

Date: April 16, 2019

To: Brian Slack, Senior Transportation Planner, UCTC

From: Georges Jacquemart, P.E., AICP, Principal
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Project Name: Route 9W Corridor Management Plan
Subject: Response to NYSDOT Comments

The following items respond to comments received from NYSDOT after the issue of the Final Version of the Route 9W Corridor Management Plan by email from Terrence Donoghue to Brian Slack dated December 19, 2018. The NYSDOT comments refer to a draft set of conceptual lane reconfiguration maps issued during the Summer of 2018. These maps have since been revised and renumbered to allow for easier scrolling from north to south. The revised maps, Appendix E of the final report, are attached to his memo and referred to throughout the response.

1. Map 3 – There is no left turn bay for Woodcrest Lane (yet there is one for Rivercrest) on the southbound side. There are a few driveways along the east side. As it exists now, through moving vehicles are currently taking advantage of the expanse of existing pavement to get around left turning vehicles at the lane drop.

BFJ amends the lane configuration drawing for this segment by adding a protected southbound left-turn lane to turn into Woodcrest Lane. A new set of Lane Reconfiguration drawings is submitted. Note that this is now shown in Map 12 since the figures have been reversed so that they read more easily from north to south.

2. Map 4 – Chestnut Lane is steep and angled, making it an especially slow move for vehicles making the southbound right turn. To complicate matters, the plan shows a lane drop of a two-lane section southbound just to the north of Chestnut. Chestnut would benefit from a southbound right turn lane.

BFJ believes that this intersection is used primarily by vehicles to/from the south. Turning movement counts should be undertaken to verify this movement pattern. A southbound right-turn lane would have a very sharp turn, impossible for larger vehicles. The merge should be discontinued further north by maybe 150 feet to separate these two conflict points.

3. Map 5 and Map 6 – The plan shows 2 lanes southbound, on a relatively flat section. Not sure why this is needed here. It's the only passing section, and doesn't seem to be on a hill, where you might want one.

There does not seem to be an ideal location for a SB uphill passing lane. The location on our maps has a 2.3% uphill grade. BFJ felt that this was the optimal section also because it is fairly straight. These are now Maps 8, 9 and 10.

4. Map 7 – Old Indian Road is accessed in both directions by tractor-trailers and farm flatbeds regularly because of the coolers. The southbound right is a slow move for these vehicles and cars because of the grade. The northbound left turn lane on the plan is rather short, because of the creation of the two-lane

section. Also, this intersection would benefit from a southbound right turn lane, so that through vehicles could get around the slow moving turning vehicles.

The northbound left-turn lane can be lengthened as needed (shown now in Map 8). Turning movement counts should be undertaken to verify the needed length of the turn lane. A southbound right-turn lane could be added, however, the large slow moving right turners may not use the right-turn lane because of the angle. The proposed lane reconfiguration may warrant a speed limit reduction which would mitigate this type of conflict. There is also the striped median that could be used by inattentive SB speeders.

5. Map 14 – There are two lanes southbound through the signal that quickly merge to one after the signal, which seems abrupt, and is creating a conflict point. Is this necessary to process through traffic through the signal? There was no capacity analysis provided for a single lane southbound through the signal, only for existing conditions. There is only one through lane northbound through the signal existing.

BFJ did not want to reduce the traffic capacity at the most critical intersection of the corridor. The merge distance shown in the sketch is conceptual and should be lengthened as per DOT design guidelines.

6. Recommendation I-1 - The existing crosswalk positioned to the south of Western Ave. was positioned for maximum sight distance under the existing conditions.

The report proposes to improve sight conditions by eliminating the raised sidewalk around the NW corner of the intersection and by relocating the Route signage so that the crosswalk can be moved to the southern corner of Western Avenue. These two elements are today key sight obstructions.

7. Recommendation I-6 – No calculations were provided, but it seems that the proposed crosswalk at the Cluett Shantz Park does not have enough sight distance due to the vertical alignment. I wouldn't recommend an unsignalized crosswalk in this vicinity.

This is a long-term recommendation based on the lane reconfiguration and the assumption that posted speed limits and operating speeds would decrease. The crossing was requested by the Milton Harvest senior residents. It is not shown in the Lane Reconfiguration sketches.

8. Recommendation R-1 Establish a School Zone – Marlboro Schools do not fit our requirements for a school zone. They have 100% busing, and a traffic signal with a signalized crosswalk.

