

Route 9W Corridor Management Plan

Towns of Marlborough and Lloyd

Public Workshop #1

June 8, 2017



BFJ Planning



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Technical Advisory Committee

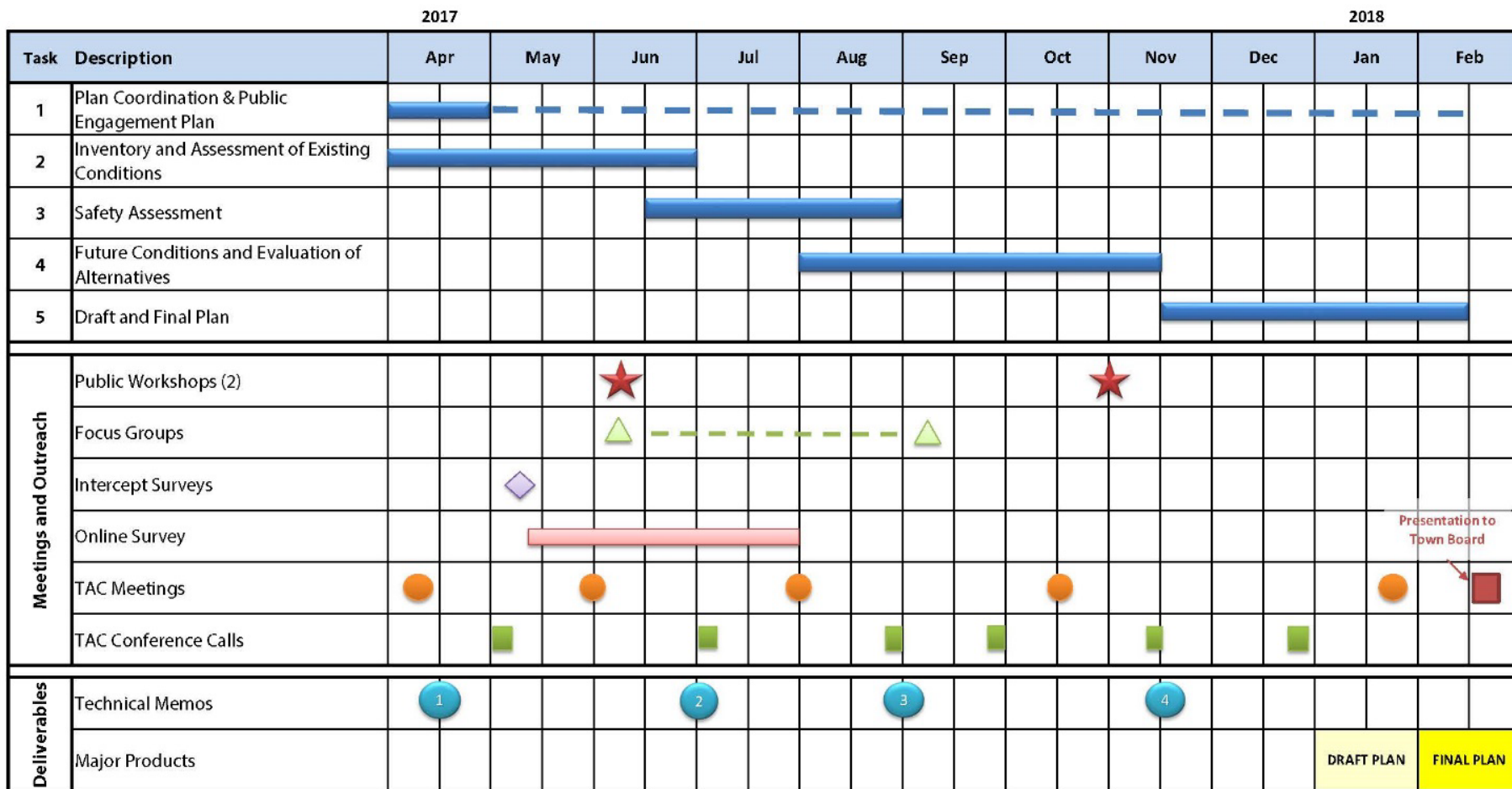
Town of Marlborough | Al Lanzetta, Howard Baker, Michael Brooks,
Manny Cauchi, Allan Koenig, Bob Troncillito, Tom Corcoran,
Chief Gerald Coccozza, John Alonge, Gael Appler,
Town of Lloyd | David Barton, Peter Brooks
NYSDOT | Christopher Lee, Jim Rapoli, Thomas Weiner

Consultants

BFJ Planning | Transportation and Land Use Planning, Public Outreach
Susan G. Blickstein | Public Outreach, Bicycle & Pedestrian Planning

Project Timeline

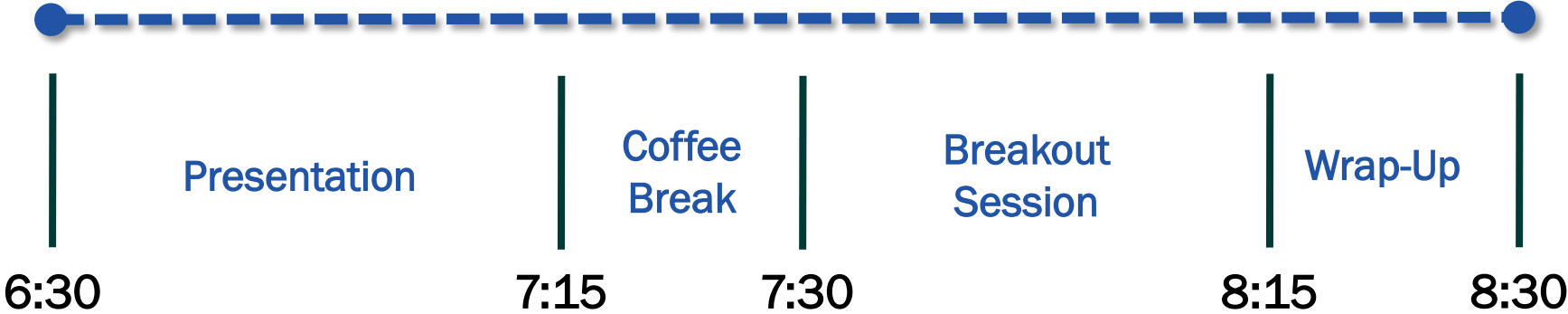
Route 9W Corridor Management Plan Work Flow Chart & Schedule



