



Appendix A

Public Meeting Summaries

Public Workshops

Technical Advisory Committee Meetings

Stakeholder Meetings

Compilation of Comments Received



Upper Route 9G Corridor Management Plan

Public Workshop No. 1 Meeting Summary



NOVEMBER 2015



Public Workshop No. 1

May 6, 2015

(2:00 to 4:00 PM and 6:00 to 8:00 PM)

Meeting Summary

Location: Bard College

Bertelsmann Campus Center



Upper Route 9G Corridor Management Plan

A Public Workshop was held on Wednesday May 6, 2015 at Bard College’s Bertelsmann Campus Center to describe the purpose and scope of the Upper Route 9G Corridor Management Plan (CMP) and to solicit feedback from area residents and other users of the Route 9G, CR 103 and CR 78 corridors. The workshop was held in two sessions to allow for as many participants as possible, an afternoon session from 2:00 to 4:00 PM and a duplicate evening session from 6:00 to 8:00 PM. The workshop included a PowerPoint presentation which explained the Upper Route 9G CMP followed by interactive activities to elicit comments from area users on the issues that they experience along the study corridors.

Presentation

Mark Debald, Transportation Program Administrator of the Poughkeepsie-Dutchess County Transportation Council (PDCTC), welcomed everyone attending the meeting and, through a PowerPoint presentation, discussed the planning process, project purpose and scope, funding sources and schedule. The Upper Route 9G CMP arose out of concerns for transportation safety along the corridor. The Upper Route 9G CMP will assess existing transportation and safety conditions, including analysis of historic crash data and a formal safety assessment of the corridor. The CMP will also include an assessment of future transportation conditions and recommendations for corridor and intersection improvements with the goal of increasing capacity and providing a safer environment for motorists, pedestrians and bicyclists.





Public Participation

After the PowerPoint presentation, the public was invited to review a series of presentation boards and provide comments through a post-it exercise, identify locations where they live and/or work via a dot-map exercise and interact with and ask questions of the PDCTC and VHB consultant team. The “gallery” of presentation boards also included handouts with information on the “See and Be Seen” campaign, Pedestrian and Bicycle Laws and the Bard College bike map. The following provides a summary of the public input received at the two sessions.



Afternoon Session (2:00-4:00 PM) – There were a total of 33 attendees at the afternoon session, comprised of local residents, Bard College students, local workers and key stakeholders in the region (NYSDOT, Bard College, Town of Red Hook, Village of Red Hook, Village of Tivoli, Dutchess County, etc.). The attendance sign-in sheets are appended. Comments and concerns from the public included the following:



Vehicle Operations Comments and Concerns

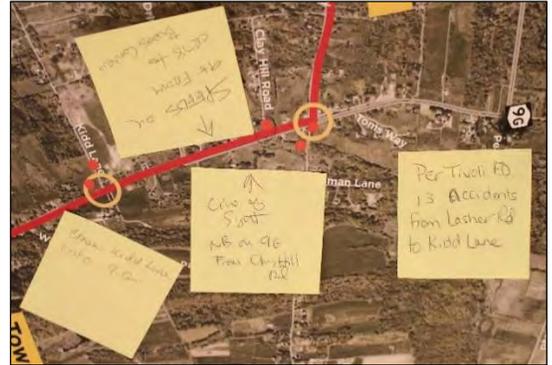
- Comment: Most deaths on Route 9G occurred between Lasher Road and Broadway.
- Comment: Per Tivoli Fire Department, 13 accidents occurred on Route 9G between Lasher Road and Kidd Lane.
- Comment: The Route 9G intersection with CR 78 (West Kerley Corners Road/Broadway) needs to be slower or have a traffic light.
- Comment: A full signal is needed at Route 9G and CR 78 (West Kerley Corners Road/Broadway).
- Comment: Concerned with line of sight northbound on Route 9G from Clay Hill Road.
- Comment: Concerned with speeds on Route 9G between CR 78 and Budds Corner Road.
- Comment: Close Kidd Lane onto Route 9G.
- Comment: Remove passing zone on Route 9G near Kidd Lane.
- Comment: Concerned with distracted drivers and fast speeds.





Upper Route 9G Corridor Management Plan

- Comment: Blind spot on CR 78 driving west to Route 9G; cannot see upcoming Stop sign at intersection.
- Comment: Redesign the geometry at the intersection of Route 9G and Budds Corner Road.
- Comment: Concerned with line of sight on northbound Route 9G near Bard College Entrance Road and Whalesback Road/CR 103.
- Comment: Concerned with accident history at Route 9G and Kelly Road intersection.
- Comment: Narrow shoulders along Route 9G.
- Comment: Peak loads at Route 9G and CR 103/Whalesback Road intersection due to Campus theatre events ending (10 pm).
- Comment: A hot spot location is at the sharp curve on CR 103 at Cruger Island Road where there's increased activity with pedestrians, bicyclists and vehicles.
- Comment: Would it be possible to install roundabouts along CR 103 similar to those put in at Vassar College?
- Comment: Consider making CR 103 a one-way road.
- Comment: Speeds along CR 103 are over 35 and 40 mph. Co-op student housing and Bard offices are past the triangle and there are lots of bikers, walkers and skaters.



Pedestrian Comments and Concerns

- Comment: Is Lasher Road included in the Route 9G study limits?
- Comment: Memorial signage should be installed to remind users to be careful (kids have been killed on Route 9G near CR 78 (West Kerley Corners Road/Broadway)).
- Comment: Consider installing rumble strips or bollards to slow traffic.
- Comment: Provide a path through Tivoli Bays within the DEC-owned right-of-way.
- Comment: A hot spot location is at the sharp curve on CR 103 at Cruger Island Road. Can a roundabout be installed there?
- Comment: Sidewalks are needed on both sides of CR 103 through the Bard College campus.
- Comment: Sidewalks are needed at the Route 9G and Kelly Road/River Road intersection.
- Comment: Pedestrian crossing needed across Route 9G at Bard Entrance Road.
- Comment: Lots of students crossing at Route 9G and CR 103/Whalesback Road

Bicycling Comments and Concerns

- Comment: Need guardrails on Route 9G.
- Comment: No bike route from Bard College to Tivoli; issues with safety and lighting through Tivoli Bays.
- Comment: Bike lane is needed along CR 103 for students.



Upper Route 9G Corridor Management Plan

- Comment: More pronounced let-in for traffic and bikers near Kidd Lane. Add a bicycling sign?
- Comment: Let's work on the trail through Tivoli Bays to attract more bikers.
- Comment: Need a Tivoli Bays bike path; DEC is amenable.
- Comment: Safety concerns with Tivoli Bay trail as it's not lighted.
- Comment: Limited visibility at Route 9G and Budds Corner Road intersection.
- Comment: No shoulders on River Road, a major bike route.
- Comment: Would never bike on Route 9G.

Evening Session (6:00-8:00 PM) – There were a total of 17 attendees at the evening session, comprised of local residents, Bard College students, local workers and key stakeholders in the region (Bard College, NYSDOT, Dutchess County, etc.). The attendance sign-in sheets are appended. Comments and concerns voiced by the public during the evening session included the following:



Vehicle Operations Comments and Concerns

- Comment: Poor sight distance on Route 9G at Lasher Road.
- Comment: Need intersection ahead warning signs on Route 9G near CR 78 (West Kerley Corners Road/Broadway).
- Comment: Speeds are up along Route 9G near CR 78 intersection.
- Comment: Flashing traffic light on Route 9G at CR 78 not effective and is confusing to drivers.
- Comment: Poor street lights at Route 9G and CR 78 (West Kerley Corners Road/Broadway).
- Comment: Provide warning sign on Route 9G towards CR 78 intersection.
- Comment: CR 78 (Broadway) bridge diversion adds traffic to Kidd Lane.
- Comment: Blind spot due to hill on Route 9G northbound blocks view of Clay Hill Road.
- Comment: Remove passing zone on Route 9G near Kidd Lane.
- Comment: Need to do mowing to improve sight distance at Kidd Lane.
- Comment: Drainage issues at Route 9G and Budds Corners Road.
- Comment: Bad angle at Route 9G and Budds Corners Road.
- Comment: Roadway edge drops off the entire length of Route 9G.
- Comment: Center line of Route 9G is cracked.
- Comment: Widen shoulders on Route 9G.
- Comment: The 45 mph/55 mph overlap is off on Route 9G north of CR 103. Should move the 45 mph speed zone further north on Route 9G to slow southbound vehicles.
- Comment: Provide sight distance or warning of crossing at Bard Entrance Road on Route 9G.
- Comment: Concerns with vegetation on the east side of Route 9G near Kelly Road.
- Comment: Deer crossing on Route 9G near Kelly Road.
- Comment: Tree on CR 103 (south of Gardener Way) is on wrong side of fence.
- Comment: Bard student education and enforcement
- Comment: High School (on Route 199 – outside of study area) could use a traffic cop in the morning and afternoon.



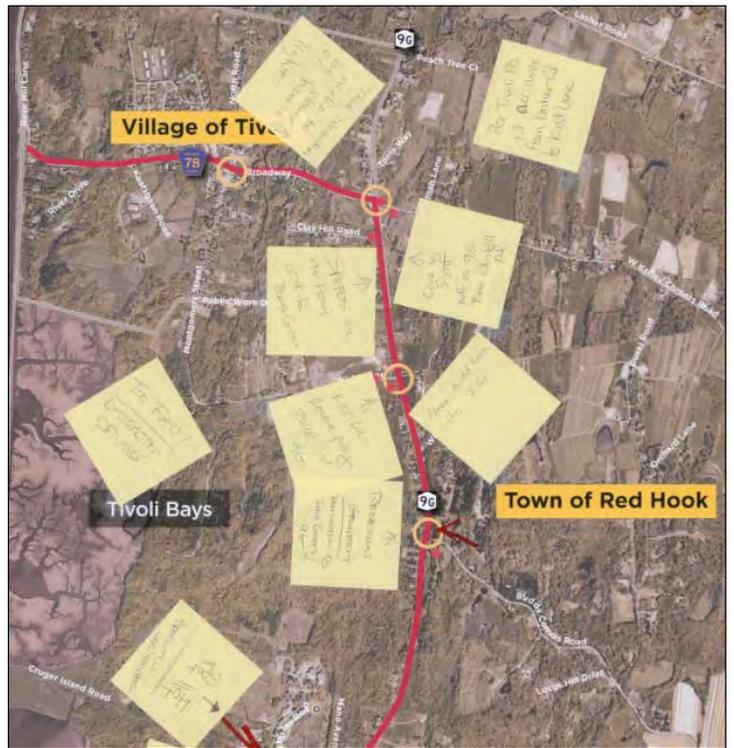
Upper Route 9G Corridor Management Plan

Pedestrian Comments and Concerns

- Comment: Sidewalk on Broadway ends. Should be extended to Route 9G.
- Comment: Heavy pedestrian activity along Broadway.
- Comment: Hard to walk across Route 9G at Bard Entrance Road.
- Comment: Cars speed through campus crosswalks along CR 103.
- Comment: Improvement needed for pathway/service road for Tivoli Bays (DEC) park.

Bicycling Comments and Concerns

- Comment: Would like to bike the stretch of Route 9G from Budds Corners Road to Kidd Lane.
- Comment: Would like the Tivoli Bay carriage trail enhanced.
- Comment: Add bike lane to Route 9G.
- Comment: Need yield or stop sign on River Road triangle.
- Comment: Stopped using Route 9G between Kelly Road and Route 199 due to poor shoulders.
- Comment: Potholes and rough shoulder along Route 199.
- Comment: Use Linden Avenue as a bike route less often due to rough shoulder and faster traffic.





Public Workshop No. 1
May 6, 2015

Appendix



Public Workshop No. 1
May 6, 2015

PowerPoint Presentation Slides



Upper Route 9G Corridor Management Plan (CMP)

The Poughkeepsie-Dutchess County Transportation Council (PDCTC), the designated Metropolitan Planning Organization for Dutchess County, has undertaken this federally-funded project to complete a Corridor Management Plan (CMP) for a section of NYS Route 9G from CR 78/Broadway/West Kerley Corners Road in the Village of Tivoli to NYS Route 199 in the Town of Red Hook. The study area also includes CR 103/Annandale Road through Bard College and CR 78/Broadway through Tivoli. The CMP will assess existing transportation conditions, analyze historic crash data, and include a formal safety assessment of the corridor. Join us at the Open House to learn more about the project and participate in interactive activities to share your experiences along the corridor.



WEDNESDAY,
MAY 6, 2015

@Bard College,
Bertelsmann
Campus Center,
Multipurpose room

Open House Session 1:
2-4pm (drop in any time)
Presentation at 2:30pm

Open House Session 2:
6-8pm (drop in any time)
Presentation at 6:30pm

Upper Route 9G

Corridor Management Plan

PRESENTED BY

Mark Debald, PDCTC
Matt Carmody, VHB
Susan O'Donnell, VHB

PDCTC

Poughkeepsie-Dutchess County Transportation Council



Same people.
Same passion.
Fresh look.

Project Introduction

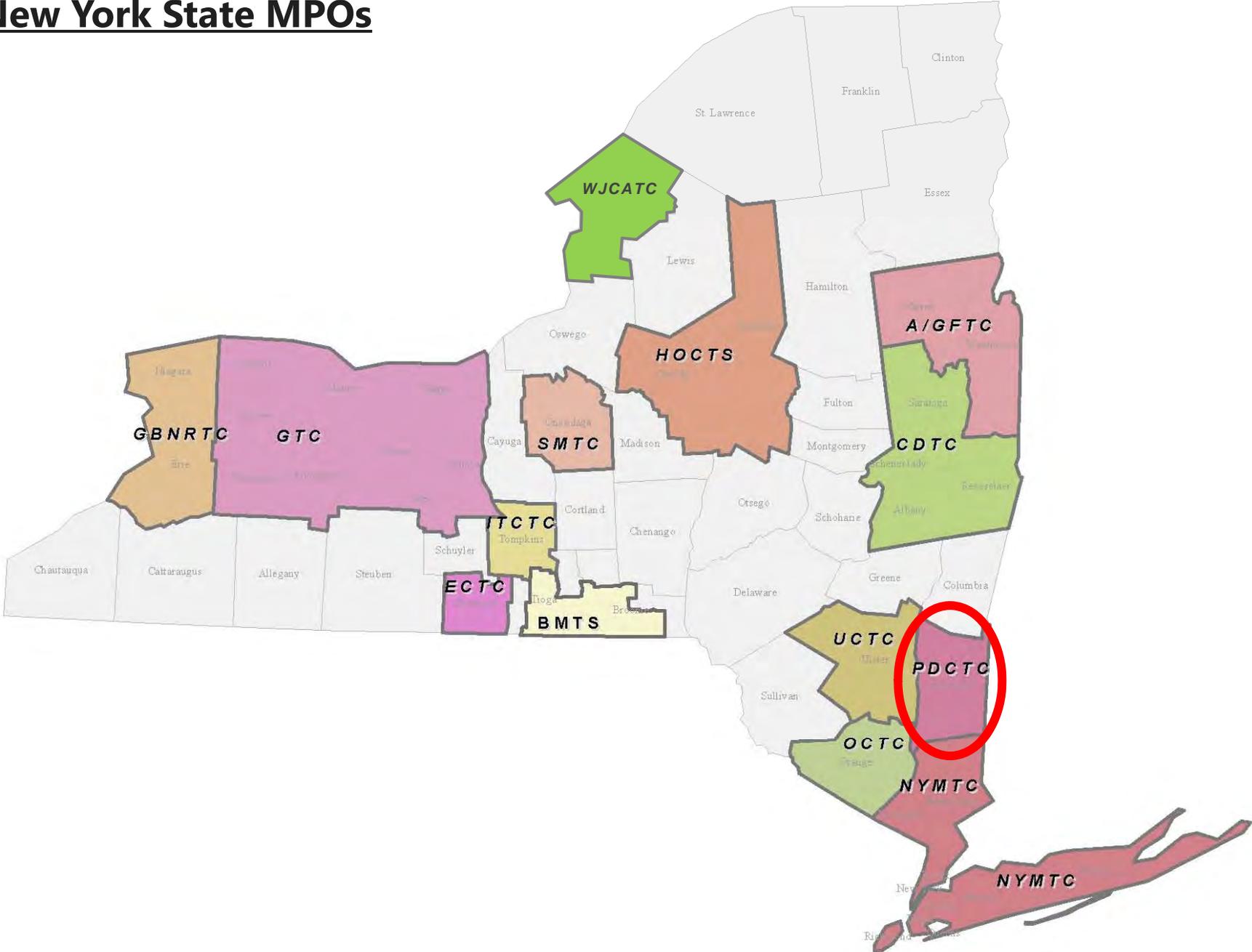
Upper Route 9G Corridor Management Plan

Poughkeepsie-Dutchess County Transportation Council

Who We Are

- Designated [Metropolitan Planning Organization \(MPO\)](#) for Dutchess County
- Established in 1982
- Required by the federal government for Urbanized Areas of 50,000+ population
- Forum for establishing transportation policies and priorities
- Programs federal highway and transit funding through a locally driven, comprehensive planning process
- Assists communities with local transportation planning needs

New York State MPOs



PDCTC Voting Membership

Permanent Members

Dutchess County Executive, Permanent Chairperson
NYSDOT Commissioner
Metropolitan Transportation Authority Chairperson
City of Beacon Mayor
City of Poughkeepsie Mayor
Town of Beekman Supervisor
Town of East Fishkill Supervisor
Town of Fishkill Supervisor
Town of Hyde Park Supervisor
Town of LaGrange Supervisor
Town of Poughkeepsie Supervisor
Town of Wappinger Supervisor

Partially Urbanized Towns (Rotating)

Town of Pawling Supervisor*
Town of Pleasant Valley Supervisor
Town of Union Vale Supervisor

Urbanized Villages (Rotating)

Village of Fishkill Mayor*
Village of Pawling Mayor
Village of Wappingers Falls Mayor

Non-Urban Towns (Nominated)

Town of Clinton Supervisor
Town of Pine Plains Supervisor

* Current voting member.

