

# **APPENDIX B: Existing Conditions**

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





## EXISTING CONDITIONS REPORT

A site visit of the Route 9W corridor study area was conducted on Tuesday, May 9, 2017. The consultant team inventoried existing bicycle, pedestrian, and ADA improvements, including taking measurements and recording observations of facility usage and conditions. Major observations of and photos documenting key conditions are provided for four sections of the corridor, starting in Marlboro hamlet in the Town of Marlborough to the south and progressing northward through each section up to Blue Point Road in the Town of Lloyd.

In general, there are few dedicated facilities for non-motorized travel within the study area. Sidewalks are in place through some of the hamlet of Marlboro, but are not present north of the Marlboro Elementary School (Young Avenue). The only crosswalks within the study area are similarly located within Marlboro hamlet and at the traffic signal at Young Avenue. With the exception of ADA stamps/curb drops at Young Avenue and to some extent within Marlboro hamlet, there are no notable ADA or pedestrian improvements within the study area. Shoulders also vary considerably, with some sections of the corridor, particularly northern sections, having a fairly consistent eight-foot (8') wide shoulder and other sections having no shoulder. Shoulder conditions are variable, ranging from adequate to very poor with areas of broken pavement, potholes, and large pavement cracks. Given the shoulder conditions and relatively high travel speeds along the corridor, the Route 9W shoulder is not presently a safe and/or comfortable facility for the vast majority of cyclists.

### Section One: Marlboro Hamlet (Library) to Young Avenue

Section One includes the southernmost portion of the Route 9W Corridor Study Area and extends 0.6 miles from Bloom Street at the southern end to Young Avenue at the northern end of Marlboro hamlet, the most densely developed part of the study area. The cartway (curb to curb roadway section) is one lane northbound and southbound in this section and the speed limit is 30mph the entire length (Fig. 2).

Overall, the Marlboro hamlet section of the corridor has the most multi-modal improvements within the Study Area. ADA stamps/curb drops are in place at Young Avenue, along with a sidewalk on the western side of Route 9W that

[Section One of the Route 9W Corridor Study Area highlighted in red \(Google Maps\)](#)



extends south from the elementary to the middle school. There is also a crosswalk at the Young Avenue signalized intersection, with pedestrian-actuation and countdown signals. The shoulder width varies from a few feet in some places to eight (8'+) feet or more in others, with some areas in poor condition (potholes, gravel) and areas that are difficult to distinguish from the roadway altogether. There are no markings for bicycles to share the road with motorists through the hamlet. Sidewalks are in place throughout much of the Hamlet area – at least on one side of the road – but vary in condition, size, and ADA compliance. There are limited opportunities for safe pedestrian crossings of Route 9W, as there are only three crosswalks across this stretch of Route 9W, including the one at the southern leg of Young Avenue at the Marlboro Elementary School. During field visits, cars frequently did not stop for pedestrians at marked crosswalks.

The following details on bicycle, pedestrian and/or ADA conditions on both sides of the Route 9W Corridor are provided from south to north:

At the intersection of Route 9W and Bloom Street is the Marlboro Free Library to the northwest (Fig. 1) and a cemetery and funeral home to the northeast (Fig. 2 & 3). Along the west side of the road there is a five (5') foot sidewalk and six (6') foot shoulder in good condition. The east side of the road has a six (6') foot shoulder between, most of which is in poor condition with some potholes and broken pavement (Fig. 2). The front yard of the funeral home on the east side is entirely paved with an open curb cut across its frontage (Fig. 3). Although there are differences in the asphalt, the funeral home uses traffic cones to demarcate the parking lot from the road. This is similar throughout much of Section One on the east side, where the pavement extends continuously from the roadway edge to the front of the commercial buildings with no protected sidewalk or pedestrian realm. In some cases, this ambiguous area is used for on-street parking and loading activities. Drainage issues are also evident on both sides of the roadway as the west side is full of debris and the east side has been eroded, exposing drainage grates.