Rev: June 1, 2017



Agenda



What is a Corridor Management Plan?

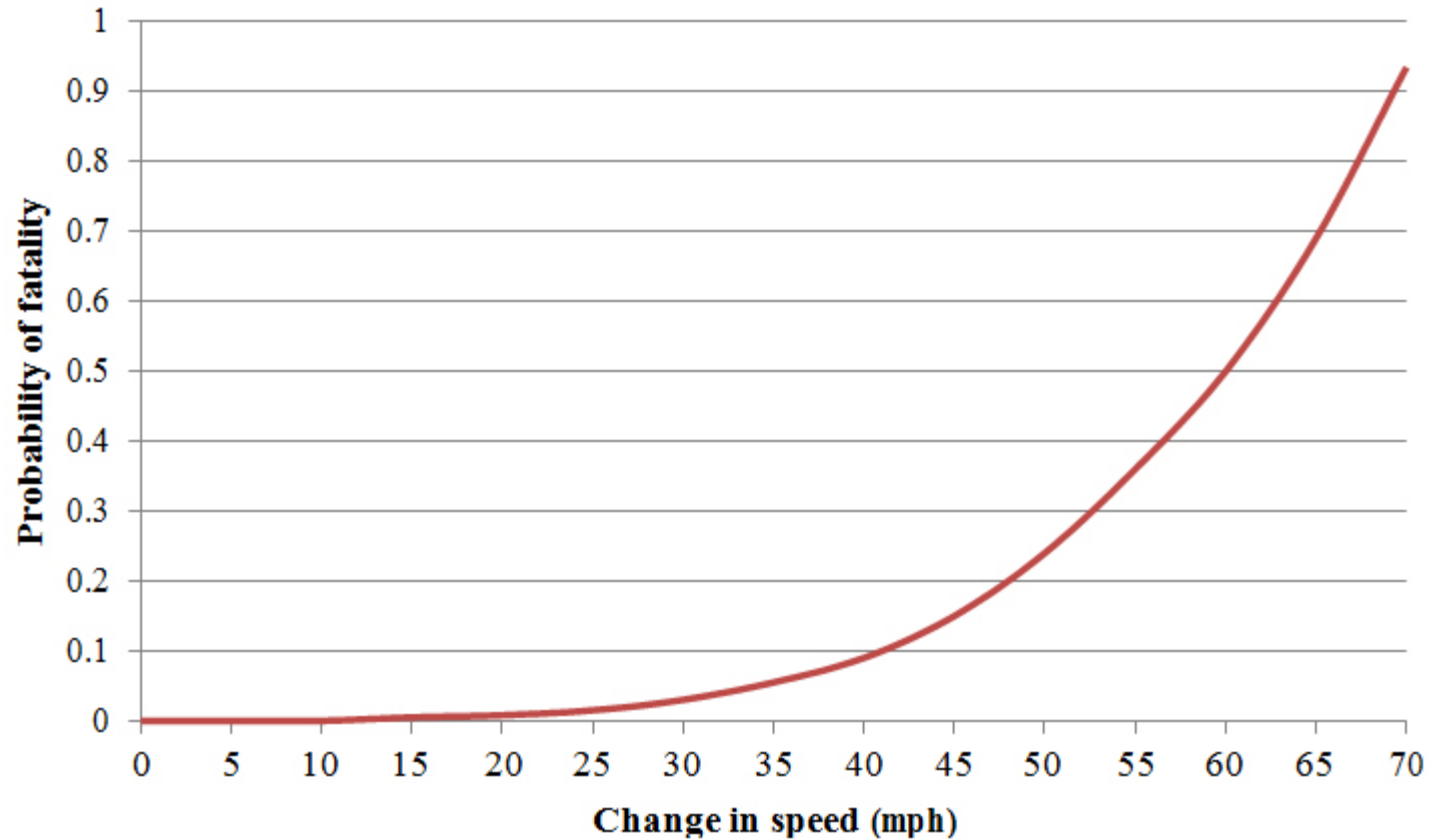
CMP Components:

