

Welcome to the

## Second Workshop of the Saugerties Area Mobility Analysis (SAMA)

Sponsored by the Ulster County Transportation Council



The study will analyze the transportation system in the Saugerties area and identify solutions for improved local and regional mobility.

Welcome to the 2<sup>nd</sup> workshop of the Saugerties Area Mobility Analysis.

# Agenda

- Introduction
- Presentation 25 min.
- Break (review display items) 10 min.
- Roundtable discussions 50 min.
- Presentations by each table 20 min.
- Conclusion

## Project Goals

- Preserve and Manage the Highway System (Minimize Congestion)
- Maintain and Improve the Quality of Life and Community Character
- Improve the Economic Well Being of the Area
- Improve Alternative Travel Modes

Four primary goals have been established for the study.

Preserve and Manage the Highway system – This means getting the most out of the existing system by fixing existing problems, identifying non-standard features and pursuing safety and access management improvements.

Maintain and Improve the Quality of Life and Community Character – Such things as coordinating land use and transportation decisions to make areas more walkable, improving the streetscape and minimizing traffic nuisances can improve quality of life

Improve the Economic Well Being of the area – An attractive community with special events invites further development and becomes self sustaining

And Improve all Modes of travel – Most of these goals overlap to some extent, improved linkages for bicycles, pedestrian, transit and park&ride, gets people out of their vehicles and supports the other goals of the study, and work to Reduce Congestion and the Impact of Auto and Truck Traffic in the area.

## Summary of 1<sup>st</sup> Workshop

- What do you feel works well in the Saugerties area?
  - Quality of life in the Village
  - Pedestrian nature of the Village
  - Saugerties festivals



## Summary of 1<sup>st</sup> Workshop

- What are your ideas for improvements?
  - Upgrade railroad crossing
  - Upgrade sidewalks and crosswalks
  - Improve “Walk/Don’t Walk” Pedestrian signals
  - Create one-way streets in the village
  - Gateway at Ulster Ave
  - Roundabout at Route 9W/Route 32 intersection
  - Barclay Heights traffic and pedestrian improvements
  - Alternate side parking at Main St./Partition St. Intersection
  - Improved parking enforcement
  - Truck Route and Truck delivery improvements

