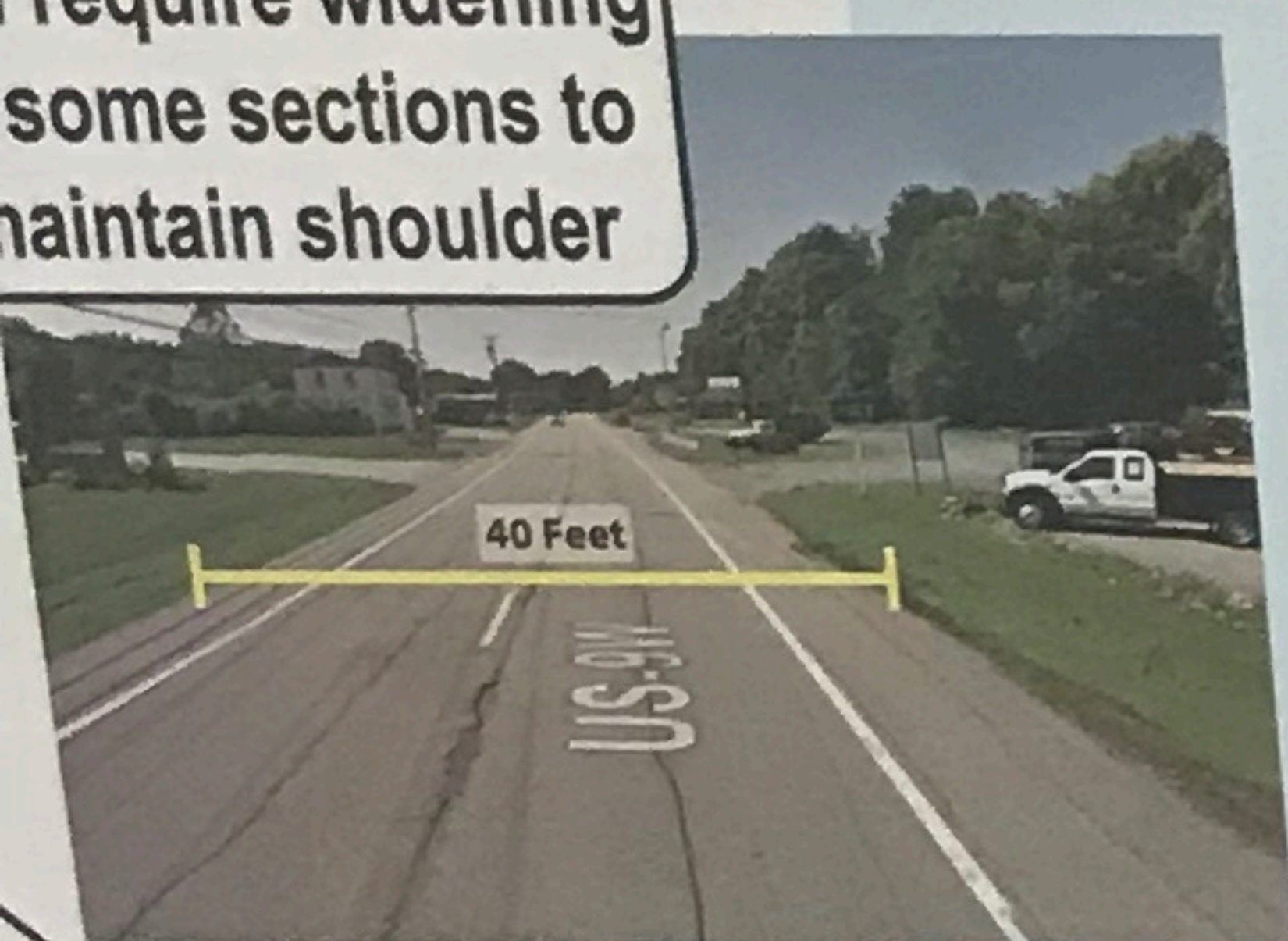
To Note:
Presently, DOT arrows direct people to the eastern lane from Willow Tree Road up to Milton Hamlet. This endangers people who don't know the road & who want to enter Hamlet Park.
Suggestion: Road signs "Park Entrance on left"
Change arrows on road to "Park" & use left turn only explaining it to Milton Hamlet.
Visitors should be directed to the park, not a highway.