**Figure 1: Sidewalk and shoulder conditions on Route 9W southbound (west) at Marlboro Library, looking south**

**Figure 2: Shoulder pavement conditions on Route 9 northbound (east) at cemetery, looking north**

**Figure 3: Shoulder and parking lot at funeral home on Route 9W north, looking north**



A non-signalized crosswalk, with cautionary pedestrian crossing signs, crosses Route 9W to the south of Dubois Street to the commercial businesses on the east side (Fig. 4). Between Dubois Street and King Street along the west side, the sidewalk is slightly deteriorated and, although the sidewalk continues across the residential driveway aprons to King Street, it slopes steeply towards the road at the driveways. There is only a stop bar for the heavy one-way traffic from King Street onto Route 9W, but no crosswalk (Fig. 5). The sidewalk on the northwest corner of the King Street/9W intersection does not connect, but rather transitions into a ten (10') foot paved shoulder (Fig. 5). North of the intersection, between King Street and Western Avenue on the west side, the sidewalk widens to seven (7') feet in width with a large section of broken curb and the shoulder runs between three (3') and five (5') feet in width. A unique element of the block is a four (4') foot interior sidewalk between buildings that provides pedestrian access through to King Street. Slightly further north on the block, a crosswalk crosses 9W south of Western Avenue in the center of the Hamlet area, roughly from Key Bank to Pizza Town.

On the east side of Route 9W at the Sunoco gas station in Marlboro, the shoulder is approximately seven (7') feet wide and the gas station frontage is fully paved with unrestricted vehicular access (Fig. 6). A sidewalk begins north of the auto body garage and extends along the commercial buildings to the north and then narrows to a few feet in width as it turns and steps down to follow the commercial streetscape across from Western Avenue (Fig 7 & 8). The shoulder and on-street parking area in this part of the Hamlet, although not differentiated or specifically marked, is approximately fourteen (14') feet wide.

Figure 4: Non-signalized crosswalk with pedestrian looking north

Figure 5: Signalized intersection of King Street at merge, looking south

Figure 6: Shoulder and paved lot at Sunoco on Route 9W northbound (east), looking north

Figure 7: Sidewalk narrows around building corner at Raccoon Saloon on 9W northbound, looking

Figure 8: Steps and cracks in sidewalk adjacent to Raccoon Saloon on 9W northbound, looking south



On the west side of 9W, there is no crosswalk across the Western Avenue intersection from south to north due to the sidewalk elevation sitting well above that of Route 9W on the north side of the road (Fig. 9). The sidewalk on the north side can be accessed via the on-street parking stalls on Western Avenue and is used as an outdoor seating area for adjacent businesses (Fig. 10 & 11). The sidewalk ramps down as it turns the corner around Western Avenue at Farmer's Insurance onto Route 9W (Fig. 12). A seven (7') foot shoulder borders the west side of Route 9W along the ramp.

**Figure 9: Intersection of Western Ave at 9W southbound, looking northwest**

**Figure 10: Stairs to sidewalk through parking stalls intersection, looking south**

**Figure 11: Outdoor seating for restaurant on sidewalk north side of Western Ave, looking west**



**Figure 12: Sidewalk ramp and narrow shoulder on 9W southbound, looking south**

Approaching Dock Road from the south, the shoulder on the east side of 9W narrows to four (4') feet as it passes along several garages adjoining the commercial buildings lining the roadway (Fig. 13). Around Mile 0.25, to the south side of the bridge over Lattintown Creek falls, dumpsters are located just off the shoulder (Fig. 14). On the east side of the bridge, there is a three-and-a-half (3.5') foot maintained shoulder, plus seven (7') feet of additional pavement; but, it is unclear what is roadway maintained by the State versus adjoining property owners. To the north of the Lattintown

**Figure 13: Garages abut pavement where sidewalk and shoulder merge together on 9W northbound, looking north**



Creek bridge, the shoulder remains approximately the same width (Fig. 14 & 15).



**Figure 14: Dumpster along shoulder south of Lattintown Creek bridge on 9W northbound, looking north**



**Figure 15: Pedestrian walking in shoulder over Lattintown Creek bridge in front of The Falcon on 9W northbound, looking north**

North of Dock Road, up to the billboard/Citgo gas station on the east side of 9W, the shoulder is approximately three (3') feet in width and in poor condition along the edge where it meets the parking areas of the businesses (Fig. 16) and then widens alongside the Elementary School to eight (8') feet. On the west side of 9W, north of The Falcon/Dock Road, there is a six (6') foot sidewalk in poor condition with debris, cracking, and a steep slope, bordered by a three (3') foot shoulder, also with debris. It appears that stormwater runs from a break in the retaining wall on the west side of 9W and sheet flows across the road, leaving debris (Fig. 17). The east side of the road also appears to be in poor condition due to erosion as stormwater runs downhill along Route 9W.