- 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

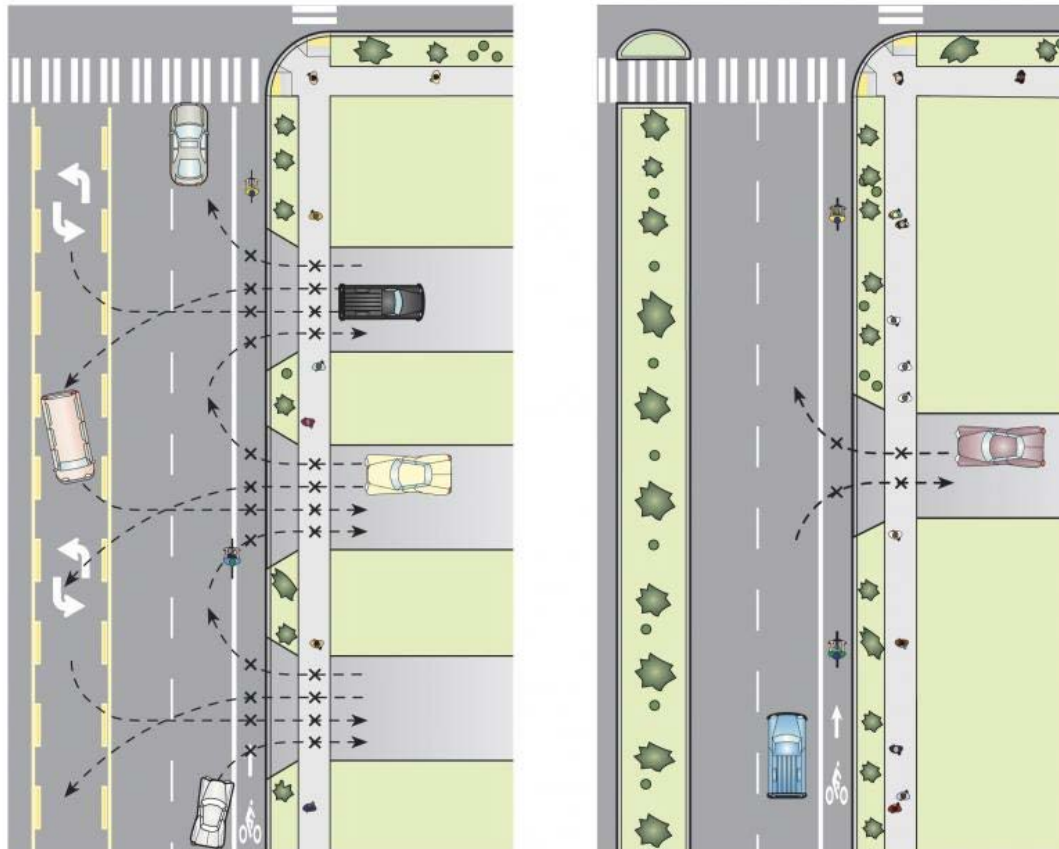
The probability of fatality or severe injury increases as travel speed increases.



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 Street 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



Robbinsville, NJ



Hamburg, NY



Source: National Complete Streets Coalition & FHWA, USDOT

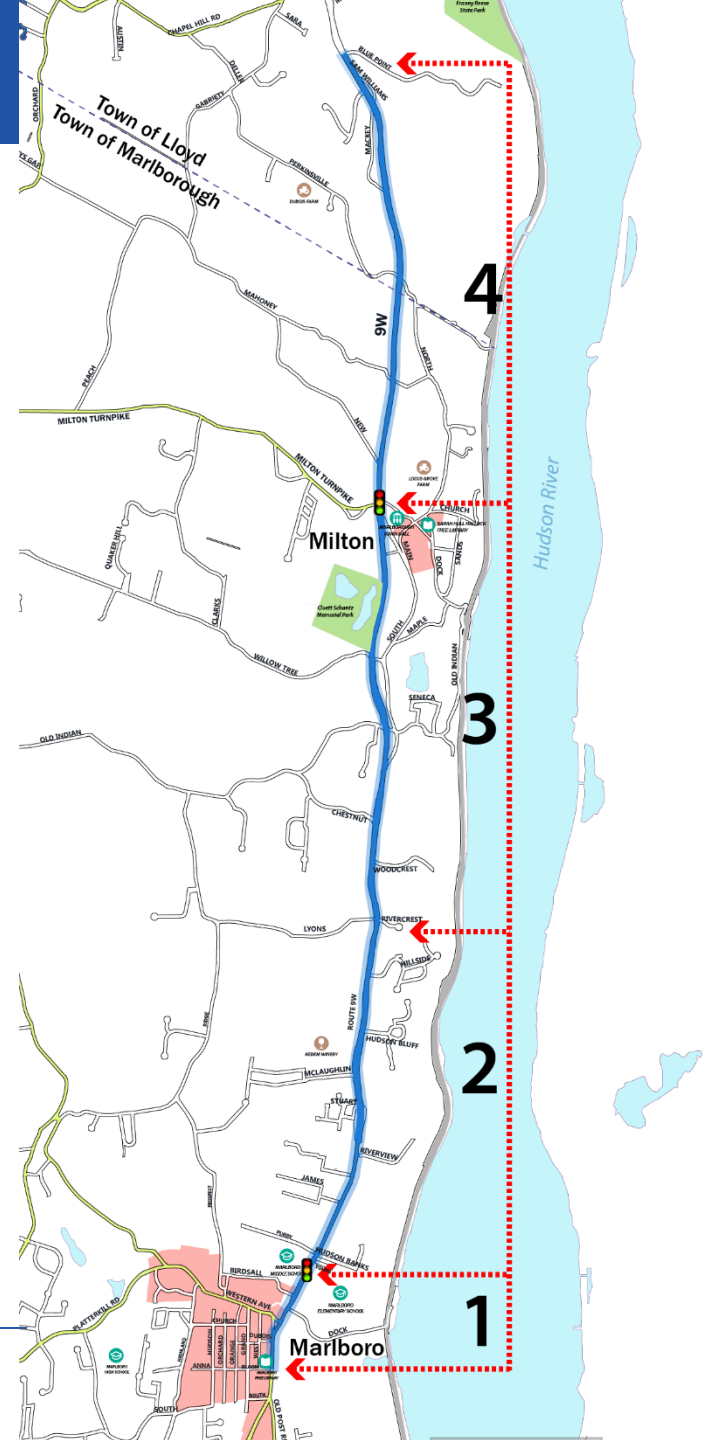
Project Team's Perception of Study Objectives