Re:
9W Corridor by Highway Dept. The western lane was closed off making all traffic merge to the left lane. But the Highway Dept and Woodcrest have residents as well as homes on the left are endangered. Think left turn.
Suggestion: Label Return only after Woodcrest Lane & better signage to indicate to watch for Highway Dept traffic.

g lane in Park

n Milton Industrial
g access
eways. Provide a

require widening
some sections to
maintain shoulder



nt Shoulders out Corridor

ained shoulders throughout the
of within the Marlboro hamlet due
(nts)

y providing motorists with a recovery
space for emergency, maintenance,

ety and comfort to bicyclists and can
tivity.

Comments

REQUEST 40 MPH
LIMIT FROM VILLAGE
TO CHESTNUT LANE

- Too many different speed limits along 9W from 84 to Highland.
- three lane to four and going over hill is dangerous. (worth of CVS)
- wider shoulders.

NEED TURNING LANE
INTO MCLANAHAN DRIVE
NORTH BOUND

Left turn into
park

Return at least
1 passing area
per direction
in corridor

Concerns from Old Indian Rd
onto 9W.

- Turning Lanes NS/B on 9W onto Old Indian Road.
- Ditch onto Old Indian from 9W.
- Excessive speed 75 MPH
- Sight line obscured from rt. side 9W when making ②

Turn onto 9NN ③

To Note:

Presently, DOT arrows direct people to the eastern lane from Willow Tree Road up to Milton Nardolme. This endangers people who don't know the road & who want to enter Shanty Oak.
Suggestion: Road signs "Park Entrance on left"
Change arrows on road to "Park 8" & use left turn only extending it to Milton Nardolme. Visitors should be directed to the park, not away from it.

Re:

9W Corridor by Highway Dept. The western lane was closed off making all traffic merge to the left lane. But the Highway Dept and Woodcrest Lane residents as well as homes on the left are endangered from left turn.
Suggestion: Label R turn only after Woodcrest Lane & better signage to indicate to watch for Highway Dept. trucks.

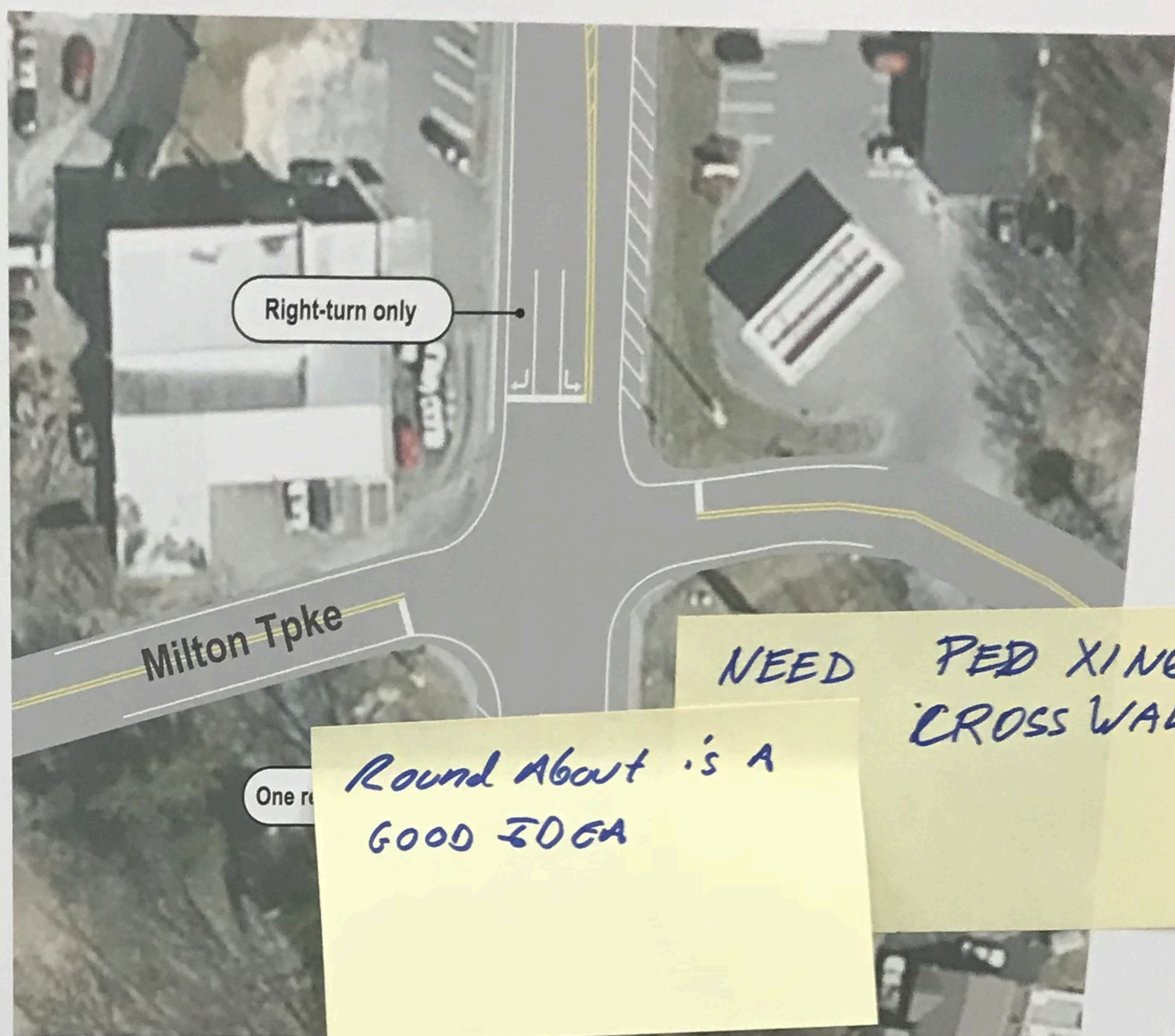
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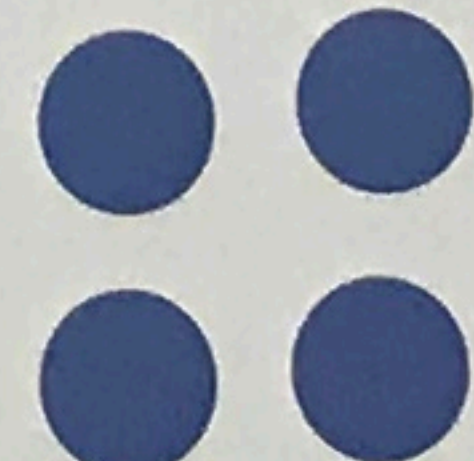