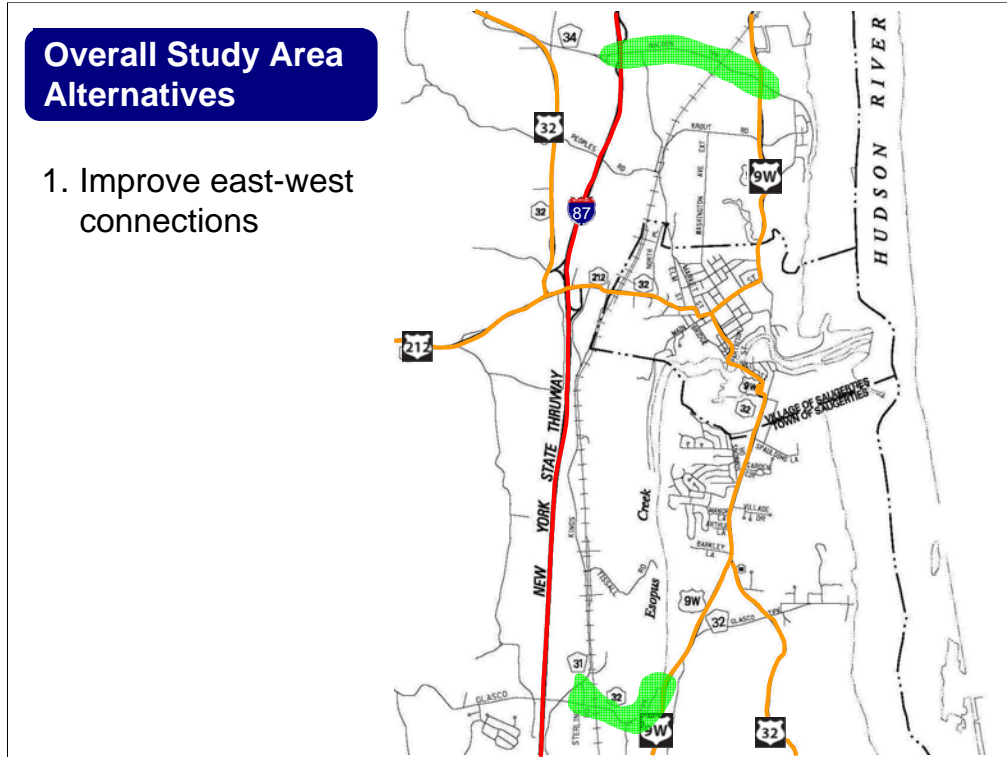
## Summary of Trucking Workshop

- Problems with existing routes
  - Little or no option to driving through the village
  - Weight restrictions (Kings Hwy & Glasco Tpke)
  - Difficult geometry (Malden Tpke / Rt. 32)
  - Special 'Weight Permits' accepted only on State roads
- Opportunities for improvement
  - Access to the Thruway at Malden Turnpike
  - Bridge over the Esopus Creek connecting Route 9W north and south; Main and Partition Streets could be turned into local roads
  - On-street and off-street loading zones



# Origin and Destination Survey

- Include results from the O/D survey



One of the preliminary recommendations of the study is to improve east-west connections.



# 1. Improve east-west connections

## 1a. Glasco Turnpike

- Upgrade segment or pursue new east-west connection



## 1b. Malden Turnpike

- Upgrade segment
- Improve geometry at Kings Highway and Route 9W intersections
- Investigate feasibility of E-Z pass only Thruway access

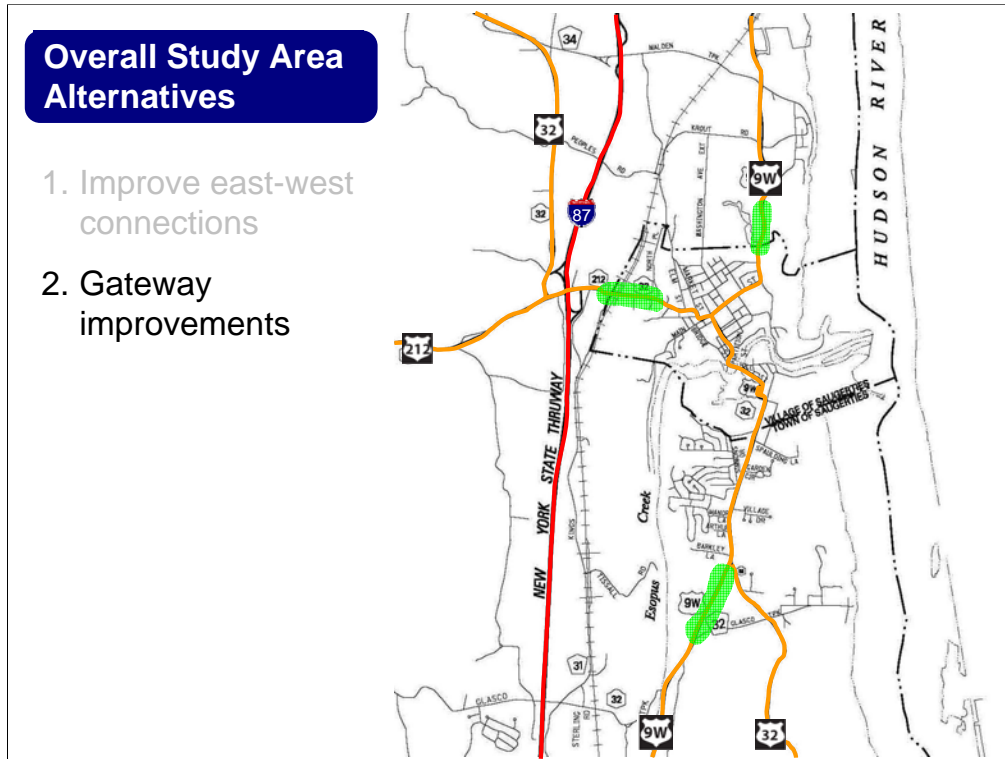


Glasco Turnpike and Malden Turnpike both experience higher than average crash rates. They have narrow lanes with little or no shoulders. They also each accommodate about 200 to 250 trucks per day.

Widening Glasco turnpike even slightly would be a significant undertaking because of the steep grades, ledge, and embankment, yet the link is considered a critical one taking people from the Ulster area to the NYS Thruway interchange 20. A feasibility study might show that a new east-west connection altogether is required.

