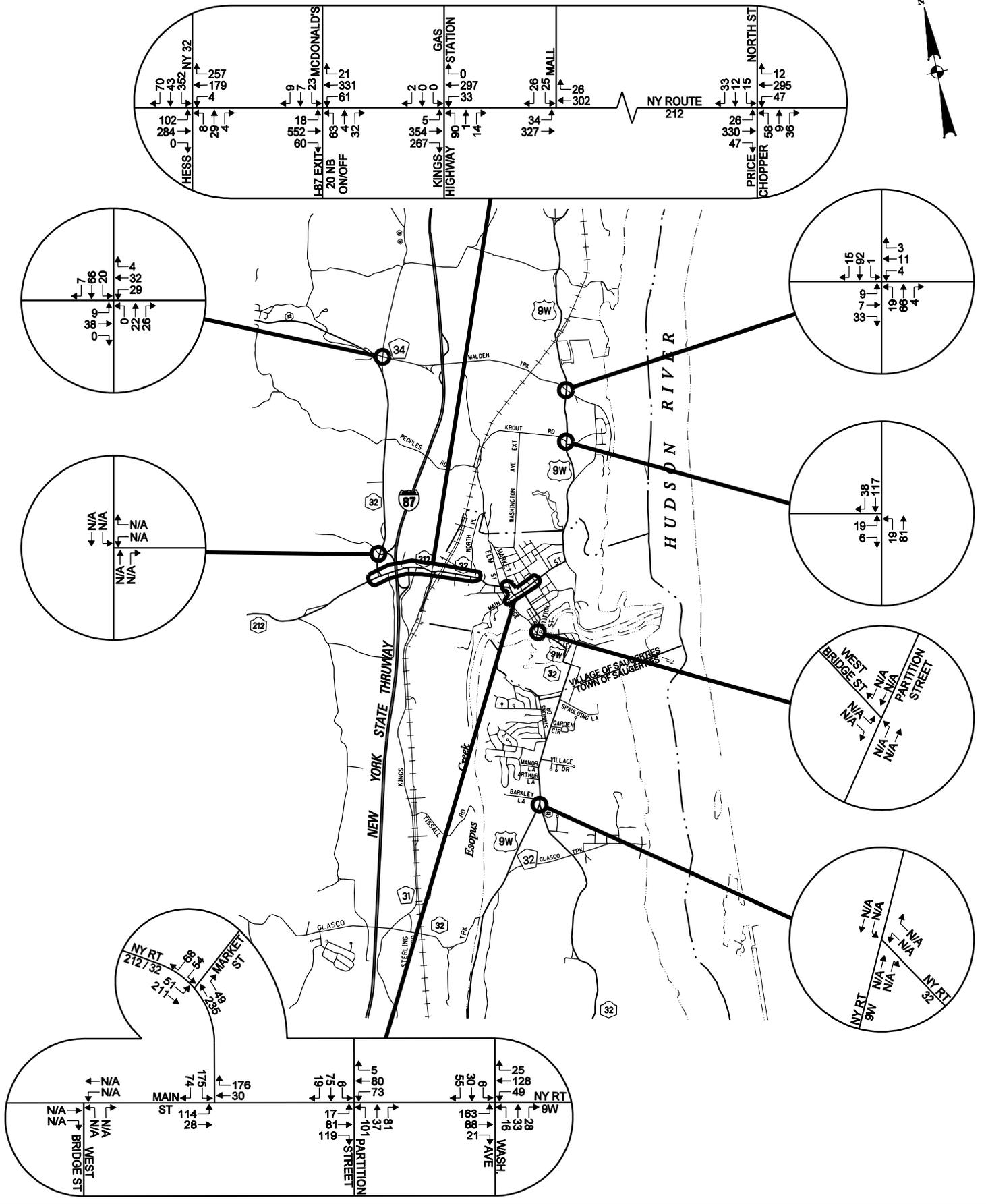


Appendix A – Traffic Volumes

**Saugerties Area Mobility Analysis
Town of Saugerties, New York
Village of Saugerties, New York
Town of Ulster, New York**

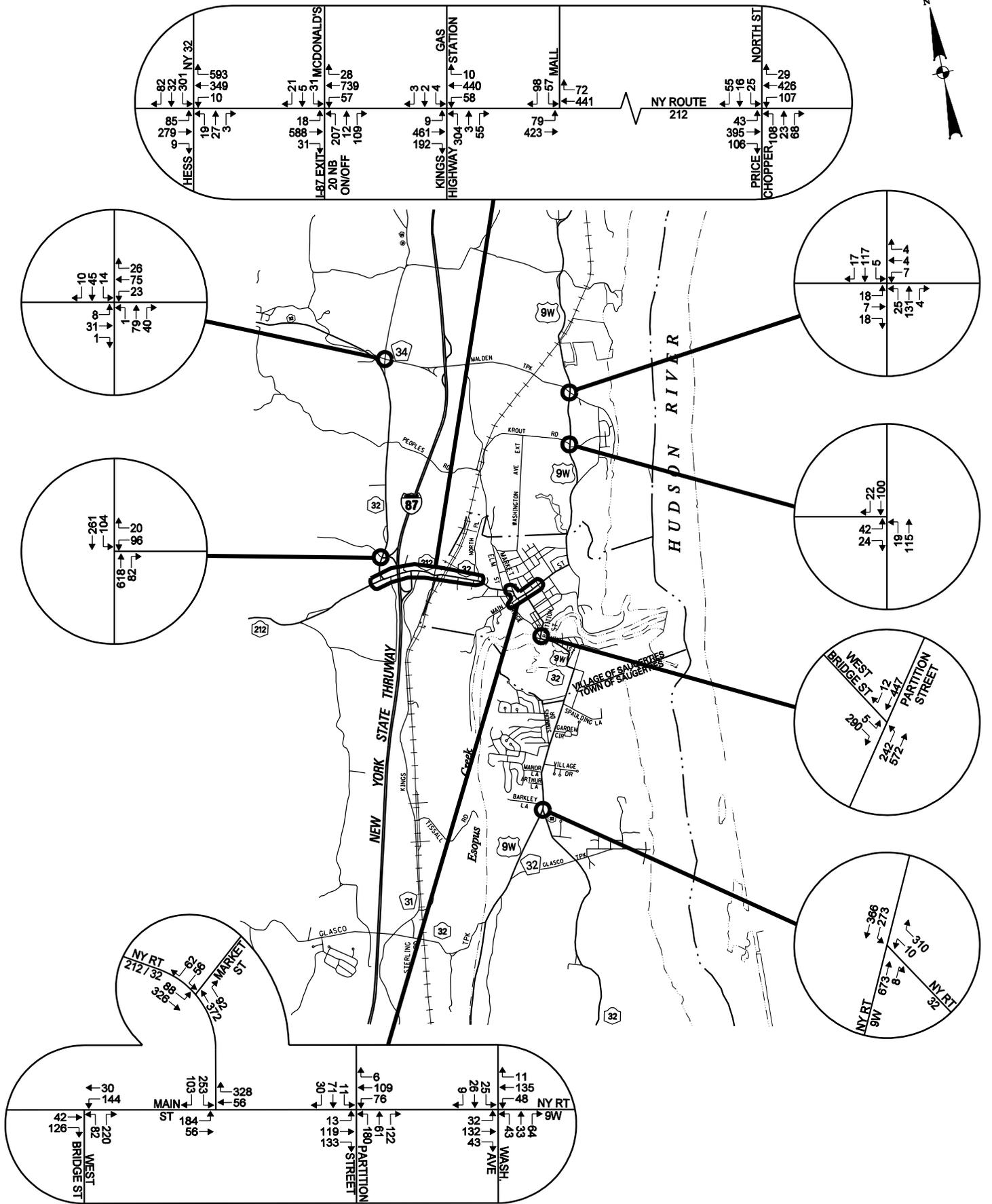


2005 EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

SAUGERTIES AREA MOBILITY ANALYSIS
ULSTER COUNTY TRANSPORTATION COUNCIL



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2005 EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

SAUGERTIES AREA MOBILITY ANALYSIS
ULSTER COUNTY TRANSPORTATION COUNCIL

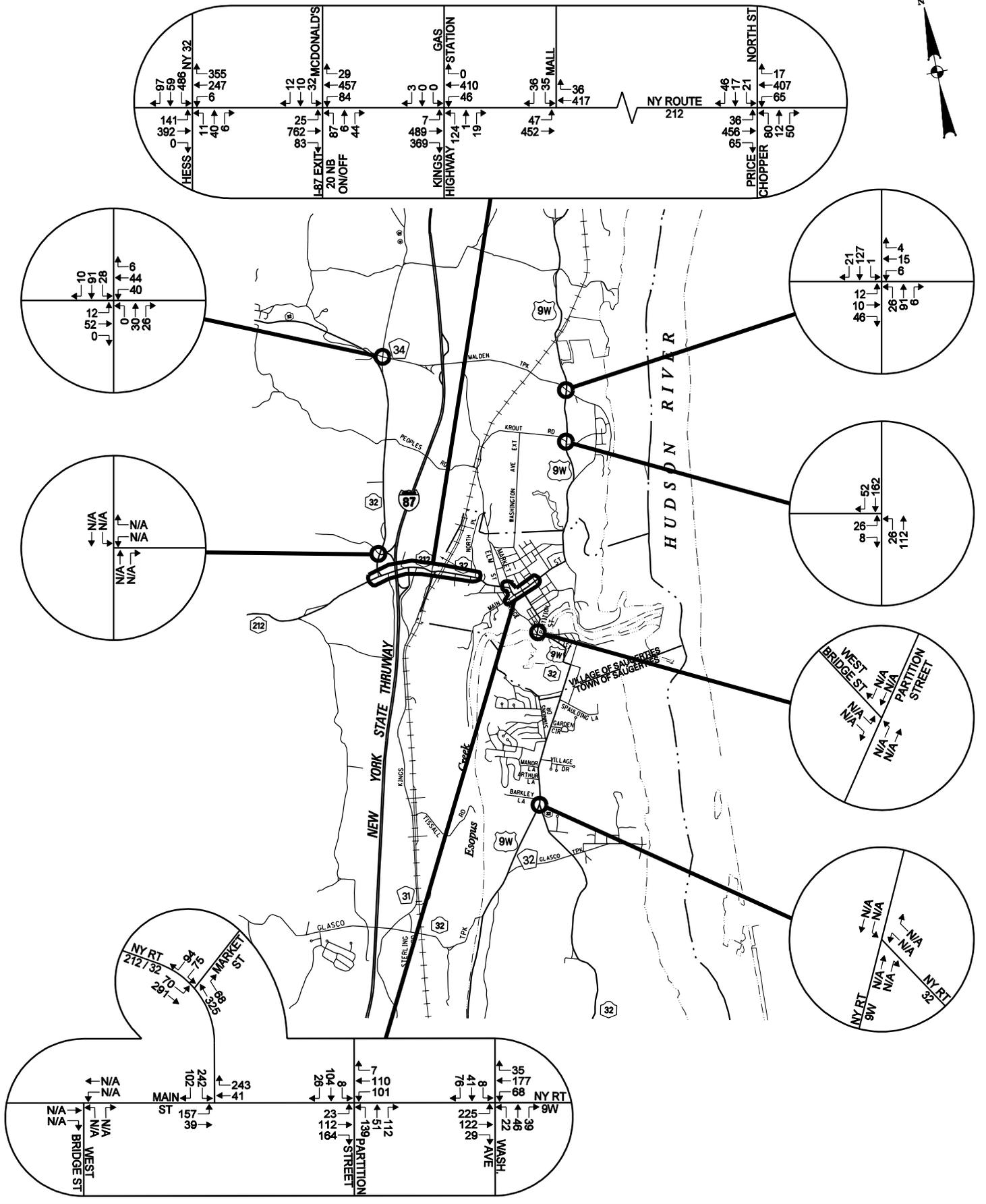


BFJ Planning

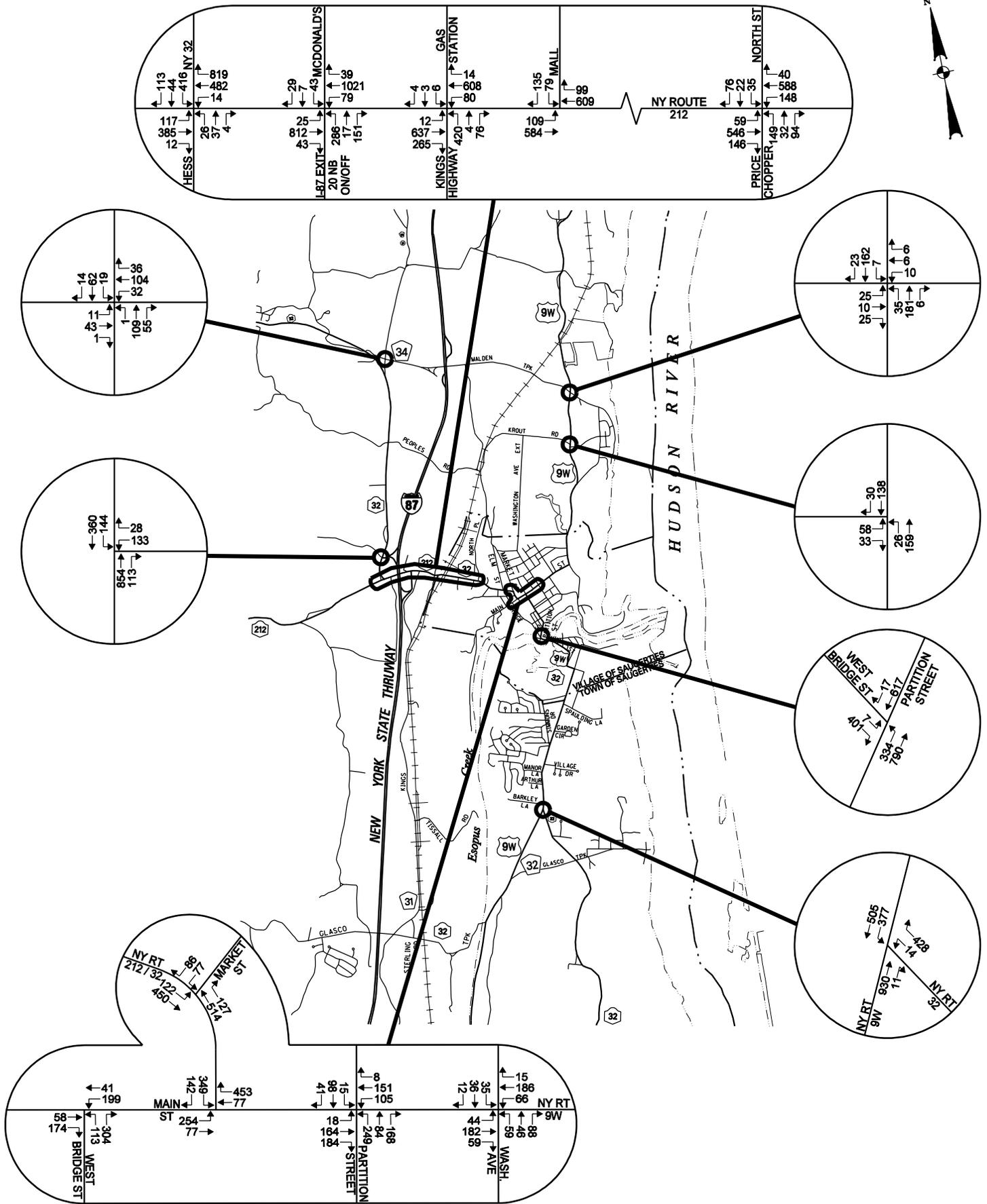
PROJECT: 05-138

DATE: 12/06

FIGURE: A-2



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2030 BUILD TRAFFIC VOLUMES
PM PEAK HOUR

SAUGERTIES AREA MOBILITY ANALYSIS
ULSTER COUNTY TRANSPORTATION COUNCIL

CMEO BFJ Planning
CREIGHTON MANNING ENGINEERING, LLP

PROJECT: 05-138	DATE: 12/06	FIGURE: A-4
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Appendix B – Parking Studies

**Saugerties Area Mobility Analysis
Town of Saugerties, New York
Village of Saugerties, New York
Town of Ulster, New York**

Downtown Saugerties Parking Survey
On-Street Parking Occupancies Summary
 Surveys Taken on Saturdays 10/29/05 & 7/8/2006

Block/Location	Parking Type	Total # of Spaces	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	Average
			to	to	to	to	to	to	to	to	to	Occ & Occ Rate
Oct-05	Metered	119	70	88	104	109	105	98	81	78	72	89
	Unregulated	165	59%	74%	87%	92%	88%	82%	68%	66%	61%	75%
	All On-Street	284	107	139	157	169	176	154	146	146	150	149
Jul-06	Metered	119	68	86	85	88	96	69	64	56	43	76
	Unregulated	165	57%	72%	71%	74%	81%	58%	54%	47%	36%	64%
	All On-Street	284	113	129	133	141	150	107	105	99	93	125
Average of Both Surveys	Metered	119	69	87	95	99	101	84	73	67	58	83
	Unregulated	165	58%	73%	80%	83%	85%	71%	61%	56%	49%	70%
	All On-Street	284	110	134	145	155	163	131	126	123	122	138
			39%	47%	51%	55%	57%	46%	44%	43%	43%	49%



Downtown Saugerites Parking Survey
Off-Street Parking Occupancies Summary
 Surveys Taken on Saturdays 10/29/05 & 7/8/2006

Oct-05	Municipal	125	47	57	55	74	65	51	47	55	57
			38%	46%	44%	52%	59%	41%	38%	44%	46%
	Private	115	48	52	67	39	31	22	24	26	39
			42%	45%	58%	40%	27%	19%	21%	23%	34%
	All Off-Street	240	95	109	122	113	96	73	71	81	97
			40%	45%	51%	47%	40%	30%	30%	34%	40%
Jul-06	Municipal	125	43	52	55	56	61	52	52	51	53
			34%	42%	44%	47%	49%	42%	42%	41%	43%
	Private	115	39	46	45	24	20	21	21	23	30
			34%	40%	39%	21%	17%	18%	18%	20%	26%
	All Off-Street	240	82	98	100	80	81	73	73	74	83
			34%	41%	42%	33%	34%	30%	30%	31%	35%
Average of Both Surveys	Municipal	125	45	55	55	65	63	52	50	53	56
			36%	44%	44%	50%	50%	42%	40%	42%	45%
	Private	115	44	49	56	32	26	22	23	25	35
			38%	43%	49%	28%	23%	19%	20%	22%	30%
	All Off-Street	240	89	104	111	97	89	73	72	78	91
			37%	43%	46%	40%	37%	30%	30%	33%	38%

**Downtown Saugerites Parking Survey
Overall Parking Occupancies Summary**

Surveys Taken on Saturdays 10/29/05 & 7/8/2006

Oct-05	All Spaces	524	202	248	279	280	289	250	219	217	231	246
			39%	47%	53%	53%	55%	48%	42%	41%	44%	47%
Jul-06	All Spaces	524	195	227	233	230	230	188	178	172	167	209
			37%	43%	44%	44%	44%	36%	34%	33%	32%	40%
Average of Both Surveys	All Spaces	524	199	238	256	255	260	219	199	195	199	228
			38%	45%	49%	49%	50%	42%	38%	37%	38%	44%

Saugerites Area Mobility Analysis



July 13, 2005

Appendix C – Public Outreach and Community Input

**Saugerties Area Mobility Analysis
Town of Saugerties, New York
Village of Saugerties, New York
Town of Ulster, New York**

Saugerties Area Mobility Analysis (SAMA)

Public Workshop #1

Wednesday January 25, 2006



Prepared by



February 13, 2006

Introduction

A first public workshop was held for the Saugerties Area Mobility Analysis on Wednesday January 25, 2006 at the Frank D. Greco Memorial Senior Center in Saugerties, NY. The purpose of the workshop was to explain the goals of the study to the public, present data collected and get feedback regarding issues and opportunities within the study area. The workshop was interactive and designed to elicit public response. Approximately 90 people participated in the workshop; the attendees were made up of area residents, business owners, members of the trucking industry and local officials.

The workshop began with an introduction by Dennis Doyle, Director of Ulster County Planning. Mayor Bob Yerick followed with a brief statement about both the study and the Village. The consultant team represented by Mark Sargent of Creighton-Manning Engineering and Georges Jacquemart of BFJ Planning then made a PowerPoint presentation. The presentation included goals and objectives of the project as well as an analysis of current conditions. The presentation concluded with some preliminary improvement ideas such as truck routes, access management, capacity improvements and sustainable development.

Round Table Discussions

Participants separated into seven groups for round table discussions. Due to the high turnout, there were approximately 12 people at each table. Each group was presented with a list of questions to guide the conversations. Specifically, each group was asked to give feedback on the proposals, as well to highlight any other transportation issue in the study area. Representatives from the consultant team assisted each of the tables to help facilitate the discussions. The following are the questions that the tables had to respond to:

With a focus on transportation:

- What do you feel works well in the Saugerties area?
- What do you feel does not work well in the Saugerties area?
- What are your ideas for improvements? New linkages, changes in circulation, land use, etc?

Workshop Participation Comments

The following is a list of comments from each of the seven tables. There was a significant overlap between the participants' responses and also opposing opinions regarding some of the solutions.

Group #1

- **What do you feel works well in the Saugerties area?**
 - The mornings generally work well
 - The timed lights, which help the traffic flow
 - It is good that we have several alternate routes to get around the Village, namely:
 - Thruway (when possible)
 - Kings Highway
 - Malden Turnpike
 - Side streets off Partition and Main St. (conflict with kids)
 - Narrow roadways limit traffic speeds/volume
 - Congestion not bad in town

- It is positive that the traffic (passengers) drive through Village core
- **What do you feel does not work well in the Saugerties area?**
 - There are lots of accidents on Route 32 (near Peoples Road)
 - People drive too fast on Route 32, Peoples Road and Canoe Hill Road
 - Due to the traffic, it is generally difficult to get around for pedestrians and bikes
 - There is a lack of speed enforcement
 - Traffic delays at the Main and Partition intersection
 - The Ulster Ave./ Market St. intersection needs to be reconfigured
 - The Washington Ave. and Main St. intersection needs to be improved
 - Long delays at the railroad crossing
 - Too many trucks, which destroy the sidewalk and create excessive noise
 - Clermont Street is too narrow
 - Walking outside the village is generally not good, this is especially true attempting to access Price Chopper
 - The approach to the Village from Route 212 is "scruffy" and not clear
- **What are your ideas for improvements? New linkages, changes in circulation, land use, etc?**
 - Connect Kings Highway to Route 199-Thruway South
 - We have a choice between a parochial plan vs. a regional plan. We need to make more of a regional consideration in our planning. This is especially true since malls have poor plans.
 - We would like the return of a passenger train on west side of Hudson
 - We would be interested in learning more about employing one way streets in the Village
 - Top of West Bridge Road is "too tight", and needs to be evaluated
 - There is not enough green space in the Village. When walking places, people need a place to stop, especially on Ulster Avenue.
 - Bike access throughout Village needs to be improved and bike racks should be installed.

Other improvements that should be considered:

- Covered sidewalks in the Village to improve the pedestrian experience
- More or improved use of Traffic lights on 9W South
- Effort should be made to keep traffic slow. We do not want the streets widened to speed up traffic.
- A roundabout at Market St. and Main St. with a fountain in the center.
- There should be an Ulster Avenue gateway to tell people they have arrived in the Village
- The idea of a dedicated truck road should be explored
- Trucks should be encouraged to use 9W, Malden Turnpike, and King's Highway
- There needs to be better enforcement of the laws, especially the size of the trucks.

Group #2

We had difficulty agreeing to anything at our table. We think it will be nearly impossible to get a consensus to actually do anything. What does not work well may be short sighted. We are focusing on a very short time frame.

- **What do you feel works well in the Saugerties area?**
 - The pedestrian friendly nature of the Village, which allows shoppers to walk to a lot of businesses

- The festivals are great
- The new count down pedestrian lights at the intersection of Main and Market
- **What do you feel does not work well in the Saugerties area?**
 - The light at Price Chopper. Should it be re-timed, or possibly converted to a blinking yellow for through traffic and red for coming out of Price Chopper? The lights create vehicle platoons which are somewhat of a problem.
 - Eliminate parking on one side of Partition Street and re-center the center line. Part of the group felt that removing parking would allow movement and flow through the Village, while another part of the group felt we should leave the parking as it is at it serves to "calm" traffic
 - The intersection of Market Street and Ulster Avenue needs to be improved.
 - The light should permit right-on red when traveling south on Market Street
 - The left from Ulster to Market is confusing, and we have seen some close calls as both people think they have the right of way
 - Effort should be made to improve/ realign Kings Highway Northbound
 - Four-way stop Washington/ Main (no light required)
 - The intersection outside of Stewarts at 9W/32 needs to be striped. There are no painted lanes.
 - We should build a bridge over the Esopus at Knights of Columbus to Mynderse Street (cuts waterfront)
 - Pedestrian improvements are needed in core business area - maybe covered walkways?
 - Truck traffic – make it economically advantageous to by-pass Village. If you give truckers the proper incentive in time and tolls, they will drive around the Village.

Group #3

What Works Well

- We love Saugerties!
- New street lamps
- The bus...but....
- Traffic flowed well for Garlic Festival this year because of increasing traffic police cooperation
- Good snow removal
- Price chopper light helps make left turn from inside the Village - you can't make a left turn without it.

What Does Not Work Well

- Can't get through the Village on Fridays!
- Trailways bus stops out in the middle of nowhere – bring it back into Village - you need a car to get to the bus!
- UCAT bus – nobody knows where/ when it stops (need signage) - We need more information.
- Turning left into Partition from Main – no good!
- Dangerous crossings (e.g. at foot of Partition St.)
- Left turn onto Rt. 32 from 9W the lanes are unmarked. The lanes need to be striped.
- Traffic backs up
- Blocked sightlines at intersections
- Parking meters – either make them work and enforce them or get rid of them.

- King's Highway in Mt. Marion (just by the campground and bridge), the roadway is too narrow, there is excessive speeding, the pavement is uneven. There is no Village enforcement. We suggest a flashing traffic light and a lower speed limit.
- We would like to see more truck traffic on King's Highway, but if that is to happen it needs to be upgraded. In its current state there would be problems.
- We would like to see gateways when coming off the Thruway. Right now it looks "shoddy" because of the type of commercial development. We would like to see a second gateway when coming into Village through Barkley Heights.

Ideas for Improvement

- Mid-block crosswalks
- Delayed signal for left turns from Main to Partition
- A through route for trucks
- At Stewart's at the intersection of Rt. 32 & 9W striping is needed. A stop bar and double lane markings should be painted.
- Sidewalks on 9W are needed to repair gaps in the network.
- Better (more visible) entry to Bishop's Gate
- Keep the lines painted on the roads!
- Update Zoning to anticipate future growth expectations
- Improve walking access to Lighthouse (sidewalks?) - right now it is very scary.
- We do not want a bridge constructed from 9W to Mynderse Street

Group #4

What Works Well

- Not much
- Pleasant town roads
- Pleasant walking in Village
- Main Street traffic lights
 - Main and Partition (No walk light)
- Snow removal (Village and Town)
 - State roads as well (9W and 212)

What Does Not Work Well

- Municipal Parking Lot Access - need additional access points for two way access for cars to both Russell and Washington. In addition pedestrian access is needed to Washington Ave. and Main St. from municipal lot.
- Commercial Traffic Management - Trucks need to be allowed to make deliveries and travel through the Village only during certain times.
- Kraut Rd. and 9W is an accident prone area. This should be improved by road widening and/or the installation of caution lights.
- No enforcement of meters - we should consider hiring a parking enforcement officer.
- Wall and road collapse at entrance to Village (by Episcopal Church)
- Traffic light at Market and Ulster is an accident waiting to happen. This needs to be re-engineered. Right turns should be permitted from Market onto Ulster - there are excellent sight lines. There were fewer problems here when it was a T-intersection.

Ideas for Improvement

- Improved signage, directing drivers to the location of municipal lots which provide free parking.
- The railroad crossing needs to be managed and maybe re-engineered. Should we build an over or underpass?
- We would like to see more traffic lights on 9W to coordinate and improve traffic flow.
- Re-direct truck traffic to utilize Thruway rather than 9W.
- Widen scope of study
- Partition St. should be converted to a one-way street or parking should only be allowed on one side.
- Through traffic should be permitted at the Post Office to allow better traffic flow.
- Right on red should be permitted at light at Market and Ulster Avenue.
- Maybe there should be a light off Southbound Thruway?
- Pedestrian walkways are needed in the Barclay Heights/ Glasco Area

Group #5**What Works Well**

- What works – traffic through the Village. We want to keep traffic going through Village. Traffic is good for business
- We're happy with traffic movement and we don't feel truck traffic poses a problem especially with the stop-line placement. Our roundtable doesn't feel there's a truck problem. There is a possible truck delivery problem, which we feel could be improved through proper scheduling

What Does Not Work Well

- There is a potential problem with Boys & Girls Club.
- There is a problem with the sidewalks. We love the bluestone, but uneven sidewalks create a safety issue as well as handicap accessibility issues. We may have to consider removing the bluestone.
- A basic problem is that shop owners and their employees park in front of their stores all day. This is business suicide and we need a concerted effort to correct this.
- Regarding trucks, a fair amount of trucks utilize loud Jake brakes – perhaps, especially on trucks with faulty exhaust systems, we feel this needs to be addressed.

Ideas for Improvement

- We would like to see the traffic study go farther west – this seems to be a large area of growth.
- Regarding Partition Street, as it is very narrow, we believe on-street parking should be removed from the west side of street.
- There is mismanagement of municipal parking lots. We need stricter parking enforcement for parking both off and on-street. Some ideas for improvement are hiring a parking enforcement officer or a part-time crossing guard.
- We feel the Village is being held hostage at railroad crossing when there are trains. Perhaps we should consider an overpass or an underpass (grade separated option).
- To improve traffic in the Village, we should time deliveries not to interfere with lunchtime, which is the peak of the day. Business owners could request suppliers to adhere to this schedule.

Group #6**What Works Well**

- Traffic cops as crossing guards
- Village layout – signage – pedestrian friendly
- Small rural networks of roads and streetscapes are wonderful

What Does Not Work Well

- For tractor trailers – is there a weight limit? If there is, it should be enforced.
- Alternate truck routes need to be developed
- The price of tolls on the Thruway, which encourage trucks to drive through the Village need to be investigated.
- The weight limits on bridges needs to be enforced.
- There needs to be compensation or accountability for damage caused by the trucks.
- Regarding the railroad, there are too many trains. We need to consider a grade separated option and look at building an over or under pass to reduce the amount of delay.
- We would love to see the return of passenger trains.
- Bike routes need to be improved.
- Signage by the Thruway is ineffective
- Ulster Avenue from Thruway to Village is unattractive; there are no trees or landscaping.
- Bike lanes – widening shoulders on county roads

Ideas for Improvement

- The walk signal at Partition and Main needs to be improved. This is dangerous for pedestrians.
- Install pedestrian crossings and speed bumps at parking lot of Saugerties Beach nearest bridge.
- We need to improve the walkability from Village to Barclay Heights. Overall the pedestrian experience in Saugerties needs to be improved.
- Additional Thruway entrances to Routes 209 and 23/Malden Turnpike should be considered.
- Sidewalks are needed to C-Town on the Maples side to get into Village. There need to be walking trails into Village.
- Pedestrians of Wayen Village(?) concerned about casino traffic on Saugerties and Ulster
- Make deal with Sawyer Savings Bank to permit public parking in their lot.

Group #7**What Works Well**

- Quality of life in Village – atmosphere, streetscape
- The Village is pedestrian friendly. You can walk from the schools, to the movies and eateries. There is connectedness between uses.
- We have a great Main Street business corridor.
- We have the ability to park and walk.

What Does Not Work Well

- Deliveries to businesses - most deliveries use the main entrance. Some of these deliveries need to be shifted to the rear of the businesses.

- Left hand turns into 9W north must cross oncoming traffic (south of the Village) - this is dangerous.
- We are concerned regarding the impact of development and increased population on 9W south of Village (Barkley Heights). The traffic conditions are already operating poorly and we expect them to worsen.
- Tractor trailers traffic driving through the Village cause backs ups of local vehicular traffic. In addition, this creates safety issues for pedestrians as well as property damage (sidewalk, auto mirrors and doors) and noise pollution (especially from Jake braking).
- There are no pedestrian traffic signals at Main and Partition.
- Nighttime winter (November to April) parking ban causes hardship on residential streets. An alternative is to have no parking during snow emergencies.
- Many people "abuse" the side streets to avoid going through the Village. In addition, many people drive too fast on the side streets.
- Poor speed limit design traveling southbound on 9W from Green County to Village. The limit decreases from 55 MPH to 30 MPH then increases again just before entering the Village, where the limit is 30 MPH. This causes breaking/noise as vehicles enter the Village. The speed limits should gradually decrease prior to enter the Village.

Ideas for Improvement

- Left turn arrow from Main (Dallas HOTS) onto Partition South.
- Roundabout at Route 32 and 9W – is there enough space for one?
- Solution for railroad crossings – develop and overpass or underpass - elevate tracks?
- Implement alternate side of the street parking at Partition south of Main.
- One way streets off Partition in the central Village business district
- Speed bumps for residential neighborhood streets such as Livingston and Elizabeth
- Deliveries restricted to certain times
- Traffic lights on 9W south Berkley Heights
- Through trucks (cement, tractor trailers) should be encouraged or forced to go around the Village – make improvements to alternate routes.
- Improve police monitoring against trucks, giving penalties for violations.
- Educate drivers, and provide better signage for parking.
- Additional pedestrian traffic signals at Main and Partition.
 - Additional noise signal, yield to pedestrians, "No Jake Braking" signs
- Alternate snow emergency alerts rather than parking ban.
- Speed warnings for side streets, speed bumps, and children at play signs, enforcement.
- Adjust speed limits on 9W into Village.
- Noise ordinance
- Pedestrian walkways – traffic halts for pedestrian crossing (jay walking) give pedestrians a safe place to cross.

Transportation Ranking Cards

In addition, each table was presented with eight cards which listed a "tool" from the transportation planner's toolbox. Each table had to rank the eight cards in order of priority from first to last. The following describes each card:

- **Optimization and Access Management Improvements**
Optimize and manage the existing transportation system through traffic signal coordination and optimization, reducing the number of driveways, and providing interconnections between commercial properties.
- **New Highway Segments**
Expanding the roadway network by providing new links and offering alternative routes.
- **Capacity Improvements of Existing Roads**
For example: widening certain roads with high traffic volumes from 2 lanes to 4 lanes, or install traffic lights, or roundabouts, or add turn lanes.
- **Encourage Alternate Modes of Travel**
Improve walking conditions (park and walk, instead of park, drive and park), improve bicycling conditions, expand the bus service.
- **Improve Appearance of Existing Roads**
Upgraded lighting, street trees, landscaped medians, etc.
- **Geometric Improvements of Existing Roads**
Straightening out certain curves, adding shoulders.
- **Land Use Strategy: Limit Growth**
Change zoning to reduce the number of houses, stores and businesses that can be added.
- **Land Use Strategy: Promote Compact Growth**
Change zoning to allow mixed use developments and higher densities in some areas that support walkability between uses, while designating lower density and more green space preservation in other areas.

The following tables display the results from the ranking exercise. In the first table, the right most column contains the title of the "tool". The next seven columns display the rank that each group provided for this "tool". A rank of one would indicate a preference, while a rank of eight would indicate aversion to the tool. The "Average Ranking" column indicates the average rank across all groups, while "Standard Deviation" refers the amount of divergence of opinion. A low standard deviation would indicate a low divergence of opinion, while a high standard deviation would indicate a high disagreement over the value of the tool. The column, "Overall Ranking" displays the preference for this tool by the group. "Divergence of Opinion" is the amount of agreement. Lower divergence of opinion would indicate less disagreement over the value of the tool.

The second table displays the comments that were written onto the ranking cards.

Ranking of Transportation Solutions

	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Average Ranking	Standard Deviation	Overall Ranking	Divergence of Opinion
Optimization and Access Management Improvements	3	3	3	1	6	3	1	2.9	1.7	#1	low
Encourage Alternate Modes of Travel	4	4	2	3	8	2	4	3.9	2.0	#2	average
Geometric Improvements of Existing Roads	2	2	7	5	5	5	3	4.1	1.9	#3	low-average
New Highway Segments	7	1	6	8	2	1	5	4.3	2.9	#4	high
Capacity Improvements of Existing Roads	1	5	8	7	1	8	2	4.6	3.2	#5	very high
Land Use Strategy: Promote Compact Growth	5	6	1	2	4	6	8	4.6	2.4	#5	average
Land Use Strategy: Limit Growth	6	8	5	4	3	7	6	5.6	1.7	#7	low
Improve Appearance of Existing Roads	8	7	4	6	7	4	7	6.1	1.6	#8	low

SAMA Public Workshop - Ranking Transportation Solutions in the Saugerties Area	
Group	COMMENTS
1	Categories and choices here are much too limited and directive - we liked our own ideas much more! We were fearful of getting the priorities wrong.
2	Objection to straightening
3	Intelligent growth; bike paths, walking, train service, village green benches; areas like 9W south of village where new housing is coming is important; put gateway into village on Ulster Ave.; no wider roads, totally opposed.
4	Encourage village center - ability to walk - limit sprawl; walking ability a must! More use of shuttles - like with garlic festival; we don't want to encourage sprawl rather use of existing commercial space can be renovated; gateway improvements a must; no widening in village; traffic lights on 9W south of Barclay Heights; keep village busy with local traffic not trucks (thru) alternative routes designated - not built - for trucks - cement especially!
5	Town issue (Mike Kraut Rd), People's Rd, Address at-grade RR crossings; route trucks (thru) around village; being addressed at Town level thru Chazen Associates - zoning comp. plan update; People's Rd straighten and sidewalk on Canoke Hill; plant trees, planted medians, reduce size, brightness and number of signs, planted shoulders (parkway type), subdued lighting
6	Enforcement and fines; don't change rural characteristics; narrow roads with wide shoulders
7	Request business owners speak with suppliers to restrict delivery times, enforce existing parking guidelines; don't need more traffic lights, lights should be timed properly to optimize traffic flow; improve village sidewalks, Malden Turnpike needs guardrails; bike routes should be safe and well-paved, walkers should have safe sidewalks free of obstacles and snow especially on major routes through the village (ex.: Main St. and routes to Cautine Field); dangerous card on promoting compact growth (we need better info)

Written Comments Received In Drop Box at SAMA Public Workshop (1/25/06)

Comment #1: I am writing to express my great concern about the dangerous conditions resulting from the above situation, particularly from tractor-trailers, bulk- and aggregate carriers, and other large vehicles that routinely travel on Route 9W through the village of Saugerties. The immense length, size, and weight of these vehicles are very dangerous for the safety of pedestrians and residents. They are a major cause of the congested flow and density of traffic through the Village and surrounding environs. They place undue stress on a road whose surface, measurements, and winding course are insufficient or inappropriate to sustain such large vehicles. They also present hazards to buildings, trees, signs and other structures adjacent to the road as they take wide sweeps around corners. I have lived in Saugerties since 1992. Both as a resident and as an attorney involved in environmental issues, I have become increasingly concerned about these dangerous conditions. Although I am unable to attend this hearing in person, I request that my comments be made part of the public record, and I earnestly urge that safer alternatives for vehicular traffic be promptly and effectively implemented.

Comment #2: Re-route large trucks who aren't delivering to Village. Better lights to stop all traffic at Partition and Main so pedestrians can cross. Better enforcement of weight limits on trucks. More bike lanes. DON'T WIDEN ROADS.

Comment #3: Municipal parking lot is underused due to inadequate signage (need big P); Winter parking ban is a BIG problem on many streets with apartments. I suggest that the Village switch to parking on alternate sides of street at night to allow for snow plows; Walk/crossing signals at Partition/Main intersection. Signals should also have audible signal for those hard of hearing.

Comment #4: I missed out on the primary presentation, but would like to comment on the condition and usage of the corridor known as the section of Old Kings Hwy. from the intersection of 32N and continuing into Greene County. This section of highway is becoming a bypass for heavy truck traffic getting around the section of 9W between Saugerties and Catskill, with its train overpasses. The impact is making for rapid breakup of the pavement. Increasing speed is increasing the risk of accident. As to a solution, two possible changes – making Old Kings Hwy. a major artery or eliminate the 9W overpasses.

Comment #5: 1) lots of good ideas but; 2) scheduling not good – too much/not well structured!!; 3) lead in displays couldn't be read from rear – was this pre-tested?

Comment #6: Much more attention has to be given to contacting local and regional dispatchers of major trucking (or those companies requiring trucks to transport their products) firms. Dispatchers send trucks on specified routes; bottom line is cost of transport. What can we give as an incentive to avoid the Village and use the alternative Kings Highway and Malden Turnpike routes ... thus giving the companies a reason to answer and/or participate in our study and surveys. Label truck routes and use signage that can be read!

Comment #7: Get rid of traffic light at Price Chopper.

Comment #8: My #1 desire for traffic control: a light at the foot of Partition St. where it swings around between the bridge and the carousel. #2 – Get the big trucks off triple curve on 9W and Partition Street somehow? (mutually exclusive?); #3 – No bypass! It will sap the Village. #4 – I hate the parking meters! They stop me from shopping downtown. #5 – There used to be a “community Gateway” over by the railroad crossing, but it was destroyed. Need a sense of arrival. Medians? #6 – It seems that all major intersections need work: Main & Partition, Market & Ulster, and route 9W/32 by Stew’s.

Comment #9: A bridge over the Esopus in the Village would disconnect the community’s core from the water front. The opposite should happen – the connection should be improved. Think of NYC and the West Side Highway – New Yorkers don’t even know they are a port city!

Comment #10: The railroad track on 212; an overpass or underpass needs to be developed to prevent the long line of cars that are stopped in both directions and cars from side streets cannot move.