Study Funding

Financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

Poughkeepsie-Dutchess County Transportation Council

Required Products

Metropolitan Transportation Plan



Transportation Improvement Program



Unified Planning Work Program

Previous PDCTC Planning Studies

- **Route 9 Land Use & Transportation Study**

⇒ *Pedestrian underpass at Marist College*

- **CR 93 Corridor Management Plan**

⇒ *Traffic analysis and recommendations*

- **Transit Development Plan**

⇒ *New bus routes and schedules*

- **Village of Rhinebeck Sidewalk Study**

⇒ *Inventory and improvement strategy*

- **Hyde Park Sidewalk Study**

⇒ *Route 9 sidewalk improvements*



Overview of Corridor Management Plan

Upper Route 9G Corridor Management Plan

Corridor Management Plan

Outreach

- Public Input: 3 Public Workshops
- Advisory Committee:
 1. Bard College
 2. NYSDOT
 3. Dutchess County (PDCTC & DPW)
 4. Village of Tivoli
 5. Town of Red Hook
 6. Village of Red Hook



Corridor Management Plan

Knowledge Sharing



- Road Safety Audit of Study Area
- Stakeholder Interviews:
 1. Safety
 2. Bicyclists & Pedestrians
 3. Engineering, Maintenance & Operations
 4. Law Enforcement & Bard Security
 5. Planning & Environmental

Corridor Management Plan

Data Gathering

- Origin-Destination Surveys
- Pedestrian & Bike Counts
- Vehicular Counts
- Speed Data
- Sign & Pavement Marking Inventory
- Project Website



Corridor Management Plan Schedule

Task	Description	2015												2016				
		Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan					
1	Gather Data on Existing Conditions	M	AC															
2	Analyze Existing Conditions			AC			PW	SI										
3	Safety Analysis									AC								
4	Future Development and Transportation Capacity																	
5	Develop Improvement Strategies																	
6	Complete Final Plan																	

SI	Stakeholder Interviews	AC	Advisory Committee Meeting	M	Project Management Meeting / Kick-off	PW	Public Workshop	C	Task Complete
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Preview of Existing Conditions

Upper Route 9G Corridor Management Plan

Overview of Existing Conditions

Peak Hour Traffic Conditions

Level of Service (LOS)	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	≥80 sec	≥50 sec

2015 Existing Conditions = LOS C or Better

Overview of Existing Conditions

Historic Crash Records (2009-2013)

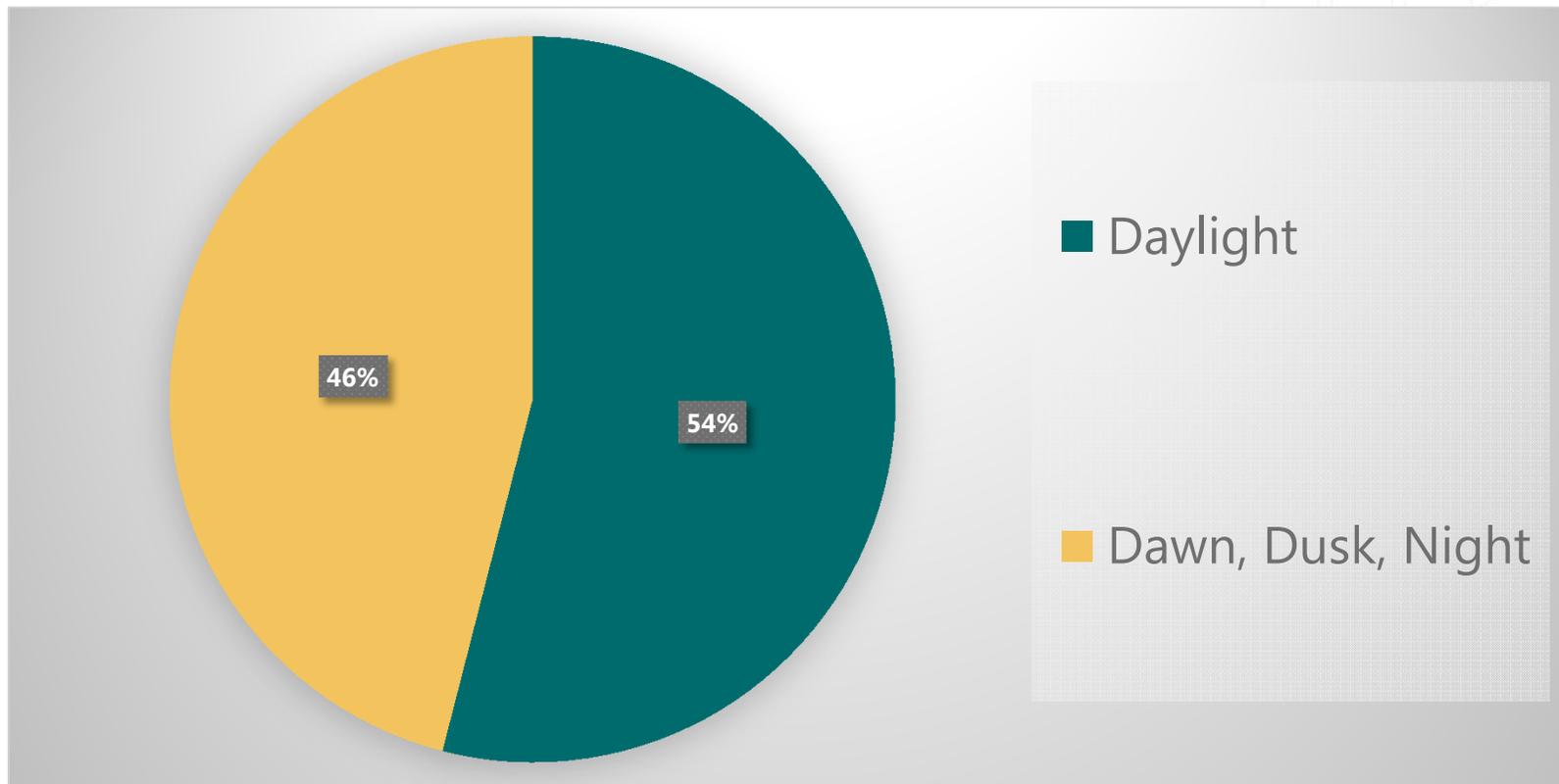
- Approx. 260 Crashes
- Five fatalities at three crashes:
 1. Jan. 2012 on Rt 9G at CR 78/Broadway
 2. Sept. 2013 on Rt 9G at CR 78/Broadway
 3. Oct. 2009 on CR 103/Annandale Rd near River Rd
- Two fatalities at one crash in Jan. 2014 on Rt 9G at CR 78/Broadway



Overview of Existing Conditions

Historic Crash Records (2009-2013)

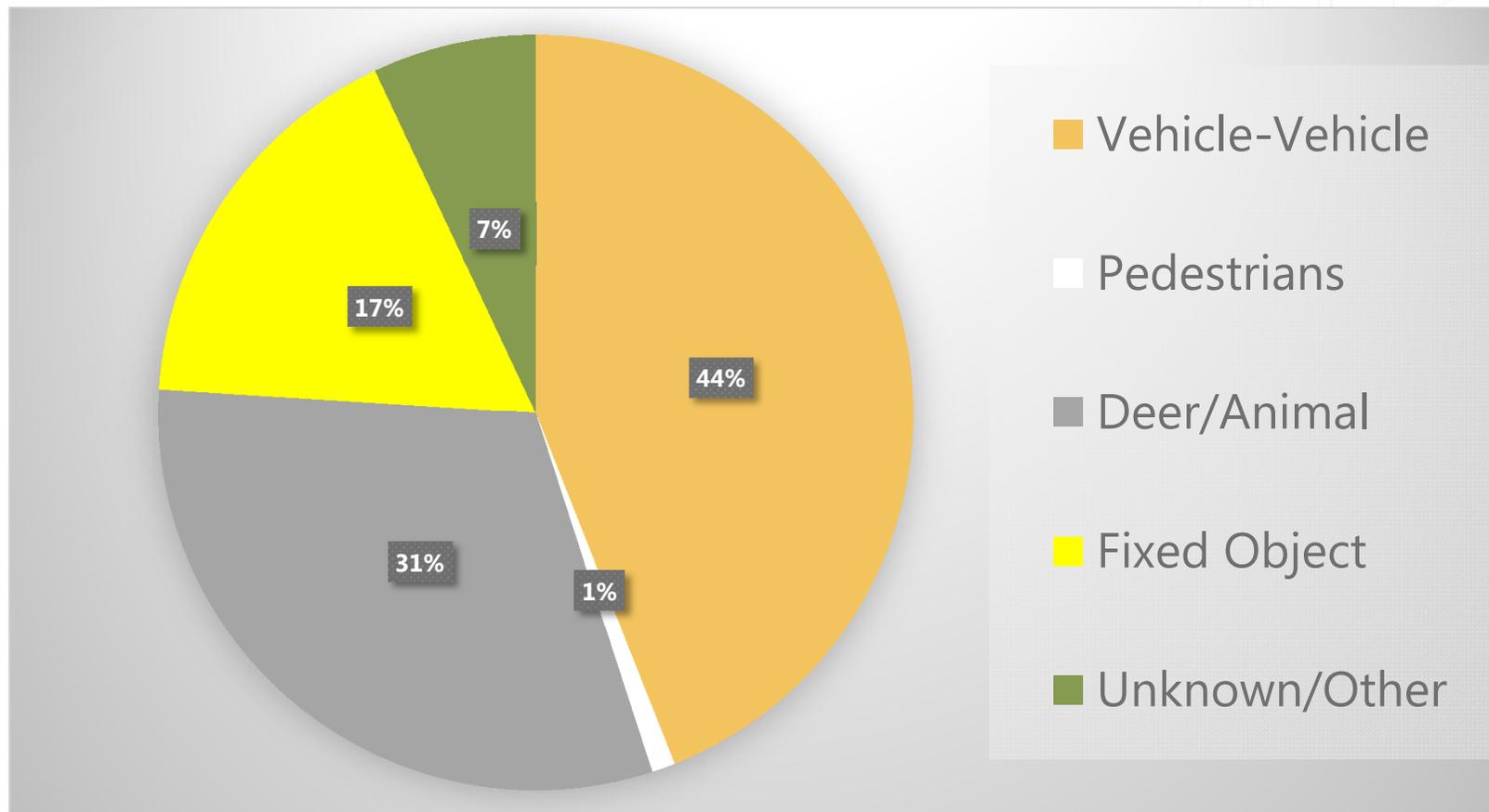
Light Conditions



Overview of Existing Conditions

Historic Crash Records (2009-2013)

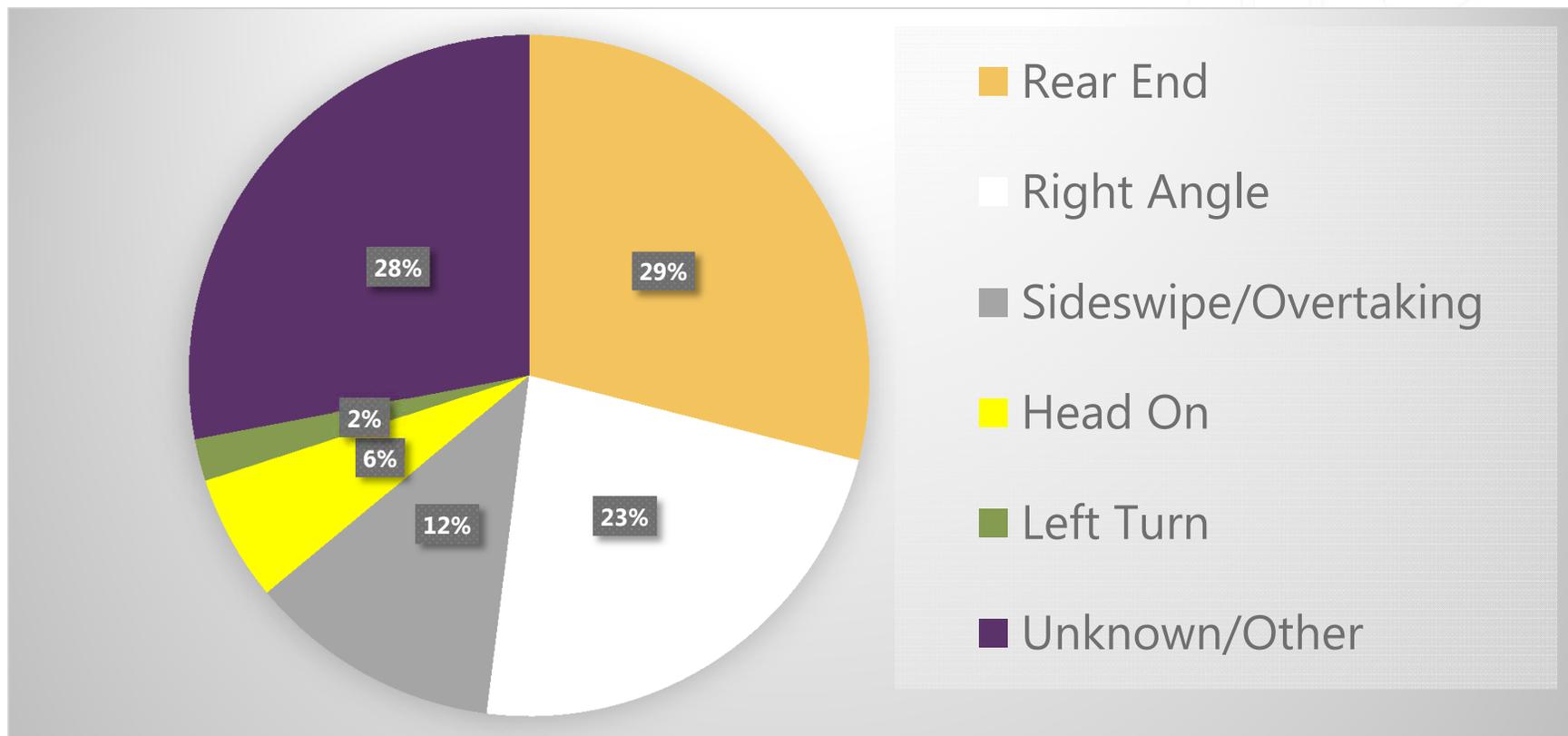
Overall Crash Type



Overview of Existing Conditions

Historic Crash Records (2009-2013)

Vehicle Crash Type



Overview of Existing Conditions

Historic Speed Data

9G Vicinity of Kelly Rd:
Approx. 55 MPH



CR 103 Vicinity of Kelly Rd:
Approx. 40 MPH



Public Input Needed

Upper Route 9G Corridor Management Plan

Public Input Tonight and Going Forward

- Review Live/Work and Who Are You? Boards
- Instructions on Maps in the Back
- Project website announcement

Project Website Launch

Upper Route 9G Corridor Management Plan

Project Website

- How to create a login
- How to use
- How we will use it for the Corridor Management Plan



Public Workshop No. 1
May 6, 2015

Attendee Sign-in Sheets

Upper Route 9G Corridor Management Plan (CMP)

Open House Round 1

2 to 4PM

Wednesday May 6, 2015

	Name	Affiliation	Email Address	Phone Number
1	Brandee Nelson	Crawford Associates	brandee@ crawfordandassociates.com	515 828 2700 X123
2	Paula Schoonmaker	resident		845-758-5054
3	RAR ARMATEE	MONT PLACE	RARMATEE@ HUDSONVALLEY.ORG	845-902-8764
4	Brenda Cagle	T/Red Hook	brendacagle @yahoo.com	845-901-3543
5	Tom O'Dowd	Bard College	todowd@bard.edu	914-213-7079
6	Jeffery Smith	BARD COLLEGE	transe.bard.edu	845 464 5120
7	Micki Strawinski	County Leg / Bard	mickiws7856@ gmail.com	
8	Andrew McCausland	Deceased student's father	amecausland50 @gmail.com	847-784-1251
9	David Nelson	Bard / Tivoli resident	nelson @bard.edu	201 956-8228
10	Erin Cannan	Bard / RHICS	cannane@bard.edu	845-464-6102
11		Red Hook Education Foundation		
12	Lia Russell	Bard student	LIRUSS@GMAIL	415-828-6768
13	Sue Crane	Town Supervisor	scrane@redhook.org	758-4622
14	JOE ALTERN	BARD	ALTERN@BARD. EDU	758-7178
15	BOB BALKIND	DUTCHESS CO. DPIW	rbalkind@dutchessny.gov	
16	BOB BURSEY	FISITER CENTER	BBURSEY@BARD.EDU	845 758 7980
17	MARY BACKLUND	BARD Admin	backlund@bard.edu	845-758-7472
18	MIKE HOGAN	Bard Admin.	mshogan29@hotmail.com	914-466-5555
19	Janet Algieri	Bard employee	jalgieri@bard.edu	
20	Michael Bemis	BARD EMP/RESIDENT	MBemis@BARD.	
21	ROBERT GEORGE	LOCAL GUY	Robert.George.Design@Comcast.com	
22	Brian Kelly	Asm. Kevin Cahill	(914-447-6788 Cell.)	
23	ROBERT MCKEON	LOCAL FARMER	845.338.9610 brian.kelly.tb@gmail.com	
24			845-3994582	mckeonandny.yahoo.com
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Upper Route 9G Corridor Management Plan (CMP)