Malden turnpike is quite a bit straighter and more level and a widening project is much more feasible. The recommendation to improve Malden turnpike include intersection improvements on either end.

Also, we heard the possibility of an “E-ZPass only” interchange on Malden Turnpike from the community and from the Truckers meeting.



### Overall Study Area Alternatives

1. Improve east-west connections
2. Gateway improvements

A second alternative is Gateway improvements. Gateway treatments create a sense of arrival and alert drivers to the transition from a high-speed environment to an environment with lower speeds and more driveways, signalized intersections, and pedestrians. Gateway improvements can also improve the quality of life of an area and support economic development by creating an attractive, safe and walkable built environment.

## 2. Gateway improvements

### 2a. From the north (Rt. 9W)

- Aesthetic improvements at Seamon Park



*Existing view of bridge near Seamon Park*



*Bridge in Tivoli*

Gateway improvements are suggested...

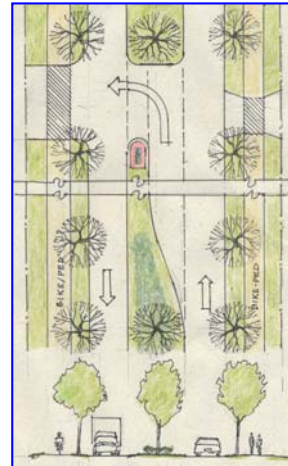
From the north, on Route 9W – consisting of aesthetic improvements north of Seamon Park at the bridge over the Sawyer Kill, the possibility of ornamental lamp posts on the bridge and or better feature near the bridge to compliment and extend the nice corridor appearance from Seamon Park up to the bridge and the Village line.

Similarly, from the south, on Route 9W – aesthetic improvements and a possible traffic signal at Glasco Turnpike, transitioning to a reduced speed limit on Route 9W north of Glasco Turnpike with additional street trees and a possible roundabout and or/ raised median at Rt. 9W/Rt. 32.

## 2. Gateway improvements

### 2b. From the south (Rt. 9W)

- Aesthetic improvements
- Reduced speed limit
- Signal at Glasco Turnpike



Gateway improvements are suggested...

From the north, on Route 9W – consisting of aesthetic improvements north of Seamon Park at the bridge over the Sawyer Kill, the possibility of ornamental lamp posts on the bridge and or better feature near the bridge to compliment and extend the nice corridor appearance from Seamon Park up to the bridge and the Village line.

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## 2. Gateway improvements

### 2c. From the west (Rt. 212)

- Raised median, street trees, possible alternate-side parking

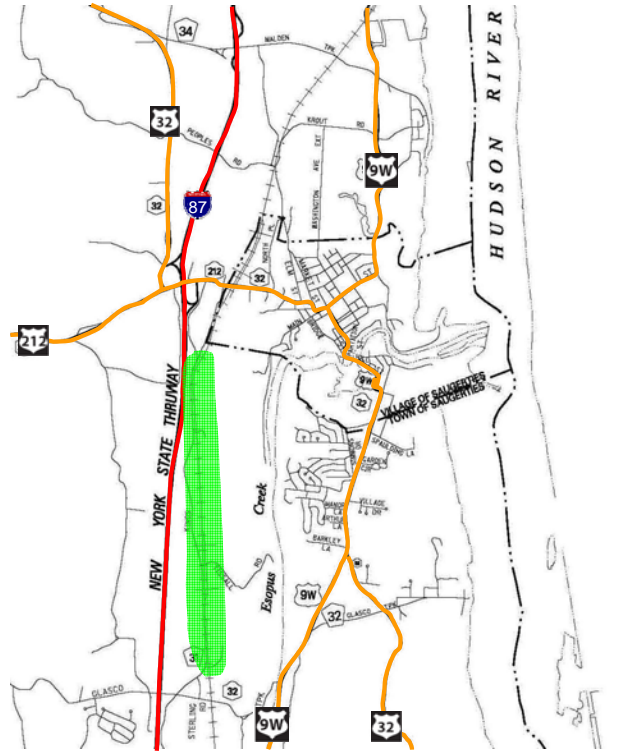


From the west on Route 212 – there is ample room for a raised median and street trees, or alternate side parking.

Picture on the left is of Broadway in Kingston.