Comment #11: Trucks pose little or no problem to the Village. Need a light at the Knights of Columbus turn. Cars going straight and not turning may collide; need for more traffic lights that are staggered to allow for movement out of side roads and also keep traffic moving. Placing pedestrian crossing cones on Main Street and Partition Street will allow people to cross streets unimpeded by traffic. Traffic cops at critical areas.

Comment #12: I believe that we need to encourage alternate forms of transportation in Saugerties. Enclosed is a brochure of bike routes that Gil Hales and I have created.

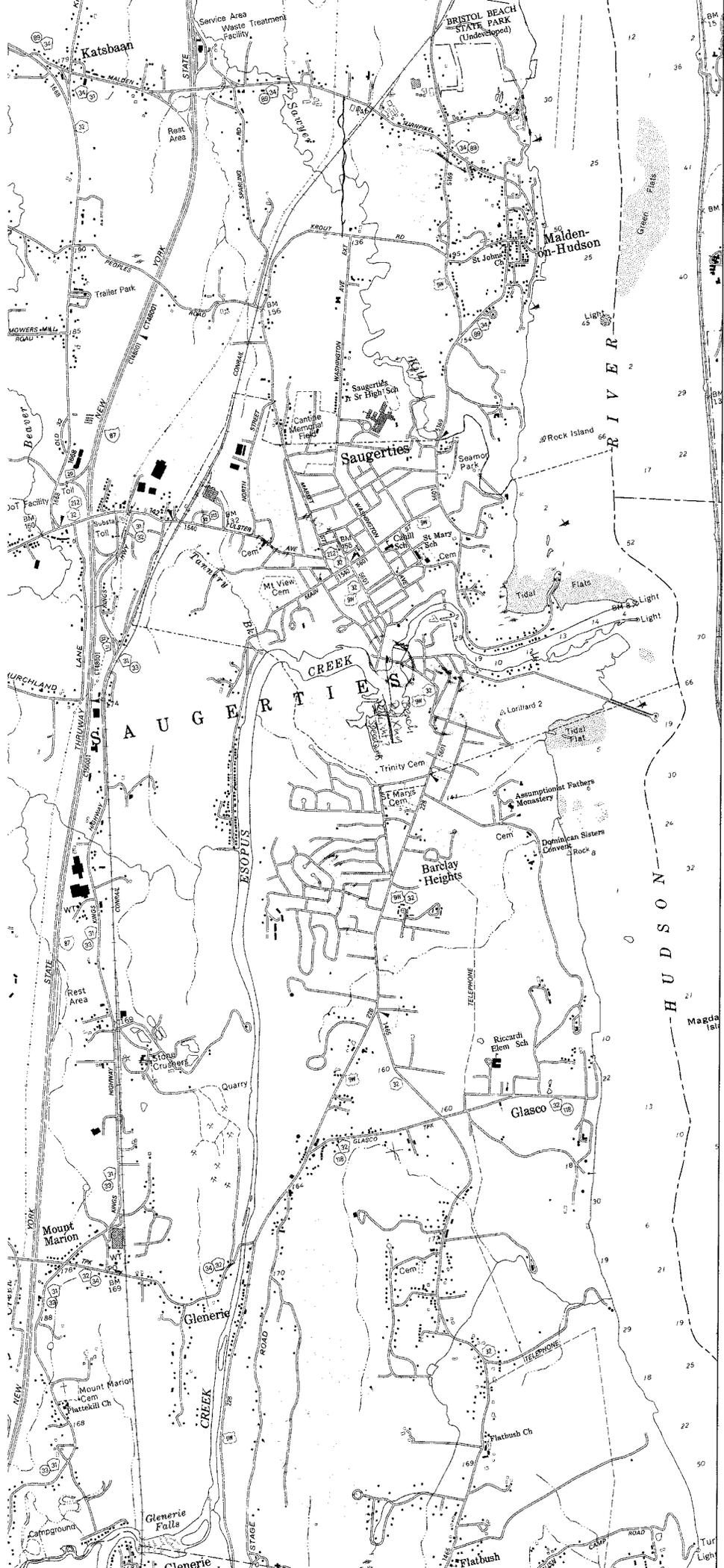
We need to have "Share the Road" signs on Route B & C. Shoulders on county roads should be improved so that bike route signs can be put up. The are in place on Route A.

Similar projects should be encouraged in other townships so that a network is formed in Ulster County.

We encourage trail development, but most people ride on roads.

Ultimately, we would like to hook up with the routes developed in Rhinebeck.

Weight restrictions on bridges entering Saugerties and signage on Route 9W South from Catskill and at the portal on Route 212 could eliminate non-local truck traffic through the village. Of course this requires enforcement.



Saugerties Area Mobility Analysis (SAMA)

Trucking Workshop

Wednesday April 26, 2006



Prepared by

BFJ Planning
CME

May 8, 2006

Introduction

A workshop was held for the Saugerties Area Mobility Analysis (SAMA) on Wednesday April 26th, 2006 at the Frank D. Greco Memorial Senior Center in Saugerties, NY. The purpose of the workshop was to get input and opinions from members of the trucking industry. As the hierarchy and configuration of the road network helps to determine the truckers' routes, understanding the constraints of the network is essential in determining ways to improve the network and reduce the number of trucks driving through the Village of Saugerties.

The format of the workshop was a short introduction followed by a roundtable discussion. The workshop began with an introduction by Bill Tobin, from the Ulster County Transportation Council, explaining the goals of the SAMA study. Georges Jacquemart of BFJ Planning then outlined the difficulties involved in trying to satisfy all of the various interest groups in the area. He stated that residents perceive the numbers of trucks circulating through the village as having a negative effect on the character of the village. He explained that widening the roadways in the village was not possible, and that alternative solutions are needed. Mark Sargent of Creighton-Manning Engineering (CME) then discussed truck volumes, travel times and non-standard roadway configurations throughout the study area. He pointed out that for some routes it was faster to bypass the village than to drive through it.

Round Table Discussion

Participants and consultants gathered around a table to discuss the issues. Five representatives of the trucking industry were in attendance (see attached attendance sheet). The informal discussion was led by the following questions:

- What are the problems with existing trucking routes within the SAMA study area?
- What are the positive aspects of these routes?
- What are the opportunities to improve these routes?
- If you drive through the village, is there an alternate route available?
If there is, what would it take to get you to use the alternate route?
- What would make the Thruway a more attractive route?
- How does the weigh station factor into your route decision?
- We receive many noise complaints, especially regarding the use of "Jake Brakes", what can be done?
- Please suggest ways to improve deliveries to the village

Each of these questions prompted an engaging discussion and a summary of the salient points under each is recorded below.

What are the problems with existing trucking routes within the SAMA study area?

Turning from Route 9W onto Glasco Turnpike is difficult due to the hills and the tight curves. It is faster to go through the village than take the alternate routes. The timings that were made by CME were done in a car; the timings would be different in a truck. If you could straighten out Glasco Turnpike where the bridge is, so it went straight through to Kings Highway near the Post Office in Mt. Marian, it would be a big improvement. Though this is a residential area, it could be a bypass to avoid the residential streets. You would have to cut through some rock, and it would be expensive, but not impossible.

On Malden Turnpike, the intersection with Route 32 is nearly impossible. The geometry is difficult,

as there is limited visibility and tight turning radius. In addition, the speed limit on Route 32 is 55 MPH, and the intersection is unsignalized and unsigned. Finally, if the intersection was enlarged onto the adjacent property (currently a nursery), the geometry of the intersection could be significantly enhanced.

On Kings Highway South and Glasco Turnpike, there are two "underweight" bridges which do not support heavy loads making that roadway inaccessible. This is in addition to some very difficult turns.

Many truckers are issued Divisible Load Permits by the state. These permits allow vehicles to drive overweight and are accepted only on state designated roadways. Therefore truckers generally avoid county roads, as these permits are not accepted on county roads. Some municipalities or counties are cracking down on overweight trucks, for example, the City of Saratoga Springs has opened their own weigh station to perform inspections and issue fines.

The at grade intersections with the CSX line is also a problem as there are now 30 trains per day. It can have an effect on the timeliness of deliveries.

What are the positive aspects of these routes?

No positive aspects were mentioned other than the existence of the roadway.

What are the opportunities to improve these routes?

A bridge could be built over the Esopus Creek. The proposed alignment would be: when traveling southbound of 9W (Main St/ Malden Ave), 9W could stay straight on Mynderse Street, connect to Lighthouse Drive, go over the Esopus and then connect with Burt Street. From there it would connect with the current alignment of 32/9W south of the village. The roadway would need to use some of the land currently occupied by The Knights of Columbus. The truckers did not feel the village would suffer if the bridge were constructed. The village is a destination, and people going up to Lake George or Albany don't use 9W.

A combination of a new bridge over the Esopus Creek, and opening the toll plaza at the Thruway and Malden Turnpike would be a significant upgrade to the roadway network.

In addition, if the designation of Route 32 to Malden Turnpike was changed to this new route, Main and Partition Streets could be turned into local roads.

If you drive through the village, is there an alternate route available? If there is, what would it take to get you to use the alternate route?

Unfortunately in many cases there are no good alternatives to going through the village. One trucker who hauls water outlined that he is not permitted to go on the Thruway, because the weight of his truck when loaded is too heavy for his relatively short length. His truck uses a short wheelbase so they can maneuver better for deliveries. The hills are too steep on Glasco Turnpike, and Kings Highway has some bridges you are not permitted to due to weight restrictions. This forces many trucks to drive through the village.

Another suggestion is to reopen the Thruway entrance at Malden Turnpike. This would improve truckers' options. The intersection of Route 9W and Malden Turnpike would need to be upgraded in conjunction, with this option.

The representative from Vertis Inc. outlined that their factory is near the Thruway, but the warehouse is in Barclay Heights. Vertis gets paper from Canada, and some of the trailers are 53' long, so they have to be unloaded at the factory, and then shuttled over to the warehouse, through the village, in 48' trucks.

What would make the Thruway a more attractive route? / How does the weigh station factor into your route decision?

Regarding weigh stations, some truckers stated that they try to avoid them. Truckers complained that inspectors almost always find something wrong, but even if they find nothing wrong, they spend 30 to 45 minutes on the inspections. That does not count the time waiting on line. Therefore some truckers do avoid the Thruway because that is where the weigh stations are located.

We receive many noise complaints, especially regarding the use of "Jake Brakes", what can be done?

Not all of the truckers at the workshop had Jake Brakes on their vehicles and they believed they were not necessary in local circulation. It was reported that the Village of Catskill erected "No Jake Break" signs in their village. It was also reported some localities, request that no Jake Brakes be used with friendlier signs such as "Please No Jake Brakes". The truckers suggested a friendly sign may be effective.

Please suggest ways to improve deliveries to the village

The truckers had two suggested improvements: first that the village could create two loading zones, one on Partition Street and one on Main Street which would be big enough for a 45' trailer. If the loading zone was time restricted and open to parking in the afternoon, it could be a good compromise.

The second suggestion was that the village needs to enforce their parking regulations. There is always someone parked in front of the thrift shop or the hotel. When that happens, it is impossible to get through the village.

Conclusions

The workshop was very helpful in explaining the motivations and choices of the trucking industry. As some participants in the workshop are also residents of the Village of Saugerties, they could understand both sides of this difficult situation. During the meeting it was pointed out that Saugerties is known throughout the area as a difficult location to drive through, with limited alternatives.

A number of suggestions were made for potential improvements. The first was the construction of a bridge (possibly tolled) over the Esopus Creek. It is believed that trucks would take the

alternative route to save time. Other improvements suggested were reopening the Thruway toll plaza at Malden Turnpike. This project should be linked with an upgrade of the intersection between Malden Turnpike and Route 32. Another improvement was suggested at the intersection of Route 9W onto Glasco Turnpike, to straighten out the roadway and reduce the current slope.



Saugerties Area Trucking Workshop



Wednesday, April 26th, 2006

BEJ Planning

Attendance Sheet

Name	Bill Deegan	David W. Burns	Robert Van Kleeck	Joe Hernandez	Carol L. Mower
Business Name	Warren W. Fane Inc	LHV Precast Inc.	Turco Bros Trucking / Pool Water	ABF Freight	Vertis Inc.
Type of Business	Trucking, Excavation, Sand and Gravel Production	Precast Concrete	Water Haulers	Less-Than-Truckload (LTL) / Truckload (TL) - Freight	Printing
Typical Size/Type of Truck	Tractor and Cement Tankers, Tractor and Flat Bed	Tractor Trailer	18 Wheelers	90% 28ft Trailers 10% 48ft Trailers	48' to 53' Trailers
Origins and Destinations	Cementon NY, Points South - NY, CT	Various	Generally Ulster County	From MBG north to Saugerties, South to Harriman	Tomsons Rd. to Simmons St. Tomsons Rd. to Malden Tpke
Number of Trucks in Fleet	75	4	10-12	12 Tractors 27 Trailers	12
Number of Truck Trips Per Day	4 to 8	4	25-35	18-25	1-2 per day 4-5 Friday

Saugerties Area Mobility Analysis (SAMA)

Public Workshop #2

Thursday July 20, 2006



Prepared by

BFJ Planning
CME

July 24, 2006

Introduction

A second public workshop was held for the Saugerties Area Mobility Analysis (SAMA) on Thursday July 20, 2006 at the Frank D. Greco Memorial Senior Center in Saugerties, NY. The purpose of the second workshop was to discuss ideas for improvement of the transportation network and solicit feedback from the public. The workshop was interactive and designed to elicit public response. Approximately 50 people participated in the workshop; the attendees were made up of area residents, business owners, members of the trucking industry and local officials.

The workshop began with an introduction by Dennis Doyle, Director of Ulster County Planning, who explained that the study will analyze the transportation system in the Saugerties area and identify solutions for improved local and regional mobility. He also thanked everyone for coming to the workshop and all the hard work put in by the SAMA committee. Mayor Bob Yerick followed with a brief statement thanking everyone for working so hard over the past three years. The consultant team represented by Meghan Vitale of Creighton-Manning Engineering and Georges Jacquemart of BFJ Planning then made a PowerPoint presentation. The presentation began with a summary of the findings from the first public workshop held January 25th, 2006 and the trucking workshop which was held on April 26th, 2006. The presentation then detailed a series of improvements targeted to specific issues. These included improvements to east-west routes, proposed gateway improvements, upgrading rail crossings and enhancements in the Village of Saugerties.

Round Table Discussions

Participants were separated into six groups for round table discussions. Each group contained approximately eight people. Groups were presented with the following list of improvements proposed for the study area:

Project
Improve east-west connections
1a. Glasco Turnpike - Upgrade segment or pursue new east-west connection
1b. Malden Turnpike - Upgrade segment, improve geometry at Rt. 32 and Rt. 9W intersections, investigate feasibility of E-Z pass only Thruway access
Gateway improvements
2a. From the north (Rt. 9W) - Aesthetic improvements at north Village line
2b. From the south (Rt. 9W) - Aesthetic improvements, reduced speed limit, signal at Glasco Turnpike
2c. From the west (Rt. 212) - Raised median, street trees, possible alternate-side parking
3. Rail crossing safety improvements - Provide parallel access road, realign Tissal Road, reduced number of crossings, add gates and flashers
4. Improvement at southbound Thruway ramps/ Rte 32 - Install traffic signal or roundabout
5. Rt. 9W Access Improvement Concept - Limited access near intersections, shared access, parallel roads, pedestrian and landscaping enhancements
Village Traffic Operations
6a. Main St./Partition St. - Upgrade signal /pedestrian accommodations

6b1. Ulster Ave./Market St. - Channelization/ signal improvements
6b2. Ulster Ave./Market St. - Roundabout
6c. Main St./Washington Ave. - Traffic signal with high-visibility crosswalks
6d. Partition Street Alternate Side Parking - Reduce on-street parking, widen travel lanes and sidewalks
Village Enhancements -
7a. High-visibility, architectural crosswalks with curb bump-outs, possible intersection treatment
7b. Sidewalk repairs, period street signs and street lights, benches, bike racks, street trees
8. Pedestrian Plan - Multi-use path, sidewalk extensions and new walkways
Parking Plan
9a. Increase fees for on-street parking from 10 cents to 50 cents per hour
9b. Enforcement - Enforce maximum parking duration and regulations on Saturdays
9c. Encourage sharing with private lots
Truck Delivery System
10a. Designate on-street and off-street loading zones
10b. Designate loading times (6:00 AM to 11:00 AM)

Groups were asked to grade each proposed improvement based on the following scale:

- A Great Project - This will significantly improve our quality of life.
- B Very Good Project - Almost perfect, but one or two negative impacts.
- C Good Project - Not perfect, but a significant improvement.
- D Fair Project - The positive aspects outweigh the negative aspects.
- E Poor Project - The negative aspects outweigh the positive aspects.

Representatives from the consultant team assisted each of the tables to help facilitate the discussions.

Workshop Results

The results from the workshop session are displayed in both the attached table and the list of comments below:

Group #1

- 1a. Glasco Turnpike has sharp turns and may be prohibitively expensive to straighten.
- 4. For the Thruway ramps/ Route 32 exit, a roundabout is preferred to signalization.
- 5. For the Route 9W Access Management Concept the group was split - six people thought it was an E, while three people felt it was a B, so given the grade of E.
- 6b1. At the Ulster Ave. / Market St. intersection, the signal should include an exclusive pedestrian phase, which would permit pedestrians to cross in all directions.
- 6b2. At the Ulster Ave. / Market St. intersection, a roundabout would be good for traffic, but not

good for pedestrians.

6d. Regarding the Partition Street alternate side parking plan, there is not enough parking in the village, but this would be an improvement.

9a. The curbside parking fee should only be increased to 25¢ per hour, as 50¢ per hour would be too high.

Additional projects:

- Install a roundabout at Peoples Road/ Hommelville Road and Route 32.
- Convert Clermont Street one way from Washington to Partition Streets. There is a petition signed by all 18 residents on the street in support of this idea.
- The intersection of Bridge and Partition Streets does not function well. Better enforcement of trucking regulations is needed. In addition, this may be a good candidate for a roundabout.

Group #2

1a. It would be very difficult and expensive to upgrade Glasco Turnpike.

1b. Malden Turnpike does need some work, but is not a high priority.

2b. The area to the south of the Village needs a significant improvement.

3. The rail crossing needs improvement, but is not a high priority.

5. Would like to see improved sidewalks from the south.

6d. When they implemented an alternate side parking plan in Saranac Lake, the traffic speeds decreased. Implementing a similar plan on Partition Street would improve the village.

8. Regarding the pedestrian plan, anything that can be done to encourage walking is great.

Group #3

1a. Although it would be very beneficial to improve Glasco Turnpike, as it could provide an alternative for the trucking industry, the group was skeptical that it can be done properly.

1b. Effort should be made to protect the historic character of the Malden Turnpike and King's Highway intersection.

2a. A grade of "D" was given, to the gateway concept of 9W from the north, as this is an easy fix.

2b. The area to the south of the village, along 9W is a real mess now, and needs significant improvement.

2c. Upgrading Route 212 could be a very attractive improvement, especially with the introduction of street trees.

3. CSX should utilize low volume safety horns at gates/ intersections rather than train horns.

4. At the southbound Thruway ramps and Route 32, a roundabout is preferred, as it both calms traffic and provides a better flow of vehicles. In addition, it is safer for pedestrians.

5. The group questioned whether access management plan would require a zoning law amendment or not.

6a. It would be interesting to determine the feasibility of an enlarged safety zone near the stop lines at Main and Partition intersection. Could this be done using brick pavers instead of stripes? In addition, there needs to be an improved stop bar for motorists.

6b1. The group was interested in the channelization option at the Ulster Ave./Market St. intersection as it creates a bump-out and provides the opportunity for landscape improvements.

6b2 - If a roundabout is installed at the Ulster Ave./Market St. intersection, it is essential to avoid historic degradation at this intersection or loss of trees. A roundabout would have the potential to return the historic fountain to this location.

6c. For the intersection of Main St. /Washington Ave. the traffic signal should be placed at the

edge of the road. In addition, the signal should only be used during school hours.

6d. For the Partition Street alternate side parking plan, there is concern that it may result in faster traffic moving through the village.

7b. Bicycle racks are very important aspect for village enhancements. The village is a place to live, not a thoroughfare.

9a. The price of curbside parking should not be raised, enforcement and education is the key. Business owners and employees must understand that the curbside spaces are for customers.

10a. There is a need for improvements in off-street loading.

Additional projects:

- There should be more designated bicycle lanes.
- All county and state roads should provide bicycle-friendly shoulders.
- More shade trees should be planted.
- Walking and biking to school should be encouraged; safe routes to school should be developed.
- More permeable surfaces should be used. Curbs should be low, rolled or not present to assist in stormwater management.
- Steven's Court should have a demand activated traffic signal. It is a place where people live, not a place for traffic.

Group #4

1a. Improving Glasco Turnpike will help reduce large truck traffic traveling through the village.

2a. A gateway is needed on 9W from 32 south.

3. Improving the rail crossings is a great project as it will improve safety and provide a location for future economic growth and expansion.

4. At the Thruway ramps and Route 32, the group had mixed feelings on this project - ranging from A to D. Some people felt it was fine the way it is.

6b2. The roundabout at Ulster and Market Avenues was graded an E, the group was concerned it would take some land from the adjoining properties.

6c. The Main St. / Washington Ave. intersection is not a problem, as the children are safe at with the crossing guard.

6d. The group had a split vote on the alternate side parking plan along Partition Street. Three people gave it an A and six people gave it an E.

8. The multi-use path should be marked as dual use, for both bikes and pedestrians.

9a. If the price of parking was raised to 50¢/hour, the group assigned it an E, but if the price per hour were 25¢ this would be raised to an A.

9b. Regarding parking enforcement, there was concern about the farmers' market on Saturday mornings.

10b. If a time is designated for loading zones as it is, it would be ranked with an E, but if permanent loading zones are created, then it would be raised to an A. It is important for trucks to come to the village until 4PM for pick-ups and deliveries.

Additional projects:

- The area needs more public transportation
- The intersection of 9W / East Bridge Street / Beach Street needs improvement.

Group #5

1a. There were concerns that upgrading Glasco Turnpike was unrealistic, as it will require the taking of too much property and will be too expensive.

6c. Developing a gateway from the west (Route 212) is an important project.

6b2. The roundabout at Ulster/Market was given an E, as it would be difficult to cross and dangerous for pedestrians.

6c. When timing the walk signal, ensure that there is enough time for children and elderly to cross safely.

6d. The group expressed concern that if parking is taken away, vehicle speeds along Partition Street would increase. The group suggested that traffic calming measures be considered. Additionally the roadway lanes should not be widened, the full width of the parking lane should be used to widen the sidewalk.

8. The group expressed concern that the pedestrian plan would require the taking of property and would be difficult to implement, especially as it may require some blasting.

Group #6

4. The group noted that the situation at the Thruway ramps/ Route 32 requires improvement.

5. For the access management plan along 9W, there is concern regarding the taking of property. In addition, who will pay for this type of project?

6b1. There should be a pedestrian activated signal at the intersection of Ulster Ave /Market Street. A signal is preferred to a roundabout.

6c. If a signal is installed at the Main St./Washington St. intersection, it should only be activated during school hours.

6d. The plan to convert Partition Street to alternate side parking should only be implemented if additional parking is added elsewhere in the village.

9a. The parking rate should be increased to 25¢ per hour rather than 50¢ per hour. It was the same story in Schenectady back in the 50s, merchants and workers should not park in front of their stores.

9b. Parking should also be better enforced on Fridays.

Additional projects:

- Intersection improvements are needed at the intersection of Peoples Road and Route 32

Grading the Improvement Projects

The tables on the following pages summarize the results of the grading exercise. In order to determine the final grades, first the grades assigned by the groups were converted to numbers for ranking and sorting. The grade of A was converted to 1, B to 2, C to 3, D to 4 and E to 5. The total for each proposed improvement was then divided by the number of groups (6). The improvements were then ranked by their total value, as seen in the Ranking Table. A lower value corresponds to a better grade. The projects were then placed in order, from best to worst. Finally the grade was converted back to a letter grade. (See the Table on the next page)

In addition to the total grade, the standard deviation, or divergence of opinion, among the groups was calculated for each proposed improvement. The lower the standard deviation, the greater the agreement among the six groups. As shown in the Ranking Table, the projects which had the best overall grade received very little, or no divergence of opinion, while the lower ranked projects had higher levels of disagreement.

SAMA Proposed Improvement Grades

#	Proposed Improvement	Grade
9b	Parking Plan - Enforcement of current regulations	A
9c	Parking Plan - Encourage sharing with private lots	A
10a	Truck Delivery System - Designate on-street and off-street loading zones	A
2b	Gateway improvements from the south (Rt. 9W)	A-
6a	Village Traffic Operations Main St./Partition St. upgrade	A-
3	Rail crossing safety improvements	A-
7a	Village Enhancements High-visibility, architectural crosswalks with curb bump-outs	A-
7b	Sidewalk repairs, period street lights, benches, bike racks, street trees	A-
8	Pedestrian Plan	B+
1b	Malden Turnpike Upgrades	B+
4	Improvement at SB Thruway ramps/ Rt 32	B+
6b1	Ulster Ave./Market St. - Channelization/ signal improvements	B+
10b	Designate loading times (6:00 AM to 11:00 AM)	B+
2a	Gateway improvements from the north (Rt. 9W)	B-
2c	Gateway improvements from the west (Rt. 212)	B-
5	Rt. 9W Access Improvement Concept	B-
6c	Main St./Washington Ave.	C+
1a	Glasco Turnpike Upgrades	C+
6d	Partition Street Alternate Side Parking	C
9a	Parking Plan - Increase fees from 10 cents to 50 cents per hour	C
6b2	Ulster Ave./Market St. - Roundabout	D+

Conclusion

Most of the proposed improvements received high grades, with 13 out of 20 projects receiving a grade better than a B. Of those, three received unanimous A grades. The high grading may indicate that many deficiencies currently exist in the transportation network. Another possibility is that the consultant team, through working with the committee, was able to understand and recommend projects which are in demand from the community. The projects which received the highest grades should receive special attention, as there appears to be consensus regarding both the problem and the solution.

Ranking the Proposed Improvements

#	Proposed Improvement	Group #						Avg	St. Dev.	Overall Ranking	Divergence of Opinion
		1	2	3	4	5	6				
1a	Improve east-west connections	2	5	3	1	2	3	2.7	1.4	18	High
1b		1	3	2	1	1	2	1.7	0.8	10 (tie)	Low
2a	Gateway improvements	1	3	4	2	1	2	2.2	1.2	14 (tie)	Average
2b		1	1	1	1	1	2	1.2	0.4	4	Very Low
2c		1	3	1	2	1	5	2.2	1.6	14 (tie)	High
3	Rail crossing safety improvements	1	3	1	1	1	1	1.3	0.8	6 (tie)	Low
4	Improvement at SB Thruway ramps/ Rt 32	1	2	1	3	2	1	1.7	0.8	10 (tie)	Low
5	Rt. 9W Access Improvement Concept	5	1	1	1	1	4	2.2	1.8	16	High
6a	Village Traffic Operations	1	1	1	1	1	2	1.2	0.4	5	Very Low
6b1		2	1	2	2	2	1	1.7	0.5	10 (tie)	Very Low
6b2		5	1	1	5	5	5	3.7	2.1	21	Very High
6c		1	4	2	3	1	4	2.5	1.4	17	High
6d		2	2	4	5	2	3	3.0	1.3	19	Average
7a	Village Enhancements	1	2	1	1	1	2	1.3	0.5	6 (tie)	Very Low
7b		1	2	1	1	1	2	1.3	0.5	6 (tie)	Very Low
8	Pedestrian Plan	1	2	1	1	2	2	1.5	0.5	9	Very Low
9a	Parking Plan	1	1	5	5	1	5	3.0	2.2	20	Very High
9b		1	1	1	1	1	1	1.0	0.0	1 (tie)	None
9c		1	1	1	1	1	1	1.0	0.0	1 (tie)	None
10a	Truck Delivery System	1	1	1	1	1	1	1.0	0.0	1 (tie)	None
10b		1	1	1	5	1	1	1.7	1.6	10 (tie)	High

Notes:

To perform calculations, the grade of A has been converted to 1, B to 2, C to 3, D to 4, E to 5

Saugerties Area Mobility Analysis



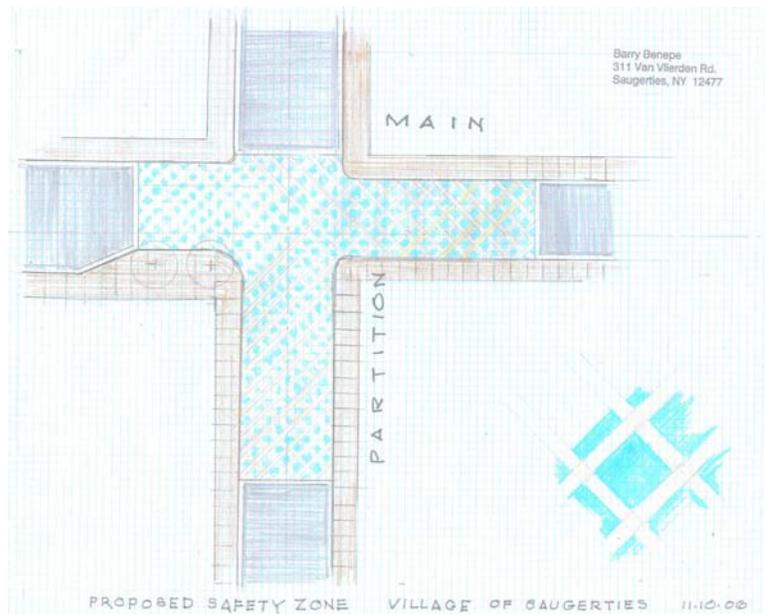
July 24, 2006

Summary of Public Comments On DRAFT Report Saugerties Area Mobility Analysis

A DRAFT Report was published, and made available for public review for a 30-day comment period ending November 13, 2006. The report was posted on the UCTC web site, and made available at the Village's Library. A press release announced the availability of the document for public review, and local committee members independently solicited comments on the Document. The Village's Traffic Committee held a special public meeting on October 23, 2006 to present and receive comments on the DRAFT report.

A total of 35 transmittals were received by email and letter. Collectively, there were more than 100 comments, some of which were editorial in nature. The table on the following pages summarizes the major themes from each of the comment letters. A detailed read of the comments and review of the summary table reveals the following:

- There is support for all three gateway projects, planted medians, aesthetic and beautification enhancements such as street trees, street lighting, underground utilities, and attractive pavement treatments, and a well balanced and safe multi-modal transportation system, including reduced speed limits on Route 9W etc. The image at the right was offered by one commenter as an example of an intersection imprint/pedestrian safety zone at the Main



- Street/Partition Street intersection. The operational and pedestrian improvements recommended in the Plan at this location are supported by the majority of the commenters.
- There is support for a roundabout, pedestrian and gateway/beautification improvements at the junction of Route 9W/Route 32.
- Public reaction to the Access Management Improvement Concept was mixed. While there is support for an attractive and safe corridor, there is opposition to roadway widening, and relocating existing traffic signals. There is support for improved public policy that minimizes the negative affects of dead-end roads. Enforcement and Education efforts are supported.
- There are concerns regarding the validity of the Truck Origin-Destination Study, but support for improvements the will minimize truck traffic in the Village including designation of an alternate route, improvements to east-west routes, and a possible

change of jurisdiction and designating Kings Highway (CR31) as Route 32, or designating Malden Turnpike (CR34) as Route 32..

- Mixed reaction to the village operational improvements with some supporting the one-way alternative, and the single side parking alternative, while others were strongly opposed to these alternatives. Loss of on-street parking spaces is a concern
- There is a desire for consistent and universal “P” parking guide signs, and expanded public parking behind the stores.
- There is support for the bicycle and pedestrian improvements contained in the plan, but concerns for bike route designations without facility upgrades.
- There is support for improved transit including well lit pedestrian access to transit stops, and ferry service to Tivoli. Also, there is a desire for small buses with flexible transit service and routes, posted routes and schedules, and a desire for a Trailways stop in the Village, although the Plan does not recommend a stop in the Village. It defers transit recommendations to the Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis, which recommends local buses act as feeder buses for to the Adirondack Trailways long distance routes.
- There is support for the at-grade rail crossing safety improvements.
- There is limited support for a new NYS Thruway interchange, but support for improvements to the existing southbound interchange including a possible roundabout and a park and ride.
- There is support for small scale channelization/reconfiguration of the Market Street/Ulster Avenue intersection.
- There were several individual issues cited both positively and negatively including:
 - Support for Old Kings Highway/Leggs Mills Road Roundabout.
 - On-going concerns about the Route 212/Price Chopper signal.
 - Opposition to the proposed Main Street/Washington Avenue signal.
 - Support for the “No Engine Brakes” signs.
 - Support for speed limit reduction along 9W south.
 - Suggested removal of “No Right Turn on Red” at Kings Hwy/Glasco Tpk.
 - Support for improved route designations, and guide signing and coordination with E911
 - Additional “Big Ticket” items
 - - explore long-term NYS Thruway overpass connecting Route 32 to Kings Highway
 - Resurrect 1971 concept for new roadway from 9W in Barclay Heights, new bridge over Esopus, to Kings Highway, then northeasterly and parallel to CSX, to Malden.

SAUGERTIES – PHASE II PUBLIC COMMENTS

No.	Date Received	Received From	Received Via	Major Issues
1	11/17/06	Carole Furman	J. Spektor Email	Support for Roundabout at 9W/32
2	11/17/06	Joe Hernandez	J. Spektor Email	Support for improvements that would minimize truck traffic in the Village. Change E/W Routes to State Routes. Support for one-way alt
3	11/13/06	Myles Putman	Email	Pursue new Thruway interchange between Saugerties and Catskill
4	11/13/06	Edward Schukal	W. Tobin Email	Opposed to improvements that would reduce on-street parking Supports improvements that minimize truck traffic
5	11/13/06	Jamie Fine	W. Tobin Email	Opposed to improvements that would reduce on-street parking
6	11/13/06	Rickie Tamayo	W. Tobin Email	Opposed to improvements that would reduce on-street parking
7	11/12/06	Dave Minch	Email	Support for alternate truck route (Malden-32-Kings Highway) as a priority. Support for bike / ped.
8	11/12/06	Ron LeBlanc	Email	Support for alternate truck route as a priority Support for ped improvements
9	11/11/06	Karl Krause	Email	Opposed to one-way alternative
10	11/10/06	Van and Daisy Bolle	Email	Support for bike/ped Opposed to reduction in on-street parking Opposed to one-way
11	11/10/06	Karlynn Elia & Josepha Gutelius & Justine Smythe	Email	Opposed to reduction in on-street parking Opposed to 9W roadway widening Opposed to Malden Turnpike interchange
12	11/10/06	Maureen Luhejko	Email	Opposed to reduction in on-street parking
13	11/10/06	Barry Benepe	Email	Support for pedestrian zone at Main/Partition, plus drawing of conceptual improvement Support for traffic calming at Market/Ulster intersection Support for Route 212 Gateway and bike/ped improvements Support for Route 9W access management, functional and aesthetic improvements. Support for roundabouts at appropriate locations. Support for general and specific transit improvements
14	11/10/06	Vernon Benjamin	Email	Support for Route 212 Gateway improvements Support for reduction of at-grade rail crossings Support for new east-west connection (south) Support for beautification and pedestrian improvements
15	11/10/06	Myles Putman	Email	Desire for additional environmental and historic context in the study Concern about Truck O/D study Support for new road from 9W to Kings Highway per 1971 study

				<p>Support for gateway on Route 9W north</p> <p>Desire for discussion of Route 212 gateway to consider access, and overhead utilities</p> <p>Support for Route 9W south speed limit reduction</p> <p>Technical comments and concerns with several report sections, but apparent support for concepts</p> <ul style="list-style-type: none"> • NYS Thruway south/park and ride • Old Kings Highway/Leggs Mills Road roundabout • Rail crossing safety <p>Desire for Ferry service to Tivoli</p> <p>Additional copy of 9/25 comments</p>
16	11/10/06	Michael Campbell	Emails	<p>Editorial comments and clarifications</p> <p>Suggests reduction in recommended parking fee to 25 cents</p> <p>Support for State/County route re-designation</p>
17	11/10/06	Allen Bryan	Email	<p>Questions validity of Truck O-D Study</p> <p>Opposed to reduction in on-street parking</p>
18	11/10/06	Suzanne Bennett	Email	<p>Desires improvements that minimize truck traffic</p>
19	11/09/06	Beth Loven	Email	<p>Support for bike/ped improvements</p> <p>Support for additional street lighting, and street trees</p> <p>Support for well lit ped linkages to transit stops, also Trailways stop in Village</p> <p>Opposed to one-way alternative</p> <p>Support for improvements that minimize truck traffic</p>
20	11/09/06	Josepha Gutelius & Benno Schmidbaur	Email	<p>Opposed to 9W widening</p> <p>Opposed to reduction in on-street parking</p> <p>Opposed to Malden Turnpike interchange concept</p> <p>Support for enhancements, etc.</p>
21	11/09/06	Richard Frisbie	J. Smythe Email	<p>Opposed to reduction in on-street parking</p> <p>Supports alt truck route including Peoples/Canoe Hill/Krout</p> <p>Support for 9W/32 roundabout and gateway improvements</p> <p>Reconfigure Ulster Ave/Market St</p> <p>Support for one-way alternative</p> <p>Support for intersection "box" area for pedestrians and to enforce stop line compliance.</p>
22	11/08/06	Harry S. Hoffman, Jr.	Mail	<p>Support for regional bypass route</p> <p>Suggests "do not block intersection" signs related to Ulster Ave rail crossing</p>
23	11/08/06	Judith Spektor Traffic Committee Meeting Summary	Email	<p>Concerns about O-D study</p> <p>Support for one-way alternative</p> <p>Mixed review of alt side parking concept on Partition</p> <p>Support for shared parking behind stores in the Village</p> <p>Support for 25 cent/hr parking</p> <p>Desire for universal P parking signs</p> <p>Support for Market St/Ulster Avenue improvement, (not roundabout) similar to previous T.</p> <p>Support for alt route Malden/212/Kings Highway/Leggs Mills Road</p> <p>Support for jurisdiction swap 32 & Kings Highway</p> <p>Support for 32/9W Roundabout</p>

					<p>Opposition to 9W widening, but support for beautification, grass median, street trees, etc. Support for additional rail grade separation projects (Malden Turnpike & Peoples Road) Concern about Rt 212/Price Chopper signal Desire for Trailways Bus stop in Village Support for Rt 212 Gateway improvements Support for alt truck route around village</p>
24	11/08/06	Eileen Spada	Email		
25	10/31/08	Jeff Helmuth	Email		<p>Main /Partition aesthetic and functional signal design comments Desire for simple P parking signs Support for alt side parking on Partition Street Market/Ulster – allow right on red. Reconfigure to original T. Suggests removal of Price Chopper signal Opposed to Main/Washington signal Support for “No engine brakes” signs Support for alt truck route – Malden Tpk/212/Kings Highway/Leggs Mills Road Road history</p>
26	10/26/06	Dr. Alain Dousset	Email		
27	10/20/06	Myles Putman	J. Spektor Email		
28	10/19/06	Raymond Maday	Mail		<p>Support for Route 9W speed limit reduction Opposed to Route 9W access management concept Opposed to relocation of Village Drive signal to Stevens Court Identifies Main/Partition as a priority</p>
29	10/18/06	Phoebe Hoss	Email		<p>Identifies transit improvements as a priority Desires small buses with flexible routes and destinations</p>
30	10/17/06	Ron LeBlanc	Email		<p>Concerns with Hill/Church St 90 degree turn Support for alternate truck route over improvements to Village streets</p>
31	10/15/06	Judith Spektor	Email		Traffic Committee meeting announcement
32	10/12/06	Elizabeth J. Shafer	Mail		Support for ban of truck traffic within the Village
33	10/12/06	Jeff Helmuth	Email		Similar to 10/31 comments above
34	10/06/06	Judith Spektor	Email		<p>Support for Myles Putman recommendation to swap Kings Highway & Route 32 jurisdictions Support for Malden Turnpike NYS Thruway interchange (and closing existing SB ramps)</p>
35	9/25/06	Myles Putman	Email		<p>Ulster Ave/Market St support for improvement Kings Highway/Glasco Turnpike support for signal timing change (remove RTOR restriction) Support for rail overpass, new east-west connection (south), and additional State highways Support of education and enforcement to reduce speeding Concerned about bike route designation without facility upgrades Support policies that minimize negative effects of dead-end roads Support improved route designations, guide signing and coordination with E911 Support long-term NYS Thruway overpass connecting 32 to Kings Highway Numerous editorial comments, clarifications, and consistency comments.</p>

Carole Furman

In a message dated 11/8/2006 11:53:31 AM Eastern Standard Time, octagon@hvc.rr.com writes:

Hi Judith, Good summary of our meeting. Just one item appeared to me to be incorrect. I did not say that housing only pays 1/3 of what it costs to the town. I believe that for every \$1 that a resident pays, they use \$1.20 of services. This would not be true of commercial or industrial uses.

Thanks for your excellent coverage and encouragement.

Also, two roundabouts have been placed on Raymond Avenue in front of Vassar College in Poughkeepsie. And they put a median in as well with trees. This was a broad avenue and now it calms the traffic. The median also makes the avenue there look very beautiful. I can see this happening on 9W/32. With this system, no one can make a left turn but goes right until a roundabout. The people in the roundabout, I believe, have the right of way. There is no need for lights which is what Vassar had at their entrance. Also, Within Vassar, they have reoriented people to leave via another entrance. You enter one way and leave another. It seems to make driving slower and much more pleasant through this area and within the college.