Open House Round 1

2 to 4PM

Wednesday May 6, 2015

	Name	Affiliation	Email Address	Phone Number
1	Sandra Jobson	NYS DOT	sandra.jobson@dot.ny.gov 845.431.5853	
2	Robin Bruno	Village of Tivoli	robintivoli1@aol.com	845-235-2190
3	Harry Colgan	RH Town B&Q	harrycolgan6@gmail.com	757-2467
4	JOEL GRIFFITH	Village of Tivoli	Mayor@tivolinyc.org	757-3371
5	THOMAS CRISCI SR	Tivoli Fire Dept	tcriscis6@yahoo.com	757-4445
6	Ken Migliorelli	Migliorelli Farm	Ken@migliorelli.com	914 768-5843
7	ANDREW CHAMP-LOREN	Bard Transport	doran@bard.edu	845-758-7810
8	Deanna Cochran	Bard College	dcochran@bard.edu	845-758-7668
9	Omar Greene	Bard College	OG0643@bard.edu	347-238-7822
10	Bonnie Gould	Bard College	bgould@bard.edu	802-4445
11	Denise Minin	Bard College	dminin@bard.edu	626 628 7550
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**Upper Route 9G Corridor Management Plan (CMP)
Open House Round 1
6 to 8PM
Wednesday May 6, 2015**

	Name	Affiliation	Email Address	Phone Number
1	GAIL TORCHIA	RESIDENT 9G TIVOLI FIRE CO MEMBER	torchia2431@ ^{yahoo}	249-8098
2	TERESA TORCHIA	Resident Red Hook/Tivoli	teresat23@live.com	853-5831
3	BRUCE CHILTON	Bard	chilton@bard	758 4450
4	KATE KARAKASSI	nyf	kate.karakassi@gmail.	
5	David Migdal	"	"	"
6	Hildegard Richard Edling	Resident Tivoli	18sterwen@frostree.com	845-752-5135
7	Laurie Husted	RH Village Res Bard College	husted@bard.edu	845 464 8025
8	TOM WENZER	NYS DOT Reg. 8		
9	BRUNA DE ARAUJO	TIVOLI Resident	hellobruna@gmail	917 402 906
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Upper Route 9G Corridor Management Plan (CMP)
Open House Round 1
6 to 8PM
Wednesday May 6, 2015

	Name	Affiliation	Email Address	Phone Number
1	Noah Vepishian	Bard	nk7164@bard.edu	473-393-7376
2	Claire Worsey	Bard	cw3635@bard.edu	(858)220-1002
3	DAVE CELLA	TFD/BARD Security	INSULATOR MAN 123@YAHOO.COM	845-750-0104
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Upper Route 9G Corridor Management Plan (CMP)
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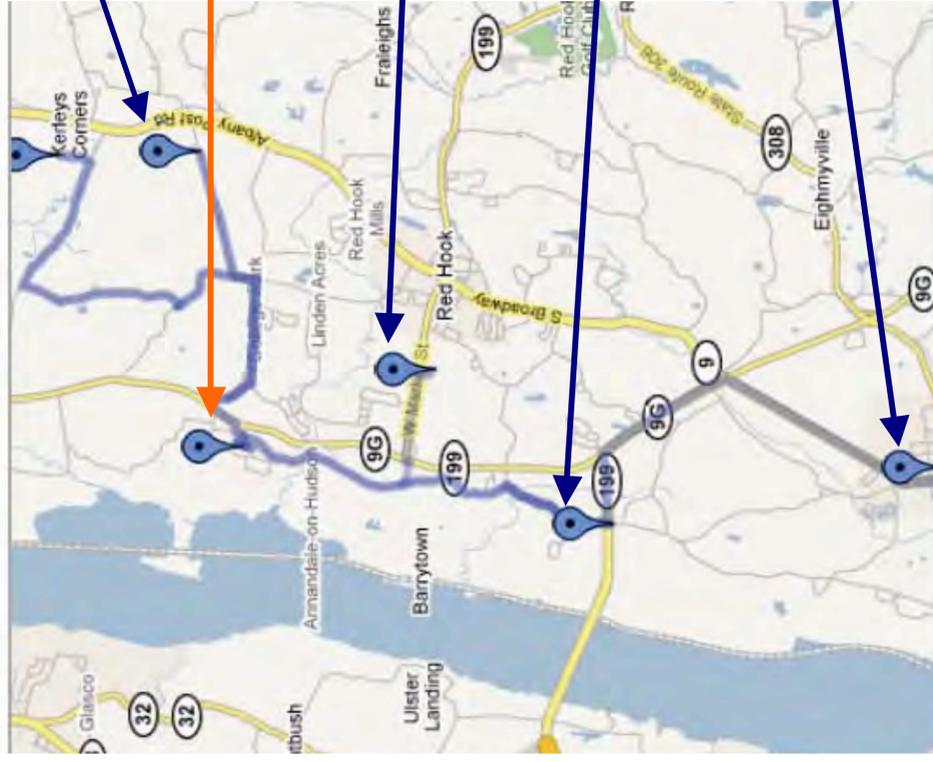
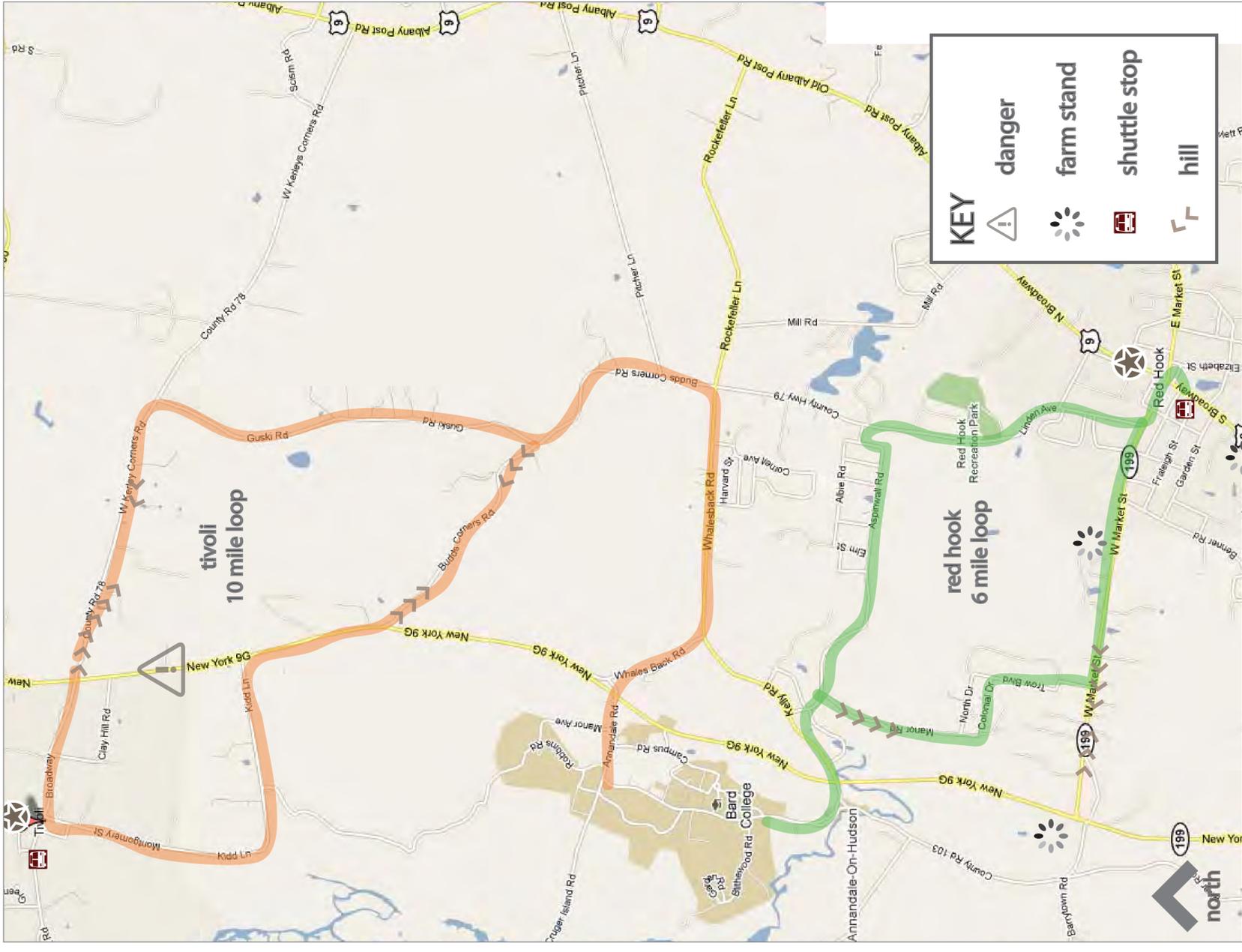
	Name	Affiliation	Email Address	Phone Number
★ 1	TERRY	GIPSON		
2	Noel Knille	DC DPW	nknille@dutchessny.gov	845-264-2355
3	Juho Olinneva	Free Chronicle Press	Jolivencia@registerstar.com	
4	Andrew McCausland	Deceased student's father	amccausland50@gmail.com	847-784-1251
★ 5	Sara Dunn	Free Chronicle	sdunn@registerstar.com	
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Public Workshop No. 1
May 6, 2015

Presentation Boards and Handouts

Bard College Bike Map with safe routes to Red Hook and Tivoli, away from Route 9G



Mead Orchards
5.2 mi from Kline

Greig Farm
3.5 mi from Kline

Kline

Hardeman Orchards
1.7 mi from Kline

Migliorelli Farm Stand
4.0 mi from Kline

Rhinebeck Farmers Market
8.0 mi from Kline

One pound of fat = 3,500 Calories

You burn 500 calories on a one-hour bicycle ride, a daily ride would equal a one-pound weight loss after just one week!



LAWS FOR WHEN YOU'RE DRIVING

CROSSWALKS

At a crosswalk without a traffic signal, you must yield to any pedestrians at the crosswalk, slowing down or stopping if needed. If a vehicle is stopped to permit a pedestrian to cross, do not overtake and pass the stopped vehicle [Section 1151, NYS Vehicle & Traffic Law].

At crosswalks where there is a traffic signal, pedestrians have the right of way when crossing with the signal.

At intersections and crossings, stop at the painted stop or yield line (or if there isn't one, before the crosswalk)—keep the crosswalk clear for people to cross the street [Section 1172, NYS Vehicle & Traffic Law].

ENTERING THE STREET

When entering or exiting a street from an alley, building, private road or driveway, stop before crossing the sidewalk and yield the right-of-way to pedestrians [Section 1173 and Section 1151-a, NYS Vehicle & Traffic Law].

SHARING THE ROAD WITH BICYCLISTS

Bicyclists are fully entitled to use the road and have the right to "take the lane" by positioning themselves at or near the center of the lane when needed to avoid hazards or if the lane is too narrow to safely travel side by side with motorists [Section 1234(a), NYS Vehicle & Traffic Law].

Pass bicycles only when necessary and safe: pass to the left of the bicycle at a safe distance until safely clear [Section 1122-a, NYS Vehicle & Traffic Law]. When in doubt, wait until you can pass at a safe speed.

Before making a right turn, let bicyclists clear the intersection. When turning left or entering a roadway, yield to oncoming bicyclists as you would to any vehicle.

SAFETY

Always exercise due care to avoid colliding with any person walking or bicycling [Section 1146, NYS Vehicle & Traffic Law].

Tip: Always be vigilant when pedestrians are present, especially those with visual or physical impairments.



Tip: When parked on the street, check for bicyclists approaching from behind you before opening your car door.



RESOURCES & REFERENCES



PEDESTRIAN LAWS

<http://www.safeny.ny.gov/peds-vt.htm>

<http://www.safeny.ny.gov/peds-ndx.htm>



BICYCLING LAWS

<http://www.safeny.ny.gov/bike-vt.htm>

<http://www.safeny.ny.gov/bike-ndx.htm>



NEW YORK STATE VEHICLE & TRAFFIC LAW

<http://public.leginfo.state.ny.us>



New York State Association of Metropolitan Planning Organizations

<http://www.nysmpo.org>



www.nysmpo.org

Know Your

Pedestrian and Bicycle Laws

Whether we're walking, bicycling, or driving, we must share the roads, sidewalks, and trails with others.

Sharing the road safely is especially important for bicyclists and pedestrians, who are more vulnerable than motorists. In order to do so, we all need to understand the laws that govern walking, bicycling, and driving; these laws are found in the New York State Vehicle & Traffic Law. Following these laws makes us safer and shows respect for other users of the road. Walking, bicycling, and driving in a safe and respectful way will also garner greater respect from others, increasing safety for everyone.

LAWS FOR WHEN YOU'RE WALKING

Obey all traffic signals, signs and pavement markings when you are crossing a street. [Section 1150, NYS Vehicle & Traffic Law].



CROSSING THE STREET

Follow pedestrian signals when they are present [www.safeny.ny.gov/dot-ped.htm]



Walking person/Walk:
Check for traffic and turning vehicles; begin crossing.



Flashing Red Hand/Don't Walk: If you are already in the street, finish crossing. If you have not started crossing, wait for the next Walk. There may be a countdown timer that indicates how many seconds you have to complete the crossing.



Steady Red Hand/Don't Walk: Do not start to cross. Wait for the next Walk.

WHERE TO WALK

Use sidewalks where they are provided and safe to use. When there are no sidewalks, walk on the left side of the roadway or shoulder, facing traffic [Section 1156-b, NYS Vehicle & Traffic Law]. Stay as far to the left as possible.



Tip: See and Be Seen! Wear bright and/or reflective clothing, especially at night.



LAWS FOR WHEN YOU'RE BICYCLING

RIDING ON THE ROAD

You have the legal right to ride a bicycle on most public highways, except Interstate highways and certain expressways. When riding on the road, you have all of the rights and are subject to all of the duties applicable to the driver of a vehicle [Section 1231, NYS Vehicle & Traffic Law].

Therefore, you must obey all traffic signals, signs and pavement markings [Section 1230(a), NYS Vehicle & Traffic Law].



BICYCLING WITH OTHERS

You may ride two abreast on roadways, but must ride single file when being overtaken by other vehicles or when passing vehicles, pedestrians or other bicyclists. You may only ride more than two abreast on a shoulder, lane or path intended for bicycling only if there is sufficient space [Section 1234(b), NYS Vehicle & Traffic Law].



WHERE TO RIDE

Always ride in the same direction as traffic [Section 1234(a), NYS Vehicle & Traffic Law]. Riding with traffic makes you more visible and predictable to motorists.

If there is a usable bicycle lane, you must use it [Section 1234(a), NYS Vehicle & Traffic Law]. If there is no bicycle lane or it is unusable due to parked cars or other hazards, you must ride on the right shoulder or near the right edge or curb of the roadway in a manner to avoid undue interference with other traffic, unless the lane is too narrow, you are turning left, or you need to move further left to avoid hazards such as parked cars or debris.

TURNING

Use the same through or turning lanes as motorists. When making a left turn, you may choose to dismount and use the crosswalk as a pedestrian. After crossing the intersection, move to a usable right-hand shoulder or to the right side of the right-hand lane.

Your position when preparing for a turn is governed by the turning rules that apply to other traffic [Section 1234(a), NYS Vehicle & Traffic Law]. When preparing for a left turn, move to the center of the lane to prevent

Tip: Establish eye contact with drivers and pedestrians before making a turn or changing lanes.



HELMETS

Helmets are required for everyone under 14 years old. Child passengers ages one through four must also ride in a child safety seat. Children under the age of one are prohibited from being transported on a bicycle [Section 1238(5), NYS Vehicle & Traffic Law]. Certain localities in New York State have passed stricter local helmet ordinances (see <http://www.helmets.org/mandator.htm>).



Tip: Every bicyclist should wear an approved helmet to reduce the risk of sustaining a serious head injury. A helmet should fit squarely on top of the head in a level position and cover the top of the forehead extending down to an inch above the eyebrows. The helmet should not be able to slide back and forth on the head or rock from side to side.

EQUIPMENT

A bicycle must be equipped with:

- A brake capable of making the tires skid on dry level pavement.
- A bell, horn or other audible device that can be heard at least a hundred feet away.

A headlight and taillight, front and rear reflectors, spoke reflectors and pedal reflectors to be used when riding at night [Section 1236, NYS Vehicle & Traffic Law].

Tip: Warn others before you pass—use your bell and call out "on your left!"

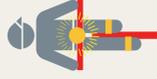
SAFETY

Keep at least one hand on the handlebar at all times [Section 1235, NYS Vehicle & Traffic Law].

Never wear more than one earphone attached to an audio device [Section 375 (24-a), NYS Vehicle & Traffic Law].