## Overall Study Area Alternatives

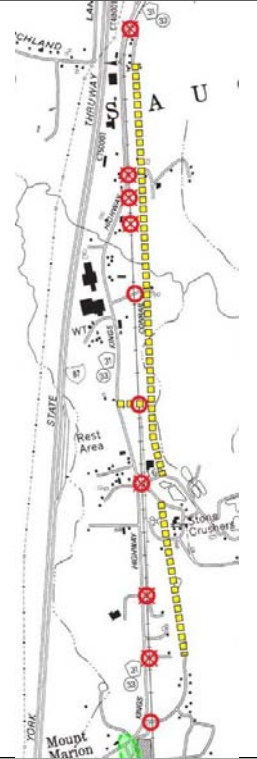
1. Improve east-west connections
2. Gateway improvements
3. Rail crossing improvements



The third recommendation is rail crossing improvements.

### 3. Rail crossing safety improvements

- Provide parallel access road
- Realign Tissal Road
- Reduced number of at-grade crossings with gates and flashers



In addition to the Route 212 at-grade crossing, there are ten uncontrolled at-grade rail crossings on private driveways and access roads along Kings Highway between Glasco Turnpike and the Village line. There is a history of crashes at these crossings, which continue to present safety concerns. The notion is that a new, parallel roadway on the east side of Kings Highway could be constructed and the majority of the existing at-grade crossings eliminated, with a few primary access points remaining equipped with safety gates and flashers. The realignment of Tissal Road would be one of the major crossings.

# Comparing Daily Vehicle Delays



The Committee has worked with the NYSDOT and CSX, and conducted a rail delay study. We have also began investigating the possibility of various rail improvements. The image at the left shows the van and acoustical train counter used by the NYSDOT during the study which focused on the Route 212 at-grade crossing.

The rail delay study showed that on average, there are 35 high speed CSX trains per day passing through the study area.

Approximately 12,000 vehicles per day traverse the grade crossing.

More than 92 percent of the vehicles experience no delay.

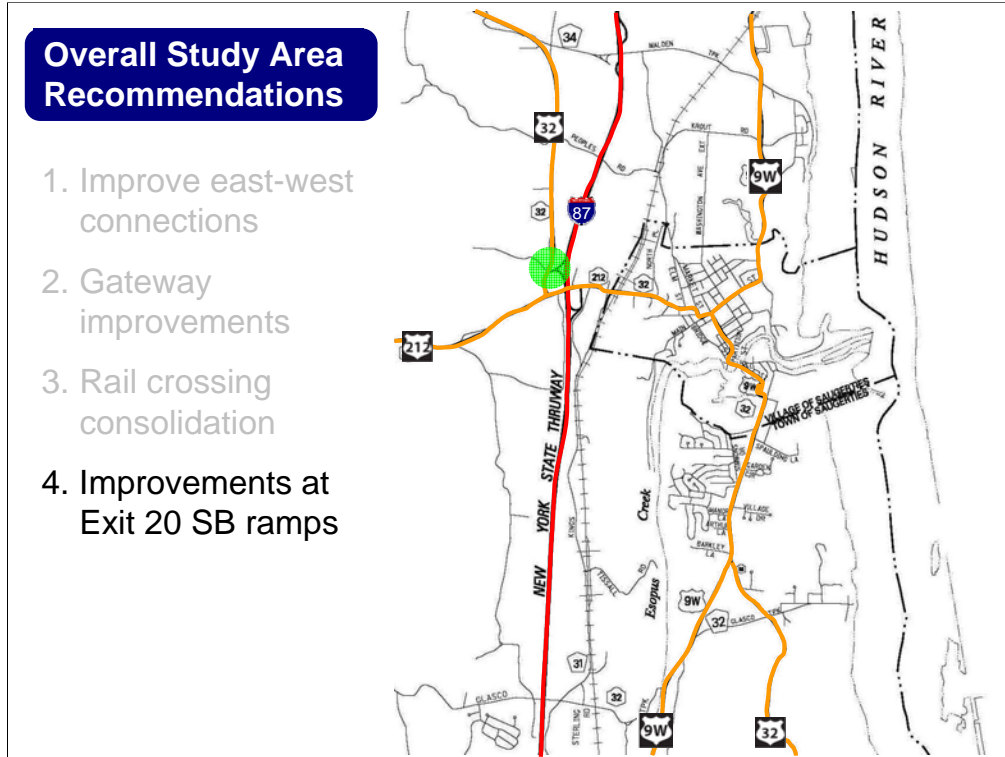
The remaining eight percent are delayed an average of about 2 minutes and 20 seconds

The bar chart shows that overall the average daily vehicular delay experienced at the Route 212 grade crossing is comparable to the average daily vehicular delay experienced at the Main Street/Partition Street intersection (40 to 45 vehicle hours of delay per day).