**Figure 16: Pavement condition in shoulder on 9W northbound, looking north**

The sidewalk along the west side of Route 9W north of Marlboro hamlet continues up to Birdsall Avenue and is approximately four (4') feet in width and in poor condition (Fig. 18). A utility pole is placed in the sidewalk at the south side of the intersection (Fig. 19). There is no crosswalk across Birdsall Avenue and a segment of the sidewalk is missing on the north side of the intersection (Fig. 19 & 20). An asphalt sidewalk of three to four (3-4') feet in width continues from the second property north of Birdsall Avenue, in front of Marlboro Middle School, and to the school exit lane; although, the sidewalk ends before reaching the crosswalk (Fig. 21). There is also a ten (10') foot grass/gravel buffer between the sidewalk and a four (4') foot shoulder. A crosswalk crosses the Middle School exit road and has a detectable warning surface (DWS) only on the north side, connecting to a sidewalk five (5') feet in width that is in good condition,

**Figure 17: Break in retaining wall and sidewalk on 9W southbound, looking north**

**Figure 18: Sidewalk and shoulder conditions on 9W**



protected by a shoulder of five-and-a-half (5.5') feet. The ADA-compliant sidewalk improvements continue along the west side of Route 9W up to Young Avenue, where it meets a signalized crosswalk across Route 9W with pedestrian actuation and countdown signals serving the elementary school (Fig. 22 & 23). There is no sidewalk along the east side of Route 9W along the elementary school property, but there is an eight (8') foot shoulder, often used as a right-turn lane onto Young Avenue. There is a pedestrian crossing caution sign on the east/northbound side of the road approaching the school, but no explicit "School Zone" signage (Fig.24).

Figure 19: Deteriorated sidewalk with utility pole on 9W southbound at Birdsall Ave, looking north



Figure 20: Broken pavement and extended shoulder/paved front yard used as parking north of Birdsall Ave. Sidewalk reappears after second house north of Birdsall Ave on 9W southbound



Figure 21: Asphalt sidewalk becomes gravel at south side of Middle School exit road on 9W southbound, looking north

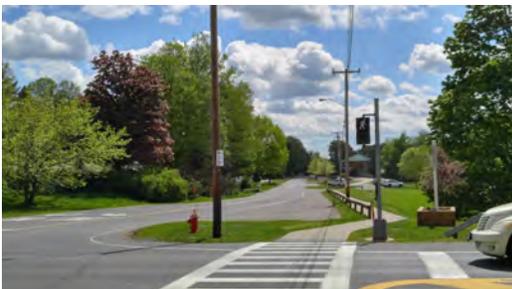


Figure 22: Countdown at crosswalk across 9W to Elementary School, looking east



Figure 23: Signalized crosswalk across 9W to Elementary School, looking east

Figure 24: 8-foot shoulder in good condition along Elementary School frontage on 9W northbound, looking north



## Section Two: Young Avenue to Rivercrest Lane/Lyons Lane

Section Two of the Route 9W study area extends approximately 1.75 miles from Young Avenue northward to Rivercrest Lane/Lyons Lane. The speed limit increases from 30mph to 40mph a few hundred feet to the north of Hudson Banks traveling northbound, exiting Marlboro Hamlet. This area is less developed than the hamlet and lacks any sidewalks, crosswalks or ADA improvements. The roadway pavement condition is generally in poor condition, including some shoulder areas. Shoulder widths range from three to twelve (3-12'). The following details are from south to north:

The shoulder along both sides of Route 9W from Young Avenue up to Purdy Avenue (west)/Hudson Banks (east) is approximately eight (8') feet in width and in good condition. North of Hudson Banks, the shoulder narrows to around five (5') feet and then becomes nine to ten (9-10') feet, with three to four (3-4') feet maintained and six (6') feet of gravel. Beyond the 40mph sign (approximately several hundred feet), the shoulder condition deteriorates and there are approximately four (4') feet of maintained shoulder adjacent to around eight (8') feet of broken pavement/gravel and potholes (Fig. 25). The shoulder varies along the east side from nine (9') feet at the southern end to five (5') feet at Riverview Drive and barely existent in between. It is mostly in poor condition/unmaintained with large potholes and broken up areas in this section. The west side of 9W up to James Street has an eight to eight-and-a-half (8-8.5') foot wide shoulder in fair condition, of which five (5') feet are paved. The property frontage along the west side is entirely paved with one large open curb cut/no access controls. The shoulder narrows slightly between James Street and Warren Street and an exposed grate and drainage pipe indicates deterioration due to drainage along the west side of the roadway (Fig. 28).