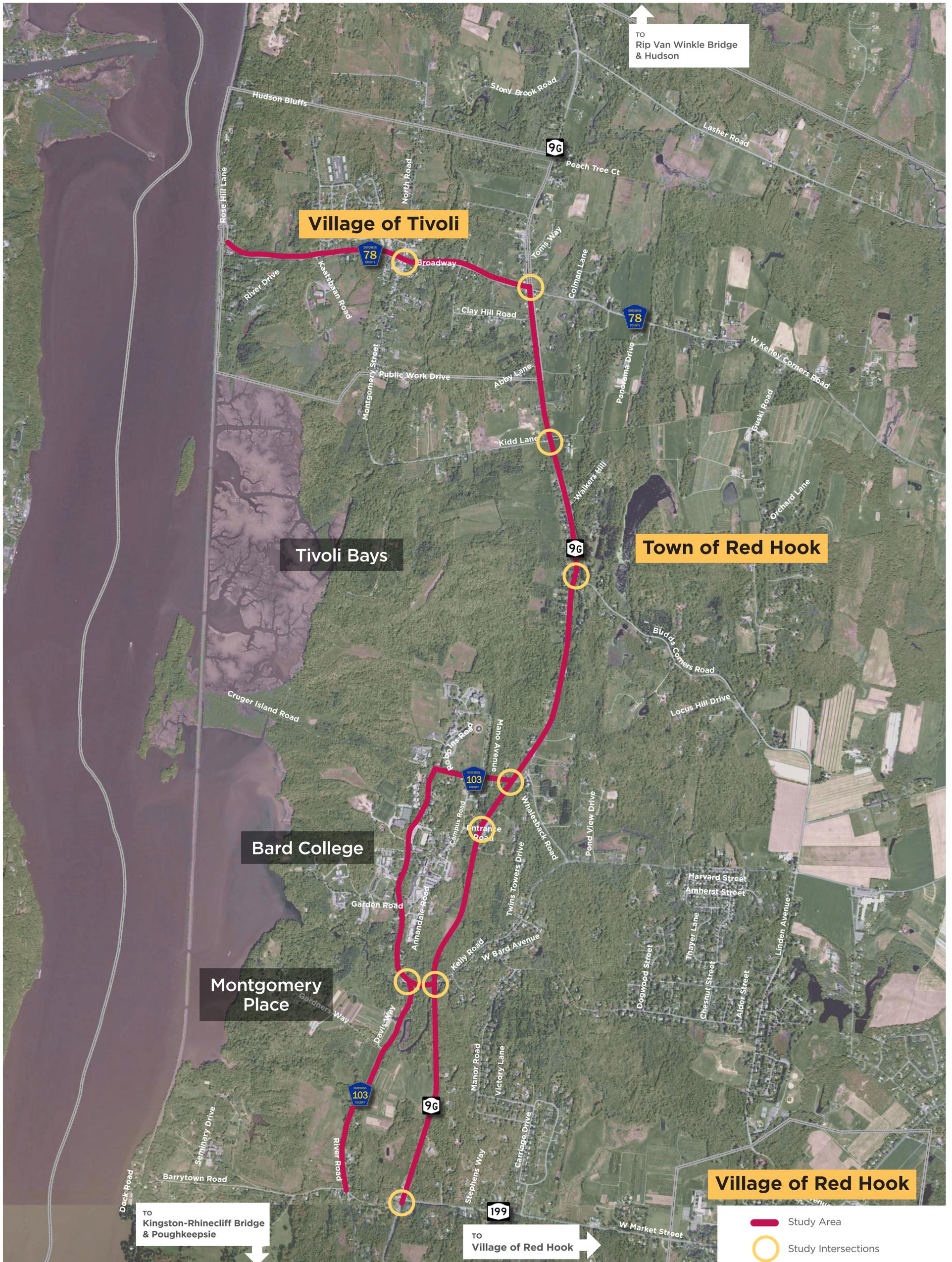


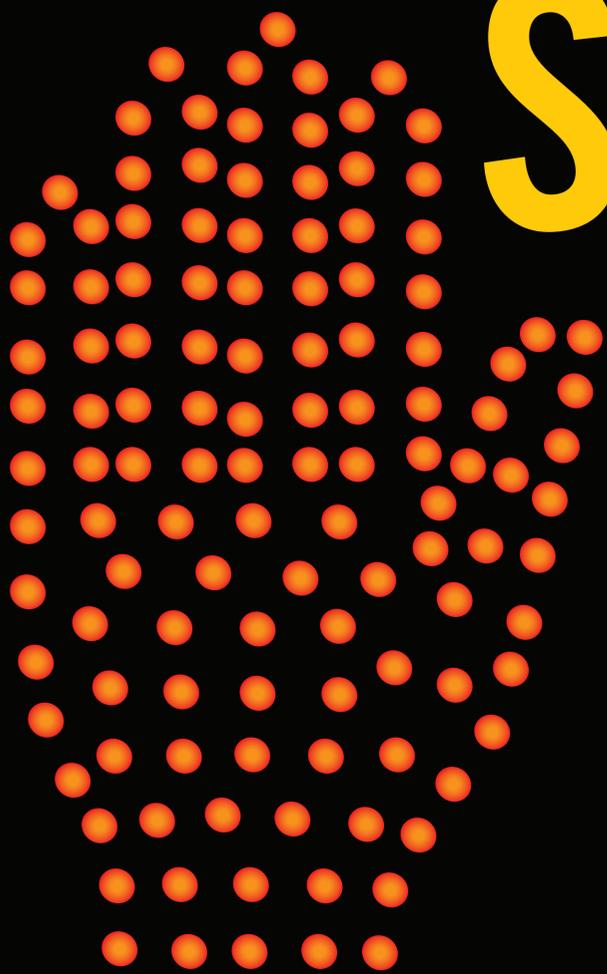
The Bike Box is an intersection safety design to prevent bicycle/car collisions at the intersection



Tip: See and Be Seen. Be visible and predictable! Wear bright or reflective clothing. Ride in a straight line. Do not weave in and out of traffic. Leave 3 feet between yourself and parked cars so you can avoid a door that opens unexpectedly.

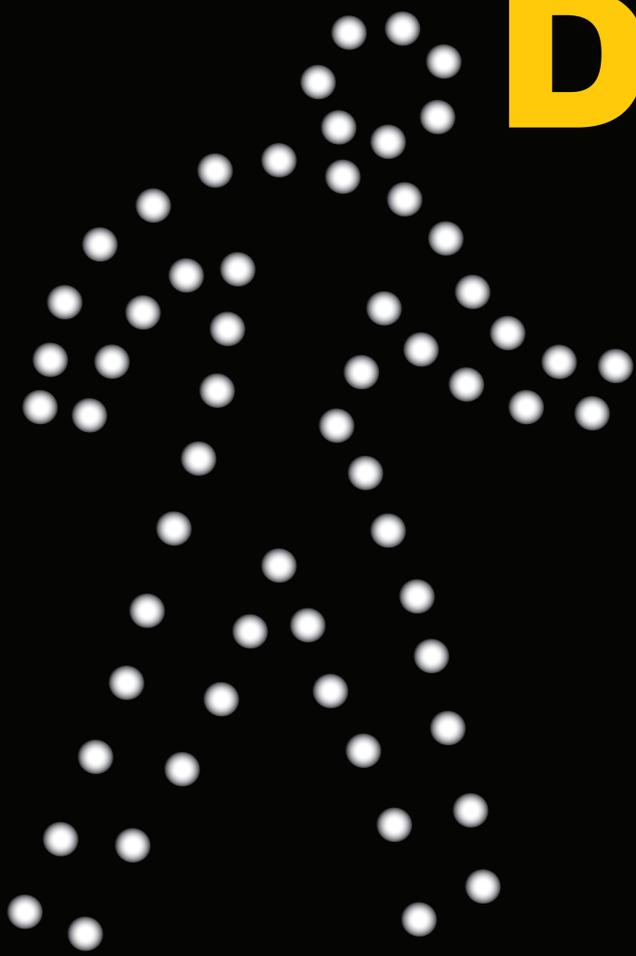
Upper Route 9G Corridor Management Plan





See!

- Expect pedestrians.
- Pay attention!
Don't text while driving!
- Obey the speed limit.



Be Seen!

- Use crosswalks.
- Obey signals.
- Look left, look right,
look left again!
- Pay attention!
Don't text while crossing!



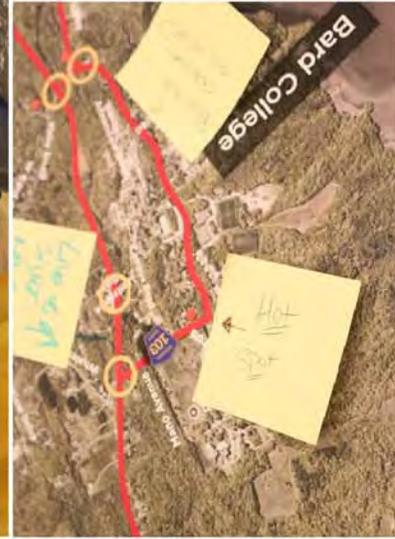
Pedestrian Safety: It's no Accident.

Funded by the National Highway Traffic Safety Administration with a grant from the NYS Governor's Traffic Safety Committee.