Grade separation was previously considered and rejected by the NYSDOT and local officials due to extensive impacts to properties east of the railroad track. Although a grade separation project would address vehicular delays involving trains, accidents at the grade crossing were not considered a problem and vehicular delays were expected to continue at adjacent intersections.

This study suggests pursuing a pedestrian wait station in the short-term, planning future development to accommodate potential grade separation, and pursuing grade separation as part of second parallel rail track by CSX.

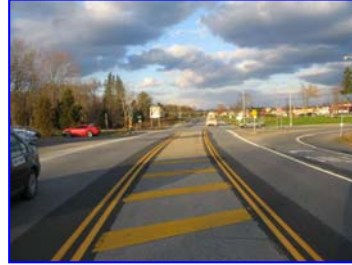
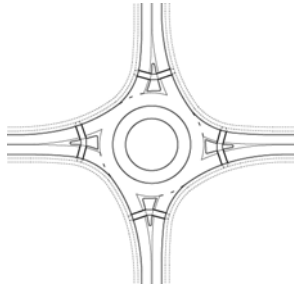




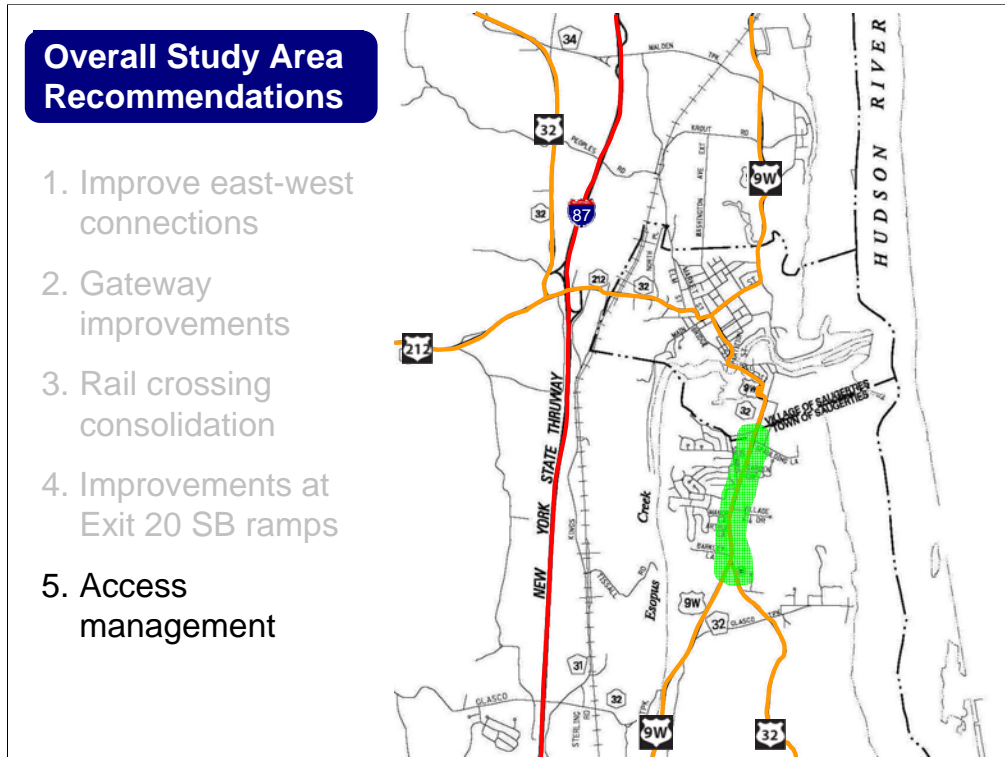
Another preliminary recommendation is capacity improvements at the Thruway Exit 20 southbound ramp intersection with Route 32.

## 4. Improvements at Thruway ramps

- Unsignalized Level of Service F
- Install signal or roundabout



This intersection currently experiences Level-of-service F during the morning commuter rush hour, which basically means there is a limited number of gaps in the traffic stream and motorists exiting the Thruway experience long delays. The possibility of a round-about or traffic signal should be currently recommended to improve capacity at this location. The image at the upper right shows the existing intersection, and the image in the lower right is the entry into a single lane roundabout in the Voorheesville NY, and is a representation of what a round-about improvement could look like at this location.