October 22, 2006

Re: Meeting to Review SAMA DRAFT Report

Date:

10/22/2006 6:56:19 PM Eastern Daylight Time

From:

fleaj@yahoo.com

To:

Judithspektor@aol.com

Judith,

Unable to get back sooner, before leaving for ARK.
Here now. The key areas I found were on ppgs:8 thru
12, 15, 17, 26, 27,29, 38, 44.
Of these I question pg 11. Bullet point #4: did the 12
unaccounted for trucks go down Partition St?

My observation on pg 12: With Part/Mn Sts a "C" LOS
with occasional D or lower why does the village Police
stand on the corner of the Exchange Hotel (majority of
observations) and not get involved with traffic
issues/problems/back ups? Can police presence make a
difference/improve??

Pg15: Overflow from pg 12. Note pix. Same lack of
involvement by available police.

Pg16: Would lower HD truck traffic at Part/Mn lower
need for major ped cross improvement, Bullet Pt #3.

Pg17: Possible major problem looms with proposed bike
route (BP#2) and BP#4-vis-vis accident rates. The high
number of driveways must also contribute. Only higher
crash rates will result.

Pg26, Item 4.2.1: Very significant. Similar to Putnam's
idea. State Rt 9W designation changed thru Malden
Tpke, west, to Rt 32, south, to Kings Hwy, south, to
Glasco Tpke, east. If all Pg 11 observations are
correct. 14 of 81 trucks went thru village. Very high
impact for village at Part/Mn. yet low impact/change
for trucking. Even if part of those 11 has business in
village proper, delivery zone/exemption lowers impact
even more for truck. Such re-designation of state road
costs \$5-6 mill vs \$25 mill for thruway interchange
and keeps truck off Main st. Heavy duty trucks already
a fact of life on Malden Tpke but only for convenience
to truck traffic, peril to other traffic (high
accident rate) and high cost to County due to high use
by wrong traffic. The Glasco Tpke E-W (pg 27) goes
hand in hand with above.

Pg 29: One-Way pairing sounds great to me. This too
would work with the Rt 9W/Malden Tpke re-designation.
(1) eliminate truck thru/traffic at Part & Mn. (2) now
flow delay is almost eliminated with proper light control
(3) stop line set-back lessened for better view.
(4) Elimination of both side of street parking not an
issue, (5) Parking on W. Bridge not an issue, maybe

gain parking spots. (6) light traffic control at W Bridge can help with ped crossing safety.

Pg 38. 4.3.5: A proposed light at Washington & Mn will create greater back-up problems at Prt/Mn if other issues are not corrected first.

Pg 44. Great idea of side service road along RR tracks.

I hope you are able to understand this ramble. Hope to hear from you soon. Best of luck, Joe

③

Mark Sargent

From: mermyles [mermyles@netstep.net]
Sent: Monday, November 13, 2006 7:48 AM
To: Judithspektor@aol.com
Cc: G.Jacquemart@bfjplanning.com; Mark Sargent; ddoy@co.ulster.ny.us
Subject: Another new Thruway interchange? (in Catskill)

Judith, Mark, George & Denny:

Although the formal comment period has closed on SAMA, I wanted to call attention to a news item that appeared in the Sunday Freeman (page A3)- I'm sure it was covered in the Catskill *Daily Mail* and possibly in the *Times Union* as well.

The Town of Catskill last week hired Clough Harbour & Assocs. to study a possible new interchange at Route 23-A (where the "free Thruway", late 40's-early 50's, temporarily ended). Stated goals included diversion of truck traffic out of the Village of Catskill, and to induce development in the Greene County's "Empire Zone".

This comes on the heels of the SAMA discussion of re-opening the Malden Turnpike interchange (with a similar purpose of diverting truck traffic away from the Village of Saugerties).

While the Town of Catskill should be applauded for considering this proposal, there ought to be some oversight and coordination on such an effort. My "gut" feeling is that the Thruway might be amenable to one new interchange being developed between Saugerties and Catskill, but not to two new interchanges (at least in the next 10 - 20 years).

This is an issue that concerns both Towns and undercores my prior comment from late September on the need for some intermunicipal communication and dialogue between Saugerties and Catskill.

Any thoughts?

Best, Myles.

Mark Sargent

From: William.Tobin@co.ulster.ny.us
Sent: Monday, November 13, 2006 8:52 AM
To: Mark Sargent
Cc: ddoy@co.ulster.ny.us
Subject: Fw: Planning Board's Rail Trail Feedback Form

Bill Tobin
Ulster County Transportation Council
244 Fair Street
PO Box 1800
Kingston, NY 12402-1800
P: (845) 340-3340
F: (845) 340-3429
www.co.ulster.ny.us/planning/tran.html
----- Forwarded by William D Tobin/Planning Department/Ulster County on
11/13/2006 08:55 AM -----

coulst@co.ulster.
ny.us

11/10/2006 03:28
PM

wtob@co.ulster.ny.us

To
cc

Subject
Planning Board's Rail Trail
Feedback Form

This request is from the Planning Department's Rail Trail Feedback form.

First Name: Edward
Last Name: Schukal
E-mail: egarden@hvc.rr.com

Feedback: I,m hoping this is being sent to the proper dept. If not; I would appreciate it if you could forward this to the right dept.I understand that plans are being made to eliminate parking spaces on Partition St.in Saugerties.to make more room for the trucks to get through.
Trucks should only be allowed in town if deliveries are being made; otherwise should be re-routed elsewhere. Eliminating parking spaces would be the worse thing that could happen to the business owners in this town.
Business has been slow enough in Saugerties for the past year or so as it is. Is there any reason the local businesses should suffer any more hardsips than already exists? Customers are already complaining that there isn't enough parking . Please; try to think of the business owners for a change !!!

Mark Sargent

From: William.Tobin@co.ulster.ny.us
Sent: Monday, November 13, 2006 8:53 AM
To: Mark Sargent
Cc: ddoy@co.ulster.ny.us
Subject: Fw: Planning Board's Rail Trail Feedback Form

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----- Forwarded by William D Tobin/Planning Department/Ulster County on
11/13/2006 08:55 AM -----

coulst@co.ulster.
ny.us
11/10/2006 03:22 PM
wtob@co.ulster.ny.us
To
cc
Subject
Planning Board's Rail Trail
Feedback Form

This request is from the Planning Department's Rail Trail Feedback form.

First Name: Jamie
Last Name: Fine
E-mail: jfine@hvc.rr.com

Feedback: Clearly, the volume of excessively large trucks (most of which are not making local deliveries) coming into the Village and especially turning at the corner of Main and Partition is a significant problem. However, reducing the number of parking spaces on the streets in the village to help accomodate them will hurt both the shopkeepers and the residents (shoppers). Often on weekends, especially during the Summer, it is difficult and sometimes impossible, to find parking. Eliminating on street parking spaces in front of the shops is not a good solution.

6

Mark Sargent

From: William.Tobin@co.ulster.ny.us
Sent: Monday, November 13, 2006 8:54 AM
To: Mark Sargent
Cc: ddoy@co.ulster.ny.us
Subject: Fw: Planning Board's Rail Trail Feedback Form

Bill Tobin
Ulster County Transportation Council
244 Fair Street
PO Box 1800
Kingston, NY 12402-1800
P: (845) 340-3340
F: (845) 340-3429
www.co.ulster.ny.us/planning/tran.html
----- Forwarded by William D Tobin/Planning Department/Ulster County on
11/13/2006 08:56 AM -----

coulst@co.ulster.
ny.us

11/10/2006 08:58
AM

wtob@co.ulster.ny.us

To
cc

Subject
Planning Board's Rail Trail
Feedback Form

This request is from the Planning Department's Rail Trail Feedback form.

First Name: rickie
Last Name: tamayo
E-mail: info@cafetamayo.com

Feedback: I have watched traffic at Partition & Main St. for 20 years now. To be brief I would say that as a business on upper partition it would be one of my last choices to see us loose any parking spaces on upper partition. It would without a doubt be a problem for the businesses there. Not to mention that to loose parking spaces in an effort to widen that street to make it easier for trucks, (that I would like to keep out of the village) would be like putting salt in the wound. I know we all need the trucks to come to us for deliveries, but I promise you most of the largest trucks are not delivering anywhere in the village business district. I can also tell you that having those huge and heavy trucks come through is probably not great for the streets, and definately not great for our older "historic buildings". I know there aren't easy answers, but

killing a section of the business district by taking our parking is really not a good answer for someone like me that has spent 20 years on that block.

Mark Sargent

From: dave minch [architrek12477@yahoo.com]
Sent: Sunday, November 12, 2006 8:50 PM
To: Mark Sargent
Subject: comments - traffic study

Mr Sargent: My name is Dave Minch and I live in the Village of Saugerties. Please take into consideration these comments while evaluating our traffic issues.

- 1) The count of trucks through the village in the study appear to be unbelievably low. Please consider making another count.
- 2) Create an alternate heavy traffic route (9W south, to Malden Turnpike, to rt 32, to rt 212 to Old King's Rd south, to Leggs road, to 9W south) by-passing the village center. This plan, at this point in time, would have minimum negative impact along its route and will, as the land along the route is developed, become much more of a burden to build in the future. This route is less that 2miles longer, and is potentially a time saver.
- 3) Do not build a bridge across the Esopus to Mynderse St - this idea would cut the village off from the waterfront just as seen in many larger cities.
- 4) Do not "improve" 9W south of the village. Save the expense for above mentioned by-pass
- 5) Do not improve RR crossing. Save expenses for alternate rt mentioned above.
- 6) Build bike and pedestrian lanes where possible

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<http://new.mail.yahoo.com>

8

Mark Sargent

From: RONLEBLANC [RLEBLANC@HVC.RR.COM]
Sent: Sunday, November 12, 2006 12:17 PM
To: Alex Wade; DENNIS DOYLE; BILL TOBIN; JIM RAPOLI; Michael Campbell; Mark Sargent; Judith Spektor
Cc: RON LEBLANC
Subject: COMMENT--PRELIMINARY REPORT

The following is forwarded as an extension to a previous comment that I had submitted.

Without going into the numerous aspects of the Preliminary Report and the suggestions for changing the configuration and traffic in the Saugerties area, I would offer the following comment:

While the report offers a myriad of possibilities to basically re-arrange the existing traffic corridors through the village it seems to miss the point that traffic is at a maximum and that an **ALTERNATE ROUTING MUST BE ESTABLISHED**. It seemed that the charge of our local committee was to explore this remedy. The several public meetings that have been held elicited strong and definitive interest in maintaining the **RURAL AND SMALL TOWN** character of Saugerties. ***The report does not seem to portray this interest strongly enough.***

Alternative routing of truck traffic along the New York Thruway / King's Highway corridor is the preferred route for the purpose of alleviating the congestion concerns currently existing. Furthermore this area is already zoned for commercial / industrial and amenable to such an arrangement. In the long term this routing is the most desirable, efficient, cost-effective solution to the problem.

The massaging of the existing routes through the village by re-arranging parking, roundabouts, turning lanes, etc. only put off the inevitable. Traffic through the Village is rapidly reaching a sizable mass. The congestion is principally due to the series of turns and layout for the 9W route 32 corridor. **CHANGE THE CORRIDOR---LEAVE THE CONFIGURATION OF THE VILLAGE ALONE---APPRECIATE THE WISHES OF THE COMMUNITY TO RETAIN AND STRENGTHEN PEDESTRIAN INTERESTS.** Much time, energy, and money has been allocated in an attempt to protect and insure the historical integrity of the Village of Saugerties. Hopefully the report can highlight the strength of community feeling in this regard.

Ron LeBlanc

9

Mark Sargent

From: order [order@krauseschocolates.com]
Sent: Saturday, November 11, 2006 1:58 PM
To: Mark Sargent
Subject: SAMA proposal (I just got the e-mail sorry my comments are late)

As one of the village's larger employers, I would like to comment on the proposal to make Partition and West Bridge Street one-way streets. While it would be fine for businesses on Main Street, all businesses on Partition Street would almost certainly be negatively impacted as it would halve the flow of traffic on Partition Street (and West Bridge Street thus decreasing potential customers. It would also make it very confusing for those unfamiliar with the village to navigate around in it, tourists etc. would be unable to easily figure out how to get back to something they passed, without a map in their hands. As a shop dependent upon impulse buyers and tourists most of the year, I am concerned this will make it harder for customers to get to all businesses on those streets. Any Decrease in business causes me to cut jobs, thereby impacting the local economy, and a significant decrease in business may cause businesses to seek out a better location than the Village Of Saugerties; therefore, I oppose the one-way proposal of the S.A.M.A.

Karl Krause
Krause's Candy

The Krause's Candy staff
Phone - (845) 246-8377
Fax - (845) 247-0981
Website - www.Krauseschocolates.com
Email - info@krauseschocolates.com

Mark Sargent

From: van bolle [van@digtheshop.com]
Sent: Friday, November 10, 2006 4:40 PM
To: Mark Sargent; Judithspektor@aol.com
Subject: traffic report

Observing the street and traffic from our store on a daily basis, our feedback and observations are as follows:

It is of note that there is a constant flow of large trucks that are more than likely not making local deliveries, and should seemingly be re-routed.

We support the adding of pedestrian specific crossing signals at the corner of Partition & Main. It is a highly used intersection, and though many drivers are courteous, many do not yield to pedestrians, and visitors to town are often confused about when they can and can't cross safely.

We would like to express our displeasure at the notion of removing any parking spaces on this part of the street. This is a small village, and customers expect to park in front of our close the businesses they patronize. This is currently the case, and in our observation, parking is at the right balance on the street, and the municipal and private lots that supplement seem to keep the scale in balance. Removal of any spaces would have a great negative impact on the businesses, and create an unwelcoming and inconvenient environment, regardless of changes to the sidewalks or scenery.

Also, making Partition a one-way street would be disastrous. Businesses on this street depend greatly on drive-by exposure, and the traffic from both directions on Partition serves to expose customers and potential customers to our stores. I can't emphasize enough how often we get customers who say, "I was driving by your store and saw your window, and just had to stop and come in".

Keeping Upper Partition a customer-friendly zone is crucial to its survival and growth. It is an area that serves as the heart of our community, and the businesses who have chosen to have their livelihoods here make every effort to insure that it is welcoming, friendly, and properly accessible. Please insure it is maintained in this fashion.

Thank You,

Van & Daisy Bolle
DIG
89 Partition St.
Saugerties, NY 12477

11

Maryllis Sole

From: Justine [smythehouse@hvc.rr.com]
Sent: Friday, November 10, 2006 12:53 PM
To: news@discoversaugerties.com
Cc: Mark Sargent
Subject: FW: traffic study - letter from member

Same as attached

From Josepha
Dear Saugerties Residents and Businesses:

As a member of the Traffic Committee, I was unhappy with nearly all of the state/county proposals, such as:

1. Eliminate parking spaces on the street in the village to enable easier thru-traffic -- and of course less parking means less business for Saugerties
2. Add more traffic lights on 9-W and widen the road to three lanes! Yeah, the New Jersification of Saugerties, no thanks.
How about just adding trees to 9-W and eliminating the overhead wires?
3. change the thruway entrance to Malden: so Route 32 north can get more commercial sprawl...

If you like these ideas, great. If you don't, please write to the Commission NOW!!!
Thanks, Josepha

--- Justine <smythehouse@hvc.rr.com> wrote:

>
>
> Fellow chamber members,
>
> please be reminded that the Saugerties Area Mobility Analysis (Read:
> Traffic
> Study) is coming to a close, I sent you all an email regarding this a
> few weeks ago, the deadline for comments is tomorrow.
> There is still time to
> share your opinions regarding the consultants recommendations. See the
> study here <http://www.co.ulster.ny.us/planning/sama.html>
> or here
>
> <http://www.discoversaugerties.com/saugerties/traffic-study-final-report.pdf>
> also find the link at the homepage of
> www.discoversaugerties.com
>
> See our member Richard Frisbie's comments in the email below.
>
> Please send your comments to: msargent@cmellp.com and
> Judithspektor@aol.com
>
> This concerns us all, and your comments are much appreciated.
>
> A joint Village and Town Boards meeting is being planned at the end of
> November. The FINAL report will be presented at that time.
>
> Most sincerely,
>
> Justine Smythe www.smythehouse.com
>

Mark Sargent

From: Karlynelia@aol.com
Sent: Friday, November 10, 2006 4:50 PM
To: Judithspektor@aol.com
Cc: rayerick@yahoo.com; William.Tobin@co.ulster.ny.us; LThornton@Taconichills.K12.ny.us; twood@saugerties.ny.us; MFrank@VillageofSaugerties.org; ajax_1@usa.net; ddoy@co.ulster.ny.us; jrapoli@DOT.state.ny.us; Mark Sargent; anduze@thruway.state.ny.us; G.Jacquemart@bfjplanning.com; g.roth@bfjplanning.com; Meghan Vitale
Subject: Re: Last Time to Comment on Transportation Issues

From: Karlyn Elia
Dear Saugerties Residents and Businesses:

Although I am not a member of the Traffic Committee I am in agreement with everything Josepha states in her comments below.

Thanks,
Karlyn

From Josepha
Dear Saugerties Residents and Businesses:

As a member of the Traffic Committee, I was unhappy with nearly all of the state/county proposals, such as:

1. Eliminate parking spaces on the street in the village to enable easier thru-traffic -- and of course less parking means less business for Saugerties
2. Add more traffic lights on 9-W and widen the road to three lanes! Yeah, the New Jersification of Saugerties, no thanks.
How about just adding trees to 9-W and eliminating the overhead wires?
3. change the thruway entrance to Malden: so Route 32 north can get more commercial sprawl...

If you like these ideas, great. If you don't, please write to the Commission NOW!!!
Thanks, Josepha

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Mark Sargent

From: Maureen830@aol.com
Sent: Friday, November 10, 2006 5:41 PM
To: Mark Sargent; Judithspektor@aol.com
Subject: Traffic Study

I recently moved my business, Taste of Home, from Rt. 212, Saugerties, to 216 Main Street, Saugerties. I have been informed today of the new proposal for Partition Street to have one-sided parking only. I feel restricting parking to only one side of Partition Street would hurt local business owners. I would rather the Village do something about tractor trailers using Partition street as a main thoroughfare. The width of the street cannot accomodate the size of these vehicles in a safe manner. I think reducing the parking to one side only would only encourage MORE tractor trailer traffic.

Thank you.

Maureen Luchejko, owner
Taste of Home
216 Main Street
Saugerties, NY 12477

Mark Sargent

From: Barrybenepe@aol.com
Sent: Friday, November 10, 2006 10:00 PM
To: Mark Sargent
Subject: SAMA

Dear Mark,

My comments on the SAMA study, broken down by subject, follow:

Saugerties VillageMain and Partition Streets

This intersection, which carries a large amount of complex regional traffic movements on three state highways, might be considered the origin of the need for this study. Its most severe negative impacts are caused by an inordinate number of tractor trailers. I counted as many as six concrete trailers during ten minutes one evening in October. Yet the study fails to even identify this problem, choosing to lump them in with an undefined category of "trucks" and then stating that most "truck" trips are not through trips. The so-called O&D study was not one, since it identified neither origins or destinations. To really analyze this problem it will be necessary through on-site observation to identify the users, then contact them and obtain a trip distribution pattern and frequency.

There are double pavement markings at the existing intersection, one denoting crosswalks and a second denoting vehicular stops far enough back to allow unimpeded tractor-trailer turning movements, thus confusing drivers, some of whom stop at the stop line and others who stop at the crosswalk, often having to back up to allow tractor trailers to turn. My recommendation is that the entire zone within the vehicular stop lines be cross striped as a pedestrian safety zone in an attractive colored paving that complements the historic character of this village center. A drawing of a suggested treatment will be submitted separately by mail.

It is important to encourage traffic calming in the center of the village, which both the tight right angle intersection and the narrow Partition Street with parking on both sides accomplish. Both help slow vehicular speeds and reduce hazards to pedestrians.

Market Street and Ulster Avenue

This intersection once played a similar role in slowing vehicular speeds, but its reconstruction in the 90's produced a sweeping large radius turn encouraging greater speeds and further endangering pedestrians crossing Market Street at Livingston Street. It is recommended that this turn be tightened to the maximum extent possible to maintain slower speeds in the village. Traffic signals should be removed and replaced with "yield" signs for southbound Market Street traffic and "yield to pedestrians" at the crosswalks.

On- Demand Pedestrian Walk Signals

These have increased pedestrian safety without creating significant reduction in vehicular capacity. Recommended improvements include a minimum response time of ten seconds to encourage their use.

Route 212

This western gateway should be improved with landscaped grass shoulders and medians except where parking is intended. These shoulders and medians should be planted with 60 foot high street trees forming a canopy over the street and parallel bicycle-pedestrian path. Wherever paved shoulders are required anywhere in the highway system, these should be limited to a four foot maximum width in a terracotta or tan tennis court color and marked with bike/walkway templates.

11/17/2006

Route 9W Village to Route 32

This segment provides an intensive low-speed link between the Village and the stores and housing along this southern gateway. It must provide convenient, attractive and safe **two lane** access to drivers, cyclists and walkers from their homes to shops as well as to the village while accommodating through vehicular traffic. It should provide grass landscaped shoulders with a canopy of shade trees and landscaped median where required to protect left turn lanes. Bike/pedestrian paths should be on a continuous well marked surface over parking lot entrances to provide safe passage and protection against turning motor vehicles.

Access Management

This proposal is intended to relieve Route 9W of local traffic movements and avoid widening of the highway. Access management enlarges SAMA beyond a traffic analysis and recommendation to a proposal for zoning amendments and possibly for adoption of an official map showing the general alignment and location of future roads. It would greatly help the outcome if the final SAMA report made these recommendations in a form suitable for adoption as local law. The Ulster County Access Management Guidelines are a useful addendum in this regard.

Traffic Circles

There are two locations where traffic circles appear to be warranted. One is the intersection of Old Kings Highway with Leggs Mill Road, an awkward three-way Y intersection with stop signs. This should be a large artfully landscaped circle incorporating safe Type one separated bike lanes. The other is the intersection of Route 32 and 9W south of the village. This would not only replace a relatively inefficient traffic signal, but provide an attractive gateway entrance as well as the opportunity for shoppers to access both sides of the 9W businesses and residences without depending on left turns or parallel access management routes.

Landscape

The SAMA report is weak on landscape design, an integral aspect of any successful transportation planning. Excellence in landscape design should be emphasized throughout all the proposed transportation recommendations. Future meetings with NYSDOT personnel should include landscape architects from that agency.

Public Transportation

If the Adirondack Trailways stop is to be left at the filling station across from the southbound entrance 20 to the Thruway, it should be improved with a shelter, seating, lighting, signage, timetable, ticket dispenser and telephone with a free connection to the Kingston terminal. It is also essential to provide a safe and convenient connection to the village, at the very least a well lit walkway connecting to the sidewalks along Ulster Avenue. If UCAT is to be taken seriously as a form of regional transportation, it also should have marked or sheltered stops with posted timetables and seating. Its schedule should be timed to meet the Trailways bus and perhaps other known scheduled events. It would have to run with an adequate frequency to replace auto trips and to connect centers of population and business activity.

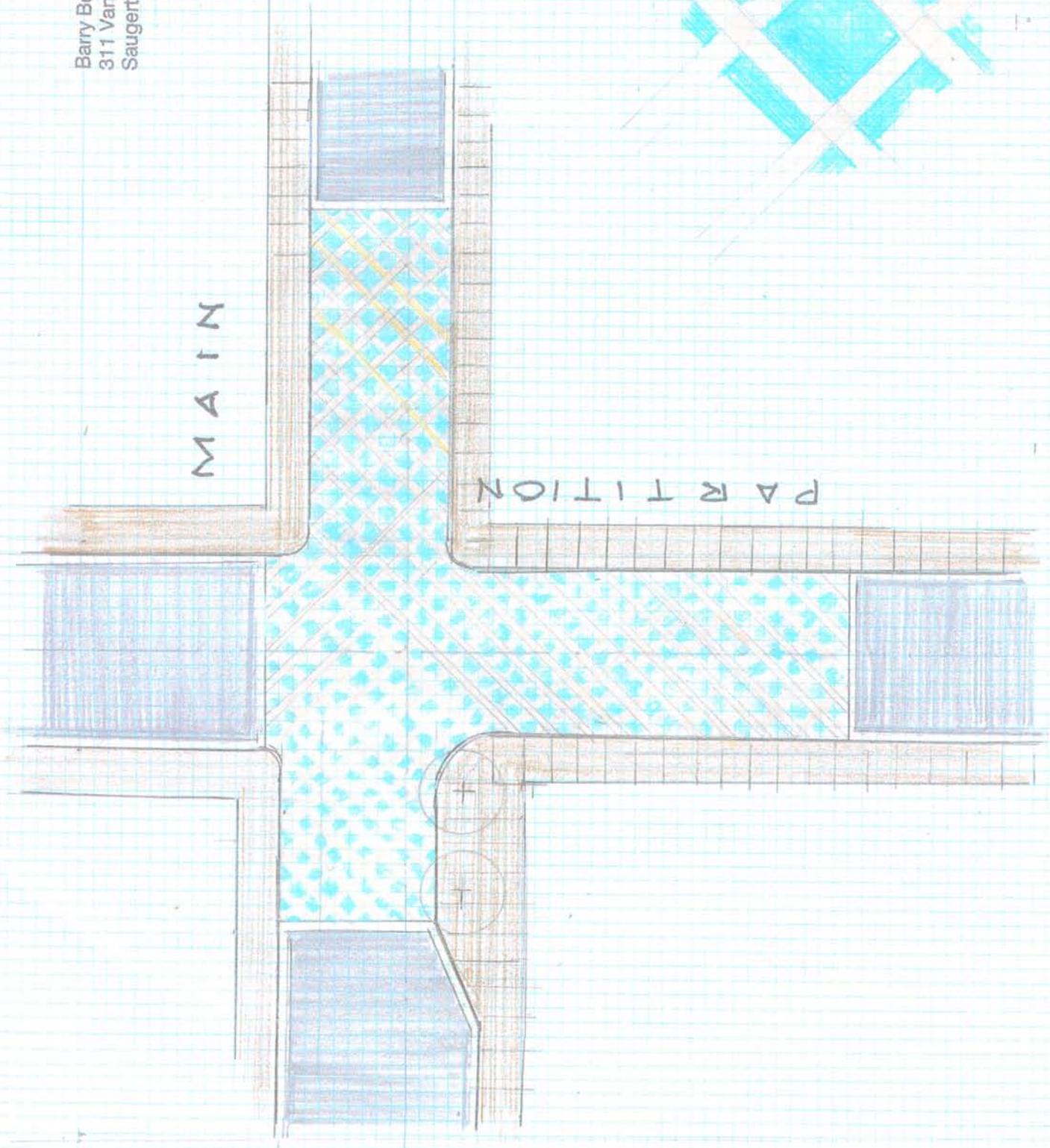
11.13-6

Dear Mark

This is the drawing referred to accompanying
my SAM& comments of 11.10.6. Thanks
for your consideration

Barry

Barry Benepe
311 Van Vlierden Rd.
Saugerties, NY 12477



PROPOSED SAFETY ZONE VILLAGE OF SAUGERTIES 11.10.00

Maryllis Sole

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From: Vernon Benjamin [vernjamin@msn.com]
Sent: Friday, November 10, 2006 3:13 PM
To: Mark Sargent
Subject: SAMA Saugerties report

Dear Mark:

I had a couple of comments regarding the SAMA report that I wanted to get in by today's deadline. I generally agree with all of the points raised by the town-village traffic committee and have some further thoughts on specific issues.

1. The idea of reclaiming Ulster Avenue is very attractive, since the additional width that DOT used in its very nice reworking of that corridor do not seem to be necessary insofar as traffic is concerned. Creating a grassy, tree-lined area with a beautiful bikeway would add to the pleasure of seeing Overlook Mountain rise as one drives west along the corridor.
2. Any plans for the at-grade crossing of Ulster Avenue should factor into consideration a relocation of the railroad instead of a tunnel or bridge. The rail was originally supposed to run west of that ridge, and west of the next ridge where the Thruway exits are built, but could not go there because of soft soil conditions (which coincidentally caused a problem when the Thruway bridge was built as well). However, the ridge between the Thruway and the current rail crossing does appear to have room for the rail to run. This might be done in a way that eliminates any at-grade crossing and also ends the problem of delays caused by the railroad.
3. I hope the study supports the idea of "collector" roads on the east side of the railroad along the Kings Highway corridor. This is a project the town is undertaking in order to eliminate 8 private crossings in that 3-mile stretch. Taking that concept a bit further, and keeping in mind the problem with an outlet for southern traffic from Kings Highway, a road could be conceived from Glasco Turnpike to 9w roughly paralleling the railroad until the Glenerie Falls, where a bridge could span the Esopus Creek and empty traffic at the top of Glenerie hill going south. This would enhance the ability of trucks to move around the village, eliminate the difficult PVI Hill bridge, and not be that intrusive on existing land use patterns.
4. I concur with all sentiments to beautify the Route 9W corridor south of the village without adding lanes. Pedestrian access is very critical in this area in particular.

Thank you for this opportunity.

Vernon Benjamin
10 Finger Street
Saugerties, N. Y. 12477
845-247-2864
845-339-4978
vernjamin@msn.com
vernon.benjamin@marist.edu

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Maryllis Sole

From: mermyles [mermyles@netstep.net]
Sent: Friday, November 10, 2006 2:54 PM
To: Mark Sargent
Cc: Judithspektor@aol.com; G.Jacquemart@bfjplanning.com; ddooy@co.ulster.ny.us
Subject: SAMA comments; PDF format
Attachments: SAMAcments.pdf, SAMAdraftRptCommentsNov06.pdf

Mark: Here are the SAMA comments in PDF format, same comments as were sent to you in Word format a few minutes ago.

Best, Myles Putman

Maryllis Sole

From: mermyles [mermyles@netstep.net]
Sent: Friday, November 10, 2006 2:50 PM
To: Mark Sargent
Cc: Judithspektor@aol.com; G.Jacquemart@bfjplanning.com; ddoy@co.ulster.ny.us
Subject: Comments on Draft final report, September 2006 (Word format)
Attachments: SAMAccomments.doc; SAMAdraftRptCommentsNov06.doc

Mark: Judith Spektor suggested that I direct my comments on the draft final report for SAMA to you.

By this e-mail, I'm cc'ing her, George and Denny with the same.

The comments are attached and in Word (converting from WP, and appears to read well in Open Office)

Also attached are my comments from September 25, 2006, in the event that Judith was not able to successfully forward these comments to you last month.

In the event you have trouble opening or reading the document, I will send a second e-mail with both sets of comments in PDF format.

Best, Myles Putman

Comments on the Saugerties Area Mobility Analysis (SAMA)

September 25, 2006

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Summary.

Matrix of discussion items.

Item #	Feature	Issues	Works or doesn't	Remedy
1.	Intersection: Ulster Avenue at Market Street, Village	Alignment, pavement markings	Doesn't	Re-align markings to work with actual vehicle movement patterns; Modify signal phasing
2.	Intersection: Kings Hwy. at Glasco Tpk. (Mt. Marion 4 corners); Town	Right turn on red restriction, lack of enforcement	Doesn't	Consider removing restriction
3.	Access to Village to and from the South and West.	Movement (flow) constrictions: Creek, RR crossings; consequence of historical/political decisions	Doesn't (congestion)	New linkages: 1. Overpass of RR; 2. New Esopus Cr. xing or Jurisdictional Transfer (Kings Hwy for Flatbush Rd.)
4.	Use of Kings Highway as Truck Route/ Bypass of Village	Generally good alignment except between Mt. Marion & Town of Ulster	Does	Develop new alignment (would likely impact the Boice farm) or work to improve existing alignment for this part of the traffic mix.
5.	Posted, reduced speed limits on Town roads	Lack of compliance; lack of enforcement	Doesn't	Sampling program (85%-tile); better self-enforcement among motorists
6.	Bike Route on Peoples, Hommelville Roads	Vehicular conflict, speed, geometrics	Might not	Reconsider choice of roads as part of bicycle route system
7.	Lack of bike signs (warning) "share the road) on other roads	Roads already in use noticeably in use	Needs improvement	Post warning signs
8.	Inappropriate zoning and or subdivision approvals on substandard dead end roads, Town	Lack of feasible second outlet; narrowness (e.g. Millard Burnett Road)	Eventually won't	Restrict development; develop "traffic shed" model and maximum, defensible capacity limits and growth limits.
9.	Certain Co Route postings	Potential for confusion; Inappropriate vehicle mixes	Doesn't	Better definition by direction and those street names in use for E-911 and postal address
10.	"Byrne's Corners" - Route 212 & 32 with Kings Hwy. And Thruway	Congestion due to volumes and alignment resulting from Thruway construction (previously was a 4-leg intersection)	Doesn't	Long-range: New overpass of Thruway by Kings Highway south of Hess Station.

Comments on the Saugerties Area Mobility Analysis (SAMA)

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Comments.

1. Ulster Avenue at Market Street, Village of Saugerties. The present intersection alignment and pavement markings are the result of the state's reconstruction from roughly 10 years ago. The layout and markings don't work, particularly for southbound traffic on Market Street. The state's attempt to "warp" the intersection geometry in favor of the jurisdiction alignment over what existed before is something of a failure. This writer has personally witnessed many southbound motorists on Market Street who do not "deflect" their vehicles slightly to the right, as the markings direct, when they continue south onto the state-maintained section of Market Street. They just drive straight ahead, ignoring the pavement markings completely.

In addition, the "no right turn on red" restriction for southbound traffic is also ignored frequently.

The remedy for this would be to re-stripe the pavement markings to reflect actual vehicle pathways (and what apparently is working), versus what the design manual calls for (which doesn't work). Re-timing the signal to 3-phase operation may help also (For example: Phase 1 eastbound all turns; southbound right; Phase 2: eastbound right turn and all northbound movements; Phase 3: southbound movements; northbound through with permitted left).

2. Kings Highway at Glasco Turnpike (Mt. Marion Four Corners); Town. Since the signal was installed and activated, there has been a restriction on right turns on red for all approaches. Again, based on personal observation, during weekday morning commuting hours that this restriction is frequently ignored, especially for eastbound right turn movements from Glasco Turnpike. Since this is an actuated signal, the red time on the Glasco Turnpike approach never seems excessively long, but apparently it is for some motorists. There also seems to be no enforcement of this restriction.

It seems to be time for the County - the Department of Highways and Bridges and/or the Traffic Safety Board - to consider removing this restriction.

3. Barriers to Access into the Village of Saugerties from the South or the West. Congestion and mobility problems within the Village and its business center are due primarily to the alignment, and jurisdiction, of the public highway system with respect to a major natural barrier, the lower Esopus Creek, and a man-made barrier, the railroad (now owned by CSX). The alignment of the state highway system is a significant component in this problem. This situation in part due to political decisions made in years past.

South of the Village, the state highway system consists essentially of one corridor running from Kingston, consisting of two routes that converge in Barclay heights- Route 9W and Route 32 (historically Flatbush Road). A state highway corridor west of the Esopus Creek, following Kings Highway, almost came to be, had it not been for a reaction against large highway construction expenditures by the state following World War I. In 1921, the new state Legislature, as a remedy, deleted a substantial number of proposed state highways that were deemed to not serve a state interest. With one completed route between Kingston and Saugerties (then Route 3); and a portion of Flatbush Road (no route number at the time) improved and under the state's jurisdiction; it probably seemed more fiscally expedient for the state to complete the Flatbush Road corridor rather than to start work on another corridor, e.g. Kings Highway and Leggs Mills Road. Thus was Kings Highway rescinded as a proposed state highway, leaving the County, and Town of Saugerties, to take steps to improve it.

With the Village, the alignment of state roads is especially tortuous (Burt, Barclay, Church, Hill, Bridge and Partition streets), and the non-standard blinking signal at the Burt-Barclay intersection (my wife refers to it as the "funny light") often catches the unfamiliar northbound motorist off-guard.

The railroad crossing on the west side of the Village is the other substantial impediment to vehicular movements. There is no conveniently-located grade-separated crossing of the railroad on the public highway

Comments on the Saugerties Area Mobility Analysis (SAMA)

September 25, 2006

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system that affords efficient access into the Village, and the nearest grade separated crossings are to the north, on Route 9W between Malden and Eavesport; and on US 209 in the Town of Ulster, a substantial distance away from the Village.

There is no easy remedy to the railroad crossing situation. A future increase in freight activity by CSX may result in further impacts which double tracking might help alleviate, in terms of timing and queuing of trains. The ideal, albeit potentially costly solution, would be an overpass of the railroad somewhere along westerly village boundary, to provide at least one pathway that would not be occasionally blocked by train movements.

The "creek situation" might also suggest a new highway alignment and bridge. Such proposals have been made before (see Ulster County Highway Plan, 1971), suggesting an alignment that would connect to US Route 9W in or near Barclay Heights.

Another approach to this situation would be a state-county jurisdictional transfer. Kings Highway and Leggs Mills Road in Ulster) would be placed onto the state highway system and posted as the new alignment of Route 32 (note that the street names would not automatically be discarded under these circumstance). The current Route 32 (historic Flatbush Road), between the Kingston-Rhinecliff Bridge and Route 9W in Barclay Heights (many years ago known as Ostrander's Corners), would be turned over to the County.

Establishing a state highway corridor that runs west of the Creek and avoids the Village (and those railroad crossings) has the potential to remove some of the through volumes that are directed into the Village center by the current Route 32 postings. Flatbush Road, with its twisting alignment and reduced speed limit of 40 miles per hour doesn't serve the same function north of the Bridge access as it does to the south.

Two issue are raised with Kings Highway going over to the state - the alignment south of Mount Marion 4 Corners and the connections with Routes 212, 32 and the Thruway, which are discussed below.

4. Use/Designation of Kings Highway as a Truck Route/Bypass of Village. This works generally well, although the alignment between Glasco Turnpike at Mount Marion and the Ulster Town Boundary, with its reduced 40 mile per hour limit, is somewhat of a limitation. At Mount Marion, Glasco Turnpike (along with Sterling Road) offer an alternative through a connection to Route 9W, albeit on a twisting, reduced-speed alignment that also has an at-grade railroad crossing.

Re-alignment would likely involve impacts upon residential and active agricultural lands.

Improvements may need to work within the existing alignment and right-of-way, and would include measures such as better banking of curves, and improved surface drainage.

It seems that the bridge over the Platte Kill (historically County Bridge 30) may need substantial upgrades. The present structure replaced the 1930's era bridge in 1994, but its adequacy to handle increased truck traffic volumes must be studied.

5. Reduced Speed Limits on Town Roads. Here is something that doesn't work in many areas of the Town. Speed limits are reduced to 35 or 30 miles per hour on many town highways due to demands by residents along these roads and streets, due to complaints about unsafe speeds. Increasing volumes on through-going and interconnecting town roads due to on-going development in more "rural" (exurban) areas of the Town heightens awareness of the problem.

Unfortunately, during any given weekday morning or evening commuting "hour", and at other times as well, motorists will routinely exceed these posted speed limits. As rural/exurban areas continue to develop and the average commuting trip becomes longer, motorists seem to become impatient with the trip and take whatever measures necessary to shorten the amount of driving time, even if it means ignoring the speed limit on the street on which they live. (An ITE study once revealed that about 3/4 of the speeding vehicles in a

Comments on the Saugerties Area Mobility Analysis (SAMA)

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residential neighborhood in Michigan were owned by residents of that neighborhood!)

Many of the roads in question form connecting links in the public highway system and date back to the 1800's, the consequence of which is restricted right-of-way, especially on "user" defined roads that creates a legal obstacle to widening and re-alignment; and alignments, coupled with visual obstructions, which make a reduced travel speed a necessity, at least in some locations (e.g., Church Road, Patch Road)

Enforcement is a failure. Not only is there lack of enforcement by the police (nor the resources to do so) but there is little self-enforcement (self-discipline) on the part of the motorist. And heaven help the motorist who does try to abide by the speed limit only to be tailgated and passed with the one finger salute. I've worked long enough in the business, so to speak, to know that the speeding problem is always blamed on "that other guy who's taking a short cut through my neighborhood".

The apparent safety issue here is compounded by substandard alignment, such as blind spots caused by hills, horizontal curves and vegetation) along with pedestrian and bicycle activity, along with trip and parking generation from seemingly benign activities such as garage sales and "art tours".

I'm not sure what the long term solution is, but a first task that could be undertaken would be speed sampling and derivation of an 85th percentile speed for these roads. Better self-enforcement by motorists will take education and persuasion.

6. Bike Routes on Peoples, Hommelville Roads. This may be potential future safety issue. It is this writer's understanding that the Town is to post a bicycle route along Peoples Road and Hommelville Road. Although bike route signs (such as those posted in the Village) have not been posted, warning signs advising motorists to "share the road" were installed this summer.

Considering the lack of compliance to speed regulations noted above, in conjunction with the curving, sloping alignment of Hommelville Road, especially along the slopes of Mount Airy, and the mix of truck traffic (delivery services and construction vehicles), a question has to be raised regarding the wisdom of selecting this road as a desirable bicycle pathway.

On Peoples Road, the issue is alignment coupled with traffic volumes. During the last week of May 2005, this writer personally counted (for a private client) 192 vehicles on Peoples Road just east of Route 32 during a weekday morning peak hour that occurred between 7 and 8 AM (164 eastbound vehicles and 28 westbound). This covered high school generated traffic as well as that generated by HITS. An evening peak hour volume taken at the day before (4 to 5 PM) revealed 178 vehicles on Peoples Roads. (2-way volumes on Hommelville during these same time periods were 44 and 60 vehicles respectively.)

The traffic on these town highways is not surprising, and in fact reflects historically that the Peoples-Hommelville "corridor" was, during the late 1800's, the low-cost access alternative to West Saugerties as opposed to the Saugerties-Woodstock, or Malden (Bigelow) Turnpikes. Beer's 1875 map of the Town identifies the entire corridor as "People's Road", which in other regions would have been called a "shunpike".