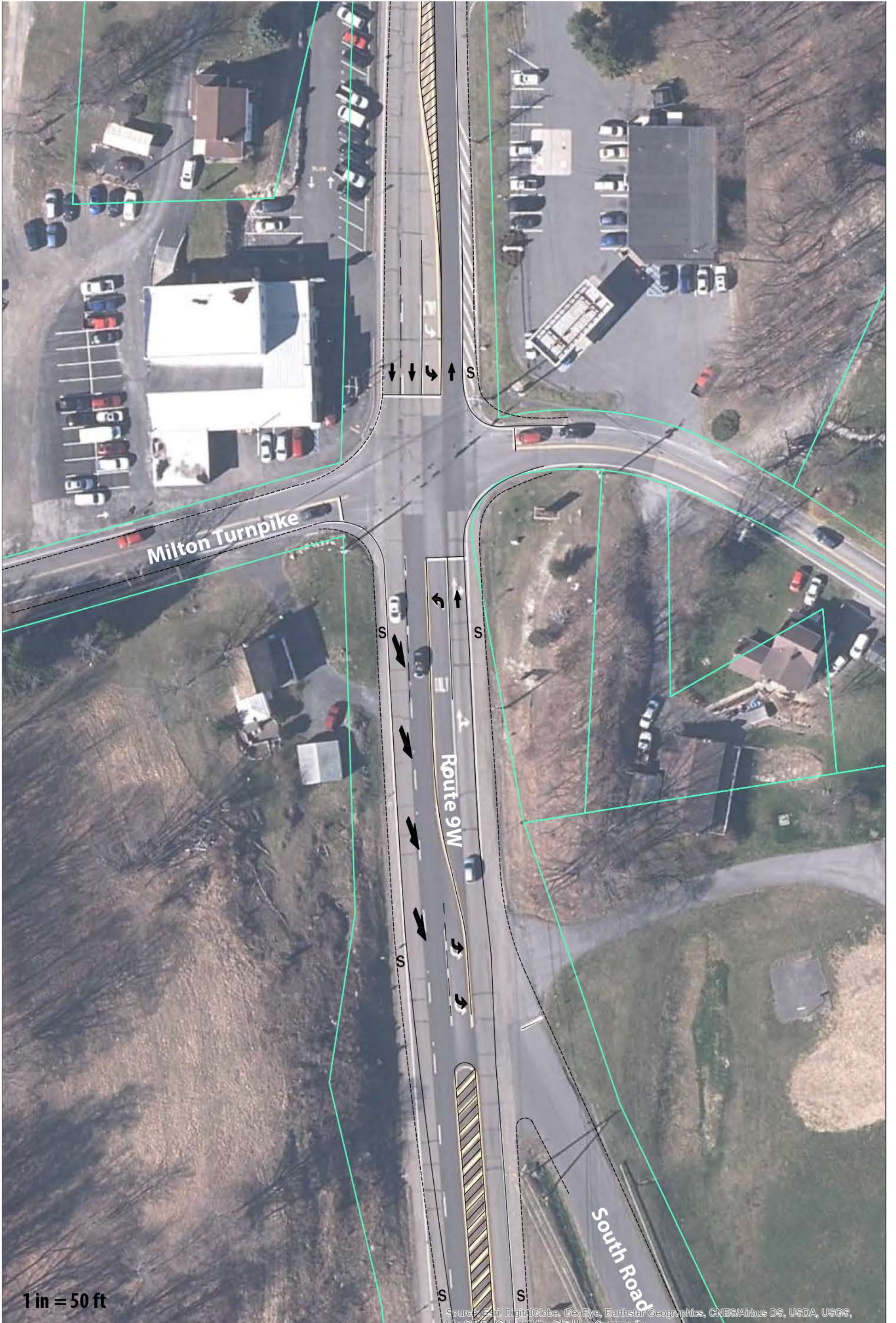
This recommendation is based on the desire to encourage some students to walk to school, as there are more residential developments planned nearby.

9. Recommendation R-8 Install Additional Deer Crossing signs – Enter the northeast, expect a deer. Always. We would need a significant amount of deer accidents within a confined area to even consider them.

Understood. Hopefully a reduced posted speed limit will help.

APPENDIX E: Lane Reconfiguration

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



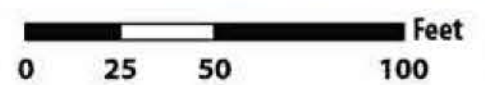
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Map 1 : Milton Turnpike
Proposed Lane Reconfiguration for Route 9W**





**Map 2: St. James Road
Proposed Lane Reconfiguration for Route 9W**





**Map 3: Cluett Schantz Park Driveway
Proposed Lane Reconfiguration for Route 9W**





Map 4: Cluett Schantz Park (N)
Proposed Lane Reconfiguration for Route 9W





Map 5: Cluett Schantz Park (S)
Proposed Lane Reconfiguration for Route 9W





**Map 6: Willow Tree Road
Proposed Lane Reconfiguration for Route 9W**





Map 7:
Proposed Lane Reconfiguration for Route 9W





**Map 8: Old Indian Road
Proposed Lane Reconfiguration for Route 9W**





**Map 9: South Road (S)
Proposed Lane Reconfiguration for Route 9W**





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map 10:
Proposed Lane Reconfiguration for Route 9W





Map11:Chestnut Lane/Owl Drive
Proposed Lane Reconfiguration for Route 9W





**Map12: Rivercrest Lane/Lyons Lane
Proposed Lane Reconfiguration for Route 9W**





Map13: Driveways
Proposed Lane Reconfiguration for Route 9W





Map14:Rivercrest Lane/Lyons Lane Proposed Lane Reconfiguration for Route 9W



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community