A fifth recommendation is the need for access management improvements, primarily on Route 9W south of the Village, but the concept and benefits of access management can also apply to other corridors such as Route 32. Good access management preserves mobility on major arterials and reduces conflicts and improves safety. This section of highway experiences a higher than average accident rate and has numerous existing commercial driveways. There is also the potential for further commercial and mixed-use development, and redevelopment. New and recent building construction are signs of the pressure currently facing this corridor. This building pressure combined with the numerous driveways and higher than average accident experience are clear indications that access management should be pursued.

## Why Access Management?

- Increase safety
- Extend life of major roadways
- Reduce traffic congestion
- Enhance Pedestrian/Bicycle travel
- Improve aesthetics of the corridor



Why Access Management. Here are some of the Benefits.

Increase safety – by reducing the number of potential conflicts between vehicles, vehs/peds, vehs/bikes

Extend life of major roadways – by eliminating the need for a major widening project

Reduce traffic congestion – by removing short trips from the arterial and preserving the through capacity of the arterial

Support alternative travel modes – by encouraging walkable areas with adequate cross-access along the arterial

Improve aesthetics of the corridor – through landscaped medians, preserving space for sidewalks, creating potential areas for streetscaping where large, open “driveways” had been

The image at the right is a CVS at the Corner of Wolf Road and Sand Creek road in Albany. Landscaping buffers the building from the road. There is a sidewalk along Albany Shaker with a direct pedestrian connection to the store. There are no individual driveways to the site. It is accessed entirely through shared access and a right in right out only driveway on Wolf Road.

Animation:

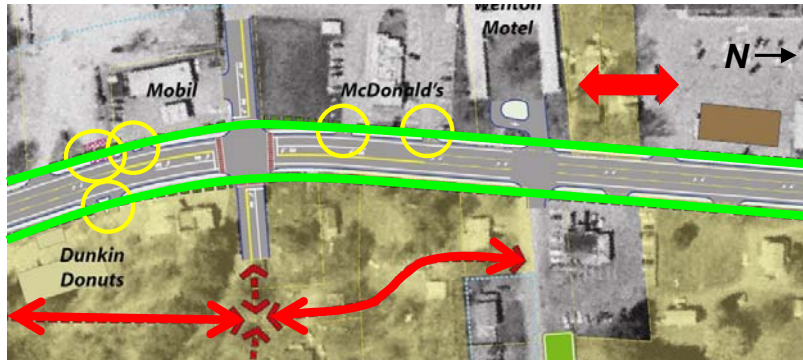
#6 – conflict points

#5 – functional area

#7 – separating driveways

#10 – provide supporting street system

## 5. Rt. 9W Access Improvement Concept



- Driveway consolidation
- Limited access at driveways near intersections
- Cross-access between parcels
- Parallel roads provide access to primary intersections
- Pedestrian enhancements and landscaping

Here is an illustration of some of the access management concepts and how they might be applied to the Route 9W corridor. This is the area immediately south of the Ben Franklin Plaza. You can see the mobil station, dunkin donuts, and McDondald's designated on the map. The parcels highlighted in yellow are currently residential in use, and are zoned commercial, so we are assuming there is a potential for some redevelopment in this area. North is to the right.

**Disclaimer.** If you see a line through your specific house or property on this map or other concept plans, please know that this is only the beginning stage of a planning study and we welcome your input. The lines do not mean that we are recommending a new road through your property, but only that if a developer came along 5, 10 and 20 years from now and bought up a few parcels, with the intent of redeveloping them, then it would be beneficial if the town had a concept to follow help shape the land use and transportation improvements in the corridor.

This concept shows how the area might look with a primary intersection established at Manor Lane..

the possibility of.....

A refined access management concept supported by the community could be adopted by the Town, which would facilitate implementation through the through the development review process.

# Rt. 9W Access Concerns



Here is another example by the Stewarts and the Route 9W/Route 32 intersection.

## 5. Rt. 9W Access Improvement Concept



We heard during the first public meeting the possibility of a round-about, gateway and pedestrian improvements in this area. This concept shows two roundabouts with a raised median which accommodates all u-turns. We would like to know what you think about the possibility of this type of treatment.