For bicyclists, the other alternatives to accessing the western area of the Town of Saugerties are the state roads - Route 32 and Route 212. Both have their drawbacks. Route 212 provides a gentle gradient, coupled with a narrow highway right-of-way that has not changed substantially since reconstruction in the mid-1930's. Route 32 has better geometrics, wider pavement and shoulders, all owing to a mid-1950's reconstruction in accordance with higher design speed standards. There is, anecdotally speaking, a noticeable amount of truck traffic, however, this does not seem to deter the most intrepid of bicyclists, especially those attempting the upgrade on "Quarryville Hill"; and there is also the Old Route 32 as an alternative.

This concern is raised that posting of Peoples and Hommelville roads as a bicycle route may serve to concentrate bike traffic onto roads with obvious physical and traffic-related deficiencies; and worse, set up the likelihood of a tragic accident. This effort should be reconsidered.

7. Lack of "Share the Road" Warning Signs on Other Public Highways Used by Bicyclists. It is this writer's personal, anecdotal observation that some portions of the town highway system are routinely utilized by

Comments on the Saugerties Area Mobility Analysis (SAMA)

September 25, 2006

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bicyclists, such as Washington Avenue Extension, Clark Van Vleirden Road; Carellis and Reservoir Roads; Pine Lane, Houtman Road; Manorville Road; likewise bike traffic is noted on certain county roads, such as Old Kings Highway; Fish Creek Road; etc.

It would make good sense to post the "share the road" warning signs along these roads as well.

8. Inappropriate Development Policies for Areas Served by Substandard Dead End Roads. One issue that the Town, or agencies thereof, do not want to address is growth and capacity limitations on certain dead end Town highways (e.g. Willhelm; Charley Hommel; Fred Short; Kate Yager Roads). Much of the development on these roads is "as of right" residential and results from subdivision approvals.

While the Town's subdivision regulations contain the customary restrictions on dead end roads exceeding 1,200 feet and not serving more than 20 lots, it is this writer's personal observation that "pre-existing" dead end roads seem to be treated as exempt from these regulations. This is a critical issue as some of these roads indeed serve more than 20 building lots. For most of these properties, there is no feasible second means of access (other than construction of a new highway connection). In some cases, widening of roadways and bridges is restricted by property ownership and improvements and by natural features, such as streams and flood zones (Millard Burnett Road is a good example).

One approach to this problem is to explore the "traffic shed" concept in terms of what a sustainable level of development (if any) would be for some of these roads. Development restrictions may need to be enacted for certain streets.

9. County Route Postings. The potential for confusion exists along with inappropriate routing of traffic.

The posting of County Route 34 is somewhat confusing, along Old Kings Highway and also Malden Turnpike. The route ends up intersecting itself at Katsbaan (historically Kaufman's Corners); and the posting of Old Kings Highway as County Route 34 may be inadvertently inducing truck traffic to use this as a bypass of Route 9W at Smith's Landing; as the Malden Turnpike section of County Route 34 is posted for such purpose. Old Kings Highway carries through traffic to and from Greene County and is popular with bicyclists as well and encouraging an increase in truck traffic volumes is not desirable.

Assigning a different route number onto Old Kings Highway would be justified under these circumstances.

Having a County Route 32 (Glasco Turnpike) in the same Town as a State Route 32 - and having them intersect each other (in Glasco) is another source of potential confusion. Some maps show Fish Creek Road as another County Route 32, which serves to exacerbate the situation.

As it was the County's expressed intent in 1971 that a county route numbering system be established to facilitate the delivery of emergency services (Resolution 37 of the Ulster County Legislature, February, 1971), and in recognition of the use of proper (and in some cases historic) county road names as part of the E-911 address system, a present-day re-assessment of the County Route numbering system (along with the "dual numbering" policy and use of the older county road numbers) is warranted, both in terms of traffic management and the provision of emergency services, the latter being a cogent concern as the County is presently re-assessing its emergency response plans.

(In some cases, use of the older county road number as a posted touring route number would be feasible; Sottile Boulevard and Miron Lane in the Town of Ulster are excellent examples of this approach. As an example, Fish Creek Road and High Woods Road, as presently designated for E-911 and postal purposes, form a north to south corridor that could be posted as County Route 97, replicating the existing road number that dates from 1934 and an the through alignment that is "favored" in terms of traffic operations ("stop" sign control) were Fish Creek and High Woods intersect Wrolsen Drive (historically "Peterson's Corners")).

On a related note, the directional signs at Shultis Corners (Jct. Route 212 and Glasco Turnpike); for Glasco Tpk. (Co. Rt. 32) should be changed. They presently read "north" and "south" which is inaccurate and misleading., they should read "east" and "west".

Comments on the Saugerties Area Mobility Analysis (SAMA)

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10. "Byrne's Corners" - Route 212 & 32 with Kings Highway, NYS Thruway. As a regular commuter through these series of intersections, I note on-going congestion due to volumes and the alignment of these roads.

Before the Thruway was constructed in 1948, this was a four leg intersection known as "Byrne's Corners" (cited in the Official County Proceedings), where 100 years ago the Kings Highway crossed the Saugerties-Woodstock Turnpike (then recently improved as a state highway). The area still functions as a cross-roads, in spite of the offset of the Kings Highway approach on the south relative to the Route 32 approach from the north, and in spite of the intervening connections to the Thruway northbound thruway and adjacent businesses.

The north and south approaches carry regional as well as local volumes, both employment and non-work trips. During the weekday morning peak hours, there is (again anecdotally) a noticeable amount of southbound traffic that passes through the Town of Saugerties on both Old Kings Highway and Route 32, coming together south of Katsbaan; some of this traffic accesses the Thruway southbound at Interchange 20 while other vehicles continue south on Kings Highway to destinations in Kingston, the Town of Ulster or Dutchess County via the Kingston-Rhinecliff Bridge.

The present day alignment of highways was undoubtedly established to avoid the extra expense of an overpass for Kings Highway over the Thruway on the south approach to Byrne's Corners, but it has the effect of forcing the section of Route 212 between the Route 32 and Kings Highway to do "double-duty", functionally speaking, in handling both east-west and north-south movements.

The above conditions should be investigated, possibly with origin-destination surveys. Intersection signal timing and phasing could be modified to address potential problems that may occur due to future growth in traffic. It is noted that in past years event traffic (such as prior Garlic Festivals), coupled with train activity have caused the entire highway segment (and signalized intersections) to fail; although some of this problem is due to lack of any grade separated crossing of the railroad on the east side of the Village.

A long-term measure may be construction of a new Kings Highway overpass of the Thruway and re-establishing "Byrne's Corners" as a four leg intersection.

Re-opening of the Malden Turnpike interchange - a remnant of the brief period when this section of the Thruway was operated as toll-free road in the early 1950's - may also serve to alleviate some of these north-south volumes, although this action may provide a greater benefit the Village (and also points north) by providing an alternative route for truck traffic.

11. Closing Thoughts:

! Continue planning and environmental design efforts towards the re-alignment of Tissal Road and its connection to Kings Highway.

! Consider including through-going connecting town highways within the scope of the UCTC traffic monitoring (traffic count) program.

! Monitor traffic levels associated with detours due to closure of Kaatrskill Clove (Route 23-A) in Greene County - this situation affects Ulster County as well - develop good lines of communication between UCTC and corresponding Greene County officials and NYSDOT Region I.

! Look into inter-municipal concerns between Saugerties and adjacent Greene County towns (Catskill, Hunter) in terms of tourism traffic and its impacts upon mobility and inter-county traffic flows.

! Consider possible function and feasibility of new road alignment connecting Route 212-32 at Kings Highway, running north, generally following Central Hudson's 69 kv transmission line; across the Vertis (formerly Treasure Chest) property using incorporating Tomsons Lane, and connecting to Peoples Road and Malden Turnpike (although the northerly section of this connection may be unfeasible due to wetland and flood plain issues).

Attached for reference is an outline of important historic dates pertinent to the development of the modern

Myles Putman, AICP
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Planning and Geography Consulting

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highway system in the Town of Saugerties.

I thank you for your consideration of these comments.

Myles Putman, AICP

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I have reviewed the SAMA draft final report, dated September of 2006, and offer the comments set forth below. These supplement my previous comments dated September (26), 2006.

It is noted that the previous comments were made without the benefit of a full consideration of the study area boundary. Thus items 5 through 9 in the matrix (table) and those described under "Closing Thoughts" (item 11) would be germane not only to the SAMA study area but also to portions of the Town of Saugerties outside of the study area, and should be considered as part of future transportation management studies in the Town of Saugerties.

A. Major Discussion Points: Existing Conditions and Proposed Improvements.

1. Section 3.3 Environmental Factors: Section 3.4 Historic and Recreational (pages 5 & 6). As noted in my earlier comments, the historic aspect of past decisions on the location of the railroad and of the developed state highway corridors are significant, if not easily overlooked factors that affect present-day traffic flows within the Village. Appropriate text should be added to either Sections 3.3 (Environmental Factors) or Section 3.4 (Historic and Recreational [factors?]).
2. Section 3.8, Existing Traffic Volumes and Truck Traffic: (pages 10 - 11) Absent from this part of the report is a summary and discussion of "Phase 1" of the study, the Origin-Destination surveys, as identified on page 55 (Section 5, Build-Out). This information would help to identify not only those traffic patterns with destinations and origins in the study area but also the regional traffic flows through the study area.
3. Section 4.1: Regional Access & Mobility Concepts - "Big Ticket" Items (pages 25 to 26) The discussion of a new "Route 9W Bridge" (Section 4.1.3, page 26) evaluates a long-standing idea to develop a "bypass" of the village business district on the east (emphasis mine) as a new alignment of US 9W, and rightly summarizes some of the major environmental and historic resource issues.

What is missing is a discussion of an alternate new alignment that would run to the west of the Village business district. This alternate is identified on page 3 of the "Ulster County Highway Plan", prepared in 1971 by the County Planning Board. The alignment of this alternate was suggested to run from US 9W in Barclay Heights northwesterly, crossing the Esopus Creek on a new bridge, to Kings Highway (affording better access to the Thruway), and then parallel to the railroad northerly and northeasterly to rejoin US 9W near Malden. The northerly portion of this alternate alignment is hinted at in the discussion of possible improvements to the Route 9W-Mike Krout Road intersection in Section 4.3.4 (page 37).

The 1971 report acknowledged the "topographical conditions" and "existing development south of the Village" as major issues. Nonetheless, the County's report at that time summarized this westerly alternate:

"In our judgment the advantages of a new alignment connecting to the Thruway would warrant detailed study of this possibility as the first choice."

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Was this westerly alignment given any consideration in the study?

4. Section 4.2.3: Route 9W (Malden Avenue) Village Gateway North: (page 28) Although given a low ranking in Table 6.1, the location of Seamon Park at the village line creates an excellent opportunity to create a visually appealing "green gateway". This is a unique situation as there are no other publicly-owned lands where other state highways cross the village boundaries.
5. Section 4.2.4: Ulster Avenue "Gateway" Improvements (page 35). Two issues need to be explored further with this proposal - the reduction of access (and restrictions on left turns) into business properties as a result of the new median, and conflicts between street tree planting concept and overhead utility lines.

The latter issue takes on critical importance as electric utility companies are actively engaged in efforts to clear potential obstructions (such as trees) from their right-of-ways in wake of the 2003 Northeast blackout. Prior to the NYSDOT reconstruction of Ulster Avenue, Central Hudson "double circuited" its electric lines in part to address distribution problems in the Village.

CHGE still maintains an off-road easement south of Ulster Avenue, between the Saugerties substation and the west end of Main Street. Re-use of this easement by CHGE for its primary distribution circuits should be a topic of discussion between the Village and the utility before any highway improvement plans are finalized, although it is anticipated that the utility's primary concerns would relate to making this easement more accessible for maintenance, which would involve legal agreements with affected private property owners.

"Undergrounding" of the wires is another, albeit potentially costly, option. The underground treatment at the Village center is an aesthetic plus, and costs were contained, relatively speaking, by the high density of development in the center. In contrast, development along Ulster Avenue is less dense, which would add to the cost of placing these lines underground.

Other design option for CHGE to consider would be a compact "spacer cable" design that is somewhat less visually intrusive. This design is used on the overhead electric lines on West Bridge Street and Jane Street.

6. Route 9W speed limit reduction between Glenerie and Barclay Heights. This is not discussed as a separate entry in the report but is noted in Figure 4.2 and in the discussion of signaling the Glasco Turnpike intersection (page 42). During construction earlier this year of the Birchez project, the 55 mile-per-hour zone was reduced to a temporary construction-zone 45 mph limit. Reducing speed here to a permanent 45 mph limit would make sense as it would provide some continuity between the 40 mph zone in Barclay Heights and the 45 zone at Glenerie.
7. Section 4.3.1: Route 32/Thruway southbound intersection (page 36). Possible improvements include signalization or a roundabout. Weekday peak hour operational problems are clearly identified. However, the report does not discuss the operational and

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safety issues associated with tourist traffic flows, especially during Sunday evenings in the winter, when southbound left-turning vehicles form extensive queues that exceed the capacity of the southbound left turning lane and which further impact westbound left turn movements.

The text on page 36 (2nd paragraph) states that "There is an existing park and ride lot on the west side of Route 32 immediately opposite the Route 32/Thruway ramp intersection". This is not entirely true. The west leg of this intersection is the town-maintained August Savage Road. The Park and ride lot is separated from the intersection by a distance of roughly 50 to 100 feet to the south.

The proposed roundabout plan should provide for primary access to and from the park and ride lot via a connection to Augusta Savage Road, with Savage Road forming the west "spoke" of the new roundabout.

Alternatively, a southbound "exit" from Route 32 could be developed into the lot south of the new roundabout, and traffic existing the lot should be directed onto the Savage Road approach to the roundabout. This latter access arrangement would be similar to the tourist information booth and parking lot access layout at the Kingston roundabout.

The unnumbered figure on page 36 should label Augusta Savage Road (which is mis-identified as "Niger Road" on Maps 3.1 through 3.3).

It is critical that safety and operational improvements be made to this intersection soon. These improvements should be ranked closer to the top of the list in Section 5.5 ("Study Phase III Recommendation", page 58).

8. Section 4.3.12: McGuire's Corners- The Lake Katrine "Y" (Junction of Old Kings Highway-Leggs Mills Road- Sawkill Ruby Road)¹. A roundabout is proposed to replace the existing unconventional triangular intersection.

Numerous conflict points are cited on page 42 and a vehicle speed problem is implied. However, there is no Level of Service analysis provided (Table 3.1) to show how well this intersection operates, nor is there any accident data provided. Compared to other triangular intersections observed by this writer (especially along certain state highways in western Albany County), this intersection layout, a result of the Thruway construction (contract SH CT50-1) at least provides substantial queuing space between any two given junction points and provides good sight distances. The approach angle is an issue for the east-to-northbound (left turn) movement at the stop at the northerly junction point.

9. Section 4.4.2 Rail Crossing Safety Improvements: "Reduction of Private Railroad Crossings" (as shown the map on page 44 and also on figure 4.2). The section header and discussion is misleading as it overlooks the fact that three of these at-grade crossings are Town Highways - Sack's Road, Tissal Road and Warren Myers Road. The discussion in Section 3.11 (page 15) notes the existence of both public and private road crossings of the railroad.

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The implications of these improvements upon the Town Highway system should be spelled out clearly. The plan would result in closure of the Sack's Road crossing as well as the existing Tissal Road crossing; construction of a new (presumed) Town Highway crossing with the re-aligned Tissal Road, and a place a greater functional importance of the Warren Myers Road crossing as this dead end town road will become a through-going connector road.

10. Ferry Service to Tivoli. One idea that has been discussed over the past 5 to 10 years is the resumption of ferry service between Saugerties and Tivoli, even if only for pedestrians and bicyclists. Was this considered in the study?

B. Intermediate Level Comments on Substance, Geography and Editing.

1. Description of Study Area. The opening paragraph in Section 1 (page 1) would benefit from a more complete description of the study area. The Village of Saugerties is clearly identified, but the subsequent text uses the term "area" with no further elaboration, in a manner that seems to be interchangeable with "Village". An examination of Maps 3.1, 3.2 and 3.3 in Section 3 provide clues to the study area's boundary.
 - The following text is suggested: *"The study area in the Town of Saugerties is generally to the east of the NYS Thruway and south of Malden Turnpike, but also includes a portion of NY Route 32 between Route 212 (Byrne's Corners) and Malden Turnpike. The study area also includes a portion of the Town of Ulster north of US Route 209/NY Route 199 (Kingston Bypass). The Hudson River forms the easterly boundary of the study area."*
2. General Comments on Geographic (and Historic) References (Section 3 and elsewhere): The draft report could use benefit from some editorial oversight to create consistent references to locations and highway segments, such as the Route 32/212 overlap in the Village (Ulster Avenue) and the Town.

Several clarifications (and suggestions) are set forth below. A detailed list of geographic location (and historic) references is provided in the Addenda at the end of these comments.

On a related note, there should be consistent referencing and numbering of all figures and tables in the report.

- a. Road Segments: State Route Overlaps: Route 9W/32, Village and Barclay Heights area of Town. This extends from the southerly junction of US 9W and NY 32 in the Town (Ostrander's Corners²) to the Main-Partition street intersection in the Village. The Village section is designated by several different street names, (Burt, Barclay, Church, Hill and Partition streets) reflective of the somewhat circuitous alignment of the state highway. The overlap section in the Town is designated for postal and E-911 as "Route 9W". The unnumbered "Route 9W Access Concept" diagrams in Section 4 clearly identifies the two overlapping Routes.

- (1) The 9W/32 overlap section in the Town traverses an area known as "Barclay Heights",

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which appears on the USGS topographic maps and Town zoning maps. Properties on the west side of the 9W/32 are within the "Barclay Heights Sewer District". This recognized "neighborhood" name is not referenced in the text.

- (2) The report describes this section of Route 9W in somewhat cumbersome terms, such as "The one-mile section of US 9W between Route 32 and the southerly Village line" (Section 3.6, page 8; and Section 3.1.4, page 17); and "Route 9W corridor from the Route 32 intersection to the southern Village line" (Section 4.2.3, page 30, also in the fourth and seventh paragraphs on this page).
 - (3) It is suggested that the report include references to "Barclay Heights" in the description of the 9W (or 9W/32) corridor south of the Village in Sections 3 and 4 (and on the "Route 9W Access Concept" diagrams). The description in the report, and possibly the text header on page 30 could read "the Route 9W/32 overlap in Barclay Heights" or "Route 9W, Barclay Heights"
- b. Road Segments: State Route Overlaps: Route 32/212, Western Village "Gateway" and Byrne's Corners area of Town. This extends from the Hess Station easterly to the junction of US 9W at the Main-Partition Street intersection. The section in the Town is known for postal and E-911 address purposes (somewhat misleadingly) as "Route 212"; the Village's section is designated as "Ulster Avenue"; "Market Street" and "Main Street". NYSDOT inventory data (Highway Sufficiency Ratings) and traffic counts reference only the "Route 32" designation (not the overlap).
- (1) The text in the report exhibits a number of inconsistent references to this overlap section. The overlap is correctly identified in the first paragraph of page 10 (Section 3.8 Existing Traffic Volumes and Truck Traffic); and on page 15 (as "212/32 overlap") in Section 3.11 (Existing Rail).
 - (2) The overlap section is identified only as Route 32 in the volume tables on page 10 in Section 3.8. In contrast, it is identified only as Route 212 in the text on pages 3 (Section 3.1, Land Use), 7 (Section 3.5), 11 (Section 3.8), 12 (Section 3.9, Existing Capacity and Level of Service), 16 (Section 3.11), 35 (Section 4.2.4) and 43 (Section 4.4.1).
 - (3) The Village's designated street names are overlooked in the discussion of truck traffic (Section 3.8, page 11); but appear in Table 3.1 (Level of Service Summary). This applies not only to Ulster Avenue but also Main Street in the discussion of the Washington Avenue intersection Level of Service (page 11, Section 3.8).
- c. Road Segments: Route 209 - Route 199 (Kingston Bypass). Under the discussion of a new Route 209 interchange with the Thruway (Section 4.1.2; page 25), there is a somewhat confusing and inconsistent reference first to Route 209 and then to Route 199. This is in part due to the existing, somewhat arbitrary, route number change between (US) 209 & (NY) 199 at Ulster Avenue (US 9W) in the Town of Ulster. A short note citing this changeover would help to add meaning to the statement "...regional commuter traffic and freight movements between Route 199 and the Thruway". Route 199 is not described elsewhere in the report. The "Kingston Bypass" name is the state's "reference" name for the entire freeway facility, as it appeared on the original contracts (SH's 60-6, 60-7 & 61-9).
- d. Intersections: Kaufmann's Corners, Katsbaan: This is the only four-way "Stop" controlled intersection

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that was evaluated in the study. Although generally within the settlement of Katsbaan, the Malden Turnpike intersection with Old Kings Highway has been specifically identified in the past as "Kaufmann's Corners."³

3. Editing Comments, Section 3, Existing Conditions:

- a. Section 3.2 (page 4) The map (no figure number) accompanying the text illustrates zoning in the two involved Towns, but no zoning detail provided for Village. The Village is depicted with a solid light blue tint, which is identified on the legend as the "Village boundary". It is possible to include an appropriately-sized inset of the Village zoning? Is it also possible to show areas of the Town that are also within the Sensitive Area (SA) Overlay zone (mapped on portions of the R-1 and R-2 Districts)?
- b. Section 3.3 Environmental Factors. The unlabeled map (page 5): The road lines and study area boundary are hard to read as the grey tones used to illustrate the topography are rather dark. Would it be possible to "screen back" topography to lighter shades of grey (or light brown) so that these lines are more prominent?
- c. Section 3.5 Market Factors / Census Review (page 6). A reference is made to the "Ulster Business Park". Can this be identified more explicitly (e.g., is this the former IBM plant/"Tech City" site?)
- d. Section 3.5 Market Factors / Census Review (page 7): No discussion is provided on traffic volumes and volume trends on Route 32 northwest of the Village; or on County roads in study area. This section of Route 32 is known to carry commuter traffic flows in addition to tourist-related traffic, most noticeable during the summer and winter months.
- e. Section 3.6 Functional Classification (page 8): The text makes (apparently) erroneous statements on the functional classification of the three County Roads cited - Glasco Turnpike, Kings Highway and Malden Turnpike. All are stated as being "classified as local roads." This also appears in the text of §§4.2.1 and 4.2.2 (pages 26 & 27) and is reflected in the unlabeled map on Page 8.

All three county roads are Rural Major Collectors, based upon an examination of UCTC's own Functional Classification map (dated 11/1/2005, specifically prepared in support of selective functional re-classification in 2006). The one minor exception is the portion of Malden Turnpike between NY 32 and the overpass of the Thruway, which was classified as a Rural Minor Collector - this section was recommended by UCTC for "upgrading" to a Rural Major Collector.

- f. Section 3.7, Existing Highway Network (page 9): The second bulleted statement on this page references the "90 degree turns posted with 10 mile per hour advisory speeds signs on Route 9W south of the village". It is noted that these curves (comprising all or portions of Hill, Church, Barclay and Burt streets on the US 9W/NY 32 overlap) are within the Village and not "south of" it.

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- g. Section 3.8 Existing Traffic Volumes and Truck Traffic (page 10): What is the significance of the asterisks in the table of volumes and truck percentages?

The unnumbered table could be expanded to provide clear endpoints to the segments for which the AADT and truck percentages are given. "South of the Village Line" on US 9W appears to mean the 9W/32 overlap in Barclay Heights. The drop in AADT, and the sharp reduction in truck percentages between the southerly Village boundary (at Trinity Cemetery) and Spaulding Lane, less than 1,000 feet to the south, should be explained.

An alternate arrangement of this table is provided in the Addenda that provides a comparative listing of the SAMA AADT's with AADT's from the 1985, 1996 and 2002 NYSDOT HSR books.

In the discussion of heavy trucks on page 11 (Section 3.8), a standard definition of "heavy truck" should be considered for inclusion for reference. (As a sample definition, a "heavy vehicle" is defined in the Highway Capacity Manual as a "vehicle with more than four tires touching the ground").

- h. Section 3.15, Existing Transit (page 18). The text notes a Trailways bus stop at "a gas station at the intersection of the NYS Thruway and Route 32". Could this location be more specifically identified? The accompanying map fails to provide this clarity.

4. Editing Comments, Section 4, Possible Improvement Projects:

- a. 4.2.1 Roadway Segment Improvements: East -West Connection North - Malden Turnpike (page 26). Widening of Malden Turnpike is recommended, but the text includes the following cautionary note: "Care should be taken to protect the historic character if Katsbaan, an 18th century community at the intersection of Malden Turnpike and Old Kings Highway" (Kaufmann's Corners)

There is no prior mention of the "historic character" of this intersection in Section 3. National Register historic structures are designated well north of this intersection (such as the Trumpbour farm), as is the locally important Katsbaan Reformed Church. The historic value of the buildings on the north side of Malden Turnpike at Kaufmann's Corners is uncertain. The impacts of widening upon these buildings, which are set close to the roadway's edge, could be minimized by utilizing lands adjacent to the south side of Malden Turnpike, where building setbacks are more substantial.

- b. Section 4.2.2: East -West Connection South - Glasco Turnpike (page 27). The discussion of improvements to Glasco Turnpike, in the context of creating a bypass of the Village with Kings Highway, overlooks an important town-maintained road segment that is routinely used by commuter traffic - Sterling Road (adjacent to Tower Products). Not identified anywhere in the report, Sterling Road functions as a bypass of the signal at the Mount Marion 4 Corners, and would be a critical component in development of a formalized bypass route. The discussion of possible improvements should acknowledge the Town's "stake" in this, as the text

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on Figure 4.2 indicates.

The notations on Figure 4.2 “Narrow traveled way, Difficult to maneuver (sharp curves and steep grades)” are misplaced onto Sterling Road, where these conditions do not exist. Sterling Road has its own issues with a lack of driveway channelization at the Tower Products facility. The “text box” on Figure 4.2 should be relocated so that it appears “tied” to Glasco Turnpike.

- c. 4.3.2 Intersection Improvements: Route 32/Kings Highway/Malden Turnpike. This “intersection” header describes three separate intersections. The header should be revised to read “Route 32/Old Kings Highway (Katsbaan)” to match the description of the problem (approach angle and sight distance) and proposed improvements discussed on pages 36-37. No LOS analysis is provided in Table 3.1 of the operations where Old Kings Highway joins Route 32. The text box on Figure 4.2 should likewise be revised, as the intersection approach angles where Malden Turnpike intersects Route 32 (nearly perpendicular) do not appear to be an issue.
 - d. Section 4.3.7: Ulster Avenue & Market Street: (page 40). Sight distance problems are identified with the eastbound left turn movement from Ulster onto Market. One possible improvement (cited in my prior comments) to consider is a re-timing/re-phasing of the signal to provide an exclusive, protected green phase for all eastbound movements from Ulster Avenue, which may improve safety for left turning vehicles.
 - f. Section 4.3.11: US 9W & Glasco Turnpike (East) - (Schoentag's⁴): A new traffic signal is considered in conjunction with a reduced speed limit on US 9W. There is no summary of intersection LOS provided in Table 3.1 or discussion of existing safety issues.
 - g. Future Operations (Section 5, Build-Out). The Malden Turnpike - Old Kings Highway 4-way stop intersection (Kaufmann's Corners) operates at an excellent LOS A operations during both peak hours (Table 3.1, page 13), and is forecast to operate at a desirable LOS B under future conditions (2030, Table 5.3). This may suggest that an “all-way stop” control may be an appropriate operational measure to consider for other intersections.
5. Minor Editing Comments:
- a. US Route 9W “De-Designated”? The discussion on page 11 (Section 3.8) makes numerous references to “NY-9W”. This should be corrected to read “US Route 9W” (as it is in Table 3.1)- unless this US route has been “de-designated” by mutual agreement of NYSDOT and AASHTO.
 - b. On the “Route 9W Access Improvement Concept (Sections 1 & 2)” diagrams, “Maple Road” on Section 1 should read “Red Maple Road”; and “Simmons Drive” on Section 2 is misspelled (“Simons Drive”).
 - c. On the unnumbered figure on page 47 (Section 4.6, Pedestrian Improvements),

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“Bob Moser Drive” should be identified on the base photo.

- d. The stream mentioned on page 38 (Section 4.3.4) is the Sawyer Kill.

ADDENDA.

Endnotes, Geographic References and Supplemental Data.
(Zurich Condensed 10)

Endnotes.

1. McGuire's Corners: Referenced in the Ulster County Proceedings of 1935, page 39 (Resolution authorizing construction of Co. Road 90, Project 45, "McGuire's Corners-Sawkill Bridge"); 1960 Proceedings, Page 135 (Resolution #141; authorizing abandonment of old Co. Rd. 41 alignment, to Town following construction of Thruway); "County Road List", prepared circa 1976 by the County Public Works Department (entry for Sawkill-Ruby Road, CR 90). This was originally a "T" intersection prior to construction of the Thruway, with present-day Old Kings Highway & Sawkill-Ruby Road forming the "through" leg of the intersection.
2. Ostrander's Corners: Referenced in the Ulster County Proceedings of 1912, page 28 (Resolution requesting construction of a "County Highway" (1898 laws) between the Ulster Town line, Flatbush, Glasco and State "Highway" (Route) 3/Co. Hwy 228 at Ostrander's Corners).
3. Kaufmann's Corners: Referenced in the Ulster County Proceedings of 1935, page 39 (Resolution authorizing construction of Co. Road 89, Project 44, "Kaufmann's Corners-Malden"); 1948 Proceedings, Page 132 (Resolution re-allocating unexpended funds previously appropriated for Co. Road 31); "County Road List", prepared circa 1976 by the County Public Works Department (entries for [Old] Kings Highway, CR 31 and Malden Turnpike, CR 89).
4. Schoentag's: Referenced in the Ulster County Proceedings of 1935, page 31 (Resolution amending County Road system, adding the easterly section of Glasco Turnpike) 1958 Proceedings, Page 352 (1959 County Budget entry for reconstruction of County Road 118, "Schoentag's-Glasco", Project 157); "County Road List", prepared circa 1976 by the County Public Works Department (entry for Glasco Turnpike, CR 118). Schoentag's references the former hotel that operated in the building at 2910 Route 9W, now occupied by an antiques & statuary dealer.

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Existing and Past AADT Data (Section 3.8)

Route; Segment endpoints (progressing in a south-to-north or east-to-west direction)	1985 HSR AADT	1996 HSR AADT	2002 HSR AADT	SAMA AADT
US Route 9W - Leggs Mills Road to Glasco Tpk. (s. jct.)	12,400(1984)	12,400	11,900 (e)	12,830
- Glasco Tpk. (s. jct) to start of Rt. 32 overlap	8,000 (1980)	10,100	10,300 (e)	12,300
Route 9W/32 Overlap - Jct. Route 32 to Jct. Main & Partition streets	12,500(1985)	13,700	14,100 (e)	14,000 to 16,000
Route 9W - Jct. Main St & Partition St. to Malden Tpk.	4,100 (1985)	3,850	3,480 (a)	3,800
- Malden Tpk. to Greene County Line	4,100 (1985)	3,350	2,630 (a)	3,000
Route 32 - Kukuk Lane to Jct. Route 9W, Barclay Hts.	3,300 (1984)	3,650	4,420 (e)	4,330

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Route 32/212 Overlap - Jct. Main & Partition streets to Thruway NB	11,600(1985)	9,750	10,800 (e)	11,600
- Thruway NB access to End of Overlap	11,600(1985)	16,200	14,400 (e)	18,100
Route 32 - End Route 212 overlap to Thruway SB access	6,300 (1979)	11,100	9,740 (a)	11,300
- Thruway SB access to Malden Tpk.	6,200 (1983)	8,450	8.170 (a)	9,600
Route 212 - Blue Mtn. Road to Route 32 overlap	5,400 (1980)	9,600	9,500 (e)	no data

NOTES:

AADT data in 1985 HSR includes reference to year of counts, e.g. (1980)

AADT data in 1996 HSR is projected from prior AADT's (Introduction, page vi).

AADT data in 2002 HSR is "Actual" (a) or "Estimated" (e). Actual counts reference to "current year" (Introduction, page 4).

SAMA AADT data as presented on page 10.

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Maryllis Sole

From: Michael Campbell [mccampbell@hvc.rr.com]
Sent: Friday, November 10, 2006 1:37 PM
To: Mark Sargent; Meghan Vitale
Cc: Mayor Bob Yerick; Alex Wade; Barbara Budik; Judithspektor@aol.com; Carole Furman; "Leeanne Thornton"
Subject: SAMA Draft Report - Comments

Mark/Meghan, here are my comments on the September 2006 draft.

At the risk of repeating myself, I think this draft represents an outstanding piece of work, including a good level of cooperation among all parties involved.

Starting at the front cover and working back, here are my comments:

- 1 - Separately, I'll send you a better version of the Saugerties Village Seal.
- 2 - Page 7, 2nd bullet - I found it difficult to relate to this paragraph without a "over the past n years" type context.
- 3 - Page 10, 3rd bullet . . . perhaps here is a good place to cover the community concern with the study you're citing . . . especially the point of there not being agreement on "what is a truck?" (how many axles, etc.). This also comes up on the 7th line of the next page where the term "heavy trucks" is used.
- 4 - Page 15, Section 3.11 . . . it seems strange to read a section on Existing Rail and not hear the Old Kings Highway crossings mentioned. It is mentioned later in the document. Perhaps you should mention those crossings here and point forward for details?

Also, did we find the grade-separation study that up 'til now, I thought no one could verify the definite existence of? (This is also referenced on Page 43.) If so, can I get a copy?

- 5 - Page 16, last paragraph . . I thought we had the Ped crossing improvement locations drafted and agreed upon? If so, why not include it?
- 6 - Page 17, 1st bullet . . . I would replace "a local organization" with "two local bicycling enthusiasts, in cooperation with the Village and Town governments".
- 7 - Page 41, 1st item in numbered list . . . can you provide a ballpark cost estimate for option 1, like you do for other options here and elsewhere?
- 8 - Page 48, item number 3 . . . it would be good to change the reference from 50 cents to 25 cents, to reflect the opinions of many who attended the 2nd public session.
- 9 - Last paragraph on Page 48 and 1st paragraph on Page 49 - can you add mention of the fact that the municipal parking lot east of Partition Street (by Mirabella's Restaurant) needs to be kept free of debris? I believe some people don't park there because the rear of the parking lot looks slummy at times.
- 10 - Page 49, Section 4.8.1 . . . the last couple sentence might be a good place to introduce the suggestion that Myles Putman came up with, to exchange the State/County designation of Routes 32 and Old King's Highway, to possibly motivate the state to better improve the Old King's Highway truck route.
- 11 - Page 53, next-to-last line . . . what Appendix D is being referred to?
- 12 - Page 55, 6th line from the bottom - again, an appendix is being referenced that is not part of this document.

Mike Campbell

11/14/2006

845-246-5956
845-430-0259 (cell)

Maryllis Sole

From: Michael Campbell [mccampbell@hvc.rr.com]
Sent: Friday, November 10, 2006 1:35 PM
To: Mark Sargent; Meghan Vitale
Subject: Minor Editorial Items

Mark/Meghan, I thought I would send these minor comments separately . . .

Page 2, 1st set of bullets, 4th bullet - change "Improve" to "Improving", for consistency with the other bullets.

Page 4, 4th line - change "shows" to "show".

Page 6, 4th line from the bottom - change "make" to "makes".

Page 8, last paragraph in 3.6, first line . . . change "between the access" to "between access".

Page 9, 4th subbullet . . . the "with little no shoulders" wording is awkward.

Page 10, 4th line . . . change 18000 to 18,000.

Page 11, 6th line from the bottom . . . change "during the business" to "during business". And last line . . . change "affects" to "effects".

Page 15, 2nd line under "Existing Rail" . . . change "at grade" to "at-grade".

Page 40, 5th line - fix "difficultly" typo. Also, in the 7th line in the next paragraph, change "Villages" to "Village's".

Page 50, 6th line from the bottom - missing parenthesis after \$20,000.

Page 51, in the last paragraph of this section, change "Adirondacks" to "Adirondack" in 3 places. And in Section 4.10 . . . is an "and" needed before "a bus shelter"?

Page 55, first bullet under "Land Use Forecasts", change "Zoning" to "zoning".

Page 57, 2nd line of text - change "Existing" to "existing".

Page 63, 3rd line from the bottom - change "take the commitment" to "take commitment".

Mike Campbell

845-246-5956
845-430-0259 (cell)

Maryllis Sole

From: Allen Bryan [allen@allenbryan.com]
Sent: Friday, November 10, 2006 12:53 PM
To: Mark Sargent
Subject: SAMA (Saugerties Area Mobility Analysis) study

Mark Sargent
msargent@cmellp.com
Creighton Manning Engineering

ORIGIN & DESTINATION STUDY -- The report states that truck volumes are low through the center of the Village, approximately 7 through (not stopping for deliveries) trucks per hour. Many who work, visit and live there do not believe the findings represent what they observe daily in Saugerties and request another survey be conducted by an independent specialist.

PARTITION & MAIN INTERSECTION – Recommendation of one side parking & loss of 18 on-street parking spaces and the arguments against that proposal:

- Loss of parking = loss of business
- Replacement of parking spaces in Municipal Lot is not equal to loss of on-street parking. Parking you see is much more valuable.
- Replacement of loss of parking with wider sidewalks will not be an equal replacement. Whatever sidewalk widening will occur will be small and hardly noticeable.
- Wider lane = faster speed = reduced safety
- More serious accidents, not just side mirror losses
- More difficult to cross for pedestrians
- Counter to walkable central business district, rather its purpose is to move traffic through more quickly
- Both sides parking = traffic calming.

Allen Bryan
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allen@allenbryan.com
845-246-6466

18

Maryllis Sole

From: Stephanie Van Eeden
Sent: Friday, November 10, 2006 10:30 AM
To: Wendy Cimino; Mark Sargent; Tom Johnson
Subject: FW: response, saugerties traffic

Not sure who this should go to.

Stephanie E. Van Eeden
Creighton Manning Engineering, LLP
17 Computer Drive West
Albany, NY 12205
(518) 446-0396
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svaneeden@cmellp.com
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"Celebrating Over 40 Years of Excellence"

From: Bennettsz@cs.com [mailto:Bennettsz@cs.com]
Sent: Friday, November 10, 2006 10:07 AM
To: Stephanie Van Eeden
Subject: response, saugerties traffic

The email address given by Spector does not work for me and your web site doesn't give a discernible address for traffic study responses. I hope this reaches the right person.

I live in the village of Saugerties and have read the report with interest. Surely, the greatest problem is limiting the amount of truck traffic through the village. My count of trucks during the day is far higher than yours.

At times, when in the village, I have to stop talking to the person I'm walking with because of the noise of the trucks.

Was any air quality study done?

With this kind of heavy traffic by trucks that are not doing business within the village, it makes outdoor dining impossible or unattractive, unless tables are set back, like Stella's. Sidewalks big enough to hold tables could enhance the village as a pedestrian friendly place.

Businesses are too concerned about on-street parking. What about enlarging the space behind the Bank of America and Smith's with access from Partition?

Bike routes are a joke. I'm afraid to ride in town, particularly when HITS is in session, because of the heavy traffic and lack of paths.

In other words, the appeal of the village is severely diminished by truck traffic.

I hope solutions can be found and am appreciative you are soliciting opinions.

Thanks.

Suzanne Bennett

11/14/2006

19

Maryllis Sole

From: Beth Loven [bloven@rashtiandrashti.com]
Sent: Thursday, November 09, 2006 3:30 PM
To: Mark Sargent
Cc: Judithspektor@aol.com
Subject: Saugerties Transportation

- Routes in and around Saugerties need more sidewalks, maintained shoulders & bike lanes.
- The area is ideal for Bikes, due to the high density, tourism & lack of frequent, convenient mass transit. However, at this point it is dangerous, & bicycling is not a pleasant or safe transportation option.
- Partition Street (Rt. 9 /32) is dangerous south of Dock Street.
- Partition Street (Rt. 9 /32) is dangerous to cross at Saugerties Beach.
- Partition Street (Rt. 9 /32) has no sidewalk south of the Bridge.
- Partition Street (Rt. 9 /32) south of the bridge has many curves & is dangerous because of lack of sidewalk or maintained shoulder.
- Speed of traffic is not monitored on Partition St. at points mentioned above. (Speed bumps or lights would help slow down traffic at these dangerous curves, however, sidewalks are essential.)
- The Shoulder of Rt. 9 & 32 (both north and south of the village) is not maintained & is dangerous for walkers/bikers.
- The Trailways stop is in a dangerous spot.
- It is impossible to walk to and from the bus stop at night due to the lack of lighting or sidewalks. The stop should be in the village.
- More trees should be planted along Partition street south of Main St.
- I highly *disagree* with any proposal to change Main or Partition street in the village to one way traffic. That would only increase the speed of traffic & make the village more of a vehicle thoroughfare than a pedestrian one, which is what should be encouraged. I agree that short term parking and parking lots behind the stores is the best solution.
- Trucks in the village need to be discouraged They are dangerous, drive too fast, ruin the roads & discourage people from walking.
- Saugerties is an ideal village for walking & biking which should be encouraged. Less auto/truck traffic, more trees & safer streets with slower speeds for vehicles would do just that.
-

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Maryllis Sole

From: Josephanina@aol.com
Sent: Thursday, November 09, 2006 12:44 PM
To: Mark Sargent
Subject: Re-sending it: traffic study
Attachments: traffic study

Dear Mr. Sargent, The letter below was mistakenly re-routed. Please read. Thank you, Josepha Gutelius
Benno Schmidbaur

Maryllis Sole

From: Josephanina@aol.com
Sent: Wednesday, November 08, 2006 11:25 AM
To: msargent@mellp.com
Cc: jgutelius@yahoo.com; Josephanina@aol.com
Subject: traffic study

Dear Mr. Sargent,

My husband and I have lived on route 9-W in Saugerties for over 25 years and have been dismayed how ugly the road has become. We have reviewed your committee's transportation plans and are even more disturbed...