Section Two of Route 9W Corridor Study Area  
from Young Ave to Rivercrest Lane (Google Maps)

Figure 25: Unmaintained shoulder on 9W

Street, looking north

Figure 26: Shoulder in very poor condition along  
9W northbound near Bixby Lane, looking north



Figure 27: Pavement in fair condition at intersection of Herman Drive and 9W northbound, looking north



Figure 28: Pavement in fair condition; drainage grate in shoulder on 9W southbound south of Bixby Lane, looking south

On Route 9W northbound (east side of the corridor), a nine (9') foot shoulder runs from Riverview Drive up to McLaughlin Drive where 9W becomes four lanes (two lanes in each direction). North of McLaughlin Drive, as the road becomes one lane in each direction again, the shoulder on the east side widens to 10.5 feet, and is in fair condition, until narrowing back to seven (7') feet north of Hudson Bluff Drive. The west side of the corridor has a shoulder of eleven (11') feet from Riverview Drive up the hill, northward to Lauria Drive. Part of the shoulder on the west side of the corridor at Lauria (Stuart) Drive was converted into a right-turn lane; the remaining shoulder is around 4.5 feet wide (Fig. 30). To the north, the road returns to one lane in each direction and the shoulder on the west side widens again to 12-13 feet until Mile 1.50 (at The Commons strip mall), and then narrows again on the approach to Hudson Bluff Drive to seven to eight (7-8') feet. The pavement on this stretch varies from fair condition to areas with potholes and cracking.

North of Hudson Bluff Drive, there is considerably less traffic and development until Lyons Lane/Rivercrest Lane. There are no sidewalks, but the shoulders on both sides of Route 9W are in fair condition, with some areas of broken pavement north of Hudson Bluff Drive (Fig. 31). On the west side, the shoulder is approximately eight (8') feet wide to Mile 2.00 approaching Lyons Lane, and then narrows to three (3') feet to accommodate an area of crosshatching at the southern approach to Lyons Lane (Fig. 32). The east shoulder is between six and eight (6-8') feet in width up to Rivercrest Lane, with some minor edge cracking and potholes.

Figure 29: Reduced speed area going downhill from southbound becomes 1 lane, looking south

Figure 30: Right-turn lane onto Lauria Drive from 9W southbound, looking south

Figure 31: Some cracking and broken pavement north of Hudson Bluff Drive on 9W southbound, looking south



Figure 32: Cross-hatching to reduce roadway width on 9W southbound, looking southwest

### Section Three: Rivercrest/Lyons Lanes to Milton Turnpike

Section Three is a nearly two-mile stretch of Route 9W from Rivercrest Lane/Lyons Lane at the southern end to Milton Turnpike in Milton to the north. Overall, it is a high-speed area with two to four travel lanes, several lane merges, and occasional turning lanes. There are no pedestrian or bicycle facilities and there are very narrow, if any, shoulders in most locations.

The road becomes three lanes north of the intersection with Rivercrest Lane/Lyons Lane, with two northbound lanes and one southbound lane and a right-turn lane onto Lyons Lane. The road continues as three lanes until the Town Highway Department, where it becomes four lanes (two lanes in each direction). The road becomes three lanes again, as the northbound side merges from two lanes into one lane across from Cluett Schantz Memorial Park.

Between Rivercrest and Woodcrest Lane the shoulder varies between three and six (3-6') feet in width. North of Woodcrest Lane, the shoulder is three (3') feet paved in poor condition and three (3') feet unpaved up to the grass of adjoining properties. The pavement on the west side of the road is degraded and the six (6') foot shoulder disappears to less than one (<1') foot around Woodcrest Lane. There is little to no shoulder on the west side of Route 9W from Woodcrest Lane until Willow Tree Road. The northbound/east shoulder reduces to approximately three (3') feet in width between Owl Lane and South Road and is zero to three (0-3') feet, but in fair condition north of the southern end of

Figure 33: Fair to poor pavement in shoulder along 9W southbound, looking south at Hepworth Farms Section Three of the 9W Corridor Study Area from Lyons Lane/Rivercrest Lane to Milton Turnpike (Google Maps)



South Road at 9W (Fig. 34). There is a large area of ponding on the east side of the road halfway between Old Indian Road and Willow Tree Road at Mile 3.25 across from Ship Lantern Inn (Fig. 35 & 36).