- 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

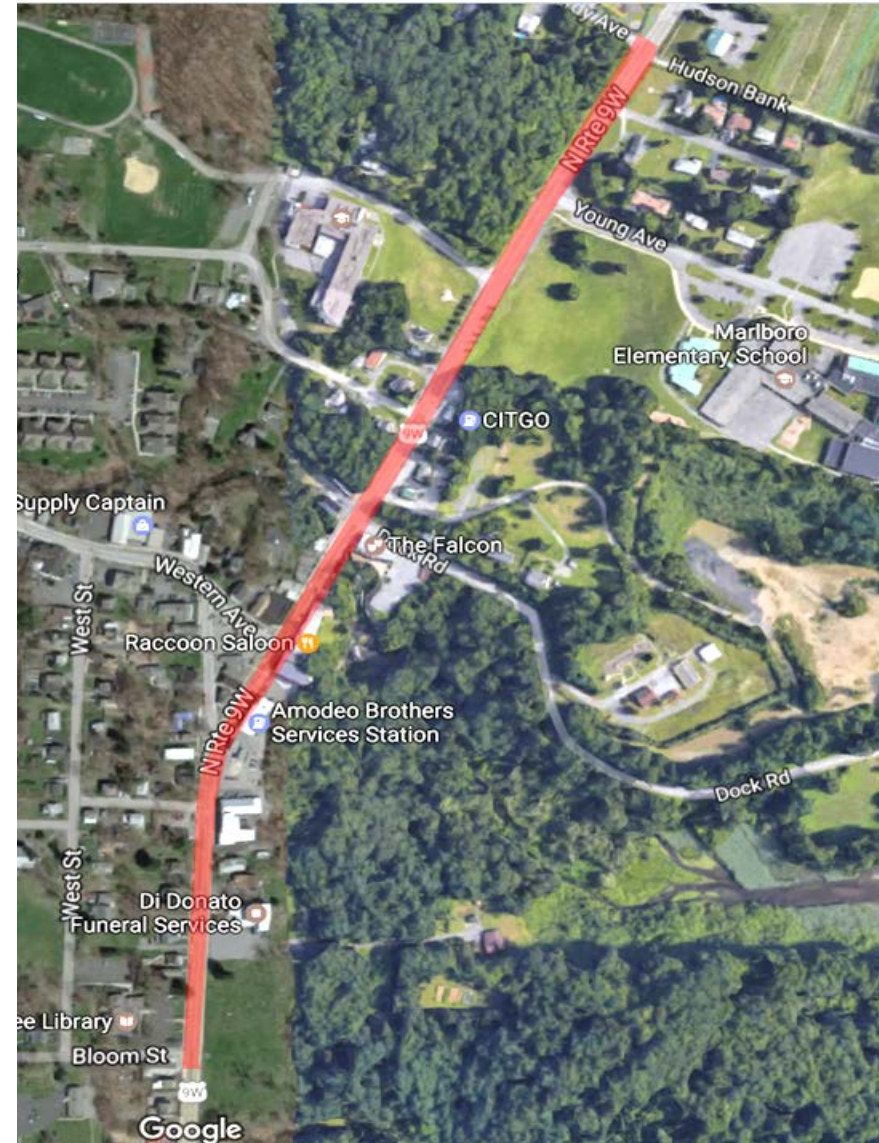
Corridor Split into Four Sections

- 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)

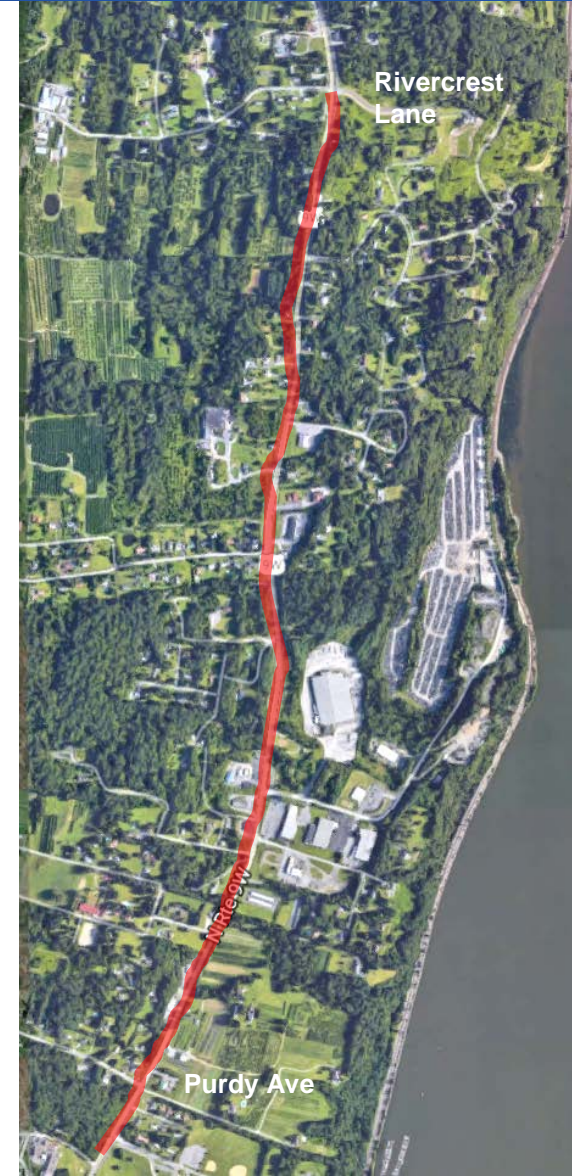


Section One (Marlboro Hamlet – Bloom St to Purdy Ave, 0.6 mi)