1. NO: We are absolutely opposed to any of the so-called "improvements" being proposed for 9-W.
2. NO: Do not add more lanes or traffic lights on 9-W. This will only exasperate the bottle-neck at the village. Traffic jams are a way of life in ALL towns whether Red Hood, Rhinebeck, New Paltz, etc. They are evidence of lively downtowns.
3. DOT already destroyed trees and quality of life on Ulster Ave. several years ago, and very few people in Saugerties believe that DOT can be trusted with any more "improvements."
4. NO: We are absolutely opposed to eliminating ANY parking spaces in the Village of Saugerties! It's an insane suggestion, and totally anti-business. The only ones who benefit are thru-trucks!
5. YES: add trees The ONLY improvement that you could do for 9-W is to ADD MORE trees!
- 5a. YES: reduce the speed limit on 9-W.
- 6 NO: We are absolutely OPPOSED to adding lanes to 9-W! It should remain 2 lanes.
7. YES do enhance the Village with more trees and crosswalks.
8. NEEDED: on-demand lights on Main Street are TOO slow
9. Yes: ADD a fountain at Market and Ulster
10. YES: do an alternate truck route
11. NO to the idea of moving to Malden for thruway entrance. This would mean more commercial sprawl for Saugerties!

Sincerely, Josepha Gutelius and Benno Schmidbaur
122 Burt Street, Saugerties, NY 12477
tel: 246-4058

Maryllis Sole

21

From: Justine [smythehouse@hvc.rr.com]
Sent: Thursday, November 09, 2006 12:02 AM
To: 'Richard Frisbie'
Cc: Mark Sargent; Judithspektor@aol.com
Subject: RE: Comments on Saugerties Area Mobility Analysis study

Richard, thank you thank you thank you! I concur on all accounts. Justine Smythe

-----Original Message-----

From: Richard Frisbie [mailto:hopefarm@hopefarm.com]
Sent: Wednesday, November 08, 2006 1:45 PM
To: msargent@cmellp.com
Cc: Judithspektor@aol.com; Justine
Subject: Comments on Saugerties Area Mobility Analysis study

Comments on Saugerties Area Mobility Analysis study

As the business representative on the SAMA committee and an original member of the Village Transportation committee, I would like to record my thoughts here for inclusion in the final presentation at the joint Town-Village Boards meeting on Wednesday, November 29, 6pm, Senior Center.

In general, I wish the wording of the report was more consistent. As an example: in section 3.5 of the September 2006 SAMA Draft Report there are 3 bullet points. The first references a 20 year period with actual numbers, but the next supplies no time frame for a percentage, and the last just a vague "strong" increase. I feel that to be relevant, the comparisons should be consistent. But, aside from the curious, and I suppose, traditional 'study' language, I like the scope, if not all the conclusions.

About Rt 9W north into the Village - it is positively bizarre to try to increase traffic flow into the village. No matter what is done, we still have the old infrastructure and the narrow intersections of our Historic Business District struggling to support the increased weight and length of modern vehicle traffic. Removing parking from one side of Partition Street is unacceptable. The vital parking is necessary to sustain a viable business district. No amount of street & sidewalk "beautification" will attract customers if the parking is restricted.

(SEE section 3.7 - 1st bullet - "the very features that impede efficient traffic flow, lend a traffic calming affect") We want a calmer traffic. The reason the street parking in the village is nearly always full is because people need to use it. Removing it is an unacceptable solution - even if leaving it "impedes traffic" to a "calming" degree.

To preserve our 'Main Street America' feel, we need an alternate route for the Large Through Vehicles (LTVs, or a Large Vehicle Route - LVR). Not a By-Pass, not a Truck Route, but an LTV/LVR route. It should come off 9W somewhere south of Saugerties, pick up Kings Highway, and come up to Rt 212 to pick up State Route 32 North. From there, I've always supported an expanded People's Road to include a bridge over the RR tracks and up the ridge of Canoe Hill to Krout road, and on to Rt 9W north. That would solve the LTV/LVR route needs - plus all the Cantine Field & HITS traffic - while providing much-needed unimpeded transit of the busy and soon to be expanded RR tracks. As a bonus - an expanded Thruway interchange could go there. This route would involve less citizen/commercial displacement than the Malden Turnpike route, and is a more direct passage, therefore meeting more identified community needs.

I like the idea of a roundabout for the Glasco Rt 32/Rt 9W intersection, and a beautification of our gateway into the Village from there north. Sidewalks and bike routes are a definite must here and throughout our urban center.

For the Market Street and Ulster Avenue intersection - a removal of the No Right Turn on Red signs, and a return to the old "T" intersection - removing that light. In addition, we

should revisit the "required" light at the intersection of Ulster Avenue & North Street - The Price Chopper light - to see how it can be (if not removed) better coordinated to address the needs of the Rts 212 & 32 traffic over that of a private business.

I liked the idea of one-way south West Bridge St and one-way north Partition Street. Similar plans are in effect in many urban areas (Portsmouth NH comes immediately to mind - I know New Paltz is looking into the possibility also.) The traffic currently using West Bridge North to avoid the Village center will be lessened if the LTV/LVR route is open. Plus - the traffic will move through the village more smoothly if the traffic light at the intersection of Rt 9W and Main Street could include a left arrow (when approaching from the north, Rt 9w south onto Partition) cycling through (with red for oncoming traffic and green for forward and left turning traffic) That would avoid a left turn lane and expedite traffic through the intersection.

Finally, I think we need clearly defined "box" areas in each intersection to show vehicles where to stop on red, (facilitating oncoming turns into their street, and therefore smooth traffic flow) and giving pedestrians clear paths for regular walk intervals which cycle through the red/green lights.

I hope these suggestions help us all to create a "living-quality" Village that will grow gracefully into the 22nd century.

Richard

--

Richard Frisbie

d/b/a Hope Farm Press & Bookshop

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Harry S. Hoffman, Jr. (22)
93 Railroad Ave.
Saugerties, NY 12477
(915) 216-6747

Re. SAMA

Dear Mr. Sargent,

You have proposed two E-W connectors but no N-S connector, a large part of the traffic load for the heights, the village and the railroad underpass to the north on 9W could be diverted to a connector using Kings Hwy. from a connector in the town of Ulster to the Palenville - Catskill road in the town of Catskill. This road and Kings Hwy south of 9W are already able to handle heavy traffic. The portion of Kings Hwy. north of Watson already has the right of way and merely needs base and width improvements. Two sharp turns and the north end intersection in Catskill and the Watson corners also should be improved in any case. These are reasonable solutions for these problems.

This N-S connector is presently used to some extent by cars but not by (8 wheelers).

Years ago when the good part of Kings Hwy and 9W to the north were improved considerable traffic was diverted from the congested area. This would divert long distance 9W traffic.

Related to the Ulster Ave. railroad crossing backups (do not block side roads) signs are needed because drivers do not recognize that they are blocking left turners from side roads while the train is present. Also left and right turn lanes on the side roads would clear some of their backup.

Sincerely,

Harry S. Hoffman, Jr.



Mr. Harry S. Hoffman, Jr.
93 Railroad Ave.
Saugerties, NY 12477

Maryllis Sole

From: Judithspektor@aol.com
Sent: Wednesday, November 08, 2006 10:50 AM
To: Judithspektor@aol.com
Cc: rayerick@yahoo.com; William.Tobin@co.ulster.ny.us; LThornton@Taconichills.K12.ny.us; twood@saugerties.ny.us; MFrank@VillageofSaugerties.org; ajax_1@usa.net; ddoy@co.ulster.ny.us; jrpoli@DOT.state.ny.us; Mark Sargent; anduze@thruway.state.ny.us; G.Jacquemart@bfjplanning.com; g.roth@bfjplanning.com; Meghan Vitale
Subject: Last Time to Comment on Transportation Issues
Attachments: Meeting10-23-06ReviewFinalDraftReportTRAFFIC COMMITTEE.doc

SPEAK NOW OR FOREVER HOLD YOUR PEACE! Please make your comments by this Friday, November 10 to the consultant on the SAMA (Saugerties Area Mobility Analysis) study (see immediately below).

The following (and attached) are minutes of a public meeting of the Saugerties Traffic Committee:

TRAFFIC COMMITTEE PUBLIC MEETING
 MINUTES—October 23, 2006

Attendance: Jeff Helmuth, Ron LeBlanc, Peggy Casey-Fitzpatrick, Ernie Mortuzans, Lanny Walter, Carole Furman, Gil Hales, Josepha Gutelius, Susan Weeks, Richard Frisbie, Abby Frailhacker, Alain Douset, Dave Minch, Barry Benepe, Will Dendris (Saugerties Times), Barbara Budik, David Eisenstade, Alex Wade, Judith Spektor, (Ray Maday)

Spektor introduced the meeting, stating that the final report is in draft form, emphasizing that now is the time to send in comments to the study consultant before the deadline of November 10:

Mark Sargent
msargent@cmellp.com
Creighton Manning Engineering
17 Computer Drive West
Albany, NY 12205
fax: 518-446-0397

and a notice of the joint Town-Village Boards meeting on Wednesday, November 29, 6pm, Senior Center at which time the consultant will present the final report.

Wade took us through the highlights of the report, going through the 9 projects listed at the end of the report. Comments on these and other issues included:

- O & D Study
 - There was consensus that no one believed the findings of the O & D Study, that the data was not recognizably what was observed daily in Saugerties.
 - Benepe suggested that the O & D study did not properly define trucks to limit the tracking to tractor trailers only.
- Main & Partition
 - There was general agreement for Weeks' suggestion that the signal should change to a blinking yellow light starting at 10 or 11 pm, as it does now.
 - Hales noted that the streets were designed many years before 18 wheelers and that the streets were not designed to handle trucks of this size.

- Furman suggested that we find out who the store owners use for deliveries to determine if there are other ways to receive their goods (hours, hand carts, smaller vehicles, etc.)
- Weeks wanted the sidewalks widened to give a better business presence and make the area more pedestrian friendly. However, this could be achieved only if the loss of parking spaces produced an equal space addition to the sidewalks.
- Helmuth said that the narrowness was quaint, but his interest was in getting to and from work
- Wade suggested we look at the Partition and West Bridge one-way alternative with added amenities. Frisbie concurred saying that one-way streets are a natural progression for towns and that we cannot afford to lose more on-street parking places, pointing out that we just lost 3 spaces to a loading zone.
- Minch said we should keep it crowded to retain the small town feel. He would eliminate fewer parking spaces in trade for wider sidewalks and trees, acknowledging that the devil is in the details and that it must be business friendly.
- Benepe offered a drawing showing the intersection as a special place with a bumpout on the southwest corner and decorative crosshatching throughout the intersection that received group support.
- Frisbie suggested a left turn arrow on Main Street for traffic coming from the north, noting that it did not require 2 lanes to accomplish this. If a driver in that spot is not turning left, they could continue straight. What it would do is give the opposite side of traffic coming from the west a red light, moving along the many drivers who are making the left turn south on 9W. All that would be needed was a double arrow light indicating both a left turn and straight-ahead arrows.
- Parking
 - There was consensus behind Walter's proposal that the vast areas behind stores in the central business district should be converted to shared parking that would be good for business and promote walking among all the stores. Discussion included the idea that signs should state "For Customers Only 15 Minute Parking" with the business hours posted. This then would indicate that it was open free parking for other than the business hours.
 - Further discussion on shared parking included the observation that better signage is needed. Consensus favored use of the universal white P in a blue circle.
 - The group agreed as a priority with the report's recommendation to make pedestrian linkages: municipal lot to library, Sawyer Savings to behind north side of Main St businesses and out to Main St.
 - Weeks said the report should change its parking meter increase recommendation to 25 cents, not 50 cents, to indicate that the consultants heard the community who spoke clearly on this issue at the last public workshop. Consensus was reached on this issue.
- Market & Ulster
 - The roundabout was universally disapproved as not fitting into this tight intersection space.
 - There was a preference for a return to a simple T intersection with a return of the historic fountain.
 - Helmuth said and there was a consensus that the No Right on Red sign should be removed from Market Street, as there is a clear view from that vantage point.
 - Benepe said that the pedestrian lights should be more time responsive to pedestrians (i.e., respond in 10 seconds) at this and the other locations of on demand pedestrian buttons.
 - Several people recommended placement of Pedestrian Right of Way cones. Frisbie reminded the group that these were not allowed on State Highways.
- Alternate Route – Malden Tnpke to Rte 32 (or Thruway Malden entrance), to Rt 212, to Kings

Hghwy, to Leggs Mill, to Rt 9W

- Strong group opinion that priority be placed and money spent on developing the Alternate Route around the Village that is in line with the industrial designation of Kings Highway. Opinion that a push for the Alternate Route will cost less now than it will later and should be a high priority.
- Suggested preference for the southern portion to be Leggs Mill Road that would take the traffic to the malls. A bridge over Glenerie Falls was mentioned, but did not receive group approval.
- Group responded very favorably to the suggestion that Rt 32 & Kings Highway switch jurisdictions. However, there was some fear expressed that this may encourage a “blight” of Wendy’s, etc on Kings Highway that must be prevented by careful zoning.
- Opening Malden Thruway Exits
 - Group opinion that it would work best if this were an entrance only.
- Access Management/9W
 - Gutelius reacted negatively to the proposal, seeing it as a road widening project, not an improvement, attracting more traffic similar to Rt 17 in New Jersey (an extremely ugly commercial high traffic strip). She proposed that we put in place regulation that would protect against overdevelopment and commercial sprawl, something that would liken this area to the Northern Dutchess Gateway.
 - LeBlanc expressed a strong opinion – joined unanimously by the group -- that 9W should remain 2 lanes and be made safe (i.e., deal with the problem of left turns), but not be enlarged which will only encourage more traffic that will only have to screech to a halt upon entering the Village going south.
 - Gutelius stated that about 5 years ago there was a DOT Plan to make this stretch of 9W into 3 lanes with no beautification and no bike lanes. She requested that we get a copy of this plan and find out where it stands.
 - There was great support for a well-landscaped beautiful roundabout at Rts 32 & 9W to slow traffic down.
 - Furman supported the need for mixed retail/office use on the roadway, reminding the group that housing pays only 1/3 of its cost to the town.
 - LeBlanc stated that what we needed was a commercial park with green space on the frontage and mall business/office space clustered behind it. We need plans/diagrams with appropriate text to review and that should be given to the Town and Village Boards.
 - The group wants the plan to result in a Park Avenue/parkway setting with trees on both sides and in the median, 4’ grass shoulders, tennis court tan material for the walkway/bikeway with the bike graphic on the ground (alternatively used as a shoulder for cars, when necessary). The group strongly preferred the Benepe drawing as a model (see prior draft report deleted from this draft). Group wants this drawing to be put back in the final report as the example of what the community wants as the outcome.
 - Trees should be planted to hide overhead utility wires. There are low trees specifically recommended for this purpose and/or we should look at the example of Stone Ridge where sizeable trees remain, despite Central Hudson’s tree trimming activities. Trees can be planted in front of the lines so that the driver sees the trees, not the wires.
- Railroad Crossing
 - Understanding the history and failure of finding a solution on Ulster Avenue, it was proposed that a study be undertaken of a railroad bridge crossing on Peoples Rd or on Malden Tnpke
 - Walter suggested that since funds would need to be spent on Malden for the Alternate Route that a bridge be added there. Minch said that the crossing there was flat, much more favorable for a bridge than on Ulster Ave.

- Pedestrian Path
 - Favorable reception to a path from Ripley Street (Hill Street Bridge) to the Lighthouse, providing public access to spectacular dam views.
- Thruway south entrance on Rt 32
 - Discussion of roundabout or a signal and enlarged Park & Ride with no clear resolution.
- Clarification of Route Numbers
 - Agreement that Rt 32 should be rationalized, discontinuing the use of the same number for both State and County roads in our immediate area.
- Price Chopper Signal
 - Helmuth proposed a retiming of the Price Chopper signal that now requires a line of 40 cars on Rt 212 to wait for 5 light cycles for 1 car going into or out of a private business. He pointed out that during the Garlic Festival it was a blinking light and the traffic went smoothly.
- Trailways Bus
 - Agreement that Trailways bus should come either into the Village center or at least closer to where there is a sidewalk (e.g., to Grand Union plaza)
- Ulster Avenue
 - Consensus that Ulster Avenue should be reclaimed to narrow the approach from the railroad to the entry into the core of the Village by adding trees, grass, and a beautiful walking path/bike route. This would narrow the travel lanes to only the width necessary to travel, in line with the roadway from Nacarrato Insurance to Market Streets.

Ray Maday was unable to stay for the meeting and left a copy of his letter to Supervisor Greg Helsmoortel (copied to elected officials, DOT, and Creighton Manning). His point of view as stated to Spektor is that the Access Management Plan in the draft report has roads to nowhere in the area east of 9W where he lives, that he would prefer to keep the traffic on 9W with turn lanes and signals, that he does not want development to repeat itself on the east side of 9W with what happened on the west side where it is easy to get lost, and that he liked the recommendation of a roundabout at Rts 32 and 9W.

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Maryllis Sole

From: Stephanie Van Eeden
Sent: Wednesday, November 08, 2006 9:42 AM
To: Mark Sargent
Subject: FW: Saugerties Area Mobility Analysis- Mark Sargent

Stephanie E. Van Eeden
Creighton Manning Engineering, LLP
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"Celebrating Over 40 Years of Excellence"

From: Spa1085@aol.com [mailto:Spa1085@aol.com]
Sent: Tuesday, November 07, 2006 11:17 PM
To: Stephanie Van Eeden
Subject: Saugerties Area Mobility Analysis- Mark Sargent

I am writing in support of the proposed rerouting of truck traffic from the village of Saugerties. The committee's proposal to keep trucks out of the Village, and return Rt. 32 to the once bucolic road it was, is right the thing to do.

As a resident of Rt.32 (Flatbush Rd) for the last twenty one years, I have seen the traffic on this road increase tremendously, especially the trucks. To follow one of these trucks is alarming. I have seen everything from gas tankers, to fresh cut timber loads, maneuver through the narrow streets of the village, and continue down Rt 32 winding along the turns, and crossing over the lines of a country road not designed for these sized vehicles. To see a school bus, and one of these trucks, pass each other on one of these turns, is why I use the word alarming. I have seen some very close calls.

Hoping for safety, I anticipate your recommendation will ensure what is best for for businesses, and residents of the village, and those motorists using Rt 32.

Thank You
Eileen Spada
1332 Flatbush Rd
Kingston NY 12401

sa

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Maryllis Sole

From: Helmuth, Jeff [JHelmuth@dep.nyc.gov]
Sent: Tuesday, October 31, 2006 12:08 PM
To: Mark Sargent
Cc: Judithspektor@aol.com
Subject: Draft Traffic Study Comments

I attended the meeting 10/23 with the following comments generated from myself and the group as a whole....

- Main & Partition St. intersection – we liked the set back traffic lights, we would like “Retro-Period” stanchions with ornate braced cantilevered assembly to hold the lights. We wondered how a pedestrian would cross at the corner with the lights set-back (thereby not being able to see the lights)? Also, we would like the light to go blinking red for Partition approx. 11:00 pm.
- We support the idea of connecting walk ways and public availability of the Parking Area behind Sawyer Savings Bank with an agreement for public use. The “public” parking behind Smith’s Hardware works nicely as it is now.
- We suggest a standard White “P” signs on a blue background to direct traffic to public free parking areas.
- We were on the fence about widening Partition by elimination of one side of Parking. I myself suggest eliminating parking on the easterly side permanently, allowing that for off-loading trucks; re-center the center line and keep parking on the westerly side (due to existing curb set-back on that side). I would not clog sidewalk with trees and benches, etc.
- Market & Ulster Intersection: Short term – **ALLOW RIGHT ON RED FROM MARKET TO ULSTER ASAP**. Long term – reconfigure to more typical “T” intersection – no bump out required, simply painting cross-hatched areas for lane indication
- By-Pass idea is too long term involving other towns, State DOT, etc.
- **Eliminate** or make Ulster Ave. **blinking yellow** at Price Chopper!! 40 cars have to wait on 1 car exiting from private store. If it weren’t for light, there would be gaps in traffic for cars to exit store. North St. is low volume. 2 out of 4 situations cars exit Store and North St. by going right-on-red anyway, there is no need for light at this location – it causes undo traffic platoons and waiting periods.
- No need for traffic light at Washington & Main – 4 way stop is adequate
- No Engine Brake signs for trucks entering village on Main (9W) and Ulster Ave.

Thank You, Jeff Helmuth, P.E.
 Member: Village of Saugerties Planning Board

26

Maryllis Sole

From: rudydousset@aol.com
Sent: Thursday, October 26, 2006 10:11 PM
To: Mark Sargent
Subject: alternate route for large vehicle(trucks)

Dear mister Sargent,

It appears to me that all the traffic problems of Saugerties analysed in the study could be solved by an ALTERNATE ROUTE FOR LARGE VEHICLES, that would go, north to south, from route 9W north of Saugerties to malden turnpike to route 32 to 212 to old kings highway to leggs mill road to 9W in Lake Katrin.

I live in France and have my vacation home in Saugerties, the almost perfect american town for the european eye, almost because of the heavy truck traffic...Lots of french small towns have alternate route for trucks, this improves the quality of life of the residents, makes the place more attractive for tourists and shoppers, and the truck drivers are happy to avoid in town traffic, traffic lights and sharp turns.

Sincerely yours,
Dr Alain Dousset

27

Maryllis Sole

From: Judithspektor@aol.com
Sent: Friday, October 20, 2006 12:57 PM
To: brian.mhr@verizon.net; shadowshop@netstep.net; architrek12477@yahoo.com;
jgutelius@yahoo.com; mcampbell@hvc.rr.com; hopefarm@hopefarm.com;
vernon.benjamin@marist.edu; kmcleahy@verizon.net; rleblanc@hvc.rr.com;
vernjamin@msn.com; bbudik@hotmail.com; john@thecomputerguys.net;
LThornton@Taconichills.K12.ny.us; jhelmuth@dep.nyc.gov
Subject: Saugerties road history
Attachments: PutmanRoadHistorySaug.doc

Traffic Committee, UCTC, and consultants: I am sending you a copy of a presentation made by Myles Putman regarding the history of the roads of Saugerties that is background to the comments he made to the SAMA draft final report that I previously sent you. Let me know if there is any problem opening the attachment. best, judith

Outline of Modern Public Road (Construction) History Town of Saugerties, NY

Compiled by M. L. Putman for presentation purposes to the Concerned Citizens of Saugerties, August 14, 1992.

Revised April 23, 1993; September 25 & October 6, 2006. ©M. L. Putman

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1873: The New York State Legislature adopts statutes (Chapter 395) permitting towns to shift from the "labor" system of public highway maintenance to the "money" system. Under the labor system, each landowner abutting a town highway was responsible for respective portion of maintenance and repairs. The landowner was responsible for providing labor, tools (not very sophisticated) and materials such as shale and gravel. The "money" system enabled towns to assess property owners and use the revenue to pay for work by town employees or by contracted workers.

1898: The State enacts statutes (Chapter 115) allowing for state aid to counties for the improvement of important town highways within the counties. These roads would be legally known as "County Highways improved with State Aid" and also would form the first components of today's State Highway system.

1899: The Ulster County Board of Supervisors adopts resolution petitioning New York State to designate the Woodstock-Saugerties Turnpike, between Bearsville and Centerville, as its third "County Highway" proposal-December 13.

1900: The County Board passes resolution approving the state's plans and appropriating funds for the Saugerties-Woodstock Turnpike, Part 2 in the Town of Saugerties-December 13.

1901: The County Board buys out remaining section of Saugerties-Woodstock Turnpike between Centerville and the Saugerties village boundary for \$14,000.-December.

1902: The County Board passes resloution petitioning the state to designate the Blue Mountain and West Saugerties Roads, between Centerville and Platte Clove, as a proposed State Aid County Highway-November 11.

Local Law No. 2 passed issuing bonds for the improvement of the Saugerties and Woodstock Turnpike and other roads as State Aid County Highways.

1903: Committee of County Board investigates buying out the Malden Turnpike company for the amount of \$4,000.

Saugerties-Woodstock Turnpike (Part 2) construction is finished by the county in Saugerties and accepted by the state for maintenance as State Highway 38 on August 27. Finished surface material is bituminous macadam, which, in the course of the next 15 to 20 years, is discovered to be very costly to maintain.

1905: Construction of the third section of the Saugerties Woodstock Turnpike is completed between Centerville and the Saugerties village boundary and is accepted by the state for maintenance as State Highway 142 on January 11.

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1907: Construction of the Saugerties Kingston Road in Saugerties is finished and accepted by the State as State Highway 228 on October 16.

State Route 3 designated on west shore of the Hudson River, between Palisades and Albany, incorporating both the Kingston Road and the proposed county/state highway (Catskill Turnpike) between Saugerties and Catskill.

1909: James F. Loughran of Kingston is appointed as the first County of Superintendent of Highways on June 9. He remained in that position until June 9, 1953. Responsibilities would range from supervising the construction of the county/state highway system until the 1930's, and of the county road system from 1920 onwards.

Map of Proposed State and County Highway system for Ulster County shows Mount Airy Road on route of proposed Saugerties-Palenville State/County Highway.

Various state highway statutes are amended and codified into the Consolidated Highway Law. State Department of Public Works established.

1916: Saugerties-Catskill Part 1 State Highway 5169 is built and completed by state-March 11. This was the sixth such highway built entirely by the forces of the newly organized State Department of Public Works.

1918: Flatbush Road in the Town is reconstructed and accepted by the state for maintenance as the "Ulster Landing-Glasco" State Highway 1465 on January 4. One of the last state highways to be built in Ulster County with a bituminous macadam surface as state makes concrete the preferred surface of choice. Concrete was more expensive than "bit-mac" to install, but was far less costly to maintain. Present-day Lasher Road (town highway) bypassed by this project.

Saugerties Village State Highway 5601 completed, consisting of Barclay, Bridge, Burt, Main, Hill, Partition Streets and Malden Avenue-May 27.

Proposals set forth by Good Roads Associations for a national system of highway construction. Routes in Ulster County include Marlboro to West Camp, Kingston to Highmount, and Kingston to Spring Glen.

1920: County Board adopts provisions of Section (§)320 of NYS Highway Law establishing a county road (county aid road) system, as amended by the state Legislature in 1920 (Chapters 840, 841 & 871). Under the so-called "Town Unit" option of §320 (§320-a), the county will provide 75% of the cost, and the design specifications. The towns would be responsible for paying the remaining 25% of the cost and be responsible for construction and maintenance.

1921: State Route 3 renumbered as State Route 10.

Federal Highway Act passed.

State Legislature passes Chapter 18 of Laws of 1921, significantly reducing the mileage of

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previously officially-approved state and county highway system proposals, in virtually every county of the state. This was a reaction to increasing construction cost overruns and the debt burden of two recent 50 million dollar bond issues for highway construction. Many counties adopt §320-a county aid road systems as a reaction to this situation.

County Board adopts master plan map for County (Aid) Road system. Three sections of (Old) Kings Highway plus Glasco Turnpike are reputedly on map-April 21. No record of map in County Proceedings (although some verbal descriptions are provided), County Clerk's records or DPW files.

County Board approves funding for all three sections of (Old) Kings Highway in the Town-April 21.

County Board approves spending portion of its §291 Motor Vehicle Registration Fee revenues for improvement of part of Glasco Turnpike in Glasco, between Schoentag's Hotel and Fuller's Corners (at Flatbush Road) - June 14.

Old Kings Highway between Katsbaan and Greene County completed as County (Aid) Road 31.

1922: Kings Highway between present-day Railroad Avenue and the Saugerties-Woodstock Turnpike at Burns' Corners is completed as County (Aid) Road 32.

Town of Saugerties and West Shore Railroad complete grade-crossing elimination project resulting in major re-alignment of Kings Highway between Warren Myers Road and Railroad Avenue. A major project undertaken with no involvement by the county.

1923: Kings Highway between Platte Kill bridge and Warren Myers Road completed as County (Aid) Road 33.

1925: County compensates landowners \$4,850 for highway "takings" on SH 5169 (Route 10).

1926: State Route 10 changed to United States Route 9W.

Palenville Road, between Quarryville and Palenville, is constructed and completed by NYS Department of Public Works as the second Federal Aid Primary construction project in the County; designated as Saugerties-Palenville, Part 1B, State Highway 8176, and completed on October 14. Section south of Quarryville is completed as Saugerties-Palenville, Part 1A, County Highway (with State Aid) No. 1668, same date. Takings.

1926-7: County compensates landowners for highway "takings" on SH 142.

1929: County Board adopts Official County Road map as per revised §320 (now §115) of Highway Law establishing a county road system with the county responsible for all construction and maintenance. Roads proposed for county improvement include Blue Mountain Church and West Camp Roads. Two copies of the map are on file at the DPW, one with annotations and revisions

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made by hand (by Supt. Loughran ?) through 1941.

Glasco Turnpike between Glenerie and Shultis Corners completed as County (Aid) Road 34. Construction took place in 1923 and from 1925 to 1929.

1930: New state route numbers assigned- Route 32 on the Flatbush and Palenville Roads, and Route 212 on the Saugerties-Woodstock Turnpike-January 1.

County begins maintenance responsibilities for all of (Old) Kings Highway and for Glasco Turnpike between Shultis Corners and Glenerie. Construction begins on the Centerville-Platte Clove corridor (Blue Mountain and West Saugerties roads; County Road 51, County Road Project Identification Number (PIN) 2.). Takings.

1931: Completion of West Saugerties Road (CR 51, PIN 2) to Becker Road at base of Platte clove.

NY State rebuilds Kingston Road (US 9W) into a 3-lane, concrete surface highway (Reconstruction Contract (RC) 3301; Fed. Aid. Project Identification No. (PIN) FA 361-B). Takings. In spite of recent resurfacings by the state (1994, 2006), the old expansion seams between the concrete lanes are visible as they seem to encourage formation of stress cracks in the overlying asphalt. Kings Highway and Leggs Mills Road (Ulster) are used as a detour route, forcing County to engage in emergency repairs on Leggs Mills Road.

1932: County completes construction on north section of Blue Mountain Road (Blue Mountain-Saxton County Road 64, PIN 19), which started in 1931. Present-day Cotton Road (under town jurisdiction) is bypassed at this time. Takings.

Major amendment to the County Road system adds Ulster Landing and West Saugerties-Woodstock Roads to the proposed system (December 29).

1933: High Woods Road added to county road system for construction (November 28).

1934: Partial realignment of Catskill Road (US 9W) in Eavesport and West Camp completed.

1935: Glasco Turnpike (including portion of Delaware Street) between Schoentag's Hotel, Fuller's Corners and the "foot of Glasco Hill" picked up for maintenance and improvement by the County. Section between York Street and base of hill presently still maintained by Town.

Malden Turnpike construction, started in 1933, completed as Co. Road 89, PIN 44.

1936: Saugerties-Woodstock Turnpike (NY 212) reconstructed by state with numerous realignments near Shultis Corners, Chestnut Hill Cemetery, Pine Grove, Centerville and Veteran (RC 3700; FA PIN 659-C) -November 25 (completion date). Takings.

1939: Construction of Fish Creek, High Woods Roads and Wrolsen Drive, started in 1934, completed as County Road 97, PIN 52. Takings.

County improvements on Blue Mountain-Quarryville corridor (Harry Wells, Carellis and

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Reservoir Roads) begin as County Road 120, PIN 75. Takings.

1940: Saxton-Cairo Farm-to-Market Highway construction by New York State with Federal Aid Secondary System funding begins, turned over to Ulster County for maintenance as per agreement with county in 1939 (FAS-61). Later records (1947-1952) refer to this road as Co. Road 133. Portions of highway lands acquired by County from George Saile (for whom the older town road leading to Kiskatom is now named) for \$1,800.00. Additional takings.

1942: County compensates landowners for highway "takings" on cr's 31 & 33.

1943: Saxton-Cairo Road taken over by state for maintenance as State Highway 9302 (April 23). Route 32 reassigned to this road, and Route 32A designated on northerly section of Palenville Road.

1946: Construction begins on Thruway section between Saugerties and Catskill in Greene County (SH CT 46-2). Takings.

County road construction resumes after World War II.

1947: County construction of Ulster Landing Road, started in 1946, completed as County Road 99, PIN 54. Takings.

1948: County construction begins West Saugerties-Woodstock Road in Town, between the Woodstock town line and "Church Corner" at the West Saugerties Road (cr 51). Project completed in 1949 (County Road 135, PIN 91). Takings.

Construction begins on Thruway in Saugerties (SH CT48-1). Kings Highway in Byrne's Corners area relocated as a result (as part of SH RC 48-152). Takings.

1950: Glasco Turnpike west of Shultis Corners constructed and completed as County Road 136, PIN 92. Takings.

"Catskill Thruway" opened to traffic, free of tolls, between Saugerties (Rt. 32), Malden (cr 89) and Catskill (Rt. 23-A), bypassing notorious "Deadman's Curve" railroad underpasses on US 9W in West Camp and Cementon.

Contract let for Thruway south of Byrne's Corners (SH CT50-1). Takings.

1951: Reconstruction of Glasco Turnpike (cr 34), continues through 1953; Takings 1963, Additional work, 1964 (PIN 117). Reconstruction of Blue Mountain & W. Saugerties Roads (cr 51; No PIN).

1954: County Board approves State's plans to realign the Saugerties-Palenville Road (SH's 1668 & 8176) between Byrne's Corners and Quarryville. Project completed in 1957 (FA RC 54-82; FA PIN F-280 (2)). Takings.

Thruway completed between Nyack and Albany. Malden Turnpike interchange closed, tolls

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charged.

Reconstruction of Kings Highway (cr 33), through 1957; additional work 1963 (PIN 132).

1958: Reconstruction of Glasco Turnpike (cr 118), continues into 1959 (PIN 157).

1960: Reconstruction of US 9W, Glenerie (FARC 60-108).

1962: Reconstruction of Blue Mountain Road (cr 64) (PIN 173).

1967: Carellis and Reservoir Roads transferred from the County to the Town, county picks up maintenance of south end of Harry Wells Road as new southerly leg of Co. Rd. 120 (Co. Legislature Resolution R-188, Sept. 14).

1981-1982: Reconstruction of US 9W overpass of West Shore (Conrail) line between Malden and Eavesport (Project D96920). Takings.

Mid-1980's (approx.): Reconstruction of Route 212 bridge over Platte Kill near Pine Grove.

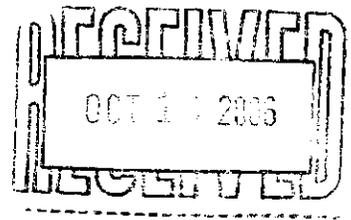
1992: NY State finishes major reconstruction of Flatbush Road (NY 32) generally within the existing alignment, with some minor amount of "takings" in Ulster (Project D 253658).

1994: Replacement of County Bridge 30 on Kings Highway over Platte Kill.

1996: Reconstruction of Ulster Avenue, Market Street (Rt. 32-212, SH 1540 & 142) in Village and Town. Takings.

16 October 2006

28



TO: MR GREG HELSM00RTEL - SUPERVISOR, TOWN OF SAUGERTIES
Town Hall, Saugerties NY 12477

FROM: Raymond Maday
4 Stevens Court, Saugerties NY 12477

The front page of the September 28, 2006 issue of The Saugerties Times contains the article "Take it down a notch". It deals with reducing the speed limit on 9W between Route 32 and the Glasco Turnpike. It also provides information about the efforts of the Saugerties Area Mobility Analysis and some of their recommended improvements for traffic on the 9W corridor south of the village.

Having attended Public Workshop #2 on July 20th of this year and the SAMA committee meeting on September 18, I do not recall any discussion of reduced speed limits. However, I believe it should be included with the proposal for a roundabout at 32 and 9w, the closing of Simmons street, widening of the roadway with turning lanes and above all more traffic signals. With all of the above, there would be no need for the Access Management Project which would add more roads ending up on 9W where entering the roadway is already a problem. A project that would cost millions of dollars and would require the right-of-way acquisition of 30-40 properties. By the way, this Access Management Project received a grade of E during the workshop. In the September meeting it was said that this grade was as a result of a large group of attendees who would be affected if the concept was adopted. My personal belief is that this project is the result of planning philosophy where high population density is desirable, since rights-of-way through one's property would lead to more open spaces available for development.

In the Transportation Final Report, the consultants recommend adopting the access improvement concept (or a refined version) by the Town. Greg, the transportation study was conducted to improve the flow of traffic in the Saugerties area. Participants should be congratulated on their efforts since many of their recommendations achieve their goal and are long past due. However, building additional costly access roads that lead nowhere solves nothing and should not be adopted by the town.

One of the last topics of discussion at the September meeting was how to prioritize the Committee's recommendations. High priority, low cost etc.. In my opinion, immediate action should commence on improving Partition Street from Main Street to West Bridge. Such action is long overdue.

For your information, I am enclosing a copy of the presentation I made during the Transportation Study Workshop at The Senior Citizen Center on Thursday, July 20th 2006.

After presenting the workshop findings of our group, I took the opportunity to deliver the enclosed message since representatives of The Ulster County Planning Board, The State Department of Transportation and Creighton Manning Engineering were present. Because it was

not in accordance with the format of the Workshop, I was somewhat nervous in my delivery. However, my message was well received and a copy was presented to the Creighton Manning Consultants.

After Mr. Dennis Doyle finished his closing statement, I raised my hand and requested from him a special favor. I wanted his planning people, as well as those from the Department of Transportation and Consulting firms, to keep in the back of their minds that this is The Town of Saugerties. It is not the Bronx, White Plains or Poughkeepsie. Unfortunately, this comment never made any of our local newspapers.

Thank You 
Raymond (Ray) Maday

Cc:John Bonacik - Senator, State of New York
Nancy Campbell - Saugerties Town Board
Michael Catalinotto - Attorney
Fred Costello - Saugerties Town Board
William Creen - Chairman, Saugerties -Town Planning Board
Robert Dennison - Regional Director - NYSDOT
Bruce Leighton - Saugerties Town Board
Jim Rapoli - NYSDOT Region 8
Mark Sargent - Consultant - Creighton Manning Engineering
Judith Spektor - Chairwoman - SAMA Committee ✓
Leanne Thornton - Saugerties - Town Board
Robert Yerrick - Mayor - Village of Saugerties

Presentation to Department of Transportation

July 20, 2006

Good Evening

My name is Ray Maday. Four Stevens Court has been the home of my family and I for the past 49 years. I am here tonight to inform the representatives of the Department of Transportation, the Ulster County Planning Board and the representatives from Creighton Manning Engineering firm, that any attempt to eliminate or relocate the traffic signal at Village Drive and to use Stevens Court as a superhighway, will receive strong opposition from myself and my neighbors in the Kings Village and Hickory Ridge developments.

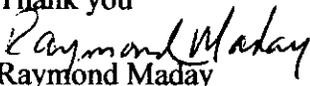
The best thing the DOT did in Saugerties since I have lived here was the installation of that traffic signal. I spent 36 years pursuing it's installation. My first attempt was in 1960 when I phoned in a telegram to then Governor Rockefeller. It was 1:45 in the morning after I had witnessed the clean up from the first of 4 fatalities at that intersection. Within 2 days I was visited by an engineer from the DOT. Within a week, counters were on the roadway and there was not enough traffic to justify a traffic signal.

The original owners of the motel at that intersection were 2 elderly sisters. They booked and cleaned the rooms, painted, cut the grass and maintained the place with little or no outside help. About 1971, one of them crossed 9w to get their mail from a mailbox alongside the roadway. While waiting to return to the motel, a truck came by and its side view mirror crushed the poor lady's head. Five minutes later a school bus stopped to discharge students from the neighborhood. My daughter still remembers the incident.

All in the neighborhood, were present on that day in 1996 when I was given the honor of flipping the switch to activate the signal. To this day, I am being thanked by my neighbors, especially those in their golden years who if not for that signal, would have great difficulty getting to Eckerts for their medication.

Stevens Court and the houses on it, were built in 1955. The roadway is narrow and was designed as a Cul de Sac. Both the roadway and houses are small in comparison to today's standards. As a result, 4 of the 7 homeowners converted their garages to living space. As their children grew older, the need for more vehicles increased and there are now 18 vehicles owned by these 7 home owners. With small driveways, some of these vehicles are parked on the roadway. When 2 cars are parked opposite each other, there is no room for another to pass by. Garbage and delivery trucks back in because they are unable to turn around. The Glasco fire truck with Santa never came in for the same reason. Widening of the roadway would have vehicles traveling dangerously close to our front doors. Along with the noise, the quality of the lives of long time taxpayers would be reduced. To use our roadway as a super highway in order to satisfy the impatience of others, is morally wrong and absolutely crazy.

Thank you


Raymond Maday

29

Maryllis Sole

From: phhoss@aol.com
Sent: Wednesday, October 18, 2006 10:10 AM
To: Mark Sargent
Subject: SAMA draft report

Dear Mr. Sargent: I have just read over the SAMA draft report and notice that, among the priority projects, there are none that have to do with public transportation.

I am an elderly woman, retired, who has recently moved to Saugerties to live with my daughter and her family, and I would like to take advantage not only of the shopping possibilities in the various communities around here – Woodstock, Kingston, Rhinebeck – but also of the entertainment and cultural ones. Although I drive, I can't drive at night and therefore can't go to the movies in Woodstock or Rhinebeck, which offer films that are more to my taste than the violent or "sitcom" sort offered in Saugerties.

As to the mere shopping problem, while there are local, UCAT busses from Saugerties to Kingston, which get there relatively quickly, returning is another matter: the twice I've returned, the trip has taken an hour and a half, because the driver has gone out of the way to drop people off on streets convenient to their homes. While I applaud the convenience of this for others, it wastes an excessive amount of time for anyone returning to Saugerties Village.