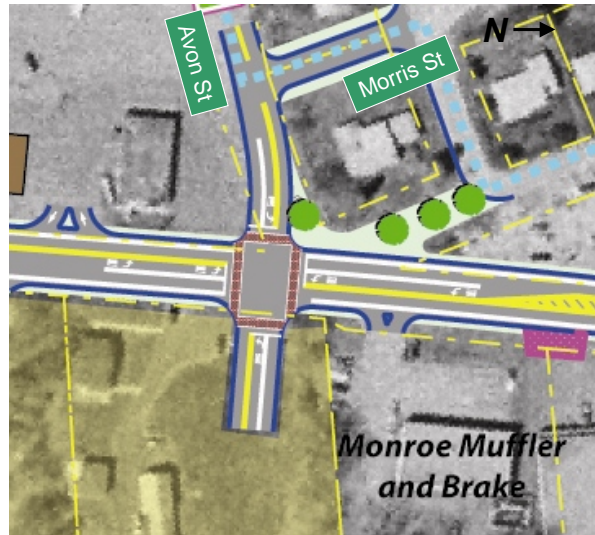
## Rt. 9W Access Concerns



A third example of the access management concept is the K-shaped intersection at Avon Street.



## 5. Rt. 9W Access Improvement Concept



The concept in this area shows....

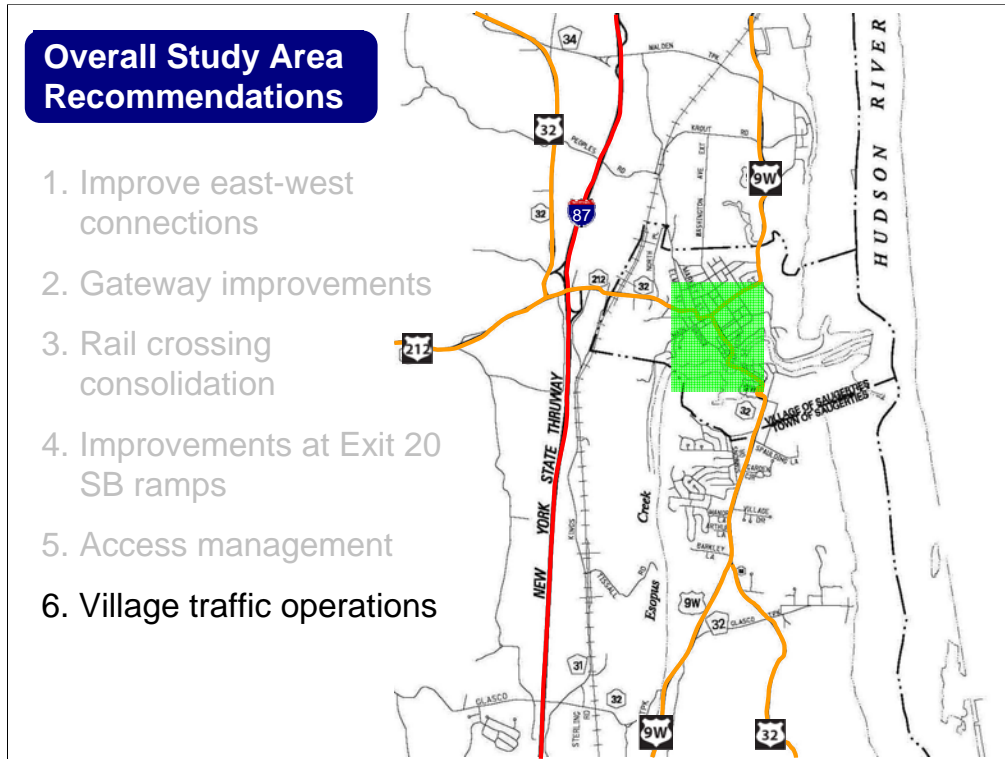
Closing Simons Drive

Establish primary intersection at Avon Street

And the possibility of punching Morris Street through to Avon Street

The possibility of extending a new primary access point opposite Avon Street if redevelopment occurs in that area.

Turn restrictions are also shown on Route 9W near the intersection.



There is a lot of information but we've talked about five general areas of improvement. The sixth one is Village enhancements.