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

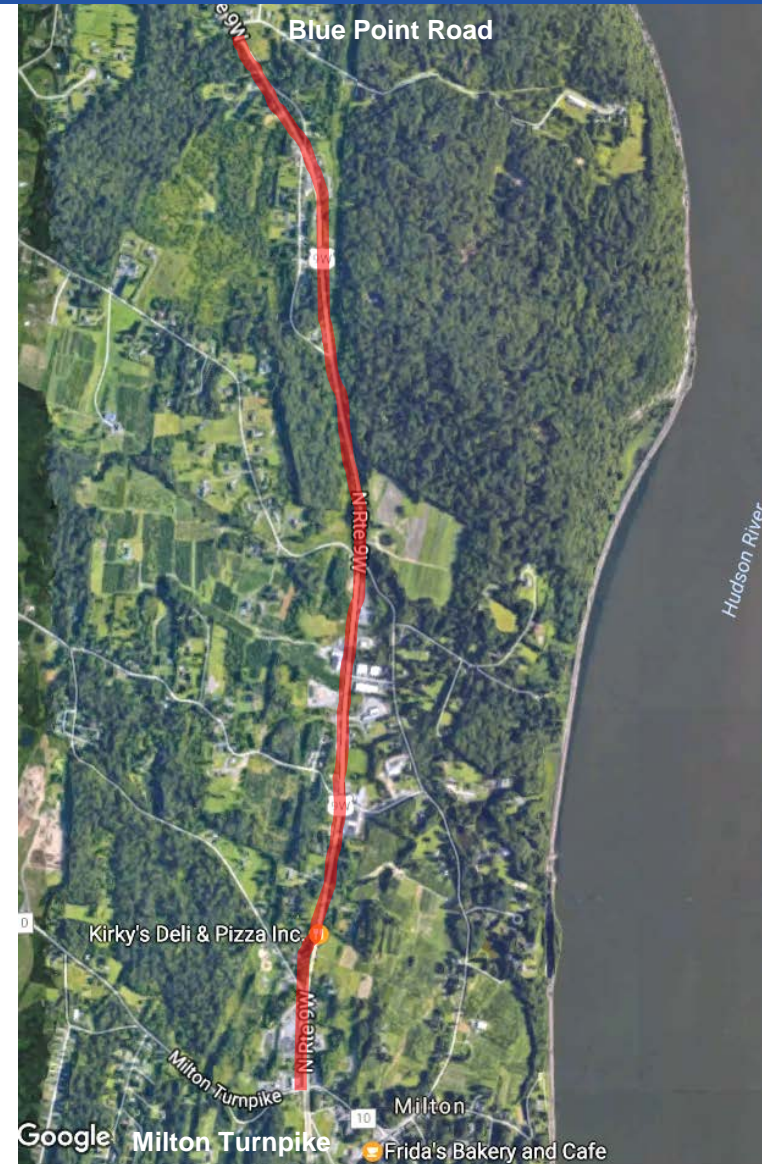


Section Three (Rivercrest Lane/Lyons Lane to Milton Turnpike)



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

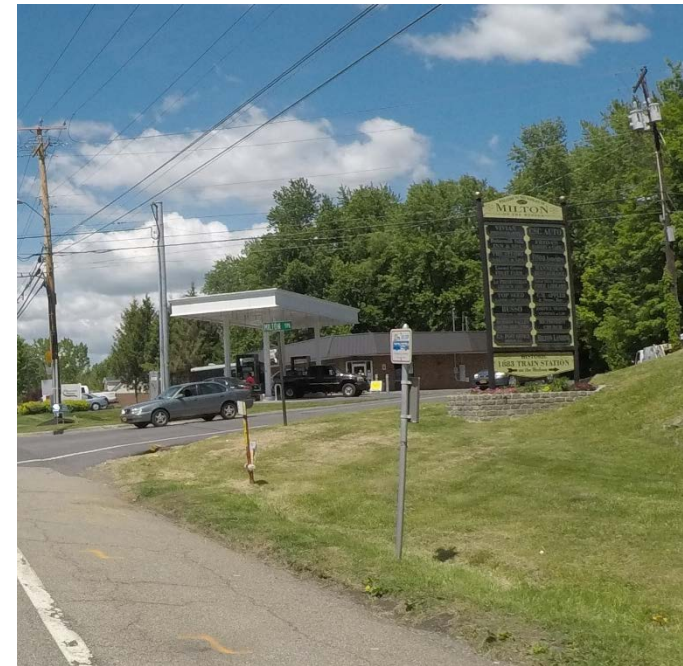


Section Four (Milton Turnpike to Blue Point Road)



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)