If some people need to be so accommodated as to be let off closer to their homes, how about a bus that does just that, with an express bus for the rest of us?

Also, how about special bus trips to take people to and pick them up from the Maverick concerts in Woodstock, say? Or how about buses that cross the river to Bard, which bristles with cultural opportunities now closed to me? And to others like me, I should hope.

I think that serious thought should be given to have small, flexible buses that can deliver people to and from a variety of places roundabout – with a big advertising campaign to tout the advantages of such over the strain of driving, the price of gas, the difficulty of parking – with the aim of luring folks to public transportation and bypassing their cars.

Sincerely, Phoebe Hoss, 64 Washington Avenue, Saugerties, NY 12477 – 845-246-7265

Check out the new AOL. Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

Maryllis Sole

From: RONLEBLANC [RLEBLANC@HVC.RR.COM]
Sent: Tuesday, October 17, 2006 4:15 PM
To: Alex Wade; DENNIS DOYLE; BILL TOBIN; JIM RAPOLI; Michael Campbell; Mark Sargent; Judith Spektor
Subject: Sama Report

R LeBlanc
59 Hill St
Saugerties, NY

Saugerties traffic Committee

The following represents a reaction to the draft SAMA report.

As you may know there has been an increase in the study activity for the 9W South portion of the plan. An increased number of surveys have been enacted in the area of Hill and Church Streets in the village. There has been concern in the past regarding traffic in this area particularly at the curve intersecting Hill and Church. This turn, like so many others, is impossible for truck traffic to negotiate and should be of special concern since there is no pedestrian walking space in that area.

In the course of the most recent surveys I was informed that the pedestrian area (sidewalk) is not considered a sidewalk at all. It is considered a shoulder of the roadway. This is especially evident in the winter months when snow along these streets is plowed well onto this shoulder. As such then there is no officially designated pedestrian walkway.

If the above represents the current status then it should be essential that the condition be included for correction. The plan should designate a sidewalk area and appropriate curbing to distinguish such. This is a dangerous intersection for pedestrians since it is a blind corner. The surveyors working the area noted such as it was extremely difficult for them to cross this highway.

Also, it has been rumored that as a correction measure that the radius on the South side of Hill St. be extended onto the adjacent property for the purpose of easing the turn and to allow provisions for a sidewalk. This proposal, like other situations in the plan would only work against the objective of maintaining the small town, rural nature of the village. It would, without question increase the speed of vehicles in the Church / Hill St corridor and would be undesirable.

The monitoring of the stone wall along Church St continues. The wall appears to be in a continually deteriorating condition and must become a priority for attention. The plan does not seem to render concern for this situation. The wall must be repaired and replaced while maintaining its' current configuration. The wall has historic significance while providing an excellent overview of the Esopus Creek and the River. This blend provides an attractive viewscape that must be maintained. The wall must be repaired /replaced and its final appearance should replicate the stonework that currently exists.

It should be noted that the traffic concerns related to the accommodation of trucks, most of them oversized, should not result in the denigration of the Village. Widening streets, one side parking, etc. does nothing more than make it attractive for these monster vehicles to easily traverse our streets. Currently, the traffic movement problems for passenger vehicles is minor. The truck traffic is the major problem and accommodation for that mode should not be at the expense of our community. The existing conditions serve to discourage truck traffic. Let's not make it more accessible for these intrusions of pollution and noise. Re-route these vehicles over the Old King's highway corridor, an area designated for industrial / commercial development and adjacent to the thruway. The impact on populated areas is significantly lessened along this corridor.

11/14/2006

Maryllis Sole

From: Judithspektor@aol.com
Sent: Sunday, October 15, 2006 1:27 PM
To: Judithspektor@aol.com
Cc: Mark Sargent
Subject: Meeting to Review SAMA DRAFT Report

The Traffic Committee will hold a meeting to review the recently released SAMA (Saugerties Area Mobility Analysis) DRAFT study that includes issues of truck traffic routing, parking and pedestrian issues, etc. on:

Monday, October 23
6:30 p.m.
Inquiring Mind Bookstore
Main & Partition Streets

Please take the time to review the report before the meeting. To download the study, go to the Village website homepage and click on this link:
<http://village.saugerties.ny.us/trans>.

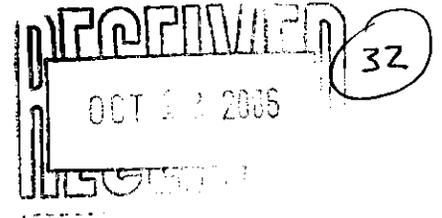
Even if you do not have time to get through the whole report, please attend to offer your input, as we will review the main proposals. We want to make sure that the report has responded to community concerns and put in priority order those projects that will make the biggest positive impact on our area.

Official comments to the consultant need to be received by Friday, November 10:

Mark Sargent
msargent@cmellp.com
Creighton Manning Engineering
17 Computer Drive West
Albany, NY 12205
fax: 518-446-0397

A joint Village and Town Boards meeting is being planned at the end of November. The FINAL report will be presented at that time. Thank you for your continued interest and participation. best, judith spektor (judithspektor@aol.com)

Elizabeth J. Shafer, J.D.
Anchorage Farm
8 Mynderse Street
Saugerties, N.Y 12477



10 October 2006

Mr. Mark Sargent
Creighton Manning Engineering
17 Computer Drive West
Albany, N.Y. 12205

Re: Saugerties Area Mobility Analysis Draft Study

Dear Mr. Manning:

As a resident of Saugerties, N.Y. since 1992, and as an attorney long involved in environmental issues, I am writing to express my comments on the above.

Regarding the three general phases of research (I Origin Destination Study; II Existing Conditions Needs Study, and III Future Needs and Alternatives Study), I recommend that maximum priority and prompt action be focused on the second phase.

Specifically, I urge that tractor-trailors and other large trucks be banned from travelling through the village at any time, and that top priority be given to finding and mandating an alternative route for this type of traffic.

While there are undoubtedly multiple causes that exacerbate the traffic conditions in and around Saugerties, I think that the dangerous conditions caused by heavy truck traffic travelling through the Village are the most grave, immediate, and continuing.

I request that these comments be given serious consideration, and that they be made part of the public record.

Sincerely,

Elizabeth J. Shafer

Maryllis Sole

From: Helmuth, Jeff [JHelmuth@dep.nyc.gov]
Sent: Thursday, October 12, 2006 11:54 AM
To: Judithspektor@aol.com
Cc: Mark Sargent
Subject: RE: Need Your Review of Draft Transportation Study

Thank you for the attached study and report...generally, BFJ/CME prepared a very well done document, however, most of the suggestions in the study would take much too long to implement for the satisfaction of the traveling public and local citizens – we need more simple short term cures and results; please understand I only performed a precursory review of the document and diagrams because I'm at work and couldn't dedicate too much time right now, but upon further review I may have some other comments or rescind some that I have below. – Jeff

- Fig. 3.1 Item #7 (Wash. Ave. & Main St.) No need for signal & pedestrian count-down lights. 4-Way stop is all that is needed. Yes, please add "No Engine Brake" signs at school.
- I like the two-way entry to Public parking from Russell St.
- Something has to be done about the traffic light at Price Chopper / North St. There is no reason for 45 east bound vehicles into the village to wait for 1 car coming out of a private business. The light actually causes no gaps in traffic for exiting traffic for other businesses. There would be natural gaps in traffic if vehicles were not stacked up at light. I travel this route 4 times per day and have often waited for at least 3 traffic light cycles while trying to get into village. **This light must be drastically re-timed for majority of green east-bound.**
- Too much emphasis is given to pedestrian traffic in the out-lying areas
- Allow right-on-red from Market to Ulster Ave. I travel this 4-times per day and have only seen four pedestrians in 2 years – sight distance is great and non-issue. This is not that high volume of a pedestrian area.
- Fig. 4.1 – Channelization of intersection may work if treated like a "T" intersection.
- Fig. 4.1 – alternate side parking on Partition St. How would that work? With signs only?
- Pg. 16 of Presentation & Pg. 43 of Report – can't believe train delay is of greater consequence than Price Chopper light delay...the Price Chopper light certainly exacerbates delays, the line of traffic which was waiting for the train is now stacked up at the light for a minimum of 4 cycles while east bound. Other businesses and houses cannot get out on street due to Price Chooper delays. Allow traffic to pass by Price Chopper – there will be no problem with turning left into Price Chopper while west bound if there are adequate traffic gaps, also, there is a turn left lane, so let them wait – there are no gaps now because light causes excessive traffic platoons.

Thank you, Jeff Helmuth, P.E.
 Member: Village of Saugerties Planning Board

From: Judithspektor@aol.com [mailto:Judithspektor@aol.com]
Sent: Friday, October 06, 2006 5:01 PM
To: Judithspektor@aol.com
Cc: msargent@cmellp.com
Subject: Need Your Review of Draft Transportation Study

Traffic Committee and Others Interested in Transportation Issues:

Please take the time to review the recently released SAMA (Saugerties Area Mobility Analysis) DRAFT study and give your input by Friday, November 10 to the consultant, Mark Sargent:

msargent@cmellp.com
Creighton Manning Engineering
17 Computer Drive West
Albany, NY 12205
fax: 518-446-0397

To download the study go to the Village website homepage and click on this link:
<http://village.saugerties.ny.us/trans>.

We want to make sure that we have responded to community concerns and begun to put in priority order those projects that will make the biggest positive impact on our area.

A joint Village and Town Boards meeting is being planned at the end of November. The final report will be presented at that time. Thank you for your continued interest and participation. best, judith spektor

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Maryllis Sole

From: Judithspektor@aol.com
Sent: Friday, October 06, 2006 9:41 PM
To: Mark Sargent
Cc: myles@shusterassociates.com; mcampbell@hvc.rr.com; ajax_1@usa.net; William.Tobin@co.ulster.ny.us
Subject: Passing Along Myles Putman Comments
Attachments: MYLES PUTMAN COMMENTS.doc

Mark -- I am passing along Myles Putman's comments to you with his permission (see attached). I especially wanted to highlight:

- The exchange of State and County jurisdiction of Rt 32 and King's Highway idea. This would make King's Highway a State road that would allow trucks of all allowable weights and encourage State investment in the physical improvements necessary to upgrade the road, while allowing tractor trailer trucks to bypass the Village. At the same time it would return Rt 32 to a more bucolic winding, residential road that is its character. By virtue of historic decisions, it becomes obvious to me that the opposition to King's Highway's becoming the alternate truck route due to its winding residential nature is defeated by the fact that Rt 32 was designated a State road, despite these characteristics. If I were to compare the two, Rt 32 deserves to be "downgraded" and King's Highway "upgraded."
- I would like to endorse the study of Alex Wade's idea which takes the Malden Thruway exit idea one step further to propose that we close the existing south exit on Rt 32 and open the Malden exit in exchange. It would solve a couple of problems: ease the congestion that builds from Exit 20 in conjunction with the Rt 32 and Rt 212 traffic, it would also help divert trucks coming from the north on 9W, from going through the Village, onto Malden Turnpike; and provide an alternative to King's Highway going south by more direct accessibility onto the Thruway.

Thank you for your continued openness to new thinking and your incorporation of a lot of previously delivered input. Best, Judith

Matrix of discussion items.

Item #	Feature	Issues	Works or doesn't	Remedy
1.	Intersection: Ulster Avenue at Market Street, Village	Alignment, pavement markings	Doesn't	Re-align markings to work with actual vehicle movement patterns; Modify signal phasing
2.	Intersection: Kings Hwy. at Glasco Tpk. (Mt. Marion 4 corners); Town	Right turn on red restriction, lack of enforcement	Doesn't	Consider removing restriction
3.	Access to Village to and from the South and West.	Movement (flow) constrictions: Creek, RR crossings; consequence of historical/political decisions	Doesn't (congestion)	New linkages: 1. Overpass of RR; 2. New Esopus Cr. xing or Jurisdictional Transfer (Kings Hwy for Flatbush Rd.)
4.	Use of Kings Highway as Truck Route/ Bypass of Village	Generally good alignment except between Mt. Marion & Town of Ulster	Does	Develop new alignment (would likely impact the Boice farm) or work to improve existing alignment for this part of the traffic mix.
5.	Posted, reduced speed limits on Town roads	Lack of compliance; lack of enforcement	Doesn't	Sampling program (85%-tile); better self-enforcement among motorists
6.	Bike Route on Peoples, Hommelville Roads	Vehicular conflict, speed, geometrics	Might not	Reconsider choice of roads as part of bicycle route system
7.	Lack of bike signs (warning) "share the road) on other roads	Roads already in use noticeably in use	Needs improvement	Post warning signs
8.	Inappropriate zoning and or subdivision approvals on substandard dead end roads, Town	Lack of feasible second outlet; narrowness (e.g. Millard Burnett Road)	Eventually won't	Restrict development; develop "traffic shed" model and maximum, defensible capacity limits and growth limits.
9.	Certain Co Route postings	Potential for confusion; Inappropriate vehicle mixes	Doesn't	Better definition by direction and those street names in use for E-911 and postal address
10.	"Byrne's Corners" - Route 212 & 32 with Kings Hwy. And Thruway	Congestion due to volumes and alignment resulting from Thruway construction (previously was a 4-leg intersection)	Doesn't	Long-range: New overpass of Thruway by Kings Highway south of Hess Station.

Comments.

1. Ulster Avenue at Market Street, Village of Saugerties. The present intersection alignment and pavement markings are the result of the state's reconstruction from roughly 10 years ago. The layout and markings don't work, particularly for southbound traffic on Market Street. The state's attempt to "warp" the intersection geometry in favor of the jurisdiction alignment over what existed before is something of a failure. This writer has personally witnessed many southbound motorists on Market Street who do not "deflect" their vehicles slightly to the right, as the markings direct, when they continue south onto the state-maintained section of Market Street. They just drive straight ahead, ignoring the pavement markings completely.

In addition, the "no right turn on red" restriction for southbound traffic is also ignored frequently.

The remedy for this would be to re-stripe the pavement markings to reflect actual vehicle pathways (and what apparently is working), versus what the design manual calls for (which doesn't work). Re-timing the signal to 3-phase operation may help also (For example: Phase 1 eastbound all turns; southbound right; Phase 2: eastbound right turn and all northbound movements; Phase 3: southbound movements; northbound through with permitted left).

2. Kings Highway at Glasco Turnpike (Mt. Marion Four Corners); Town. Since the signal was installed and activated, there has been a restriction on right turns on red for all approaches. Again, based on personal observation, during weekday morning commuting hours that this restriction is frequently ignored, especially for eastbound right turn movements from Glasco Turnpike. Since this is an actuated signal, the red time on the Glasco Turnpike approach never seems excessively long, but apparently it is for some motorists. There also seems to be no enforcement of this restriction.

It seems to be time for the County - the Department of Highways and Bridges and/or the Traffic Safety Board - to consider removing this restriction.

3. Barriers to Access into the Village of Saugerties from the South or the West. Congestion and mobility problems within the Village and its business center are due primarily to the alignment, and jurisdiction, of the public highway system with respect to a major natural barrier, the lower Esopus Creek, and a man-made barrier, the railroad (now owned by CSX). The alignment of the state highway system is a significant component in this problem. This situation in part due to political decisions made in years past.

South of the Village, the state highway system consists essentially of one corridor running from Kingston, consisting of two routes that converge in Barclay heights-Route 9W and Route 32 (historically Flatbush Road). A state highway corridor west of the Esopus Creek, following Kings Highway, almost came to be, had it not been

for a reaction against large highway construction expenditures by the state following World War I. In 1921, the new state Legislature, as a remedy, deleted a substantial number of proposed state highways that were deemed to not serve a state interest. With one completed route between Kingston and Saugerties (then Route 3); and a portion of Flatbush Road (no route number at the time) improved and under the state's jurisdiction; it probably seemed more fiscally expedient for the state to complete the Flatbush Road corridor rather than to start work on another corridor, e.g. Kings Highway and Leggs Mills Road. Thus was Kings Highway rescinded as a proposed state highway, leaving the County, and Town of Saugerties, to take steps to improve it.

With the Village, the alignment of state roads is especially tortuous (Burt, Barclay, Church, Hill, Bridge and Partition streets), and the non-standard blinking signal at the Burt-Barclay intersection (my wife refers to it as the "funny light") often catches the unfamiliar northbound motorist off-guard.

The railroad crossing on the west side of the Village is the other substantial impediment to vehicular movements. There is no conveniently-located grade-separated crossing of the railroad on the public highway system that affords efficient access into the Village, and the nearest grade separated crossings are to the north, on Route 9W between Malden and Eavesport; and on US 209 in the Town of Ulster, a substantial distance away from the Village.

There is no easy remedy to the railroad crossing situation. A future increase in freight activity by CSX may result in further impacts which double tracking might help alleviate, in terms of timing and queuing of trains. The ideal, albeit potentially costly solution, would be an overpass of the railroad somewhere along westerly village boundary, to provide at least one pathway that would not be occasionally blocked by train movements.

The "creek situation" might also suggest a new highway alignment and bridge. Such proposals

have been made before (see Ulster County Highway Plan, 1971), suggesting an alignment that would connect to US Route 9W in or near Barclay Heights.

Another approach to this situation would be a state-county jurisdictional transfer. Kings Highway and Leggs Mills Road in Ulster) would be placed onto the state highway system and posted as the new alignment of Route 32 (note that the street names would not automatically be discarded under these circumstance). The current Route 32 (historic Flatbush Road), between the Kingston-Rhinecliff Bridge and Route 9W in Barclay Heights (many years ago known as Ostrander's Corners), would be turned over to the County.

Establishing a state highway corridor that runs west of the Creek and avoids the Village (and those railroad crossings) has the potential to remove some of the

through volumes that are directed into the Village center by the current Route 32 postings. Flatbush Road, with its twisting alignment and reduced speed limit of 40 miles per hour doesn't serve the same function north of the Bridge access as it does to the south.

Two issues are raised with Kings Highway going over to the state - the alignment south of Mount Marion 4 Corners and the connections with Routes 212, 32 and the Thruway, which are discussed below.

4. Use/Designation of Kings Highway as a Truck Route/Bypass of Village. This works generally well, although the alignment between Glasco Turnpike at Mount Marion and the Ulster Town Boundary, with its reduced 40 mile per hour limit, is somewhat of a limitation. At Mount Marion, Glasco Turnpike (along with Sterling Road) offer an alternative through a connection to Route 9W, albeit on a twisting, reduced-speed alignment that also has an at-grade railroad crossing.

Re-alignment would likely involve impacts upon residential and active agricultural lands.

Improvements may need to work within the existing alignment and right-of-way, and would include measures such as better banking of curves, and improved surface drainage.

It seems that the bridge over the Platte Kill (historically County Bridge 30) may need substantial upgrades. The present structure replaced the 1930's era bridge in 1994, but its adequacy to handle increased truck traffic volumes must be studied.

5. Reduced Speed Limits on Town Roads. Here is something that doesn't work in many areas of the Town. Speed limits are reduced to 35 or 30 miles per hour on many town highways due to demands by residents along these roads and streets, due to complaints about unsafe speeds. Increasing volumes on through-going and interconnecting town roads due to on-going development in more "rural" (exurban) areas of the Town heightens awareness of the problem.

Unfortunately, during any given weekday morning or evening commuting "hour", and at other times as well, motorists will routinely exceed these posted speed limits. As rural/exurban areas continue to develop and the average commuting trip becomes longer, motorists seem to become impatient with the trip and take whatever measures necessary to shorten the amount of driving time, even if it means ignoring the speed limit on the street on which they live. (An ITE study once revealed that about 3/4 of the speeding vehicles in a residential neighborhood in Michigan were owned by residents of that neighborhood!)

Many of the roads in question form connecting links in the public highway system and date back to the 1800's, the consequence of which is restricted right-of-way, especially on "user" defined roads that creates a legal obstacle to widening and re-

alignment; and alignments, coupled with visual obstructions, which make a reduced travel speed a necessity, at least in some locations (e.g., Church Road, Patch Road)

Enforcement is a failure. Not only is there lack of enforcement by the police (nor the resources to do so) but there is little self-enforcement (self-discipline) on the part of the motorist. And heaven help the motorist who does try to abide by the speed limit only to be tailgated and passed with the one finger salute. I've worked long enough in the business, so to speak, to know that the speeding problem is always blamed on "that other guy who's taking a short cut through my neighborhood".

The apparent safety issue here is compounded by substandard alignment, such as blind spots caused by hills, horizontal curves and vegetation) along with pedestrian and bicycle activity, along with trip and parking generation from seemingly benign activities such as garage sales and "art tours".

I'm not sure what the long term solution is, but a first task that could be undertaken would be speed sampling and derivation of an 85th percentile speed for these roads. Better self-enforcement by motorists will take education and persuasion.

6. Bike Routes on Peoples, Hommelville Roads. This may be potential future safety issue. It is this writer's understanding that the Town is to post a bicycle route along Peoples Road and Hommelville Road. Although bike route signs (such as those posted in the Village) have not been posted, warning signs advising motorists to "share the road" were installed this summer.

Considering the lack of compliance to speed regulations noted above, in conjunction with the curving, sloping alignment of Hommelville Road, especially along the slopes of Mount Airy, and the mix of truck traffic (delivery services and construction vehicles), a question has to be raised regarding the wisdom of selecting this road as a desirable bicycle pathway.

On Peoples Road, the issue is alignment coupled with traffic volumes. During the last week of May 2005, this writer personally counted (for a private client) 192 vehicles on Peoples Road just east of Route 32 during a weekday morning peak hour that occurred between 7 and 8 AM (164 eastbound vehicles and 28 westbound). This covered high school generated traffic as well as that generated by HITS. An evening peak hour volume taken at the day before (4 to 5 PM) revealed 178 vehicles on Peoples Roads. (2-way volumes on Hommelville during these same time periods were 44 and 60 vehicles respectively.)

The traffic on these town highways is not surprising, and in fact reflects historically that the Peoples-Hommelville "corridor" was, during the late 1800's, the low-cost access alternative to West Saugerties as opposed to the Saugerties-Woodstock, or Malden (Bigelow) Turnpikes. Beer's 1875 map of the Town identifies the entire corridor as "People's Road", which in other regions would have been called a "shunpike".

For bicyclists, the other alternatives to accessing the western area of the Town of Saugerties are the state roads - Route 32 and Route 212. Both have their drawbacks. Route 212 provides a gentle gradient, coupled with a narrow highway right-of-way that has not changed substantially since reconstruction in the mid-1930's. Route 32 has better geometrics, wider pavement and shoulders, all owing to a mid-1950's reconstruction in accordance with higher design speed standards. There is, anecdotally speaking, a noticeable amount of truck traffic, however, this does not seem to deter the most intrepid of bicyclists, especially those attempting the upgrade on "Quarryville Hill"; and there is also the Old Route 32 as an alternative.

This concern is raised that posting of Peoples and Hommelville roads as a bicycle route may serve to concentrate bike traffic onto roads with obvious physical and traffic-related deficiencies; and worse, set up the likelihood of a tragic accident. This effort should be reconsidered.

7. Lack of "Share the Road" Warning Signs on Other Public Highways Used by Bicyclists. It is this writer's personal, anecdotal observation that some portions of the town highway system are routinely utilized by bicyclists, such as Washington Avenue Extension, Clark Van Vleirden Road; Carellis and Reservoir Roads; Pine Lane, Houtman Road; Manorville Road; likewise bike traffic is noted on certain county roads, such as Old Kings Highway; Fish Creek Road; etc.

It would make good sense to post the "share the road" warning signs along these roads as well.

8. Inappropriate Development Policies for Areas Served by Substandard Dead End Roads. One issue that the Town, or agencies thereof, do not want to address is growth and capacity limitations on certain dead end Town highways (e.g. Willhelm; Charley Hommel; Fred Short; Kate Yager Roads). Much of the development on these roads is "as of right" residential and results from subdivision approvals.

While the Town's subdivision regulations contain the customary restrictions on dead end roads exceeding 1,200 feet and not serving more than 20 lots, it is this writer's personal observation that "pre-existing" dead end roads seem to be treated as exempt from these regulations. This is a critical issue as some of these roads indeed serve more than 20 building lots. For most of these properties, there is no feasible second means of access (other than construction of a new highway connection). In some cases, widening of roadways and bridges is restricted by property ownership and improvements and by natural features, such as streams and flood zones (Millard Burnett Road is a good example).

One approach to this problem is to explore the "traffic shed" concept in terms of what a sustainable level of development (if any) would be for some of these roads. Development restrictions may need to be enacted for certain streets.

9. County Route Postings. The potential for confusion exists along with inappropriate routing of traffic.

The posting of County Route 34 is somewhat confusing, along Old Kings Highway and also Malden Turnpike. The route ends up intersecting itself at Katsbaan (historically Kaufman's Corners); and the posting of Old Kings Highway as County Route 34 may be inadvertently inducing truck traffic to use this as a bypass of Route 9W at Smith's Landing; as the Malden Turnpike section of County Route 34 is posted for such purpose. Old Kings Highway carries through traffic to and from Greene County and is popular with bicyclists as well and encouraging an increase in truck traffic volumes is not desirable.

Assigning a different route number onto Old Kings Highway would be justified under these circumstances.

Having a County Route 32 (Glasco Turnpike) in the same Town as a State Route 32 - and having them intersect each other (in Glasco) is another source of potential confusion. Some maps show Fish Creek Road as another County Route 32, which serves to exacerbate the situation.

As it was the County's expressed intent in 1971 that a county route numbering system be established to facilitate the delivery of emergency services (Resolution 37 of the Ulster County Legislature, February, 1971), and in recognition of the use of proper (and in some cases historic) county road names as part of the E-911 address system, a present-day re-assessment of the County Route numbering system (along with the "dual numbering" policy and use of the older county road numbers) is warranted, both in terms of traffic management and the provision of emergency services, the latter being a cogent concern as the County is presently re-assessing its emergency response plans.

(In some cases, use of the older county road number as a posted touring route number would be feasible; Sottile Boulevard and Miron Lane in the Town of Ulster are excellent examples of this approach. As an example, Fish Creek Road and High Woods Road, as presently designated for E-911 and postal purposes, form a north to south corridor that could be posted as County Route 97, replicating the existing road number that dates from 1934 and an the through alignment that is "favored" in terms of traffic operations ("stop" sign control) were Fish Creek and High Woods intersect Wrolsen Drive (historically "Peterson's Corners")).

On a related note, the directional signs at Shultis Corners (Jct. Route 212 and Glasco Turnpike); for Glasco Tpk. (Co. Rt. 32) should be changed. They presently read "north" and "south" which is inaccurate and misleading., they should read "east" and "west".

10. "Byrne's Corners" - Route 212 & 32 with Kings Highway, NYS Thruway. As a regular commuter through these series of intersections, I note on-going congestion due to volumes and the alignment of these roads.

Before the Thruway was constructed in 1948, this was a four leg intersection known as "Byrne's Corners" (cited in the Official County Proceedings), where 100 years ago the Kings Highway crossed the Saugerties-Woodstock Turnpike (then recently improved as a state highway). The area still functions as a cross-roads, in spite of the offset of the Kings Highway approach on the south relative to the Route 32 approach from the north, and in spite of the intervening connections to the Thruway northbound thruway and adjacent businesses.

The north and south approaches carry regional as well as local volumes, both employment and non-work trips. During the weekday morning peak hours, there is (again anecdotally) a noticeable amount of southbound traffic that passes through the Town of Saugerties on both Old Kings Highway and Route 32, coming together south of Katsbaan; some of this traffic accesses the Thruway southbound at Interchange 20 while other vehicles continue south on Kings Highway to destinations in Kingston, the Town of Ulster or Dutchess County via the Kingston-Rhinecliff Bridge.

The present day alignment of highways was undoubtedly established to avoid the extra expense of an overpass for Kings Highway over the Thruway on the south approach to Byrne's Corners, but it has the effect of forcing the section of Route 212 between the Route 32 and Kings Highway to do "double-duty", functionally speaking, in handling both east-west and north-south movements.

The above conditions should be investigated, possibly with origin-destination surveys. Intersection signal timing and phasing could be modified to address potential problems that may occur due to future growth in traffic. It is noted that in past years event traffic (such as prior Garlic Festivals), coupled with train activity have caused the entire highway segment (and signalized intersections) to fail; although some of this problem is due to lack of any grade separated crossing of the railroad on the east side of the Village.

A long-term measure may be construction of a new Kings Highway overpass of the Thruway and re-establishing "Byrne's Corners" as a four leg intersection.

Re-opening of the Malden Turnpike interchange - a remnant of the brief period when this section of the Thruway was operated as toll-free road in the early 1950's - may also serve to alleviate some of these north-south volumes, although this action may provide a greater benefit the Village (and also points north) by providing an alternative route for truck traffic.

11. Closing Thoughts:

! Continue planning and environmental design efforts towards the re-alignment of Tissal Road and its connection to Kings Highway.

! Consider including through-going connecting town highways within the scope of the UCTC traffic monitoring (traffic count) program.

! Monitor traffic levels associated with detours due to closure of Kaatrskill Clove (Route 23-A) in Greene County - this situation affects Ulster County as well - develop good lines of communication between UCTC and corresponding Greene County officials and NYSDOT Region 1.

! Look into inter-municipal concerns between Saugerties and adjacent Greene County towns (Catskill, Hunter) in terms of tourism traffic and its impacts upon mobility and inter-county traffic flows.

! Consider possible function and feasibility of new road alignment connecting Route 212-32 at Kings Highway, running north, generally following Central Hudson's 69 kv transmission line; across the Vertis (formerly Treasure Chest) property using incorporating Tomsons Lane, and connecting to Peoples Road and Malden Turnpike (although the northerly section of this connection may be unfeasible due to wetland and flood plain issues).

Attached for reference is an outline of important historic dates pertinent to the development of the modern highway system in the Town of Saugerties.

I thank you for your consideration of these comments.

Myles Putman, AICP

Appendix D – Model Access Management Zoning Ordinances

**Saugerties Area Mobility Analysis
Town of Saugerties, New York
Village of Saugerties, New York
Town of Ulster, New York**

LIVONIA ACCESS MANAGEMENT CODE

NOTE: Section references as printed are based on the Town chapter numbering (zoning is Chapter 150, subdivision is Chapter 125). Article and section numbers in the zoning and subdivision chapters are the same for the town and village code. For Village regulations, zoning is Chapter 155 and subdivision is Chapter 130.

Article XV Access Management

§ 150-124. Intent.

The purpose of these access management standards is to provide safe and efficient travel along public streets. These standards are based on the goals and strategies of the Livonia Transportation and Access Management Plan. The standards balance public and private interests. Implementation of these access management standards is intended to reduce confusion, congestion, and accidents by limiting conflict points. These standards are also intended to guide development of a street network with sufficient linkages between uses. The standards will contribute to the long-term accommodation of growth and development while providing safe and convenient access to properties and preserving the visual character of area streets.

§ 150-125. Definitions.

ACCESS- A way or means of approach to provide vehicular or pedestrian entrance or exit to a parcel.

ACCESS CONNECTION, VEHICULAR - Any driveway, private street, turnout, or other means of providing for the movement of vehicles to or from a public street.

ACCESS MANAGEMENT - The process of locating and designing vehicular access connections to land development to preserve the flow of traffic in terms of safety, capacity and speed.

CORNER CLEARANCE - The distance from an intersection of two or more streets to the nearest access connection.

CROSS ACCESS - The layout of circulation patterns and recording of a permanent enforceable right of access to allow travel between two or more contiguous parcels without traveling on a public street.

DRIVEWAY - Any entrance or exit used by vehicular traffic to or from land or building to an abutting street.

DRIVEWAY, SHARED - A driveway in common ownership or subject to a permanent enforceable right of access by those traveling to or from a use on another parcel.

FUNCTIONAL AREA (INTERSECTION) - The area adjacent to the intersection of two or more streets that encompasses required vehicle queuing areas and the decision and maneuvering area for vehicles using the intersection.

FUNCTIONAL CLASSIFICATION - A system used to group public streets into classes according to their purpose in moving vehicles and providing access to abutting properties.

NONCONFORMING ACCESS - An access connection existing prior to the date of adoption of these regulations which in its design or location does not conform with the requirements of this Chapter.

PARCEL - A division of land comprised of one or more contiguous lots in common ownership.

PEAK HOUR TRIP (PHI) GENERATION - a weighted average vehicle trip generation rate during the hour of highest volume of traffic entering and exiting the site or the highest volume of the adjacent street.

REASONABLE ACCESS - The minimum number and type of access connections, direct or indirect, necessary to provide safe access to and from a public street, as consistent with these regulations and other relevant plans and policies of the Town or Village of Livonia.

RESTRICTIVE MEDIAN - A physical barrier such as a metal or concrete structure or a grass or landscaped island within the street right-of-way that separates traffic by direction of travel.

STREETS, ACCESS and DEVELOPMENT - Streets not otherwise classified. The primary function of such streets is to move traffic within subdivisions and large developments and to provide access to individual lots.

STREET, COLLECTOR - Those portions of the Livonia transportation system providing important links between major streets or serving large residential or non-residential developments. Collector streets must balance the desirability of the free flow of traffic and access needs. Additional collector streets may be designated by resolution of the municipal board and an up-to-date list shall be available in the Building and Zoning Department office. Collector streets currently include the following streets which are under the jurisdiction of the Livingston County Highway Department.

Bronson Hill Road
East Lake Road
Federal Road
Livonia Center Road

Poplar Hill Road
 Richmond Mills Road (NYS 15A to Richmond town line)
 South Lima Road

These regulations also designate as collector streets the following streets under town jurisdiction:

Stone Hill Road (from NYS 15 to Poplar Hill Road)
 Proposed New Road
 Big Tree Street/Road
 Cleary Road
 Summer Street
 Pennemite Road

Portions of these streets within the Village of Livonia are designated as local streets.

STREET, LOCAL - The primary functions of such streets is to move traffic between subdivisions as well as to provide access to individual lots.

STREET, MAJOR - Those portions of the Livonia transportation system under State or Federal jurisdiction or designated as a major street by a local municipal board A major street typically moves larger volumes of traffic over greater distances compared to other street types. This function of mobility or the free flow of traffic must be considered when defining reasonable access to such streets. Access is a secondary functions of such streets. The following lists the route numbers and names of streets wholly or partially under State or Federal jurisdiction.

Route Number	Location
NYS 15	Rochester Road, Big Tree Road, Big Tree Street, Main Street, Commercial Street, Conesus-South Livonia Road
NYS 15A	Plank Road and Bald Hill Road
NYS 256	West Lake Road
US 20A	Big Tree Road, Big Tree Street, Main Street, Richmond Mills Road, Plank Road, US 20A

TEMPORARY ACCESS - Provision of direct access to a street until such time as adjacent parcels are developed and planned access via a shared driveway or access development street can be implemented.

§ 150-126. Applicability.

These access management standards shall apply to all uses in all districts. More specifically:

- A. All land subdivisions receiving preliminary approval after the date of adoption of these regulations and all lots created by such subdivisions shall demonstrate conformance to the maximum extent practicable with the requirements and objectives of these regulations.
- B. Any construction, alteration, or change of use on a lot existing prior to the date of adoption of these regulations which requires site plan approval, shall demonstrate conformance to the maximum extent practicable with the requirements and objectives of these regulations.

§ 150-27. General Requirements.

- A. Access and circulation shown on subdivision and site plans developed under these regulations shall also conform to the requirements of other federal, state, and local agencies responsible for transportation system elements proposed for modification. This includes but is not limited to transportation agency standards for stopping and intersection sight distances, signal warrants and, if applicable, the subdivision regulations of Chapter 125 and other portions of this Chapter especially the district regulations of Article VI, the off-street parking and loading regulations of Article X and the site plan review regulations of Article XIV,
- B. Deviations from the standards outlined in this Article for developments generating more than 150 peak hour trips must be based on documentation from a qualified traffic engineer that an alternative access arrangement provides equal or greater safety and mobility and comparable or lower adverse environmental impacts. All such deviation must be in accordance with the procedures and requirements for obtaining an area variance as specified in § 150-17 of this Chapter. The Joint Planning Board has discretion for approving deviation from the standards for uses generating less than 150 peak hour trips and reserves the right to require professional justification of deviation from standards for projects generating less than 150 peak hour trips.
- C. Parcels created after the effective date of these regulations do not have the right of individual access to existing abutting

public streets. The number of planned access connections is to be the minimum necessary to provide safe and reasonable access. This may be less than the number of access connections which would be allowed based solely on minimum property width requirements.

- D. New public or private streets, shared driveways or cross access may be necessary to meet the requirements of these regulations. If access is to be provided by means other than direct access to a public street, a permanent recorded easement, which runs with the land, shall be executed. In addition, operating and maintenance agreements for all such facilities shall be recorded with the deed.
- E. Subdivision of a parcel with frontage on two or more streets may be required to provide access from all lots which result from the proposed subdivision to all such streets without traveling on the existing street network. In most cases, even if a vehicle connection is not provided, a pedestrian connection shall be provided.
- F. Parcels with frontage on more than one street may be limited to one access connection to the lowest class of street serving the proposed development.
- G. Unless otherwise specified, all distances shall be measured from centerline to centerline along the edge of the street right-of-way. Where street or intersection modifications are planned, all distances shall be from the proposed centerline along the edge of the proposed right-of-way.

§ 158-128. Access to subdivided lands and phased, full build-out and multi-owner development plans.

- A. Prior to subdivision or site plan approval or approval of a zoning permit for any new or modified access or intersection, the applicant must provide a concept plan. The concept plan shall show the location of buildings, parking, and circulation including connections to preexisting streets, and alignments of any new streets necessary to accommodate full build-out as allowed by current zoning for all lands under single ownership as of the date of adoption of these regulations.
- B. Access to individual residential driveways within a subdivision should be obtained from an access or development street.
- C. Access to other uses in a proposed subdivision should be coordinated with existing, proposed and planned streets and driveways outside the subdivision, and should consider providing cross access connections to abutting developed or undeveloped properties.
- D. When the concept plan for access to lands planned jointly or under common ownership as of the date of adoption of these regulations shows development of a an access or development

street as part of eventual full build-out, the Joint Planning Board may allow temporary access directly to a public street while requiring that parcel layout be designed to provide future access only from the proposed access or development street. Furthermore, the Joint Planning Board may establish square footage or peak hour trip generation thresholds which govern when construction of the access or development street must take place.

§ 158-129. Driveway Spacing Standards.

- A. Minimum recommended spacing between driveways on the same side of the street are as follows:

Street Type	Recommended Driveway Separation (in feet)
Major Street	330
Collector Street	220
Local Street	80 percent of lot width
Access or Development Street	80 percent of lot width

- B. Access connections on opposite sides of the street not separated by a restrictive median shall be aligned or off set so as to eliminate left-turn overlap conflicts between vehicles traveling in the opposite direction
- C. Access connections to development on opposite sides of the street with peak hour trip generation of 150 or more may be required to be aligned to enable installation of a traffic signal to serve both developments.
- D. On the advice of the municipal engineer, the Joint Planning Board may raise or lower the required driveway spacing standard based on the volume of site generated traffic, the impact of site generated traffic on the operation of the adjacent street. or posted or operational speeds in the vicinity of the proposed site.
- E. The Joint Planning Board as part of site plan review will evaluate how proposed driveway location impacts opportunities to develop abutting properties. At a minimum such evaluation shall identify any sight distance and alignment/offset constraints and indicate whether compliance with the recommended spacing standards is practicable for abutting properties based on applicant's proposed driveway location.

§ 150-130. Corner Clearance.

The following standards shall guide approval of driveway access on comer parcels:

- A. Generally no driveways shall be allowed within the functional area of the intersection. If parcel boundaries or topography preclude location outside the functional area of the intersection, access may be limited to right turns in and/or right turns out and/or left turns in. As determined by the municipal engineer and, the driveway shall generally be located as far from the intersection as possible and in the safest possible location.
- B. Development on corner parcels should be linked by cross access to abutting properties of the same type (i.e, residential or non-residential).
- C. Driveways for corner parcels with frontage along a major or collector street shall be located no closer than 220 feet from the intersection.
- D. If no alternative reasonable access exists, partial (right-in/right-out) access that does not create safety or operation problems may be allowed if located a minimum of 110 feet from the nearest edge of existing or proposed pavement.

Driveways for corner parcels with frontage solely along local streets or access or development streets shall be located no closer than 60 percent of the minimum lot width.
- E. Corner clearance is to be measured along the street right-of-way from the centerline of the driveway pavement to the closest edge of the existing or proposed street pavement.

§ 150-131. Street and Signal Spacing.

Intersection spacing standards shall be applied, as development occurs, to preserve desirable location and alignment of streets to serve future growth and provide an efficient overall transportation system.

- A. The following presents recommended cross street and signal spacing standards.

Recommended Street, Intersection and Signal Spacing (feet)

Street Type	Maximum Through Street Intersection	Minimum Intersection Spacing (feet)	
		Signalized Intersection	Unsignalized Intersection
Major	5,280	2,640	1,320
Collector	2,640	1,320	880
Local	1,320	NA	440
Access or Development	880	NA	440

- B. On the advice of the municipal engineer, the Joint Planning Board may raise or lower the required intersection spacing standards based on posted or operational speeds in the vicinity of the proposed site, the type and character of the development proposed to be served, and the impact of projected traffic generation on the area street network.

§ 150-132. Nonconforming access.

Access connections in place prior to the effective date of these regulations which do not conform to the requirements of these regulations shall be treated as pre-existing nonconforming access features which are allowed to continue subject to the standards of Article VIII, especially §150-70 B. regarding discontinuation and the following.