Elmira Road at West Spencer Road
City of Ithaca, Tompkins County
Source: NYSDOT



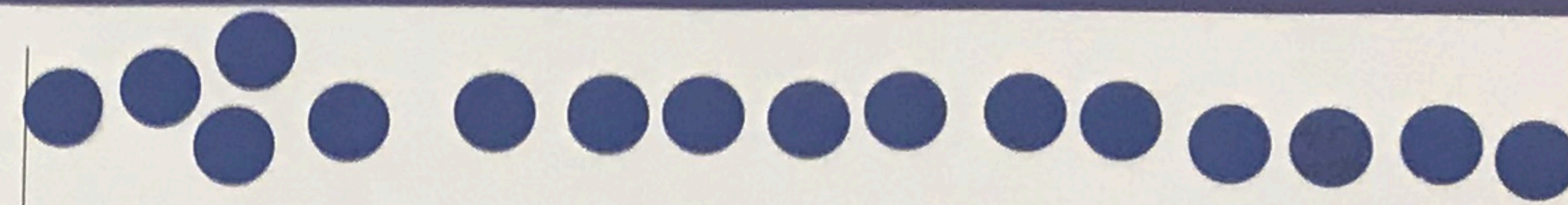
NY29 at NY40
Town of Greenwich, Washington County
Source: NYSDOT

Which Projects Should be Prioritized?

13	Enhance crosswalks in Marlboro Hamlet with RRFBs	
14	Fill in gaps in sidewalk network between Western and Young Ave	
15	Midblock crossing at Cluett Schantz Park	
16	Extend sidewalk network in Milton Hamlet	
17	Add pedestrian and bicycle crossing to Milton Turnpike	
18	Designate Route 9W as a bicycle route	
19	Shared roadways in hamlets	
20	Bicycle parking in hamlets and parks	
21	Regional Bicycle Routes	
22	Multi-use path connecting the hamlets	

Which Projects Should be Prioritized?

- 1 Road Diet in four lane section
- 2 Add center turning lane in Milton Industrial Park
- 3 Consistent Shoulders Throughout Corridor
- 4 Study parking and pedestrian activity at Marlboro Triangle to assess feasibility of adding left-turn lane
- 5 Changes to lane configurations at southbound approach
- 6 Convert signalized intersection into a roundabout
- 7 Landscaping and Sidewalks
- 8 Gateway & Wayfinding Signage
- 9 Lighting at intersections
- 10 Target growth to hamlets, conserve agriculture and green areas
- 11 Restrict uses permitted in Business Corridor Overlay District
- 12 Revise zoning to incorporate Access Management Plan



Whic

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