From Old Indian Road to Willow Tree Road, the shoulders increase slightly from less than one (<1') foot to one to three (1-3') feet on the west (southbound) side of the corridor and less than two (<2') feet to seven (7') feet on the east (northbound) side of Route 9W. Other than a four (4') foot shoulder on the east side across from Cluett Schantz Memorial Park (Fig. 37), the shoulders are six to eight (6-8') feet on both sides of 9W and in fair condition between Willow Tree Road and Saint James Road.

The east shoulder is seven (7') feet wide south of Saint James Road and 6.5 feet to the north of Saint James Road (Fig. 38). The shoulder on the western side of 9W in this location is 12.5 feet to the south and seven (7') feet to the north. The west side decreases gradually to five (5') feet in width at Milton Turnpike and the east side increases to around 8.5 feet wide. There is a left-turn lane from the southbound side onto South Road near the Town of Marlborough Town Hall, as well as left-turn lanes from both directions onto Milton Turnpike at the signalized four-road intersection. There are no crosswalks, push buttons or ADA improvements at the Milton Turnpike intersection (Fig. 39).

**Figure 34: Narrow shoulder along 9W northbound, looking south at Owl Drive**

**Figure 35: Narrow shoulder in poor condition with broken pavement on 9W northbound across from Ship Lantern Inn, looking south**



**Figure 36: High-speed area with no shoulders, looking north across from Ship Lantern Inn**



**Figure 37: Cluett Schantz Memorial Park on 9W southbound, looking west toward park**



Figure 38: Slightly wider shoulder in fair condition; road narrows to one lane, shared with tractor on 9W northbound, looking north



Figure 39: One northbound and southbound lane and left-turn lane onto Milton Turnpike on 9W northbound, looking north

### Section Four: Milton Tpk to Blue Point Road

Section Four of the 9W Study Area extends from Milton Turnpike at the southern end to Blue Point Road in Lloyd Township at the northern end. The shoulders in this section are generally consistently eight (8') feet in width or greater and in fair condition with some areas of pavement cracking and potholes. However, as with most of the corridor, there are no pedestrian or ADA facilities. Travel speeds are generally in excess of 40 miles-per-hour.

From the traffic light at Milton Turnpike to the north, there is a four (4') foot shoulder on the west (southbound) side of Route 9W, two northbound travel lanes, and a left-turn lane (Fig. 40). The east (northbound) side has an eight-and-a-half (8.5') foot shoulder in fair condition with cross-hatching along the front of Stewart's Shop. The roadway becomes two lanes (one lane in each direction) north of Stewart's.

The shoulders remain in fair to good condition north of Milton Turnpike. At New Road, the shoulders are generally eight (8') feet on both sides of the corridor (Fig. 42). The shoulder width increases south of Mahoney Road to eight-and-a-half (8.5') feet on the west side and eleven (11') feet on the east. The east (northbound) shoulder is consistently ten feet (10') wide north of Mahoney Road (Fig. 41).

Section Four of Route 9W Corridor Study Area, from Milton Tpk to Blue Point Road (Google Maps)



**Figure 40: Young's Auto, three travel lanes and minimal shoulder on 9W southbound at Milton Turnpike, looking north**



**Figure 41: Wide shoulder in fair condition at Mahoney Road, looking south**



**Figure 42: Open curb cut on 9W northbound at New Road, looking south**



**Figure 43: Shoulder in fair condition and guardrail at edge with ditch/creek below on 9W southbound at Perkinsville Road, looking south**

At the northern border of Marlborough with Lloyd, the shoulders are eight-and-a-half to nine (8.5-9') feet on the west side and seven-and-a-half to eight (7.5-8') feet on the east side in fair to poor condition, with some broken pavement and sloped areas that reduce the effective size of the shoulder. North of Perkinsville Road/North Road, the shoulder is ten (10') feet wide along the east side of 9W and eight-and-a-half (8.5') feet wide on the west side of the corridor and is generally in fair condition. The shoulders between Mackey Road and Bluepoint Road range from approximately seven-and-a-half (7.5') feet wide to ten-and-a-half (10.5') feet wide and are generally in fair condition, with small areas deteriorating to poor conditions (Fig. 46 & 47).

**Figure 44: Severely broken pavement in shoulder on 9W northbound at Milton Road, looking south**



Figure 45: 9W northbound at south Sam Williams Road, looking north



Figure 46: Moderately breaking and cracking pavement in shoulder on 9W northbound at Blue Point Road, looking north



Figure 47: Wide shoulder in fair condition on 9W southbound at Blue Point Road, looking south