- A. The feasibility of bringing nonconforming access connections into compliance shall be evaluated under the following conditions:
 - 1. When a new driveway access permit is requested.
 - 2. When proposed changes increase the square footage of a building or accessory use by 10 percent or more, or make an investment that substantially increases traffic generation.
 - 3. When the proposed changes increase the peak hour or daily site generated traffic by 50 or more peak hour trips.
 - 4. In conjunction with state or county improvement projects.
- B. At the direction of the Joint Planning Board in consultation with the municipal engineer, the evaluation may be required to address the feasibility of the following:
 - 1. Elimination and/or consolidation of access connections.
 - 2. Realignment or relocation of access connections.
 - 3. Provision of shared driveways or cross access.
 - 4. Provision of rear access.
 - 5. Restriction of vehicle turning movements.
 - 6. Changes in the layout of on-site parking and circulation.
 - 7. Traffic demand management.
- C. The objective of the feasibility evaluation is to make recommendations to improve operational and safety characteristics of the access connection by bringing the number, location, spacing, and design of access connections into conformance with these regulations.
- D. Existing driveway spacing along major and collector streets in developed portions of the Village of Livonia and the hamlets of Hemlock, Lakeville, Livonia Center, South Lima, and South Livonia is as low as 50 to 100 feet. Such buildings are not expected to

accommodate uses that generate more than 150 peak hour trips. Driveway spacing standards for expansion, change of use or intensification of use for buildings in these areas shall target driveway spacing of 125 feet if the posted speed is 35 mph or less and 220 feet if the posted speed limit is more than 35 mph. Peak hour trip generation above 150 may be appropriate if the driveway spacing standards of §150-129 can be met.

- D. The Joint Planning Board may require implementation of access changes that will improve traffic operations, safety, or overall access.

§ 150-1.33. Design of driveways and internal circulation.

- A. Driveways and on-site circulation shall be designed so as to provide for the safe and efficient movement of traffic between the roadway and the site, and to eliminate the potential for the queuing of vehicles along the roadway due to congestion in or at the driveway.
- B. Driveway location, width, radii, flare, throat length, and other elements of the circulation system for developments generating more than 150 peak hour trips shall be based upon consultation with qualified traffic, engineering and design professionals. Alternatively, the Joint Planning Board may retain such a professional to review the design at the cost of the applicant.

§ 150-134. Required mitigation of traffic impacts.

- A. Any proposed residential subdivision or non-residential development projected to generate more than 150 trips during any weekday or weekend peak hour may be required to mitigate the traffic impacts of such new development. Required mitigation shall be recommended by a qualified traffic engineer based on the assumptions and analyses included in a comprehensive traffic study completed in accordance with the procedures of the State Environmental Quality Act.
- B. Required mitigation may include but shall not be limited to the installation of signals, turning lanes, or medians, the use of shared driveways, cross access, or the construction of access or development streets, and/or other traffic demand management strategies.
- C. Phased mitigation may be allowed where phased development is proposed.

§ 150-135. Standards for estimating peak hour generation.

A. The standards and methodologies for estimating Peak Hour Trip Generation shall be as follows:

1. Trip generation rates shall be determined through application of the most recent Institute of Transportation Engineers Trip Generation methods and statistics.

2. Trip generation shall be based on full build-out of the proposed parcel and/or abutting parcels.

3. Peak Hour Trip generation shall be the peak hour of the proposed use or the adjacent street, whichever is greater.

B. The following are examples of developments which would generate approximately 150 Peak Hour Trips.

Use	Size	Peak Hour Trips Generated
Single Family	157 dwellings	150 Saturday peak hour trips
Low Rise Apartments	268 dwellings	150 Saturday peak hour trips
General Office	75,900 square feet	150 weekday a.m. peak hour trips
Medical Office	34,400 square feet	150 weekday p.m. peak hour trips
Industrial Park	124,000 square feet	150 weekday p.m. peak hour trips
Shopping Center	6,700 square feet	150 Saturday peak hour trips

AS FILED WITH THE DEPARTMENT OF STATE *(This ordinance is derived from a scanned version of the actual filing. As scanning introduces errors it may not be a perfect match for the filing.)*

NEW YORK STATE DEPARTMENT OF STATE
162 WASHINGTON AVENUE, ALBANY, NY 1223

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated. Matter in italics or underlining to indicate new material.

Town of Farmington

Local Law No. 4 of the year 1998

A Local law "An Act to Amend the Code of the Town of Farmington in Relation to Chapter 36, Major Thoroughfare Overlay District (MTOD) Access Management:

Be it enacted by the Town Board of the Town of Farmington as follows:

Section 1. Section. 36-31.19 (Major Thoroughfare Overlay District Access Management) ("MTOD") of the Code of the Town of Farmington ("Code") paragraph A (Intent) through paragraph G (Setbacks) are hereby deleted in their entirety and replaced with the following:

- A. Intent. It is intended, by the provisions of these regulations, to accomplish the following:
 - (1) To restrict or control site access along Route 332 and Route 96 in the Town of Farmington in order to prevent the creation of strip commercial development, as well as potentially significant traffic congestion problems and vehicular and pedestrian conflict areas within the Major Thoroughfare Corridor. The Major Thoroughfare Overlay District is designed to permit appropriate commercial and business uses along the corridor and to ensure consistency with the *Route 96/Route 332 Corridor Development Plan*, as adopted and amended by the Town of Farmington.
 - (2) The regulations contained within this Major Thoroughfare Overlay District are not intended to be substituted for other general zoning district provisions but can be superimposed over such district provisions and should be considered as additional requirements to be met by the applicant or developer prior to final project approval. This Major Thoroughfare Overlay District is intended to provide the Town of Farmington with an additional level of review and regulation that will control how land development permitted by the towns primary zoning districts will take access to and will impact the major transportation routes within the town.
- B. Delineation of Major Thoroughfare Overlay District boundaries. Any property or parcel of land which contains frontage on New York State Route 96, New York State Route 332 or on any town or county road intersecting New York State Route 96 or New York State Route 332 for a distance of 660 feet from such intersection in the Town of Farmington shall be considered to be

within the boundary of the Major Thoroughfare Overlay District and shall be subject to the provisions and restrictions of this district, in addition to the provisions and restrictions of the underlying or base zoning district within which the property lies.

- C. Permitted principal uses. Permitted principal users within the Major Thoroughfare Overlay District shall be those allowed with the underlying or base zoning district within which the property lies and shall be subject to the appropriate principal use provisions and restrictions of that district.
- D. Permitted accessory users. Permitted accessory uses within the Major Thoroughfare Overlay District shall be those allowed within the underlying or base zoning district within which the property lies and shall be subject to the appropriate accessory use provisions and restrictions of that district
- E. Special permit uses. Uses within the Major Thoroughfare Overlay District which are permitted subject to special permit review and approval by the Town Planning Board shall be those subject to such permit within the underlying or base zone district within which the property lies and shall also be subject to the appropriate special permit provisions and restrictions of that district, as well as of § 36-97 of this chapter.
- F. Dimensional requirements. Dimensional requirements for development within the Major Thoroughfare Overlay District shall be those setbacks, lot size and lot coverage provisions of the underlying or base zoning district within which the subject property lies, as outlined in Schedule 1 of this Zoning Chapter, unless otherwise provided by this chapter.
- G. Setbacks. Properties located in the Major Thoroughfare Overlay District shall be governed by the following setbacks:
 - 1. Side yard, thirty (30) feet.
 - 2. Setback from an access road, fifty (50) feet.
 - 3. Setback from Route 332 or Route 96, one-hundred (100) feet.

Section 2. Section 36-31.19 (H) (Additional Provisions and Requirements) of the Code is hereby deleted in its entirety and replaced with the following:

- H. Additional site plan and special-use permit provisions and requirements. The requirements of § 36-42.J, § 36-51.B, § 36-34.C, §36-97.C and §36-98 shall apply in the review and approval of any site development plan or special use permit required for property within the Major Thoroughfare Overlay District

Section 3. Section 36-31.19 of the Code is hereby amended by adding a new sub-paragraph I, which shall read as follows:

- I. General Access Management Requirements.
 - 1. Regulations Applicable to all Zoning Districts within the MTOD Overlay District:
 - (a) The location and design of driveways and other site layout, parking and access management conditions shall conform to all State and local requirements, including and not limited to those established in this Section.

- (b) The site layout, location and design of driveways, parking, and other access management conditions should be based on full development of a lot.
- (c) Driveways should be limited to one per lot. More than one driveway maybe permitted if:
 - i. the additional driveway(s) does not degrade traffic operations and safety on the public road system; and
 - ii. the additional driveway(s) will improve the safe and efficient movement of traffic between the lot and the abutting public road.
- (d) Driveways to properties with frontage on two or more roads shall be provided to the road with the lowest functional classification serving the proposed development
- (e) Driveways may be required to be located so as to provide shared driveways and/or cross access driveways with an abutting lot or lots.
 - i. Shared driveways and/or cross access driveways shall be of sufficient width (minimum 20 feet, 6.0 meters) to accommodate two way travel for automobiles and emergency service and loading vehicles. Wider driveways may be required to serve traffic to major developments or large vehicles.
 - ii. Shared driveways, cross access driveways, interconnected parking, and private roads constructed to provide access to properties internal to a subdivision shall be recorded as an easement and shall constitute a covenant running with the land. Operating and maintenance agreements for these facilities should be recorded with the deed.

Section 4. Section 36-31.19 of the Code is hereby amended by adding a new sub-paragraph 1, which shall read as follows:

J. Driveway Standards

- 1. Spacing Standards. Regulations relate to the required separation, location and standards for driveways providing access to and from roads listed in the MTOD Overlay District. Each driveway constructed within the MTOD shall comply with the following:
 - (a) Driveways shall be located so as to meet or exceed the driveway spacing standards shown in Table 1.
 - (b) Driveway spacing standards shall apply to driveways located on the same side of a road
 - (c) Driveway spacing is to be measured along the road from the centerline of the driveway to the centerline of the nest driveway.

2. Comer Clearance

- (a) Corner clearance is to be measured along the road from the centerline of the driveway to the closest edge of the, unless otherwise specified elsewhere in this Chapter.
- (b) Driveways for corner properties where there is no traffic light, either existing or planned, shall meet or meet or exceed the minimum corner clearance requirements as follows:
 - i. full access (all driveway movements) where there is no median barrier involved - 220 feet or
 - ii. partial access (restricted driveway movements) where there is a median barrier involved - spacing shall be as required in Table 1 of these regulations.
- (c) Driveways for corner properties where there is a traffic light, either existing or planned, shall meet or exceed the minimum corner clearance requirements set forth in (b) above, unless said driveway is located within the functional boundary of the intersection as delineated on the Town of *Farmington Routes 96 & 332 Corridor Development Plan* Map, adopted by the Town Board. In those instances, said driveway is to be located based upon the results of a Traffic Impact Statement and Permit issued by the appropriate regional office of the State Department of Transportation.

TABLE 1. Section 36-31.19 of the Code of the Town of Farmington Minimum Driveway Spacing Standards

Type of Development Type of Road	Small Development	Moderate Development	Large Development
	0-150 PH	151-300 PHT	301 PHT or more
All State Roads	220 feet	330 feet	550 feet
Local Collectors & Arterials	150 feet	250 feet	400 feet
Access & Development	50 percent of the required frontage	65 percent of the required frontage	80 percent of the required frontage

- i. PHT, Peak Hour Trips, will be determined through application of the institute of Transportation Engineers Trip Generation methods and statistics. With permission from the Town Planning Board, another methodology or other statistics for determination of peak hour Trips may be used.
- ii. PHT, Peak Hour Trips, should be based on full build-out of the lot.
- iii. The larger of the minimum driveway spacing standards for the proposed subdivision or development or existing developments at abutting properties will apply. Driveways for in-fill development must meet the

minimum driveway spacing standards to driveways at abutting properties on both sides.

3. Driveway Location

- (a) Driveway location will be based on a site plan which has been approved by the Town planning Board in consultation with the New York State Department of Transportation or the Town Engineer / Town Highway Superintendent.
- (b) For the purpose of driveway locations, median openings shall be treated as intersections and driveways to properties opposing a median opening shall be located so as to meet or exceed the minimum comer clearance standards, except where a media opening is specifically constructed or reconstructed to provide vehicular access to such properties.
- (c) Driveways shall be located so as to meet or exceed the driveway spacing and minimum corner clearance standards.
- (d) The Town Planning Board may allow the location of driveways at less than the minimum driveway spacing standards and corner clearance standards, if
 - i. a dual-driveway system, cross-access driveway system or shared driveway is proposed and this improves the safe and efficient movement of traffic between the lot and the road; or,
 - ii. a driveway or driveways could be located so as to meet the minimum driveway spacing standards and corner clearance standards, but the characteristics of the lot or the physical or operational characteristics of the road are such that a change of location will improve the safe and efficient movement of traffic between the lot and the road; or,
 - iii. conformance with the driveway spacing standards or corner clearance standards imposes undue hardship on the lot owner.
- (e) For properties unable to meet the minimum driveway spacing standards or comer clearance standards, a temporary driveway may be granted.

The granting of a temporary driveway will be conditioned on obtaining a shared driveway, cross-access driveway, or unified parking and circulation with an abutting lot, and closure of the temporary driveway, in the future.

- (f) For properties unable to meet the minimum comer clearance requirements, driveways shall be located as far as practicable from the intersection. In such cases, driveway movements may be restricted and only one driveway will be permitted along the road frontage not meeting the minimum comer clearance requirement.

4. Driveway Design

- (a) Driveways shall be designed so as to provide for the safe and efficient movement of traffic between the public road and the lot, and to eliminate the potential for the queuing of vehicles along the public road due to congestion in or at the driveway.

- (b) Vehicle circulation systems on the lot shall be designed so as to provide for the safe and efficient movement of traffic between the driveway and the parking area.
- (c) Driveway width, radii, flare, throat length, internal circulation systems, and other design elements for driveways to developments generating more than 150 peak hour trips shall be based upon traffic, engineering and design data provided by a traffic / consultant who is recognized and accepted by the Town Planning Board. In the event that a traffic engineer/consultant is not provided the Town shall have the right to retain such traffic engineer/consultant at the cost of the applicant.

5. Driveway Movements

- (a) Driveway movements (cross, left turn in, left turn out, right turn in, and right turn out) may be restricted so as to provide for the safe and efficient movement of traffic between the road and the lot
- (b) Driveways shall be designed and constructed to provide only the allowable movements.

6. Changes in Access

- (a) The Town Planning Board may establish provisions for and require future alteration of the lot layout, the location and design of driveways, parking, and other access features based on phased development, additional development or a change in use of a lot, or development of or a change in use at an abutting lot.
- (b) On completion of a side, access or service road abutting a lot with a driveway connection to a public road, the Town Planning Board may require a driveway or driveways to the side, access or service road and closure of the driveway connection to the public road
- (c) For any change of use of a lot which requires a Town permit or approval and increases Peak Hour Trips, the Town Planning Board may:
 - i. require the closure or relocation or consolidation of driveways so as to meet the minimum driveway spacing standard for the new level of Peak Hour Trips;
 - ii. require shared driveways and cross-access driveways with abutting lots; or,
 - iii. require alteration of the lot-layout and parking which allow for the circulation of traffic between abutting properties.

7. Medians

- (a) The type, location and length of medians on State roads will be determined by the New York State Department of Transportation. This determination will be made in consultation with the Town Planning Board and will be based on existing and projected traffic conditions; the type, size, and extent of development and traffic generated by developments, traffic control needs; and other factors.

The minimum spacing between median openings will be (i) one thousand three hundred and twenty (1,320) feet for median openings which restrict the directional movements of vehicles using the opening and (ii) two thousand six hundred and forty (2,640) feet for median openings which do not restrict the directional movements of vehicles using the opening.

- (c) The minimum spacing between median openings may be waived with the mutual agreement of the Town Planning Board and the New York State Department of Transportation.
- (d) Median openings intended to serve a driveway or driveways to a development or developments must meet or exceed the minimum spacing standards between median openings and must also be justified by a traffic impact analysis approved by the New York State Department of Transportation in consultation with the Town Planning Board when driveways are proposed to connect to State roads, or the Town Planning Board when driveways are proposed to connect to local roads. The cost for preparation of the traffic impact analysis and construction of the median opening or openings, including installation and operation of signals and other improvements where warranted, shall be born by the applicant.

Section 5. Section 36-31.19 of the Code is hereby amended by adding a new sub-paragraph K, which shall read as follows:

K. Classification of Large Development within the MTOD Overlay District.

- 1. Development within the MTOD is classified as either Small Development, Medium Development, or Large Development. Table 1 of these regulations establishes the standards for all three types of development. Large Developments are likely to have the potential for significant adverse impacts on the environment and, therefore, are further subject to the following criteria:
 - (a) For purposes of this section large developments shall include residential developments and subdivisions whose combined trip generation from all lots exceeds 150 Peak Hour Trips; commercial, retail, and industrial developments whose trip generation exceeds 300 Peak Hour Trips; and any use which will, in the opinion of a qualified traffic engineer, detrimentally impact the safe and efficient movement of traffic along public roads.
 - (b) Large developments may be required to mitigate the traffic impacts of their development. Required mitigation may include but is not limited to the constriction of signals, turning lanes, medians, combined and shared driveways, internal service or access roads, and implementation of transit improvements and/or traffic demand management strategies. This requirement maybe waived with:
 - i. New York State Department of Transportation approval for mitigation required on or along a State road.
 - ii. Town approval for mitigation required on or along a local road.
 - (c) Required mitigation will be identified through a SEQRA review or Transportation Impact Study.

Section 6. Section 36-31.19 of the Code is hereby amended by adding a new sub-paragraph L, which shall read as follows:

L. Land Subdivision Criteria

1. All proposed development of land located within the MTOD which involves the subdivision of a parcel of land not in effect as of the effective date of the adoption of these regulations, shall be subject to the following criteria in addition to those set forth in the Town of Farmington Subdivision Regulations:
 - (a) Planned access shall be provided for lots which are the result of subdivisions occurring after the effective date of this Section.
 - (b) Planned access shall address the provisions of this Section and the following:
 - i. Lots which are the result of a subdivision do not have the right of individual access to public roads. The number of driveways or other connections shall be the minimum number necessary to provide reasonable access to these lots, not the maximum available for the frontage.
 - ii. Driveways shall be provided to the road with the lowest functional classification serving the proposed land use.
 - iii. Access should be internalized. Access to lots within a subdivision should be obtained from an access road or interior road.
 - iv. The access system for the proposed subdivision should be coordinated with existing, proposed and planned streets outside the subdivision.
 - (c) Shared driveways, cross access driveways, interconnected parking, and private roads constructed to provide access to lots internal to a subdivision shall be recorded as an easement and shall constitute a covenant running with the land. Operating and maintenance agreements for these facilities should be recorded with the deed.

Section 7. Section 36-31.19 of the Code is hereby amended by adding a new sub-paragraph M, which shall read as follows:

M. Incentives for Land Development within the MTOD.

1. In accordance with the provisions of Section 261-b of New York State Town Law, the Town Board, upon recommendation from the Town Planning Board, may grant incentives to proposed development occurring within the MTOD when the following conditions are found to exist:
 - (a) In order to ensure the safe and efficient movement of traffic along a road and between the road and properties abutting the road, shared driveways, cross access driveways, access and service roads, internal circulation systems, and interconnected parking are encouraged.
 - (b) The Town Board, based upon a Town Planning Board recommendation which is first based upon approval of a preliminary site and/or subdivision plan, may grant adjustments to the permissible density, area, height, or open space otherwise required in the zoning district when such lot owner elects to provide

and maintain shared driveways, cross access driveways, access and service roads, internal circulation systems, or interconnected parking.

- (c) The Town Planning Board reserves the authority to determine the adequacy of the access management amenities to be accepted and the particular bonus or incentive to be provided to a lot owner.

Section 8. Section 36-31.19 of the Code is hereby amended by adding a new sub-paragraph N, which shall read as follows:

N. Variance Standards for development within the MTOD Overlay District

- 1. In addition to the standards and criteria for development set forth elsewhere in the Town of Farmington Code, the Town Board hereby enacts the following additional standards for the granting of variances associated with development within the MTOD Overlay District:

- (a) The granting of an Area Variance shall be in harmony with the purpose and intent of this Section and shall not be considered until every reasonable option for meeting the provisions of this Section is explored.
- (b) Applicants for an Area Variance must demonstrate unique or special conditions that make strict application of the provisions of this Section impractical. This shall include a showing that
 - i. indirect or restricted access cannot be obtained;
 - ii. no reasonable engineering or construction solutions can be applied to mitigate the condition; and
 - iii. no reasonable alternative access is available from a road with a lower functional classification than the primary road
- (c) under no circumstances shall an Area Variance be granted unless not granting the variance would deny all reasonable access, endanger public health, welfare or safety, or cause an exceptional and undue hardship on the applicant. No Area Variance shall be granted where such hardship is self-created.

2.. Additional provisions and requirements.

- (a) Lot area, bulk and coverage requirements.
 - i. Lot area, bulk and coverage requirements shall be as defined in the Town of Farmington, Schedule 1, Lot Area, Bulk and Coverage requirements, except as otherwise provided for in this Chapter.
 - ii. Lots within the MTOD Major Thoroughfare Overlay District which take access to State roads shall have a minimum width which allows the placement of driveways within the minimum driveway spacing standards as defined in Chapter 36, Article IV, Section 36-31.19. J. Such width may be reduced, at the discretion of the Town planning Board, where the lot obtains access through a shared driveway or a cross access driveway or provides a separate driveway to another road.

- iii. Lots within the MTOD Major Thoroughfare Overlay District which take access exclusively from a local collector, local arterial, access road, or development road shall have a width which allows the placement of driveways within the minimum driveway spacing standards for such roads as defined in Chapter 36, Article IV, Section 36-31.19. J. In such cases the minimum lot width required along State Route 332 and State Route 96 shall be as defined in the Town of Farmington, Schedule I, Lot Area, Bulk and Coverage requirements.

Section 9. Section 36.31.12.E of the Code is hereby deleted in its entirety and replaced with the following:

- E. Additional provisions and requirements.

The additional provisions and requirements applicable in RB Restricted Business Districts, § 36.31.1.E, shall apply in the NB Neighborhood Business District

Section 10. Section 36.31.13.E of the Code is hereby deleted in its entirety and replaced with the following:

- E. Additional provisions and requirements.

The additional provisions and requirements applicable in RB Restricted Business Districts, § 36.31.11.E shall apply in GB General Business Districts.

Section 11. Section 36.43.3 of the Code is hereby deleted in its entirety and replaced with the following:

- B. Access Points. Insofar as practical, the use of common access points by two (2) or more permitted uses shall be provided in order to reduce the number and closeness of access points along the streets and to encourage the fronting of business and industrial structures upon a parallel access street and not directly upon a ~~primary~~ public road. Access points for uses generating more than 150 peak hour trips shall not be less than twenty-four (24) feet nor more than fifty (50) feet in width. All other access points shall not be less than twenty (20) feet nor more than forty (40) feet in width.

Section 12. Section 36-97.C(2) of the Code is hereby deleted in its entirety and replaced with the following:

- (2) In addition to the information submission requirements of 36.98, the Town Planning Board may require an application for special use permit review and approval to be accompanied, in the following cases, by a transportation impact analysis, to be prepared by the applicant, and reviewed by the Town Planning Board:
 - (a) Any retail, commercial or industrial development which proposes direct access to a collector or arterial road outside of the boundaries of the MTOD Major Thoroughfare Overlay District
 - (b) Any large development to be located on property within the boundaries of the MTOD Major Thoroughfare Overlay District, as defined by Article IV, § 36.31-19.Q.

- (e) Any residential development which proposes to have more than twenty-five (25) dwelling units.
- (d) Any other use which may, in the opinion of a qualified traffic engineer, detrimentally impact the safe and efficient movement of traffic along public roads.

Section 13. Section 36.11 (Definition of Terms) of the Code is amended by adding the following definitions, in alphabetical order

Access Management - The process of providing and managing access to and from public roads while preserving the flow of traffic in terms of safety, capacity, and speed.

Driveway - Any entrance or exit used by vehicular traffic to or from land or buildings abutting a road.

Driveway, Cross Access - A driveway providing vehicular access between two or more contiguous lots.

Driveway, Shared - A driveway connecting two or more contiguous lots to the public road system.

Functional Classification - A system used to group public roads into classes according to their purpose in moving vehicles and providing access to abutting properties.

Reasonable Access: The minimum number, of driveways, direct or indirect, necessary to provide safe and efficient access to and from a public road.

Road - A way for vehicular traffic, whether designated as a "street", "highway", "thoroughfare", "parkway", "through-way", "avenue", "boulevard", "lane", "cul-de-sac", "place", or otherwise designated, and including the entire area within the right-of-way.

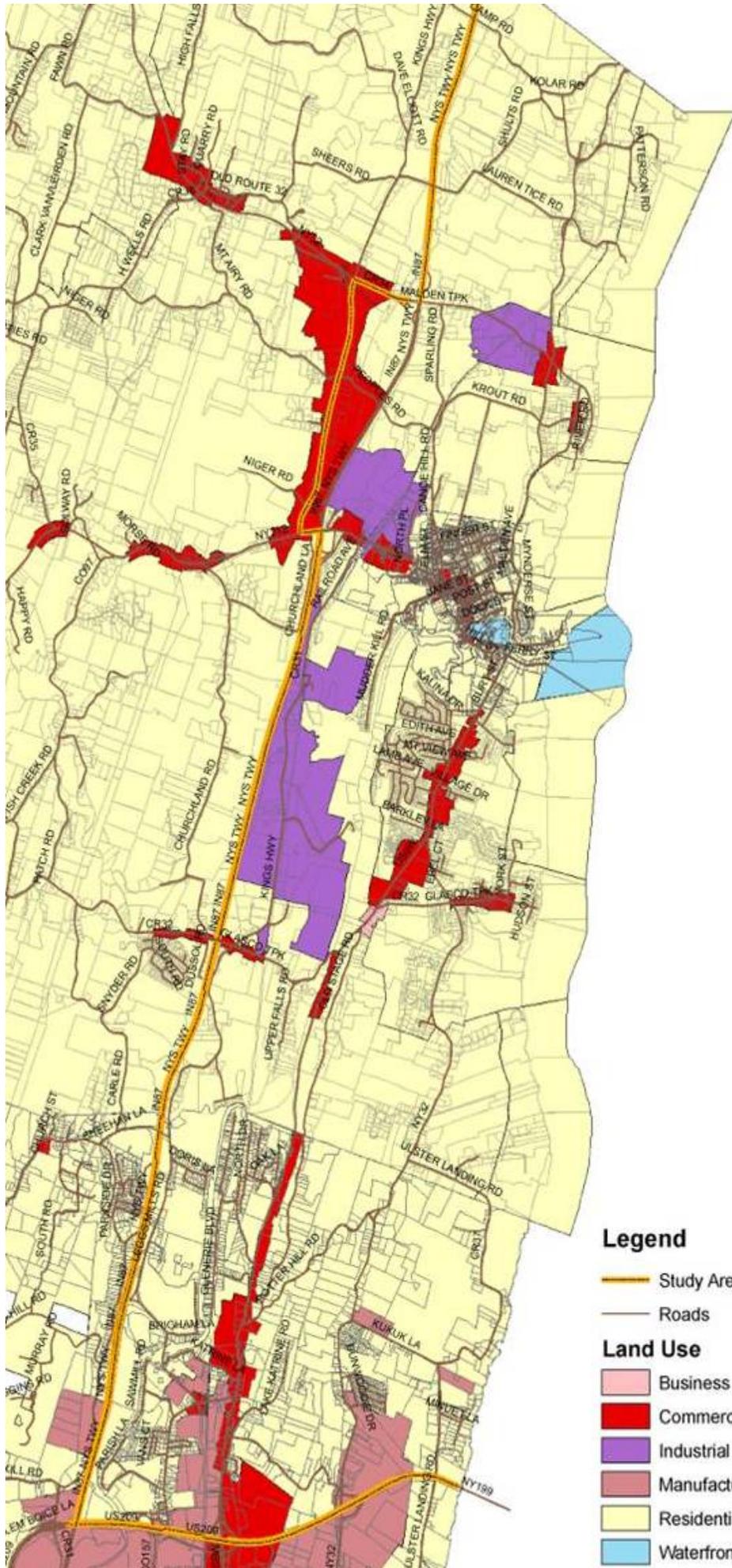
Road, Access (also Service Road) - A public or private road, auxiliary to and normally located parallel to a public road with controlled access, that provides access to lots adjacent to the controlled access facility.

Temporary Access - Provision of direct access to a road until that time when adjacent properties develop, in accordance with a joint access agreement or access road plan.

Section 14. This local law shall take effect immediately upon its filing with the Secretary of State.

Appendix E – Report Figures

**Saugerties Area Mobility Analysis
Town of Saugerties, New York
Village of Saugerties, New York
Town of Ulster, New York**



Legend

— Study Area

— Roads

Land Use

Business

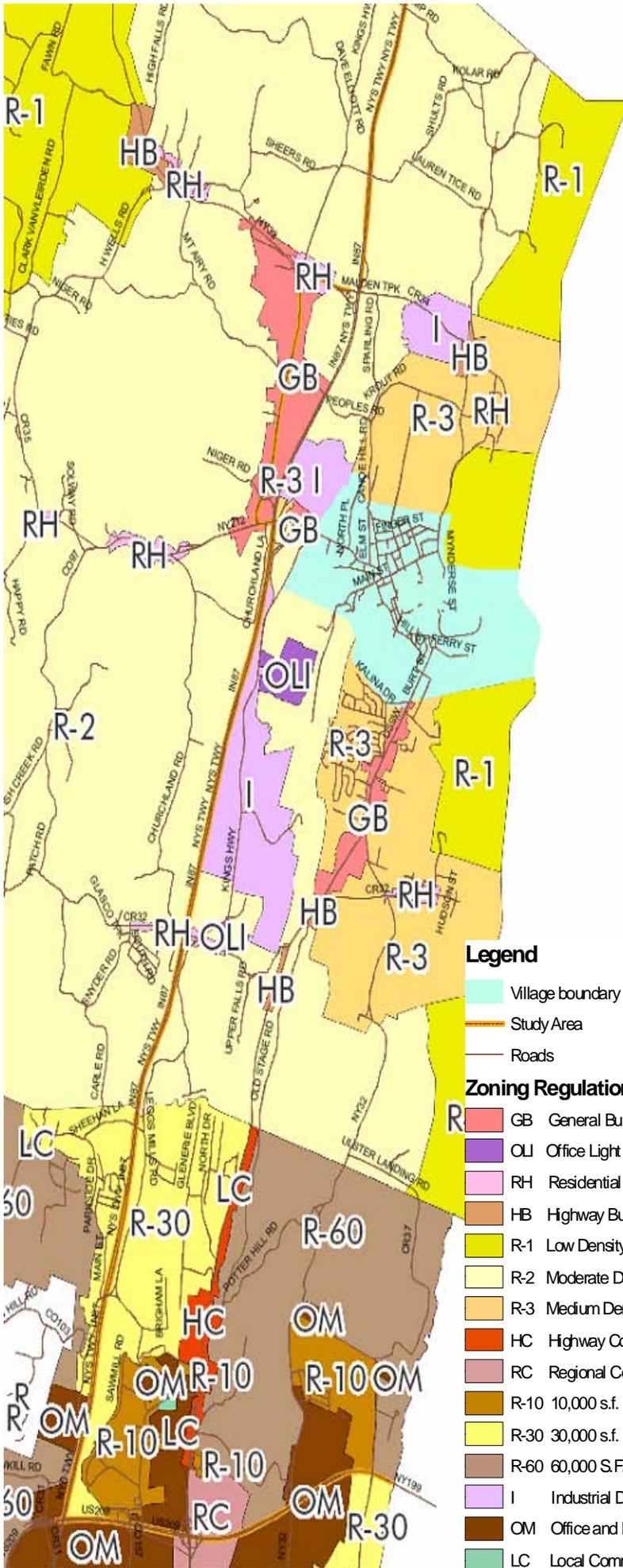
Commercial

Industrial

Manufacturing

Residential

Waterfront

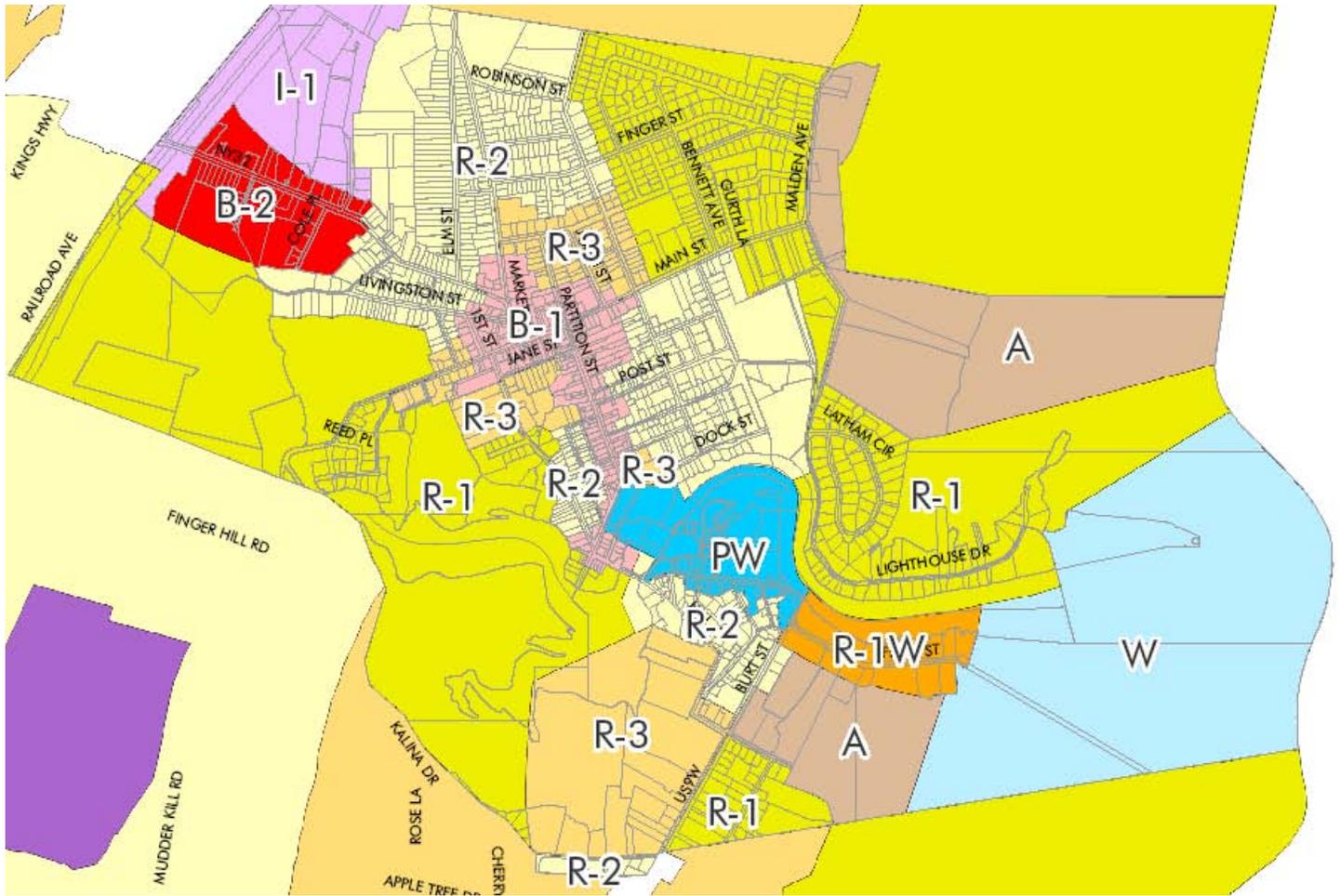


Legend

- Village boundary
- Study Area
- Roads

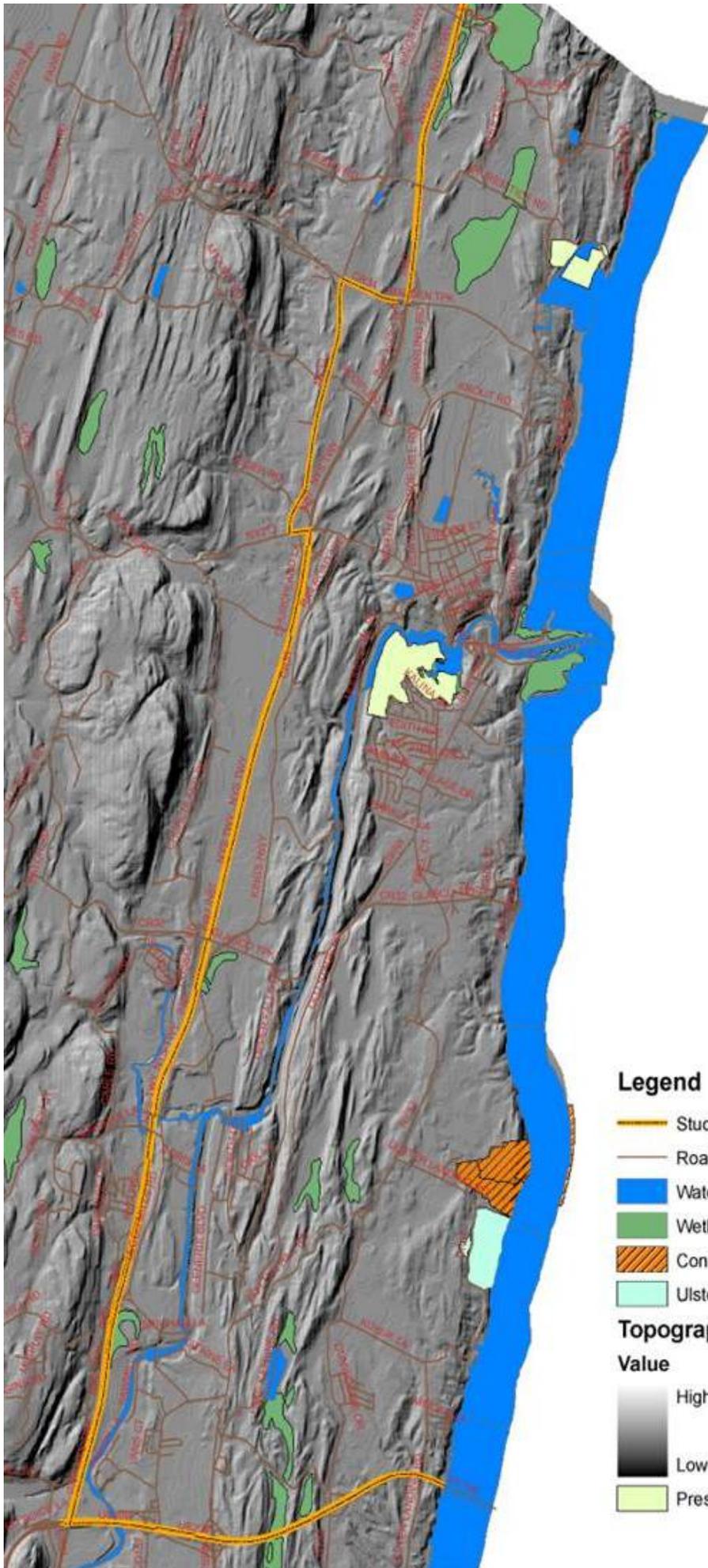
Zoning Regulation

- R** GB General Business District
- OLI Office Light Industrial District
- RH Residential Hamlet District
- HB Highway Business District
- R-1 Low Density Residential District
- R-2 Moderate Density Residential District
- R-3 Medium Density Residential Developme
- HC Highway Commercial District
- RC Regional Commercial District
- R-10 10,000 s.f. Lot Residence district
- R-30 30,000 s.f. Lot Residence District
- R-60 60,000 S.F. Lot Residence District
- I Industrial District
- OM Office and Manufacturing District
- LC Local Commercial District



Zoning Regulation

	B-1	Central Business District
	PW	Planned Waterfront
	B-2	Highway Business District
	R-1W	Single-Family Waterfront Residential
	R-1	Single-Family Residential
	R-2	One- and Two-Family Residential
	R-3	Mixed, Residential
	I-1	Industrial
	OLI	Office Light Industrial District
	A	Very Low Density Residential District
	W	Wetlands