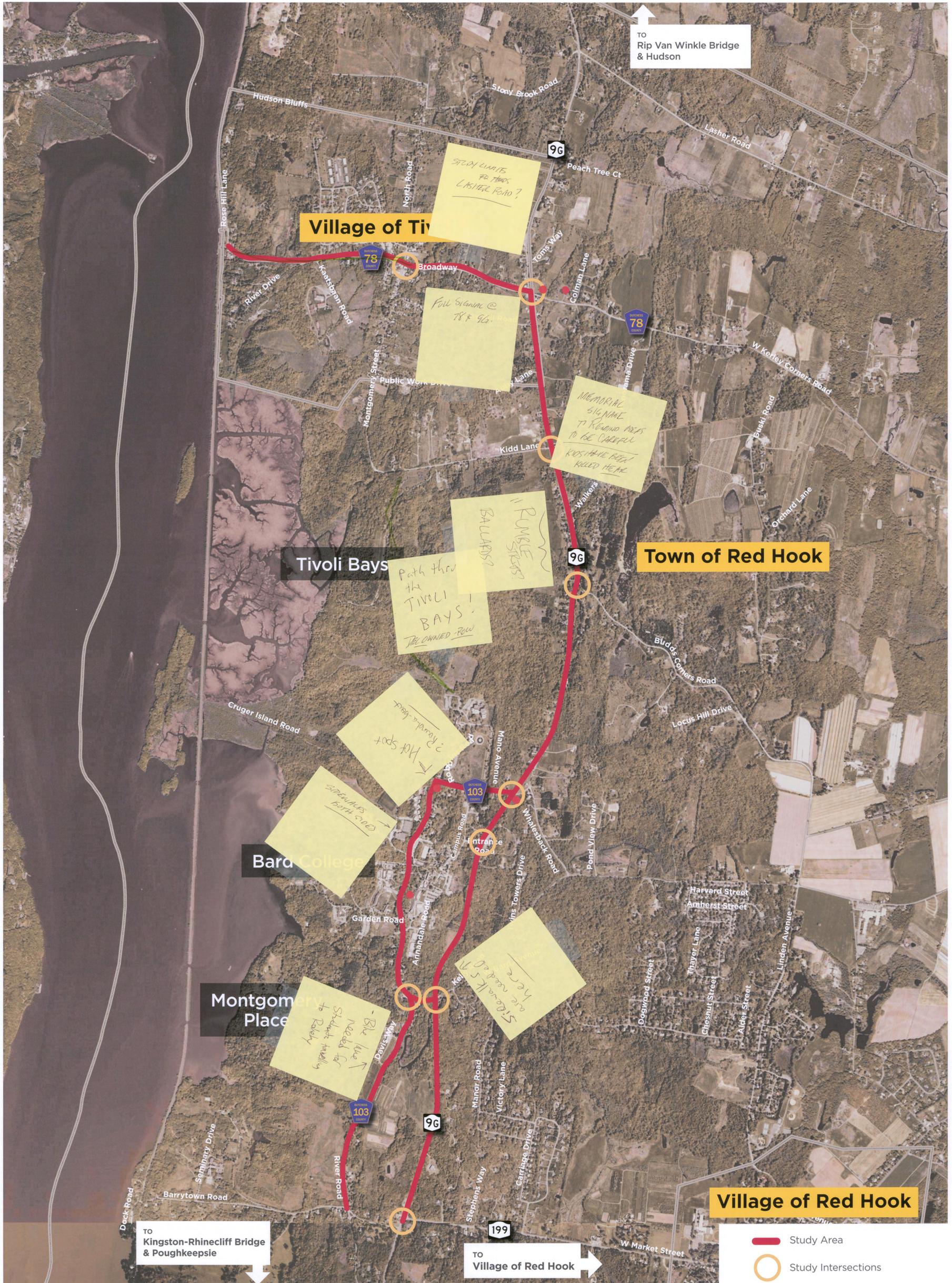


Public Workshop No. 1
May 6, 2015

Public Comments

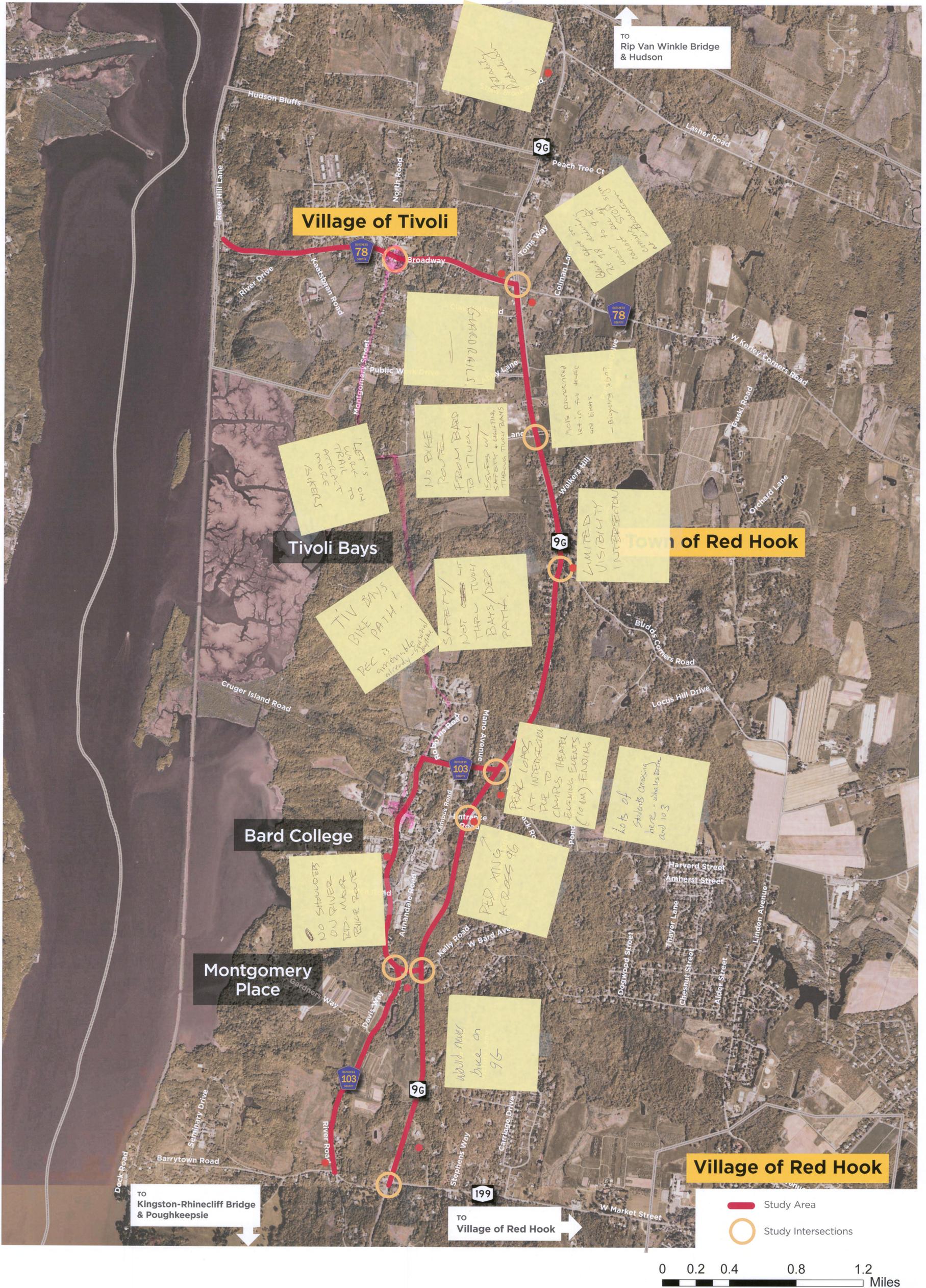


Upper Route 9G Corridor Management Plan



AFTERNOON

Upper Route 9G Corridor Management Plan



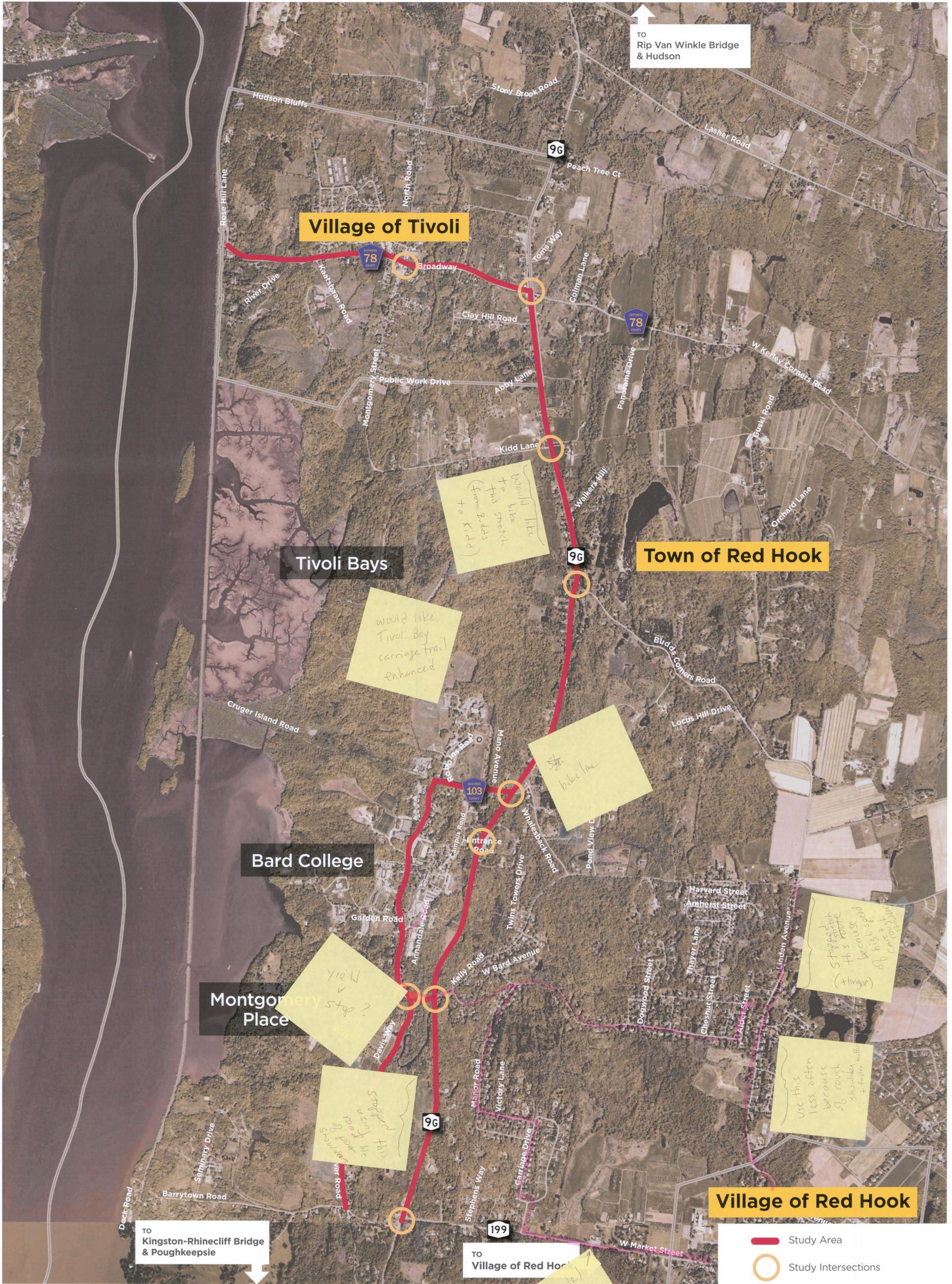
EVENING

Upper Route 9G Corridor Management Plan

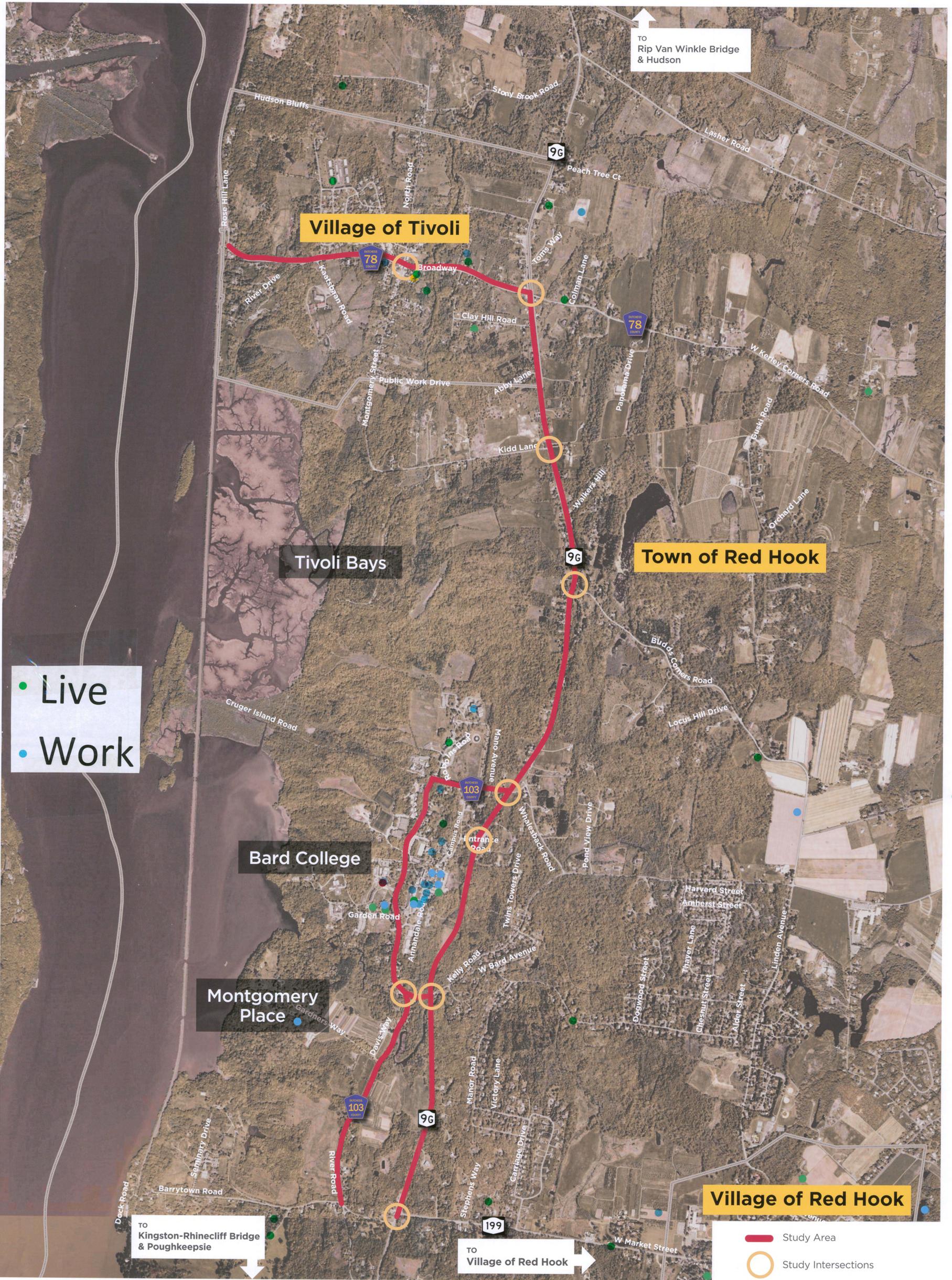


EVENING

Upper Route 9G Corridor Management Plan



Upper Route 9G Corridor Management Plan



- Live
- Work

Village of Red Hook

- Study Area
- Study Intersections

0 0.2 0.4 0.8 1.2 Miles



Public Workshop No. 1
May 6, 2015

Additional Comments



Poughkeepsie-Dutchess County Transportation Council

PUBLIC COMMENT FORM

CONTACT INFORMATION

Name/Organization: Jeremy Greenberg
 Street Address: 356 W. Kerley Corners Rd.
 City/State: TIVOLA, NY Zip Code: 12583
 Phone Number: 323-646-0157 Fax:
 Email Address: jdgreeny@gmail.com

PUBLIC MAILING LIST

The PDCTC distributes meeting notices, program updates, and other information through its public information mailing list. Would you like to be added to this mailing list:

Yes No

If yes, what is your preferred method of contact: Regular Mail Email

FOCUS ISSUES

The PDCTC conducts transportation planning across a wide range of issues and services. To better focus our planning efforts, please identify which issues listed below are of the most interest to you or the organization you represent: (check all that apply)

- Highway Operations Transit Operations Bicycle and Pedestrian Mobility
 Freight/Goods Movement Safety Land Use Development/Design

COMMENTS

Please comment on any aspect of transportation in Dutchess County or the greater Hudson Valley region. If you have a specific concern, please try to indicate a possible action that might address the issue. Please continue on the back if necessary.

I just want to say thank you for studying ways to make the intersection of Rte 9G/W. Kerley Corners safer. We live on W. Kerley... and as a father of 4 kids... I am acutely aware how dangerous that spot is. I'm not exaggerating when I say that I see near-misses at that intersection 3-5x/week to me, a rotary is the only solution. There are just too

Comment forms can be returned to the PDCTC via mail, email, or fax:

27 High Street (2nd Floor), Poughkeepsie, NY 12601
 Telephone (845) 486-3600 Fax (845) 486-3610
 Email: pdctc@dutchessny.gov
 Internet: <http://www.dutchessny.gov/pdctc.htm>

The yellow caution light seems to add to the confusion now - as some drivers slow to a stop on 9G...

many factors at play and the road too wide to gauge other drivers' behavior. Thank you

Submit Comments





Public Workshop No. 2

May 11, 2016 at Bard College (12:00 to 2:00 PM)
May 12, 2016 at Tivoli Village Hall (6:30 to 8:30 PM)

Meeting Summary



Upper Route 9G Corridor Management Plan

A Public Workshop was held on Wednesday May 11, 2016 at Bard College’s Bertelsmann Campus Center and on Thursday May 12, 2016 at the Tivoli Village Hall. The workshops were held to describe the findings and recommendations of the Upper Route 9G Corridor Management Plan (CMP) and to solicit feedback from area residents and other users of the Route 9G, CR 103 and CR 78 corridors. The workshop’s two sessions allowed for as many participants as possible, with the May 11th afternoon session from 2:00 to 4:00 PM and the duplicate evening session from 6:30 to 8:30 PM. The workshop included a PowerPoint presentation which described the recommendations for the Upper Route 9G CMP. Upon arrival, workshop attendees were provided with a copy of the list of recommendations and location map (copy appended).



Presentation

Mark Debald, Transportation Program Administrator of the Poughkeepsie-Dutchess County Transportation Council (PDCTC), welcomed everyone attending the meeting and, through a PowerPoint presentation, briefly discussed the process and the steps taken for the CMP.

John Canning, representing the consultant team (VHB) then provided an overview of the data evaluated for the CMP, including the existing conditions along the three study corridors and analysis of historic crash records. The specific traffic and safety issues for each corridor were described and recommendations to ameliorate the concerns were identified. The presentation was grouped by location (Area-wide, Trails and Paths, CR 78, CR 103, NYS 9G and Transit) and after each location’s recommendations were presented, the public was invited to comment on the proposed improvements.



Public Participation

After the PowerPoint presentation, the public was invited to review a series of presentation boards with the recommendations shown by location and to interact with and ask questions of the PDCTC and VHB consultant team. *Note: the comments received at the workshops and post-workshops are included in a separate public comment compilation document.*

Recommendations

(Rt. 9G Corridor Management Plan)



NYS Route 9G Corridor-wide Improvements

Immediate Term (within 1 year)	
B-1	Assess the needs and benefits of reducing the speed limit to 45 mph from CR 78 to NY 199.
Mid-Term (2 to 5 years)	
B-2	Install roadside delineators along curved roadway sections.
B-3	Consolidate existing signing along NYS Route 9G to reduce sign clutter.
B-4	Upgrading existing guiderail and end treatments as necessary based on accident history and code.
B-5	Install a bicycle warning sign and an "In Lane" sign plaque (a "Narrow Lane assembly") along Route 9G
Long-Term (6 to 10 years)	
B-6	Incorporate traffic calming elements at key locations to encourage motorists to reduce their speed.
B-7	Provide 11-foot travel lanes with 4-foot (or wider) shoulders, where feasible.

NYS Route 9G Intersection Improvements

Route 9G & CR 78 (W. Kerley Corners Road)

Immediate Term (within 1 year)	
2-1	Improve the profile and alignment of the CR 78 westbound approach to Route 9G to improve sight lines.
2-2	Better delineate the intersection to reduce speeds through it.
2-3	Supplement the intersection warning sign on NB NYS 9G with a flashing beacon assembly.
2-4	Reduce the speed limit on CR 78 from 55 mph to 45 mph approaching NY 9G.
Mid-Term (2 to 5 years)	
2-5	Improve the lighting at the intersection to provide better visibility.
2-6	Assess the effectiveness of the flashing signal and larger stop signs.
2-7	Study installing a full traffic signal or roundabout, based on safety issues.
2-8	Evaluate the feasibility of reducing the grade/profile on NY Route 9G immediately south of CR 78.
2-9	Evaluate zoning and land use planning near the intersection to accommodate increased pedestrian use.

Route 9G & Kidd Lane

Mid-Term (2 to 5 years)	
3-1	Evaluate the safety of the existing passing lane on Route 9G and request removal if warranted for safety.

Route 9G & CR 79 (Budds Corners Road)

Immediate Term (within 1 year)	
4-1	Evaluate the need and benefit of reducing the speed limit on CR 79 from 55 mph to 45 mph.
Long-Term (6 to 10 years)	
4-2	Reconstruct the intersection of CR 79 and NYS Route 9G as a perpendicular T-intersection.

Route 9G & CR 103 (Annandale Road)/Old Whalesback Road

Mid-Term (2 to 5 years)	
5-1	Study the justification for the installation of a traffic signal or a Rapid Rectangular Flashing Beacon (RRFB).
5-2	Install sidewalks on the north side of Old Whalesback Road from NY 9G to Whalesback Road.

Route 9G & Bard College Entrance Road

Immediate Term (within 1 year)	
6-1	Add "Bard College Entrance Ahead" sign (or similar) along NYS Route 9G north and southbound.
Mid-Term (2 to 5 years)	
6-2	Improve safety crossing on NY 9G at the Entrance Road with a flashing beacon, a traffic signal or a HAWK.

Route 9G & River Road/Kelly Road

Immediate Term (within 1 year)	
7-1	Install "No Turn on Red" signs on eastbound River Road and westbound Kelly Road at NYS Route 9G.
7-2	Evaluate the northbound pavement skid resistance and improve, if necessary.
7-3	Improve the grade crossing from Kelly Road to River Road and modify signal clearances, as needed.

LEGEND

	Immediate term (within 1 year)
	Mid-term (2 to 5 years)
	Long-term (6 to 10 years)
	Ongoing or from Mid-term to Long-term

Overall Study Area Improvements – Education, Enforcement, Planning & Design	
Ongoing	
A-1	Make more frequent use of portable driver speed feedback devices. Education & Targeted Enforcement
A-2	Host annual Safety Education campaigns for all corridor users at the start of the school year.
A-3	When approving new or retrofitted development projects consider all users (Complete Streets)
A-4	Incorporate Dutchess County Planning Department's Greenway Guides design principals
Mid-Term (2 to 5 years)	
A-5	Consider supplementing the existing speed limit signs with permanent driver-feedback speed limit signs.
Trails & Shared-Use Paths	
Mid-Term (2 to 5 years)	
P-1	Add a pedestrian-bicycle facility between Bard Campus and newly-acquired Montgomery Place.
P-2	Develop a trail through the Tivoli Bays Management Area connecting Bard with Tivoli.
Long-Term (6 to 10 years)	
P-3	Construct an off-street shared-use path from Montgomery Place to Barrytown Road/UTS.
P-4	Widen the existing 6-foot wide shared use path through Bard College to a minimum of 10 feet.
Transit	
Mid-Term (2 to 5 years)	
T-1	Install bus stop shelters with maps and schedules at bus stops within the study area.
T-2	Adjust service in response to ridership on the Dutchess County Public Transit Loop and the Bard Shuttle.



CR 103 Corridor-wide Improvements

Mid-Term (2 to 5 years)	
C-1	Reclassify CR 103 from an Urban Major Collector to an Urban Minor Collector.
C-2	Develop an improved wayfinding signing plan for Bard College.
C-3	Assess pedestrian crosswalks along CR 103 (Annandale Rd) on the Bard campus for optimal location.
C-4	Consider installing Rectangular Rapid Flashing Beacons (RRFBs) at Bard campus CR 103 crossings.
Long-Term (6 to 10 years)	
C-5	Consider reducing the speed on CR 103 (Annandale Rd) from Barrytown Road to River Road to 35 mph.
C-6	Incorporate traffic calming elements along CR 103 (thru Bard to encourage lower vehicle speeds).
C-7	Extend the sidewalk along CR 103 from Campus Road to Route 9G.
CR 103 & Cruger Island Road	
C-8	Evaluate options for reconstructing the intersection as a perpendicular T-intersection.
CR 103 & River Road Triangle	
B-1	Consider reconfiguring the River Road triangle into a standard "T" intersection/ Signal/Roundabout...



CR 78 Corridor-wide Improvements

Mid-Term (2 to 5 years)	
D-1	Add a guiderail on the south side of Broadway, west of Dock Road.
D-2	Extend the sidewalk on one side of Broadway from Pine Street to the river.