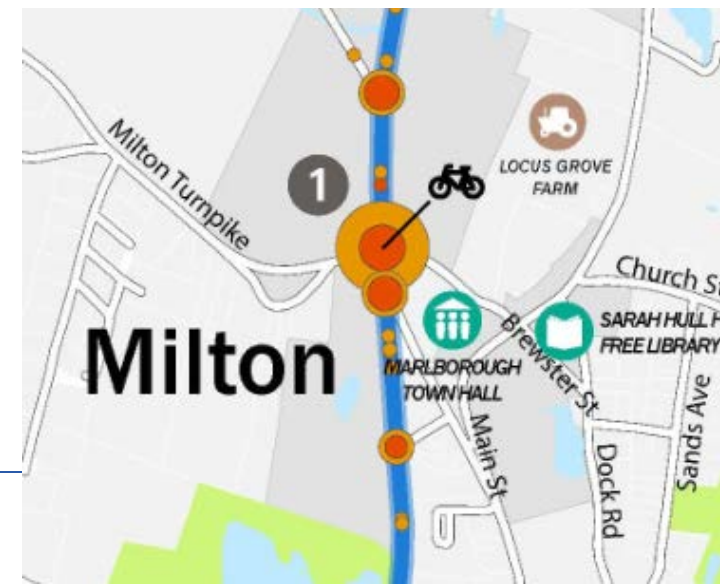


Pedestrian & Bicycle Crashes

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

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

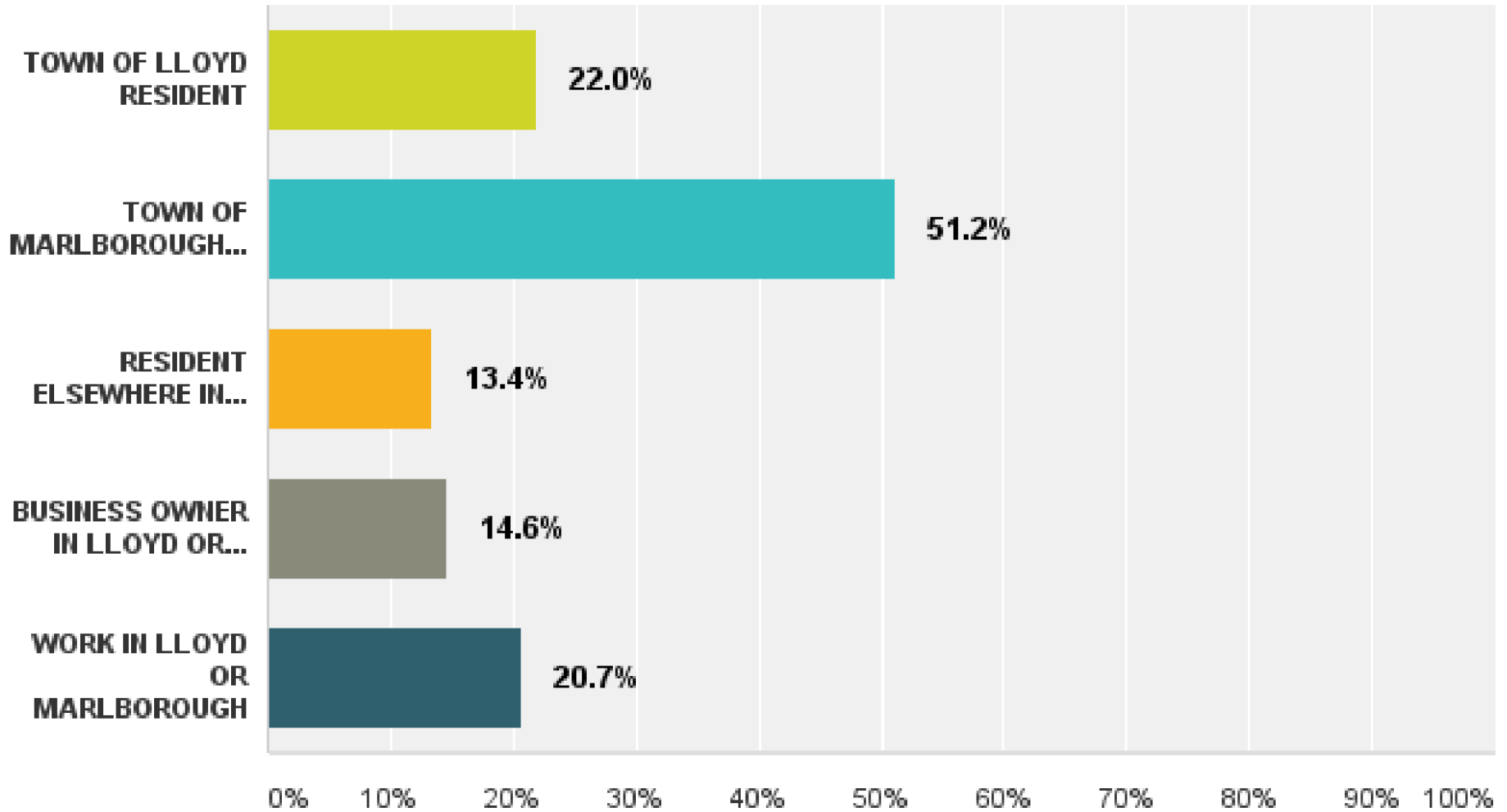


Intercept Survey - Methodology

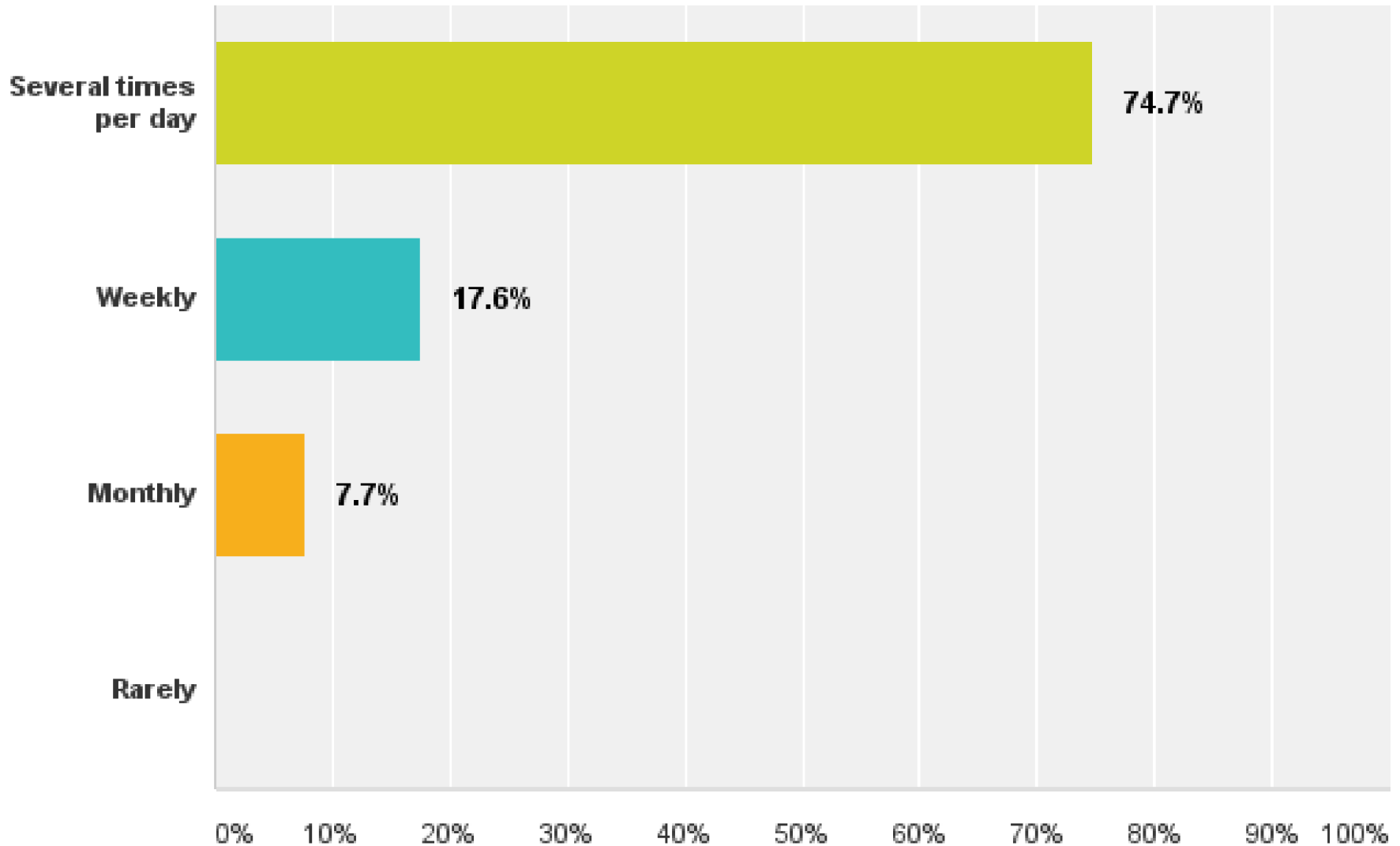
- Tool to speak to people as they go about their daily business
- Basic questions on travel mode, frequency, perceptions of safety and of visual quality of the corridor
- Various locations throughout Lloyd and Marlborough
- Team collectively spoke with over 90 people
- Vast majority live, work (or both)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