## 6. Village Traffic Operations

### 6a. Main St./Partition St.

- Existing LOS C
- Upgrade signal, improve pedestrian accommodations



### Main Street/Partition Street

PM peak hour overall level of service & delay

2005 Existing traffic volumes

Existing pretimed signal	C (26.3)	
Actuated signal w/ concurrent ped phase (19.3)		B
Pedestrian phase	C (34.8)	
Ped phase + WB left turn	D (40.5)	
Alternate side parking	B (17.4)	
One-way		C (27.1)
WB left turn prohibition	B (15.9)	

## 6. Village Traffic Operations

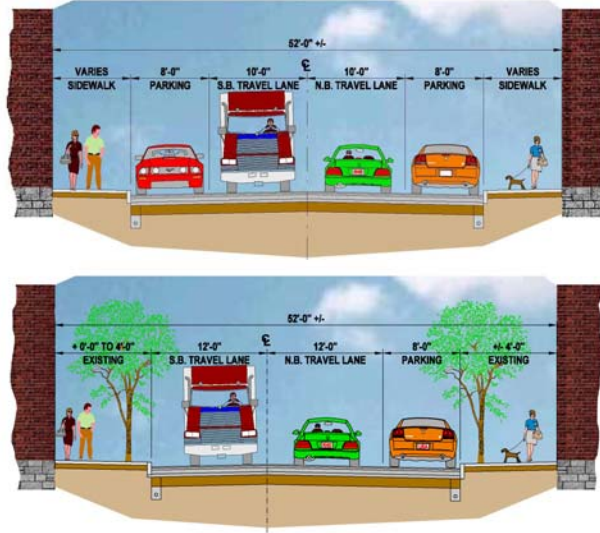
### 6b. Ulster Ave./Market St.

*Option 1: Channelization /  
Signal improvements*

*Option 2: Roundabout*



# 6c. Partition Street Alt Side Parking



## 7a. Village Enhancements

Concept plan includes:

- High-visibility, architectural crosswalks with curb bump-outs
- Possible intersection treatment



This is an excerpt from the concept plan and it shows....

High visibility crosswalks with architectural treatment

Possibility of curb bump outs at the Main and Partition intersection and on Partition Street at the access to the public parking area.

## 7b. Village Enhancements

- Sidewalk repairs
- Period street signs and street lights
- Benches
- Bike Racks
- Street trees



Village Enhancements include such things as .....

The images at the right shows the existing period streets sign at the Partition Street/Jane Street intersection.

## 8. Pedestrian Plan

- Multi-use path
- Sidewalk extensions and new walkways



Outside the core business district additional pedestrian linkages have been suggested as shown here. Some of this include...



## Parking Survey Results

- Two Saturday parking surveys (October 29 & July 8)
- Occupancies higher in October than July.
- 55% of total parking capacity used at peak period (1:30 p.m. to 2:30 p.m.)
- On-street metered spaces at capacity in Village core



On both days the market was open.

## 9. Parking Plan

9a. Increase fees for on-street parking from 10 cents to 50 cents per hour

9b. Enforcement

- Enforce maximum parking duration
- Enforce parking regulations on Saturdays

9c. Encourage sharing with private lots

Designate on-street loading zones  
(6 a.m. – 11 a.m.)

## 10. Truck Delivery System

10a. Designate on-street and off-street loading zones

10b. Designate loading times (6:00 a.m. to 11:00 a.m)



Designate on-street loading zones  
(6 a.m. – 11 a.m.)

## Land use side of equation

- Mix of land uses + density = walkability
- Compact building design
- Preserve open space
- Infill development



Access management can be influenced by land use and how we accommodate growth, and I would like to briefly review a few of the principles on the land use side of the equation that support access management. These are...

1. Provide a mix land uses – close proximity of housing and commercial uses promotes walkability and minimizes vehicle trips.
2. Take advantage of compact building design – which is basically increased density.
3. Preserve open space, farmland, natural beauty, and critical environmental areas
4. and direct development towards existing communities – meaning infill development

## Recap / Break-out Groups

- Each table designates a reporter
- Each table grades the improvements
- Each reporter summarizes the table's conclusions

## Next Steps

- Review Comments
- Draft Report
- Public Comment
- Comment Resolution
- Final Report

# Thank You

More information about the study will be available from:

The Ulster County Transportation Council

[www.co.ulster.ny.us/planning/tran.html](http://www.co.ulster.ny.us/planning/tran.html)

or (845) 340-3340