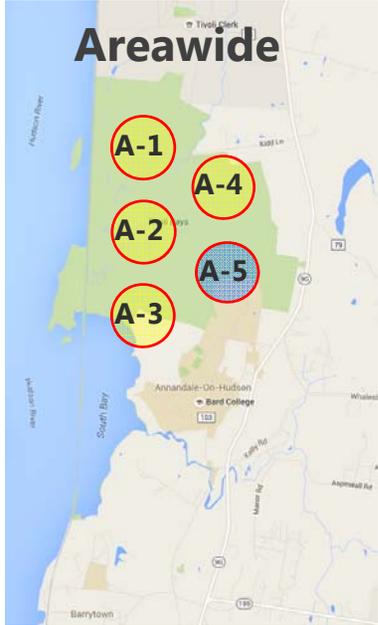
LEGEND

	Immediate term (within 1 year)
	Mid-term (2 to 5 years)
	Long-term (6 to 10 years)
	Ongoing or from Mid-term to Long-term



Implementation Schedule

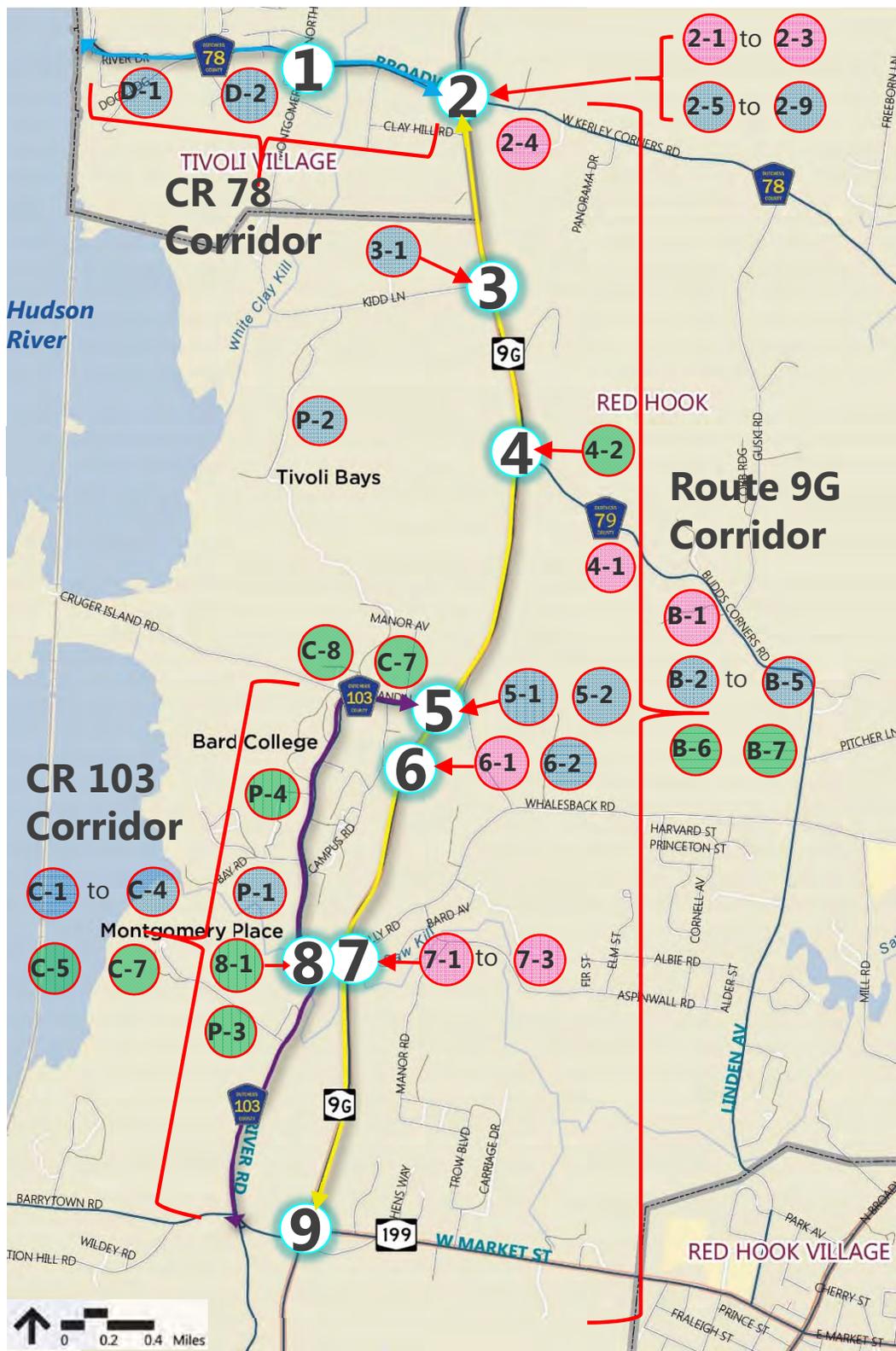
-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



-  T-1
 -  T-2
- Transit**



Recommendations Key Map



Upper Route 9G

Corridor Management Plan

PRESENTED BY

Mark Debald, PDCTC
John Canning, VHB
Susan O'Donnell, VHB
Bob Dennison, VHB



Upper Route 9G Corridor Management Plan

Poughkeepsie-Dutchess County Transportation Council (PDCTC), the designated Metropolitan Planning Organization for Dutchess County, is working on a Corridor Management Plan for NYS Route 9G from CR 78 (Broadway/West Kerley Corners Road) in the Village of Tivoli to NYS Route 199 in the Town of Red Hook. The study area also includes CR 103/ Annandale Road through Bard College and CR 78/Broadway through Tivoli. Join us at one of the Public Workshops to learn more about the findings and recommendations from the project and to provide your feedback.

Join us at one of the Public Workshops!

Workshop 1:
Wednesday May 11: 12 - 2pm
@ Bard College,
Bertelsmann Campus Center
Annandale Road, Multipurpose Room

Workshop 2:
Thursday May 12: 6:30 - 8:30pm
Tivoli Village Hall,
86 Broadway, 3rd Floor Meeting Room



Project Introduction

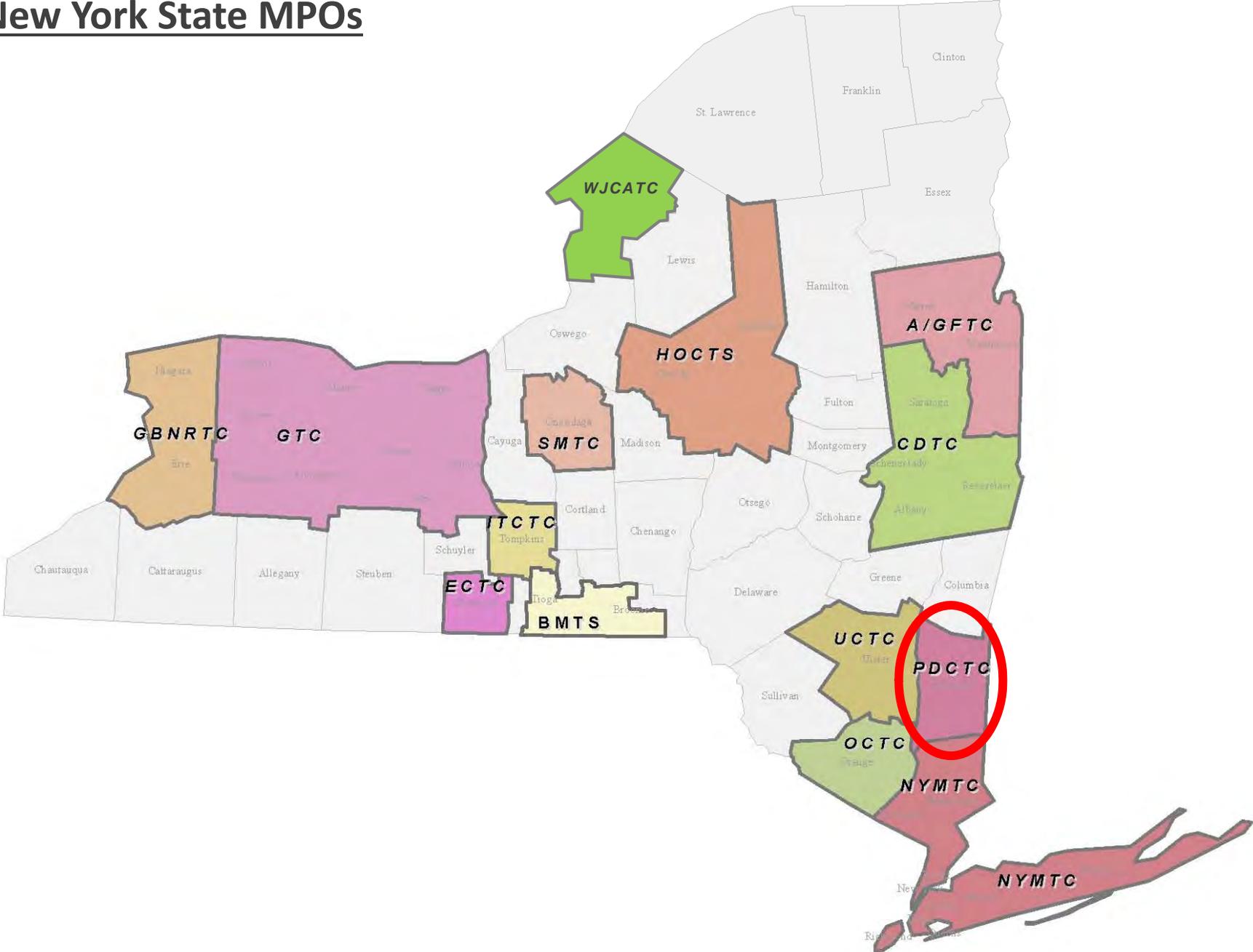
Upper Route 9G Corridor Management Plan

Poughkeepsie-Dutchess County Transportation Council

Who We Are:

- Designated Metropolitan Planning Organization (MPO) for Dutchess County
- Established in 1982
- Required by the federal government for Urbanized Areas of 50,000+ population
- Forum for establishing transportation policies and priorities
- Programs federal highway and transit funding through a locally driven, comprehensive planning process
- Assists communities with local transportation planning needs

New York State MPOs



PDCTC Voting Membership

Permanent Members

Dutchess County Executive, Permanent Chairperson
NYSDOT Commissioner
Metropolitan Transportation Authority Chairperson
City of Beacon Mayor
City of Poughkeepsie Mayor
Town of Beekman Supervisor
Town of East Fishkill Supervisor
Town of Fishkill Supervisor
Town of Hyde Park Supervisor
Town of LaGrange Supervisor
Town of Poughkeepsie Supervisor
Town of Wappinger Supervisor

Partially Urbanized Towns (Rotating)

Town of Pawling Supervisor
Town of Pleasant Valley Supervisor*
Town of Union Vale Supervisor

Urbanized Villages (Rotating)

Village of Fishkill Mayor
Village of Pawling Mayor*
Village of Wappingers Falls Mayor

Non-Urban Towns (Nominated)

Town of Clinton Supervisor
Town of Pine Plains Supervisor

* Current voting member.

PDCTC Planning Projects

- **Route 9 Land Use & Transportation Study (2009)**

⇒ *Pedestrian underpass at Marist College*

- **CR 93 Corridor Management Plan (2011)**

⇒ *Traffic analysis and recommendations*

- **Hyde Park Sidewalk Study (2013)**

⇒ *Route 9 sidewalk improvements*

- **Transit Development Plan (2009)**

⇒ *New bus routes and schedules*

- **Dutchess County Bus Expansion Study (2013)**

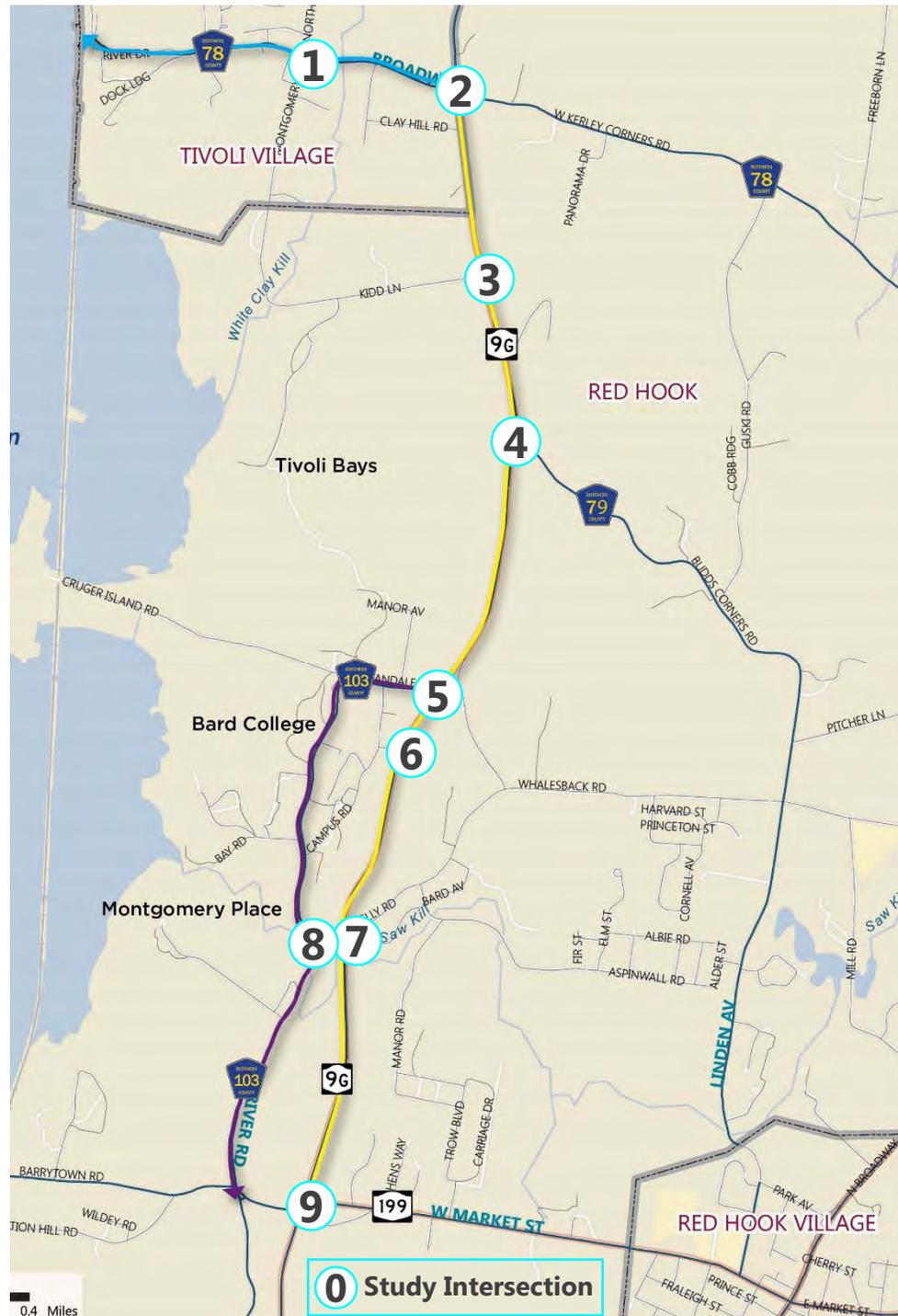
⇒ *Strategy to expand DCPT service in Poughkeepsie*



Overview of Corridor Management Plan

Upper Route 9G Corridor Management Plan

Upper Route 9G Study Area



Crash History

Historic Crash Records (2009-2013)

- Approximately 250 crashes over 5 years
- Five fatalities in three crashes:
 1. Jan. 2012 on Rt 9G at CR 78/Broadway
 2. Sept. 2013 on Rt 9G at CR 78/Broadway
 3. Oct. 2009 on CR 103/Annandale Rd near River Rd

- Post-2013, three more fatal crashes:
 1. Two pedestrian fatalities in one crash on Route 9G at CR 78/Broadway
 2. One fatality in a 'T-bone' crash at Route 9G & CR 78
 3. One fatality when a motorist lost control on Route 9G and struck a fixed object



Upper Route 9G

Corridor Management Plan

Purpose

To identify short- and long-range recommendations to improve vehicular and non-vehicular safety and mobility.



Upper Route 9G

Corridor Management Plan

Project Status

- Reviewed previous studies
- Inventoried the roadways
- Collected extensive traffic, pedestrian, bicycle, speed and crash data
- Conducted a Road Safety Audit (RSA) with responsible agencies
- Analyzed the data to evaluate safety, operational and capacity concerns
- All detailed in Tech Memos 1 - 4 which have been posted online
- Identified draft recommendations and prepared Tech Memo 5



Upper Route 9G

Corridor Management Plan

Presentation Format

- **Almost 50 recommendations** (not counting repairs to be addressed through maintenance)
- **Developed with a Technical Advisory Committee (TAC)**
- **Grouped by location: Area-wide; Trails; CR 78; CR 103; NY 9G; Transit**
- **Available online at <http://www.dutchessny.gov/pdctc.htm>**
- **Tech Memo 5 also available at the break-out tables**
- **Presenting recommendations by location, followed by discussion**
- **Looking for public input and support**

There will be time after the presentation to discuss the recommendations at smaller tables with members of the TAC.