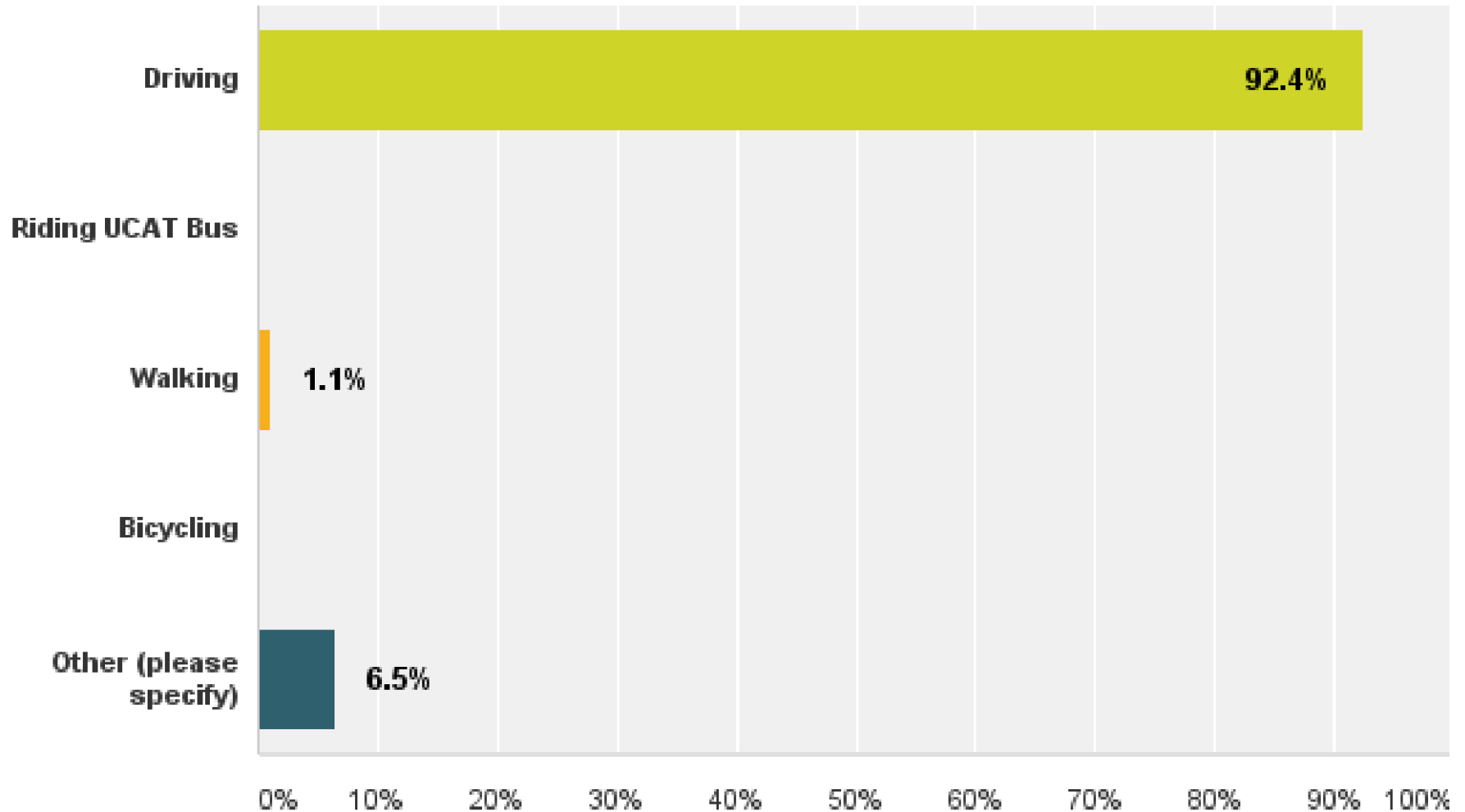
Intercept Survey – Who we spoke with



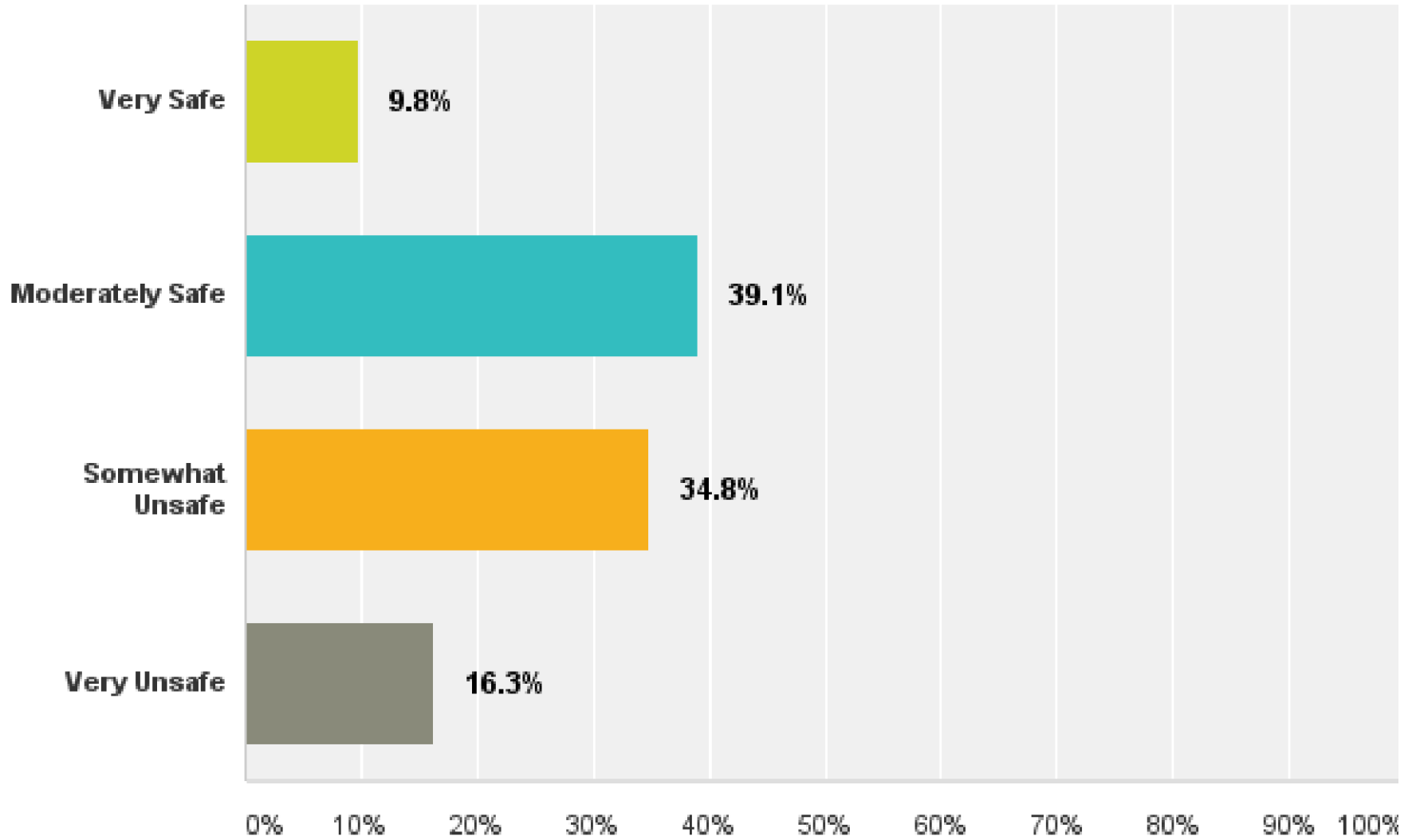
Intercept Survey – Frequency of Travel within Study Area



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”