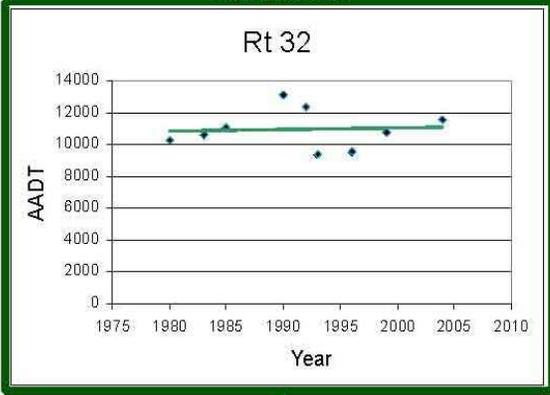
Legend

- Study Area
- Roads
- Water Bodies
- Wetlands
- Conservation
- Ulster County

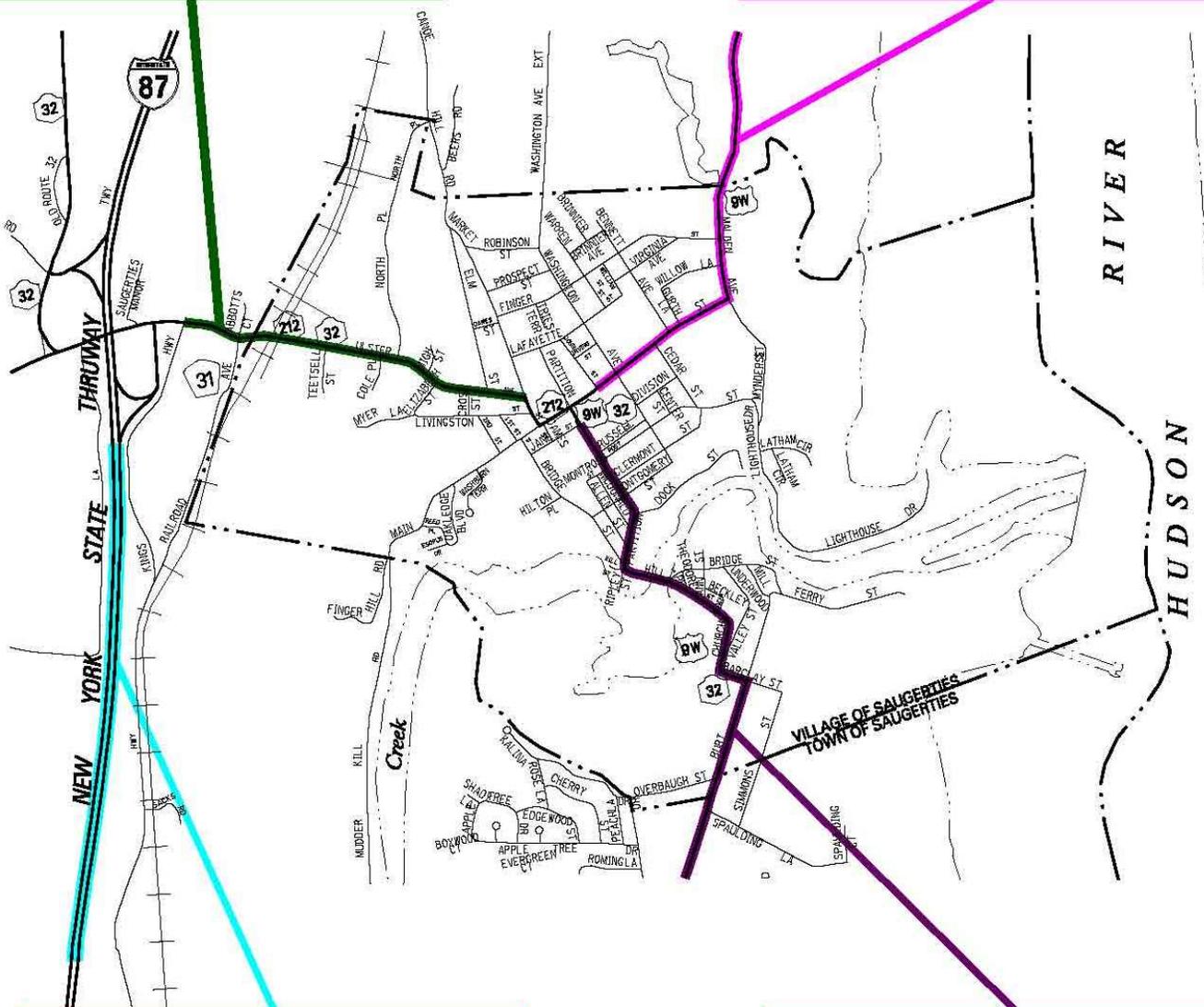
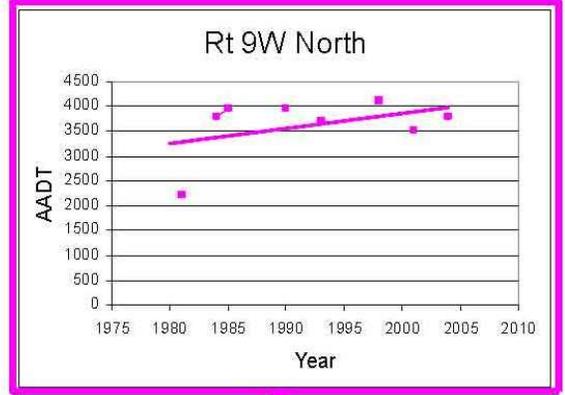
Topography

- Value
- High : 254
 - Low : 0
 - Preservation

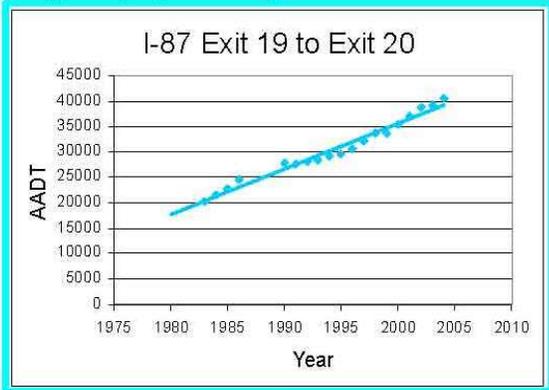
0.09%/YR



1.08%/YR

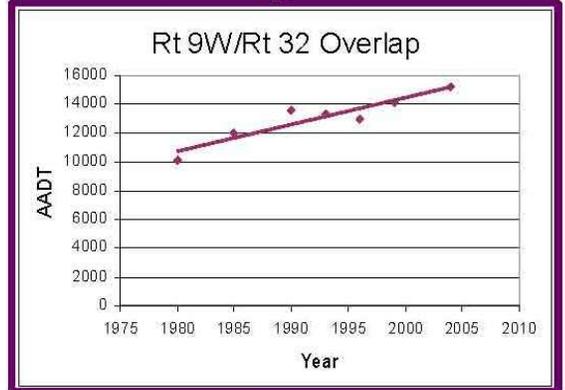


I-87 Exit 19 to Exit 20



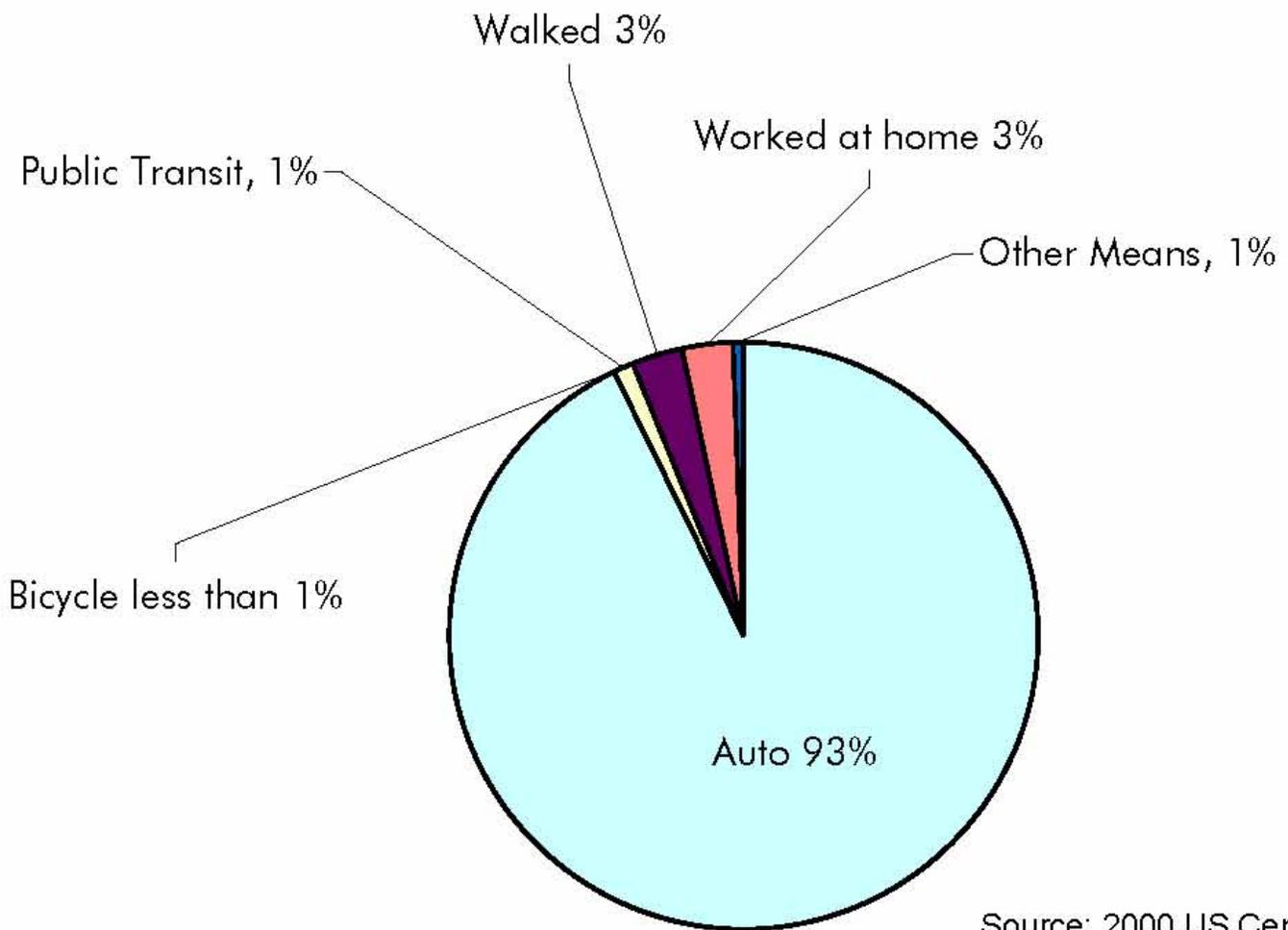
3.09%/YR

Rt 9W/Rt 32 Overlap

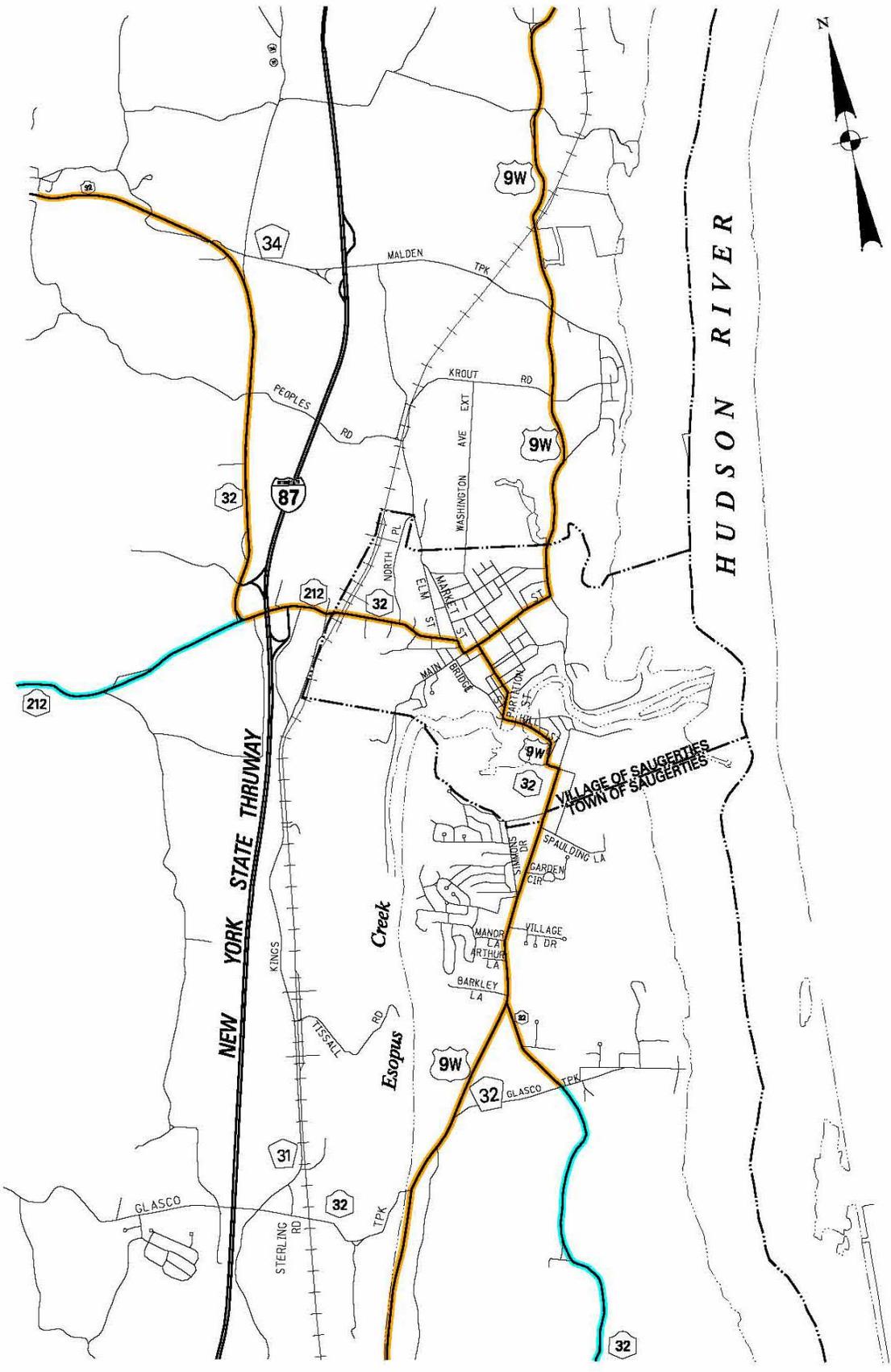


1.48%/YR

Commute to Work Modal Split

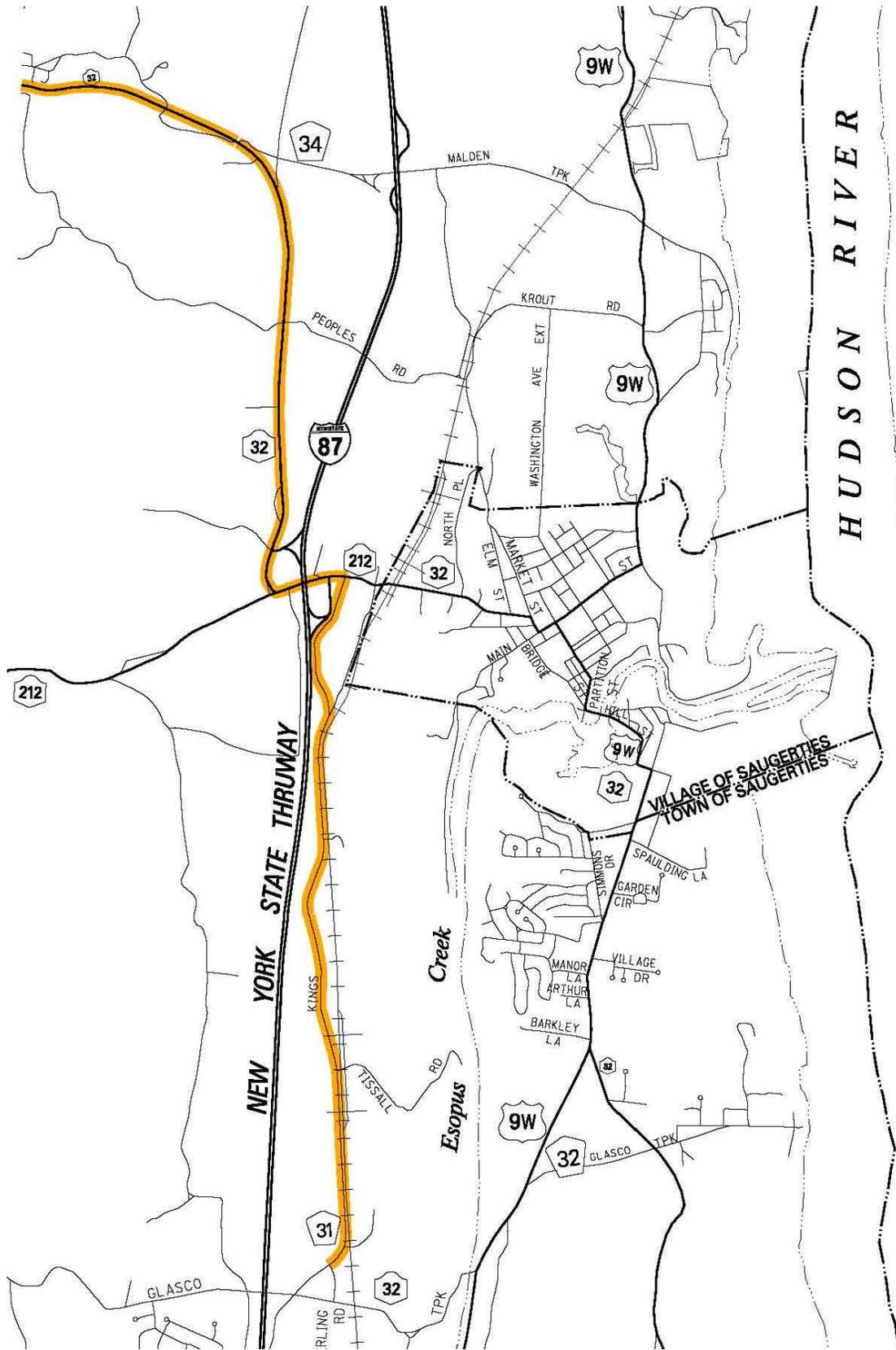


Source: 2000 US Census

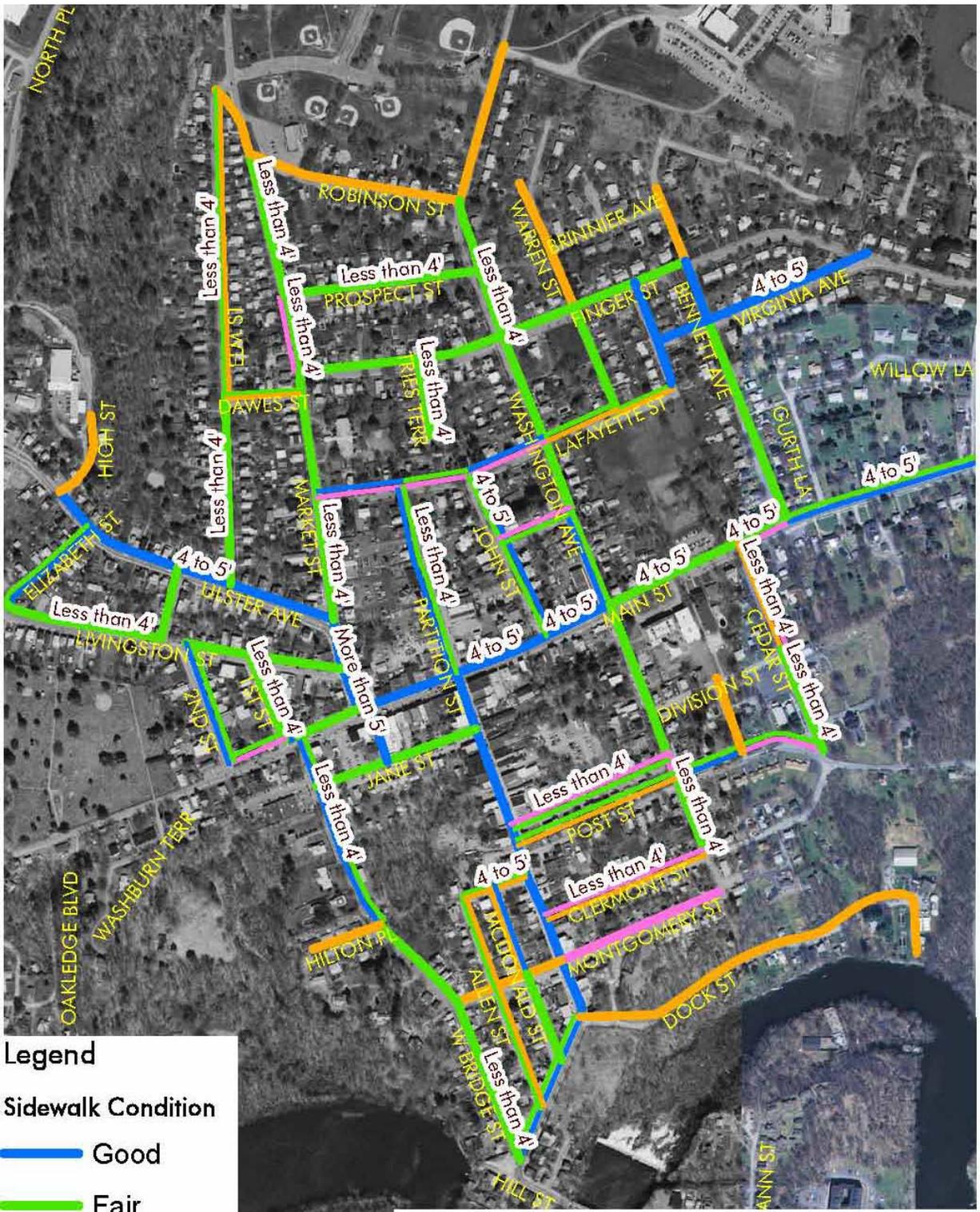


- RURAL MINOR ARTERIAL
- RURAL MAJOR COLLECTOR
- LOCAL





NYSDOT Designated Truck Access Highways for Large Dimensional Vehicles



Legend

Sidewalk Condition

- Good
- Fair
- Poor
- None

Notes:

- Due to snow cover on sidewalks, there may be some inaccuracies.
- In areas with multiple conditions, the more dominant feature was listed.



500 1,000 2,000
Feet

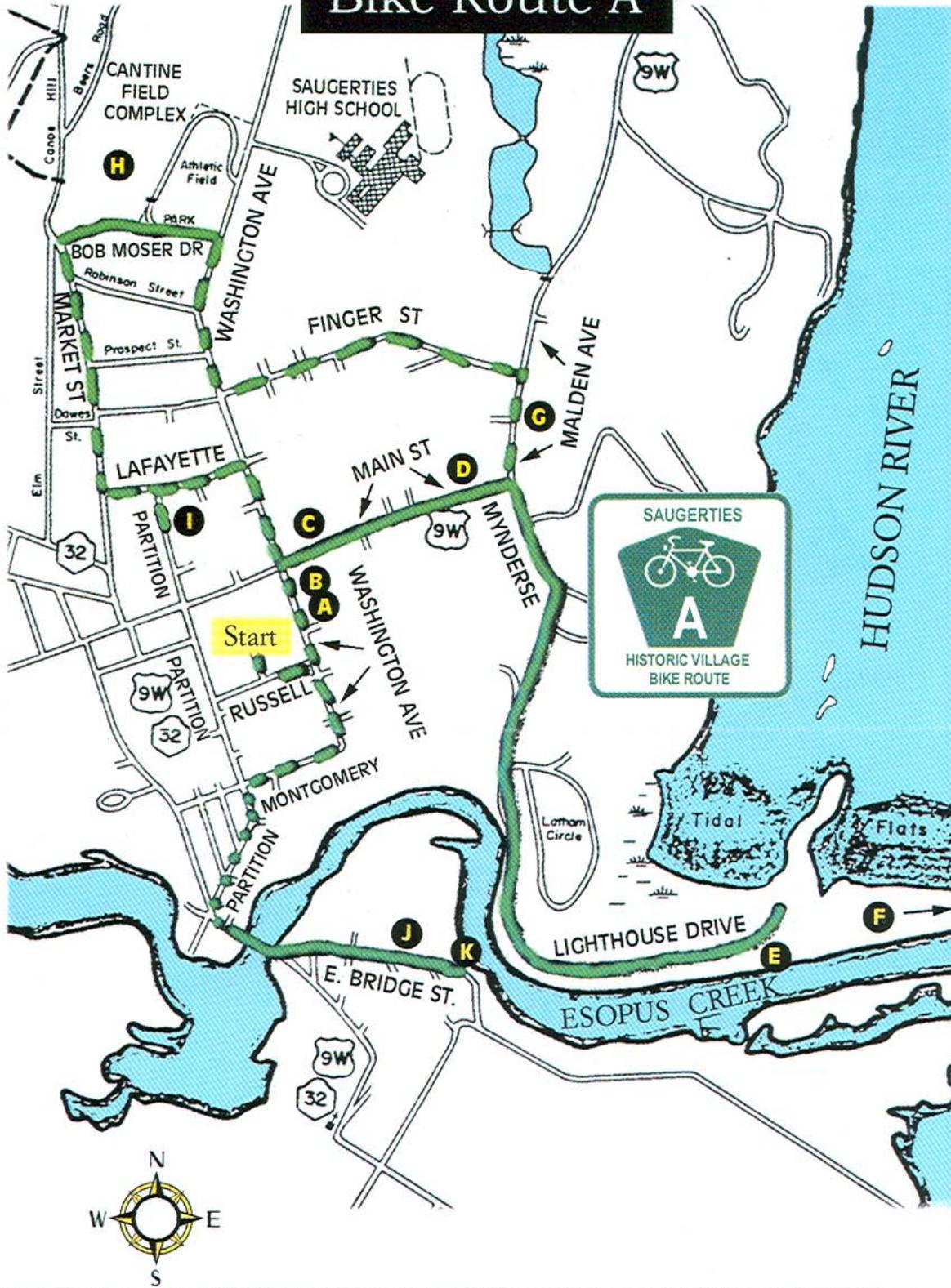
Saugerties Village Sidewalk Condition



Saugerties Area Mobility Analysis

February 2005

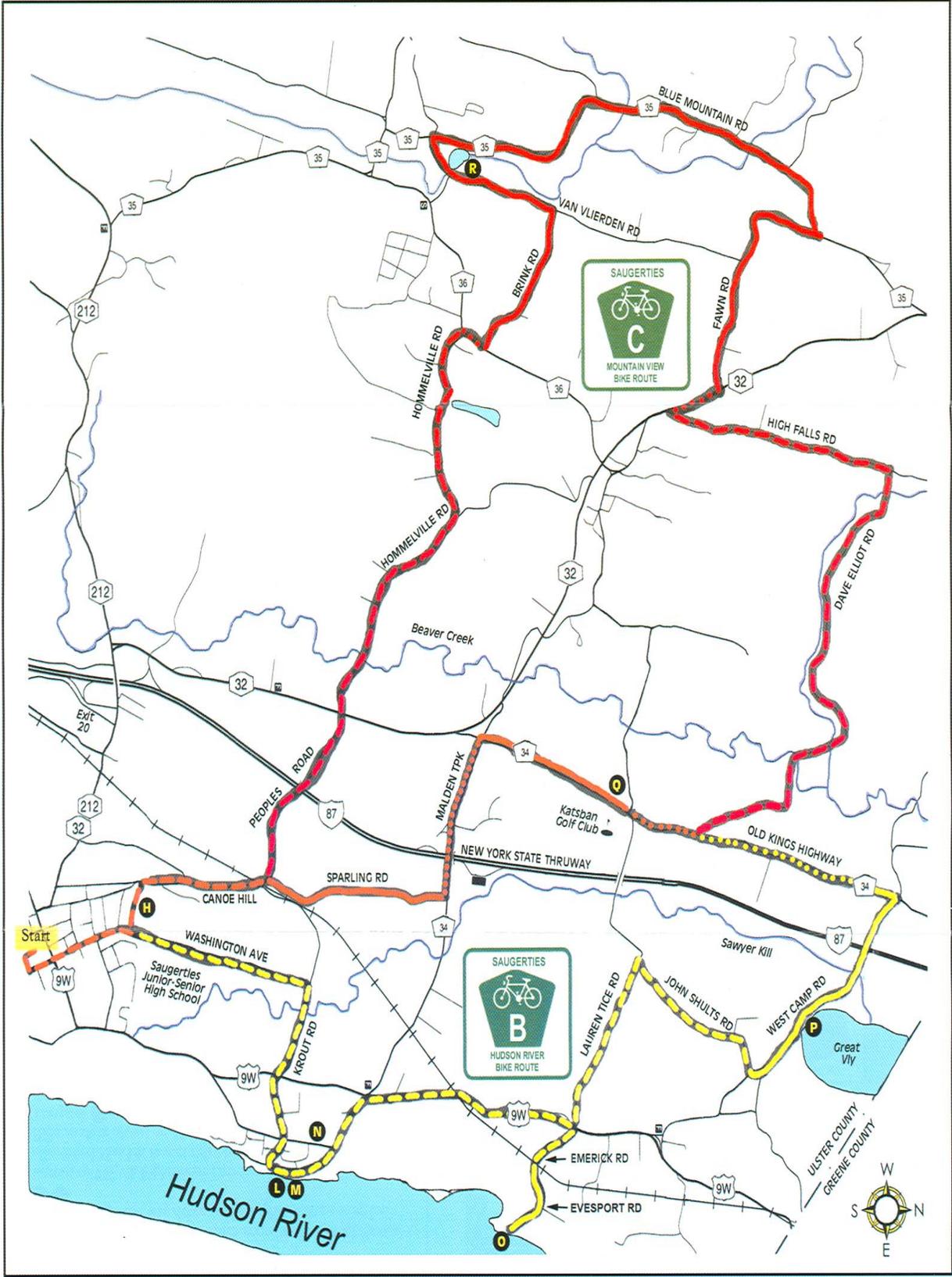
Bike Route A



Legend (Scenic Character)

-  Very Scenic (scenic views, historic buildings and homes)
-  Scenic (pleasant village streets)
-  Heavy traffic

Bike Routes B and C



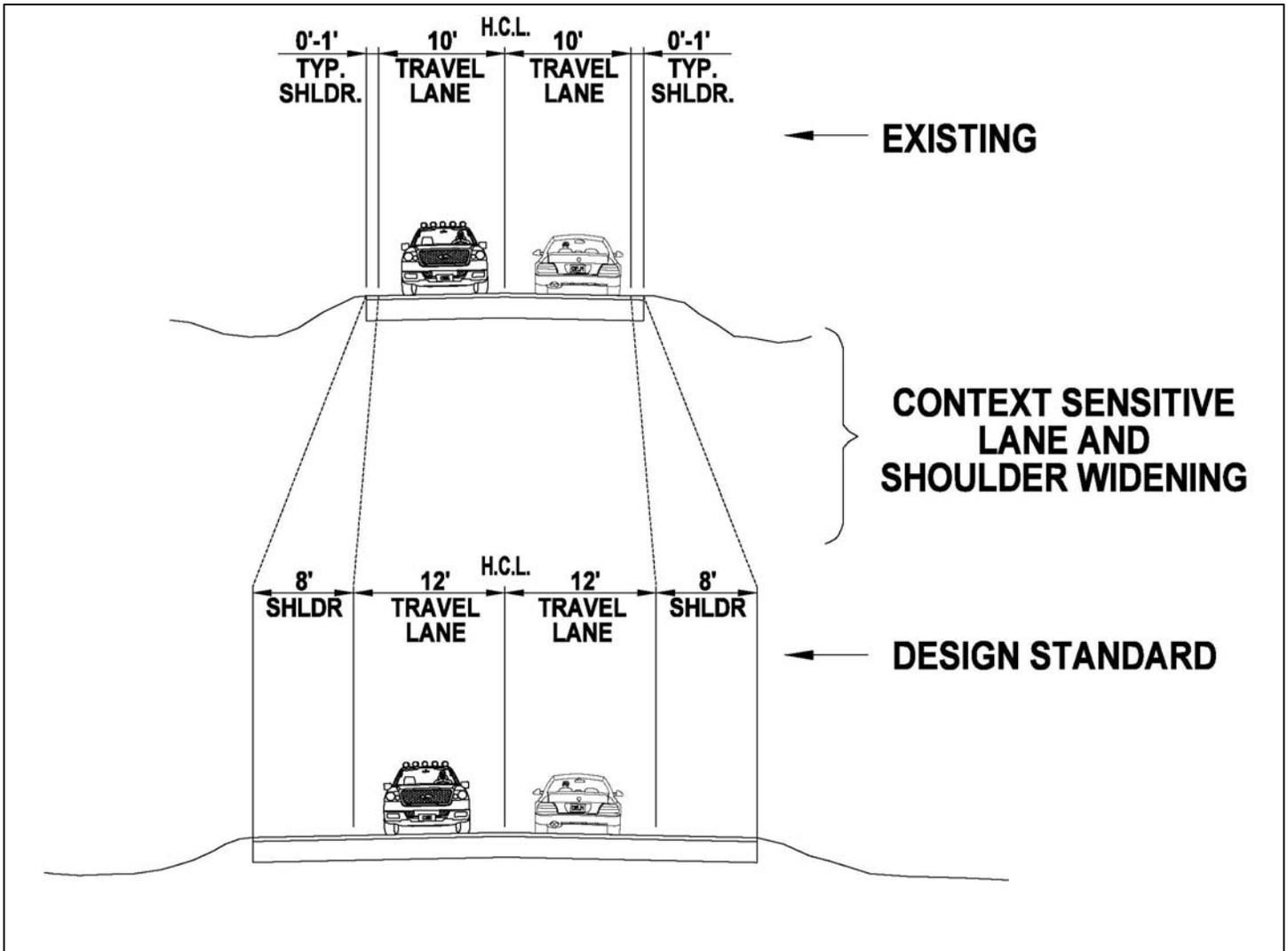
Legend (Scenic Character)

- Very Scenic (scenic views, historic buildings and homes)
- Scenic country roads
- Heavy traffic

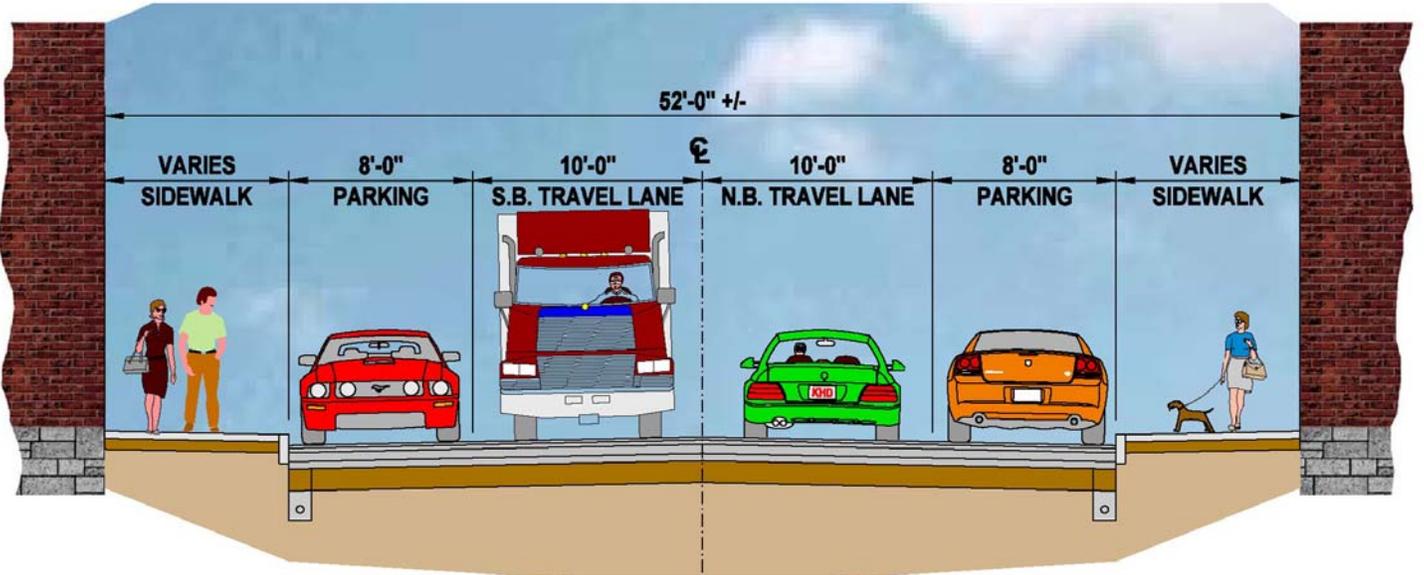
Yellow = Hudson River Bike Route B (14.10 miles)

Red = Mountain View Bike Route C (18.70 miles)

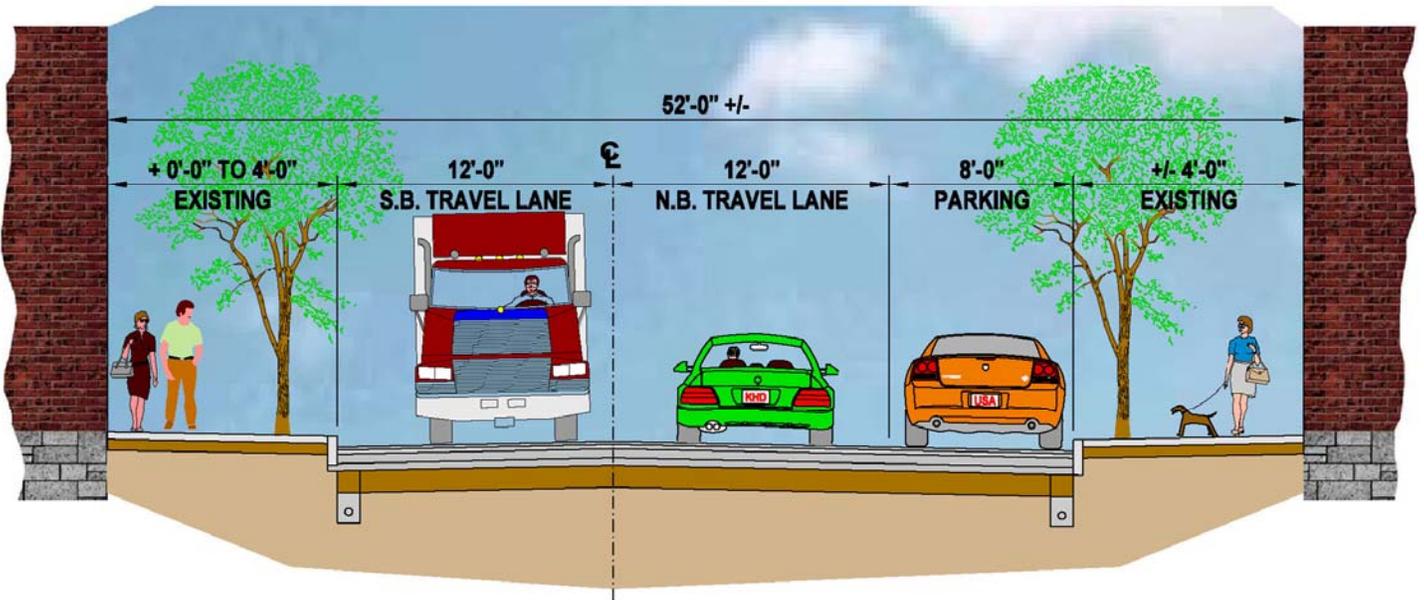
Orange = Bike Route B and C overlap



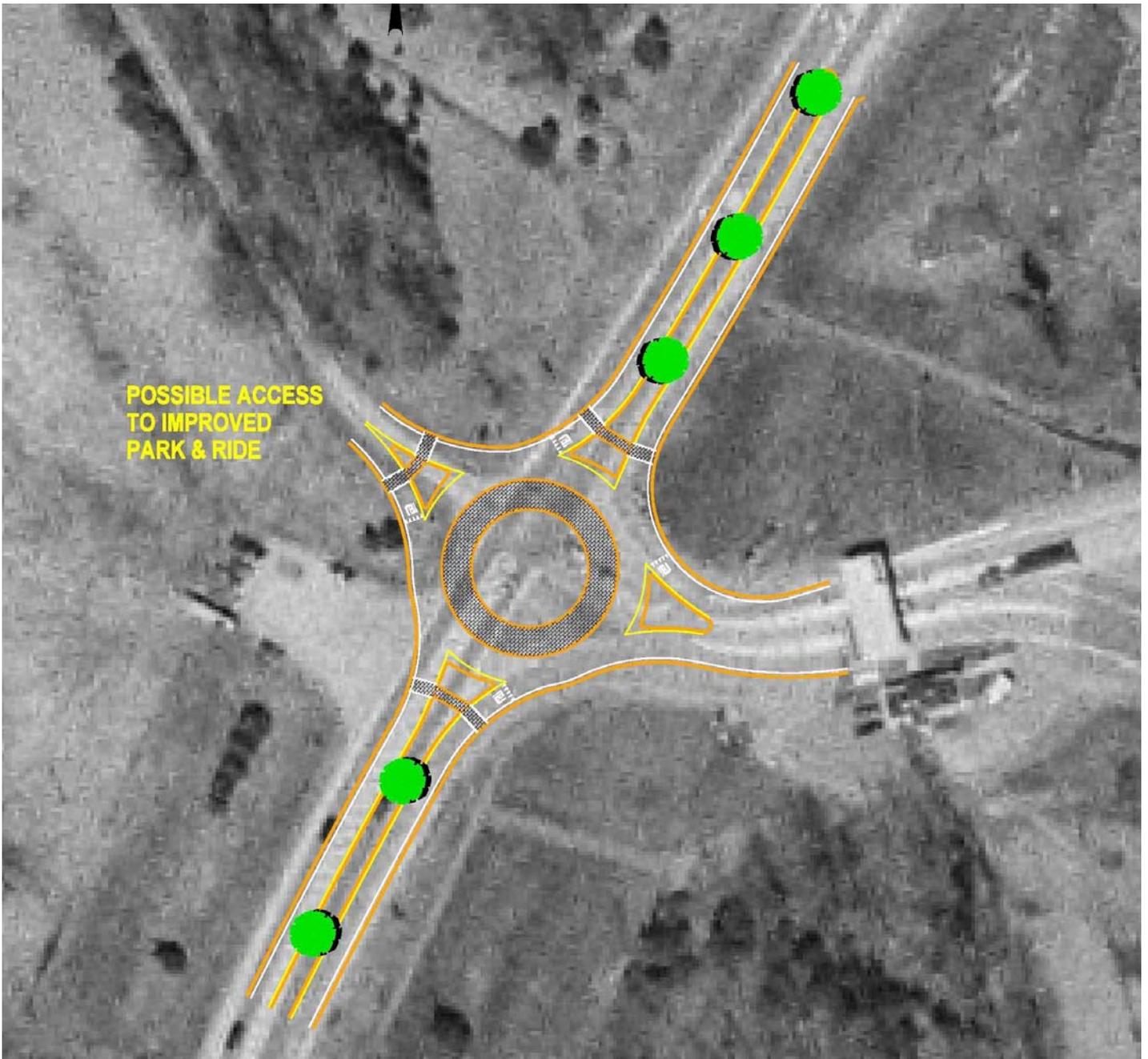
Comparison of existing typical section vs. design standard for Malden Turnpike, and recommended context sensitive widening in between.



Existing typical section on Partition Street



Typical section with single side parking



Conceptual single lane roundabout – Route 32/Exit 20 southbound ramps



Roundabout improvement concept: Old Kings Highway / Leggs Mills Road