Overall Study Area Improvements – Education, Enforcement, Planning & Design	
Ongoing	
A-1	Make more frequent use of portable driver speed feedback devices. Education & Targeted Enforcement
A-2	Host annual Safety Education campaigns for all corridor users at the start of the school year.
A-3	When approving new or retrofitted development projects consider all users (Complete Streets)
A-4	Incorporate Dutchess County Planning Department's Greenway Guides design principals
Mid-Term (2 to 5 years)	
A-5	Consider supplementing the existing speed limit signs with permanent driver-feedback speed limit signs.
Trails & Shared-Use Paths	
Mid-Term (2 to 5 years)	
P-1	Add a pedestrian-bicycle facility between Bard Campus and newly-acquired Montgomery Place.
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Long-Term (6 to 10 years)	
P-3	Construct an off-street shared-use path from Montgomery Place to Barrytown Road/UTS.
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Transit	
Mid-Term (2 to 5 years)	
T-1	Install bus stop shelters with maps and schedules at bus stops within the study area.
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CR 103 Corridor-wide Improvements	
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C-1	Reclassify CR 103 from an Urban Major Collector to an Urban Minor Collector.
C-2	Develop an improved wayfinding signing plan for Bard College.
C-3	Assess pedestrian crosswalks along CR 103 (Annandale Rd) on the Bard campus for optimal location.
C-4	Consider installing Rectangular Rapid Flashing Beacons (RRFBs) at Bard campus CR 103 crossings.
Long-Term (6 to 10 years)	
C-5	Consider reducing the speed on CR 103 (Annandale Rd) from Barrytown Road to River Road to 35 mph.
C-6	Incorporate traffic calming elements along CR 103 (thru Bard to encourage lower vehicle speeds).
C-7	Extend the sidewalk along CR 103 from Campus Road to Route 9G.
CR 103 & Cruger Island Road	
C-8	Evaluate options for reconstructing the intersection as a perpendicular T-intersection.
CR 103 & River Road Triangle	
8-1	Consider reconfiguring the River Road triangle into a standard "T" intersection/ Signal/Roundabout...



CR 78 Corridor-wide Improvements	
Mid-Term (2 to 5 years)	
D-1	Add a guiderail on the south side of Broadway, west of Dock Road.
D-2	Extend the sidewalk on one side of Broadway from Pine Street to the river.

LEGEND

 	Immediate term (within 1 year)
 	Mid-term (2 to 5 years)
 	Long-term (6 to 10 years)
 	Ongoing or from Mid-term to Long-term



Recommendations

(Upper 9G Corridor Management Plan)



NYS Route 9G Corridor-wide Improvements	
Immediate Term (within 1 year)	
B-1	Assess the needs and benefits of reducing the speed limit to 45 mph from CR 78 to NY 199.
Mid-Term (2 to 5 years)	
B-2	Install roadside delineators along curved roadway sections.
B-3	Consolidate existing signing along NYS Route 9G to reduce sign clutter.
B-4	Upgrading existing guiderail and end treatments as necessary based on accident history and code.
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B-7	Provide 11-foot travel lanes with 4-foot (or wider) shoulders, where feasible.

NYS Route 9G Intersection Improvements Route 9G & CR 78 (W. Kerley Corners Road)	
Immediate Term (within 1 year)	
2-1	Improve the profile and alignment of the CR 78 westbound approach to Route 9G to improve sight lines.
2-2	Better delineate the intersection to reduce speeds through it.
2-3	Supplement the intersection warning sign on NB NYS 9G with a flashing beacon assembly.
2-4	Reduce the speed limit on CR 78 from 55 mph to 45 mph approaching NY 9G.
Mid-Term (2 to 5 years)	
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2-6	Assess the effectiveness of the flashing signal and larger stop signs.
2-7	Study installing a full traffic signal or roundabout, based on safety issues.
2-8	Evaluate the feasibility of reducing the grade/profile on NY Route 9G immediately south of CR 78.
2-9	Evaluate zoning and land use planning near the intersection to accommodate increased pedestrian use.

Route 9G & Kidd Lane	
Mid-Term (2 to 5 years)	
3-1	Evaluate the safety of the existing passing lane on Route 9G and request removal if warranted for safety.

Route 9G & CR 79 (Budds Corners Road)	
Immediate Term (within 1 year)	
4-1	Evaluate the need and benefit of reducing the speed limit on CR 79 from 55 mph to 45 mph.
Long-Term (6 to 10 years)	
4-2	Reconstruct the intersection of CR 79 and NYS Route 9G as a perpendicular T-intersection.

Route 9G & CR 103 (Annandale Road)/Old Whalesback Road	
Mid-Term (2 to 5 years)	
5-1	Study the justification for the installation of a traffic signal or a Rapid Rectangular Flashing Beacon (RRFB).
5-2	Install sidewalks on the north side of Old Whalesback Road from NY 9G to Whalesback Road.

Route 9G & Bard College Entrance Road	
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6-1	Add "Bard College Entrance Ahead" sign (or similar) along NYS Route 9G north and southbound.
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6-2	Improve safety crossing on NY 9G at the Entrance Road with a flashing beacon, a traffic signal or a HAWK.

Route 9G & River Road/Kelly Road	
Immediate Term (within 1 year)	
7-1	Install "No Turn on Red" signs on eastbound River Road and westbound Kelly Road at NYS Route 9G.
7-2	Evaluate the northbound pavement skid resistance and improve, if necessary.
7-3	Improve the grade crossing from Kelly Road to River Road and modify signal clearances, as needed.

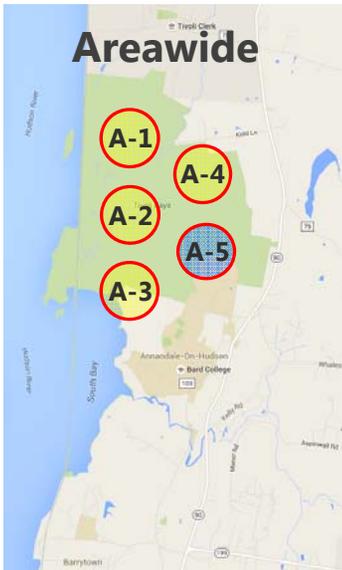
LEGEND

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 	Mid-term (2 to 5 years)
 	Long-term (6 to 10 years)
 	Ongoing or from Mid-term to Long-term



Implementation Schedule

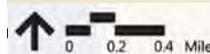
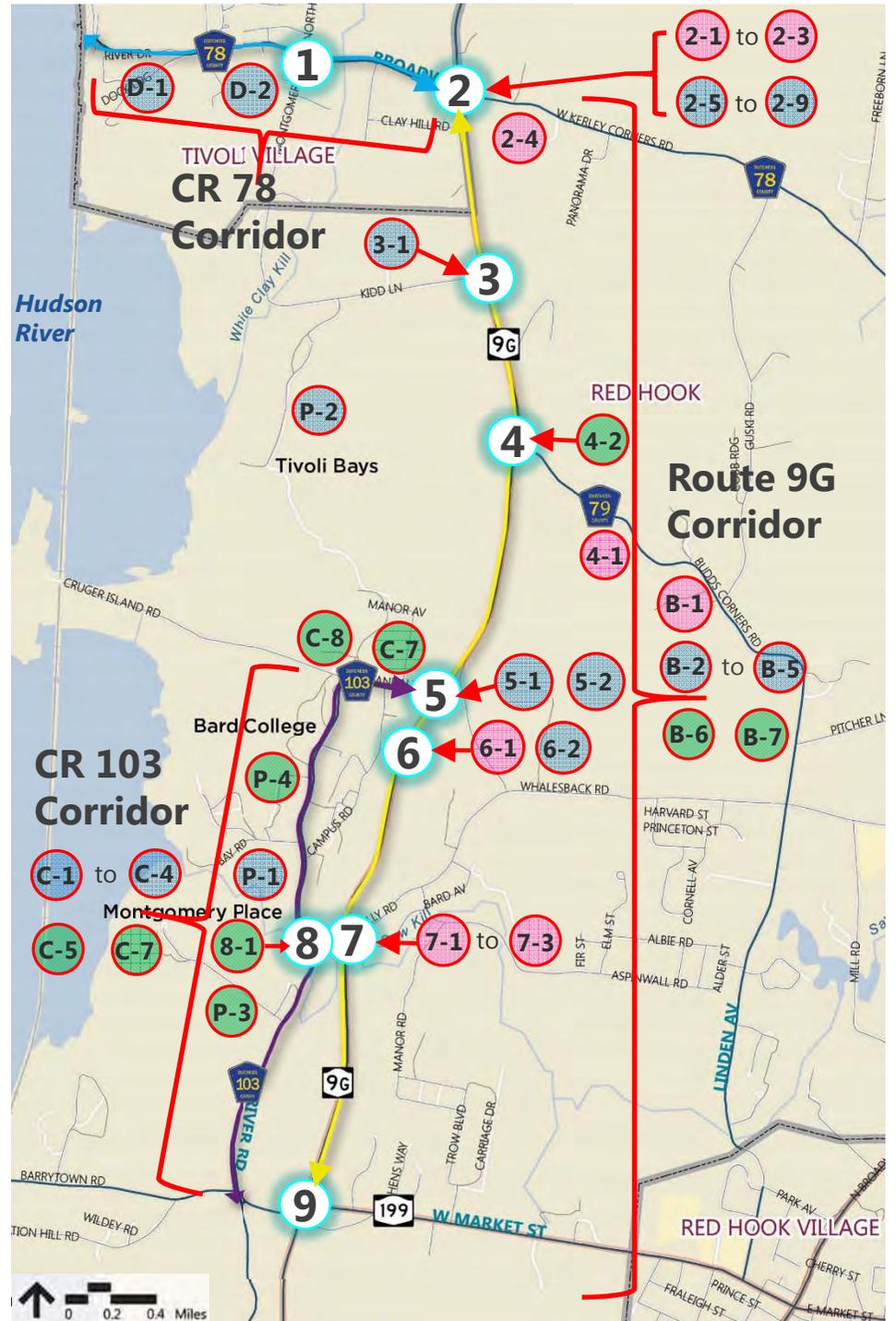
-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



-  T-1
 -  T-2
- Transit**



Recommendations Key Map



Review of Recommendations

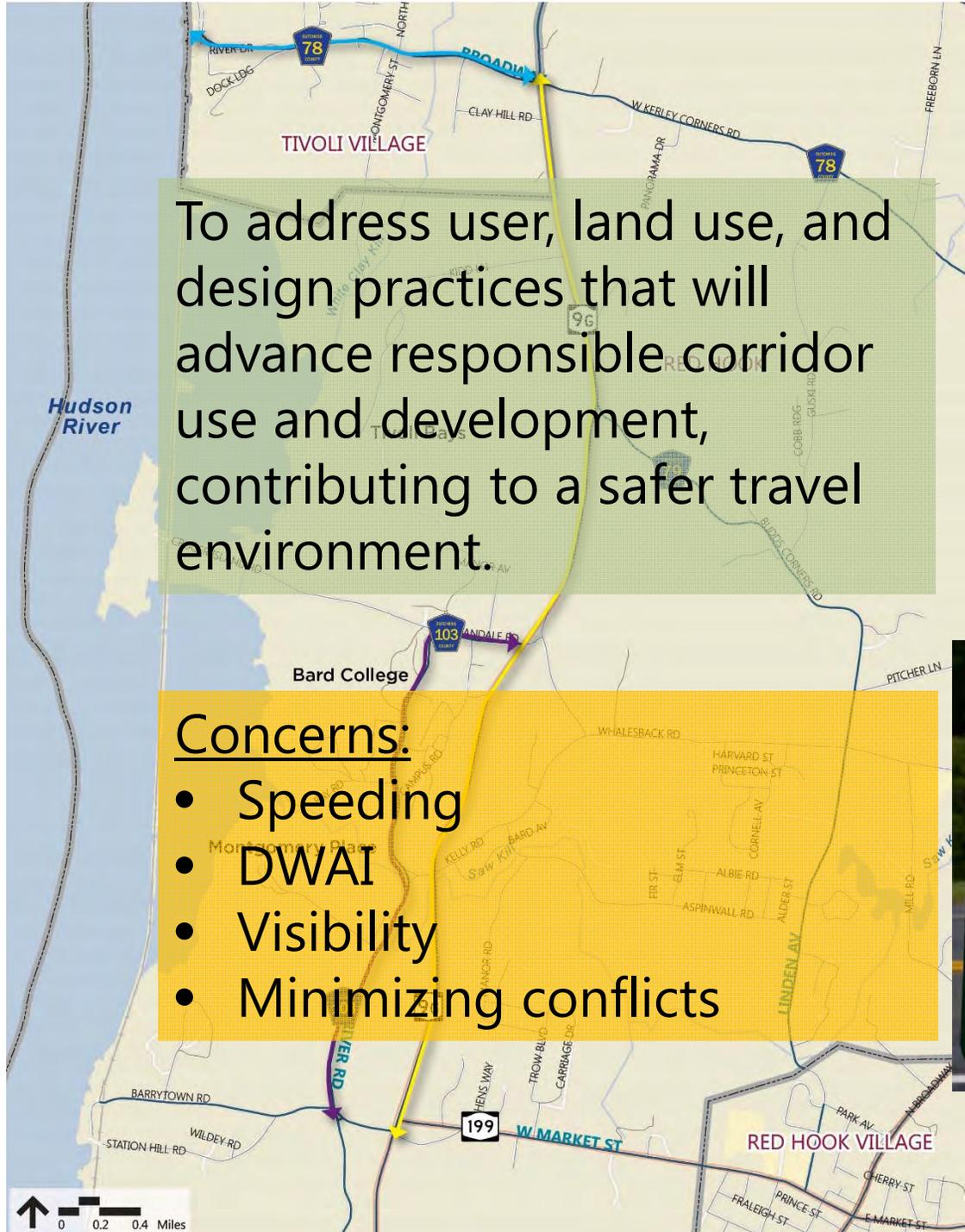
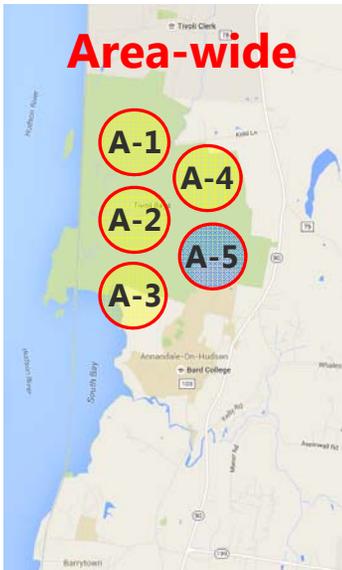
Upper Route 9G Corridor Management Plan

Overall Study Area

Upper Route 9G Corridor Management Plan

Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



To address user, land use, and design practices that will advance responsible corridor use and development, contributing to a safer travel environment.

Concerns:

- Speeding
- DWAI
- Visibility
- Minimizing conflicts

Recommendations Key Map

Area-wide



(Bard sign near 9G)

Area-Wide Recommendations

A-1 Targeted Enforcement & Portable Speed Feedback Devices

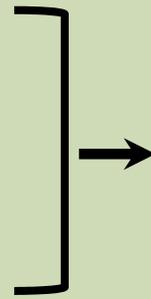
A-2 Annual Road Safety Awareness Campaign

A-3 Implement Complete Street Design Principles

A-4 Incorporate Dutchess County Planning Dept.'s Greenway Guides Principles:

- Building Placement
- Narrow streets in hamlet centers
- Development in existing centers
- Street trees
- Bicycle Plans
- Consolidated driveways
- Shared parking
- Rural feel for low volume roads

A-5 Consider permanent driver-feedback speed signs



Village of Tivoli



Engineering, Education, & Enforcement

Trails & Paths

Upper Route 9G Corridor Management Plan

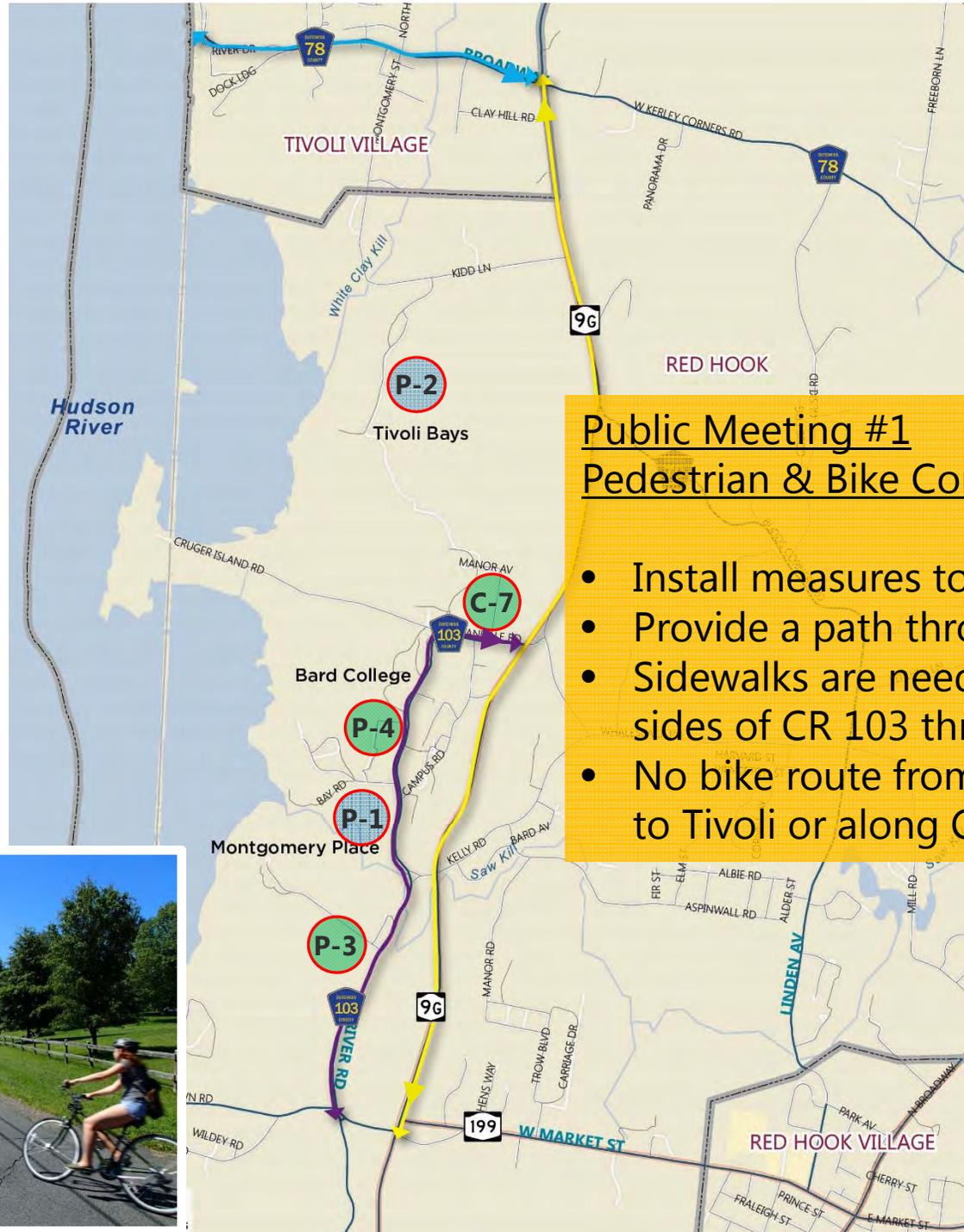
Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing

Trails & Paths



Bard bike ride



Recommendations Key Map

Trails & Paths

Public Meeting #1

Pedestrian & Bike Comments:

- Install measures to slow traffic
- Provide a path through Tivoli Bays
- Sidewalks are needed on both sides of CR 103 through Bard
- No bike route from Bard College to Tivoli or along CR 103

Trails & Paths

P-1 Pedestrian-bicycle facility to connect Bard Main Campus to Montgomery Place

P-2 Pedestrian-bicycle facility to connect Bard Main Campus to Village of Tivoli, through Tivoli Bays

P-3 Pedestrian-bicycle facility to connect Montgomery Place to Barrytown Road/UTS

C-7 Sidewalk/Ped-bike facility along CR103 from Campus Road north to NY 9G



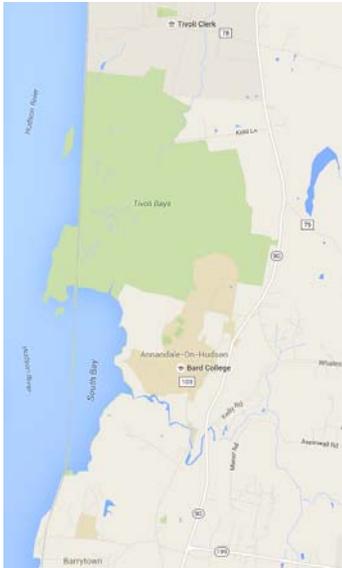
CR 103 (River Rd.) looking south from Montgomery Pl.

CR 78 (Broadway)

Upper Route 9G Corridor Management Plan

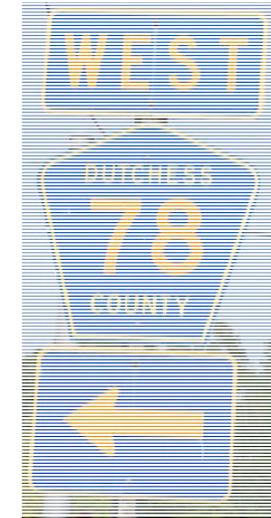
Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



Recommendations Key Map

CR 78 Corridor



Concerns

- Run-off-road crashes
- Pedestrian facilities

CR 78 Corridor-Wide Recommendations

D-1 Add a guide rail on the south side of Broadway west of Dock Road

D-2 Extend a sidewalk on one side of Broadway from Pine St to the River



CR 78 (Broadway) looking east

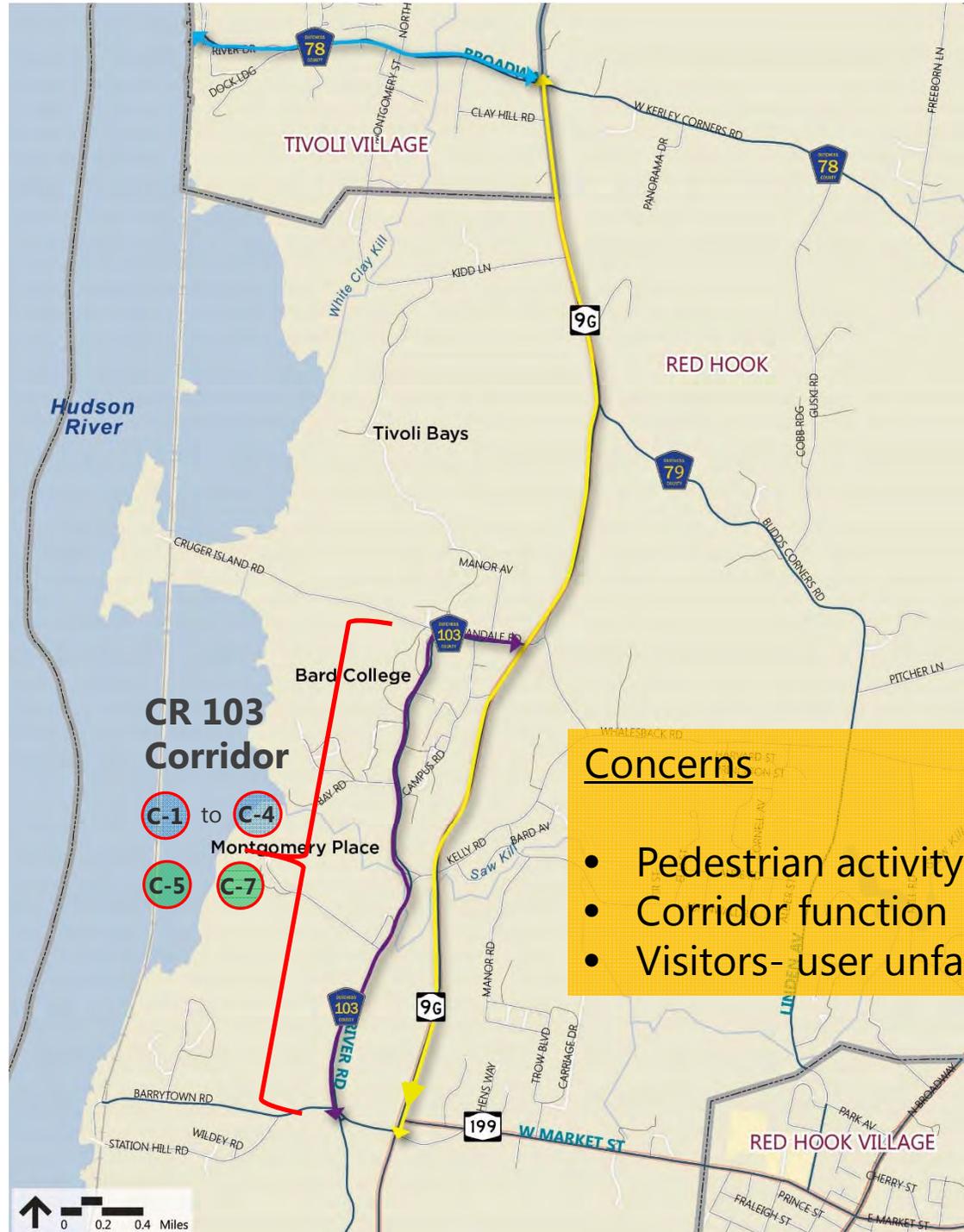
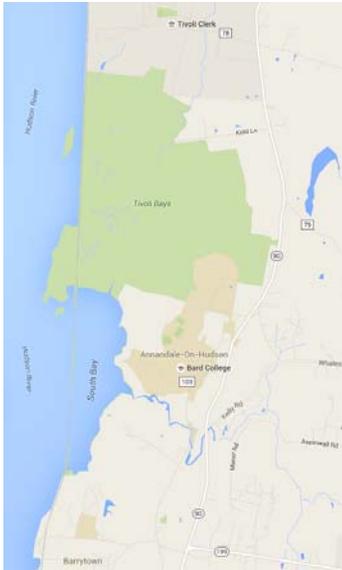
CR 78 (Broadway) looking east from Kaatsbaan

CR 103

Upper Route 9G Corridor Management Plan

Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



Recommendations Key Map

**CR 103
Corridor**

Concerns

- Pedestrian activity
- Corridor function
- Visitors- user unfamiliarity

CR 103 Corridor-Wide Recommendations

- C-1** Request CR 103 be reclassified as a lower-volume, lower-speed Urban Minor Collector roadway
- C-2** Develop improved wayfinding signing for Bard College
- C-3** Re-evaluate pedestrian crosswalk locations/design to optimize efficiency & safety
- C-4** Consider installing RRFBs between North and South Campus Roads
- C-5** Consider reducing speed limit to 35 mph south of the Saw Kill Creek
- C-6** As part of the Bard Master Plan, incorporate such traffic calming elements as:
 - Raised pavement
 - Curb bumpouts
 - Width reduction

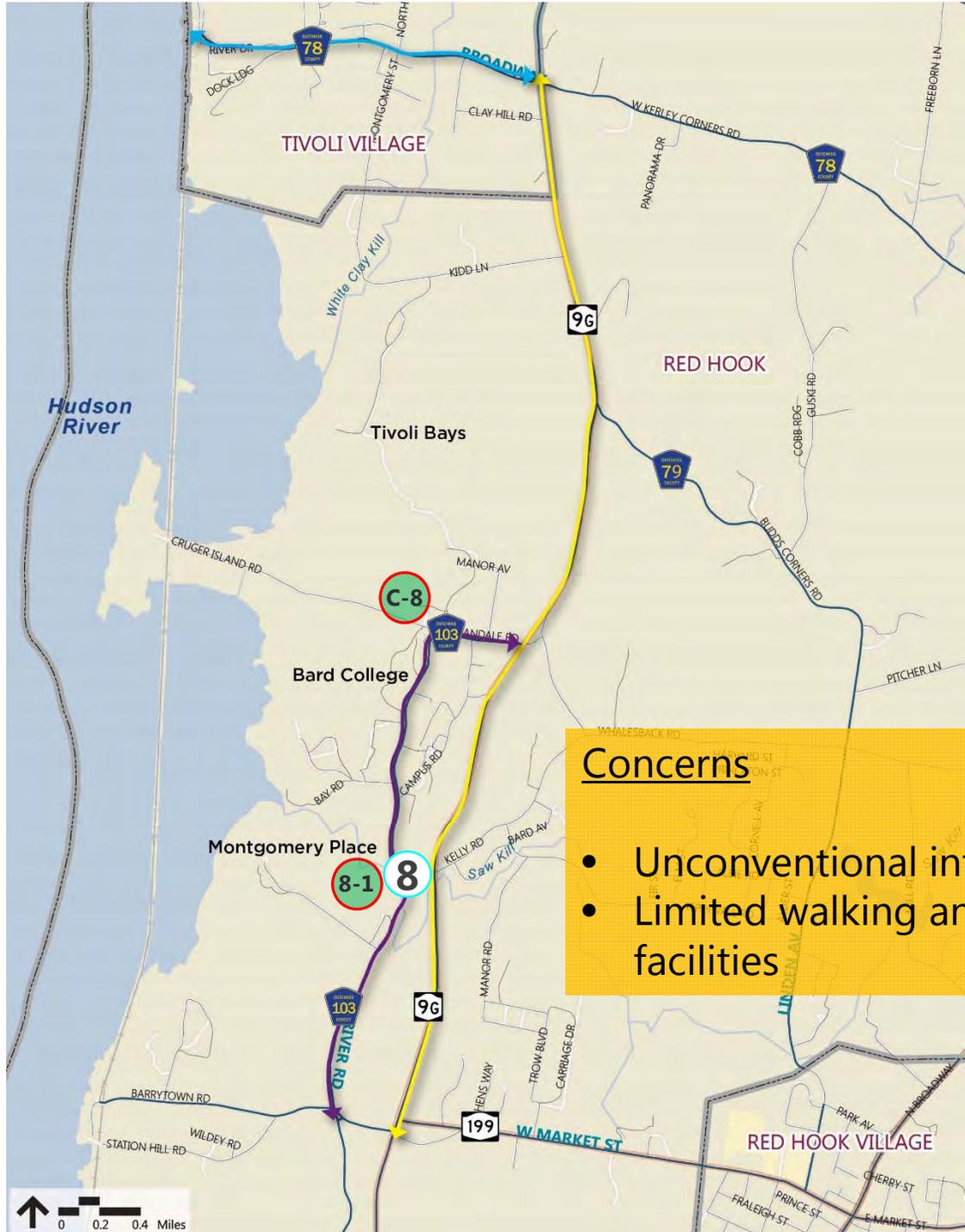


CR 103, Urban Minor Collector?



Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



Recommendations Key Map

CR 103 Intersections

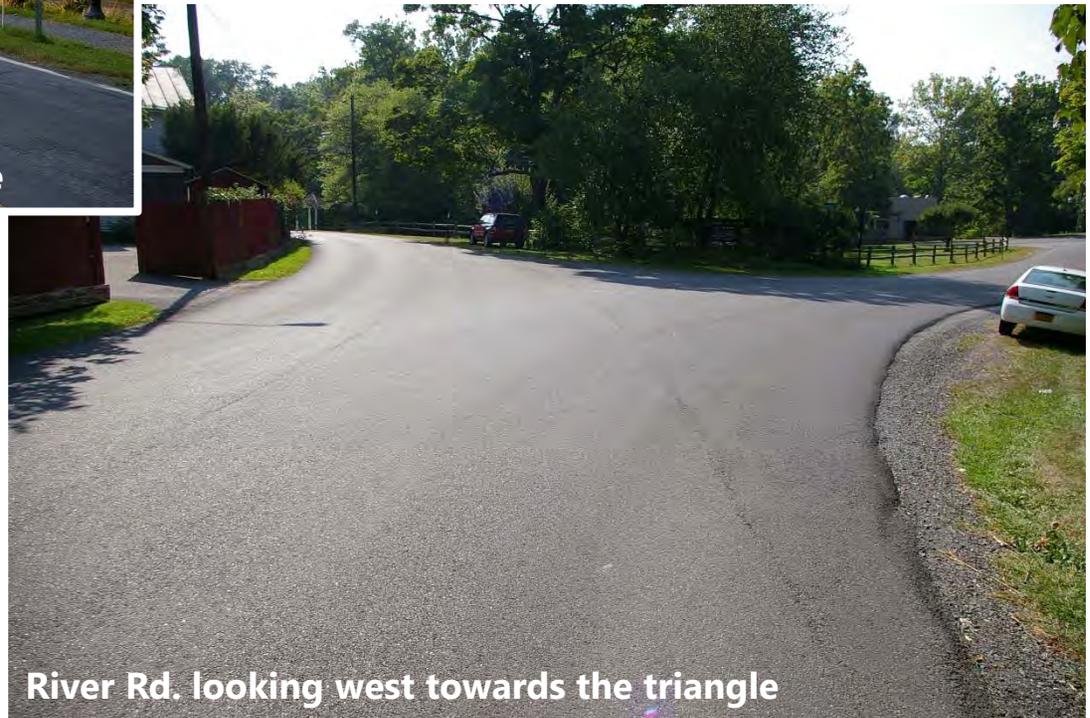
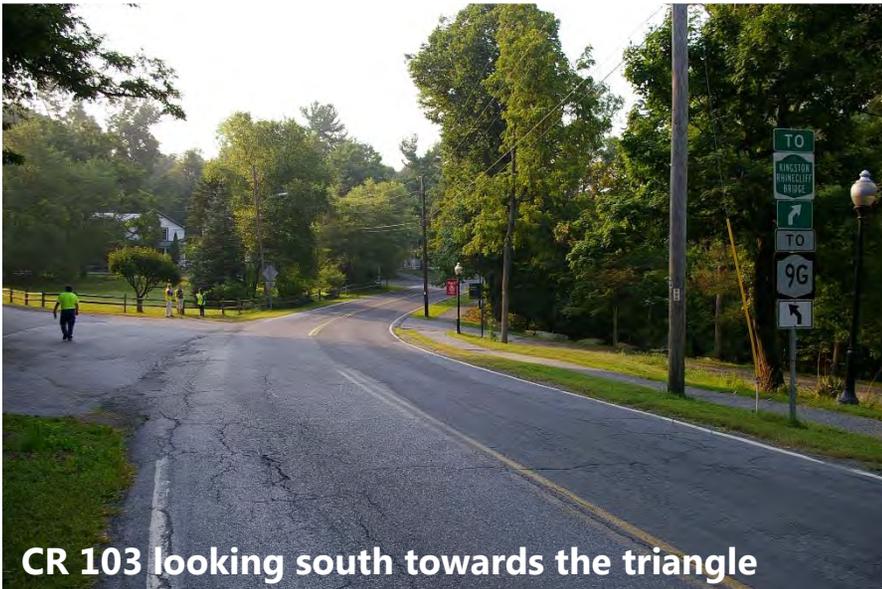


Concerns

- Unconventional intersections
- Limited walking and bicycling facilities

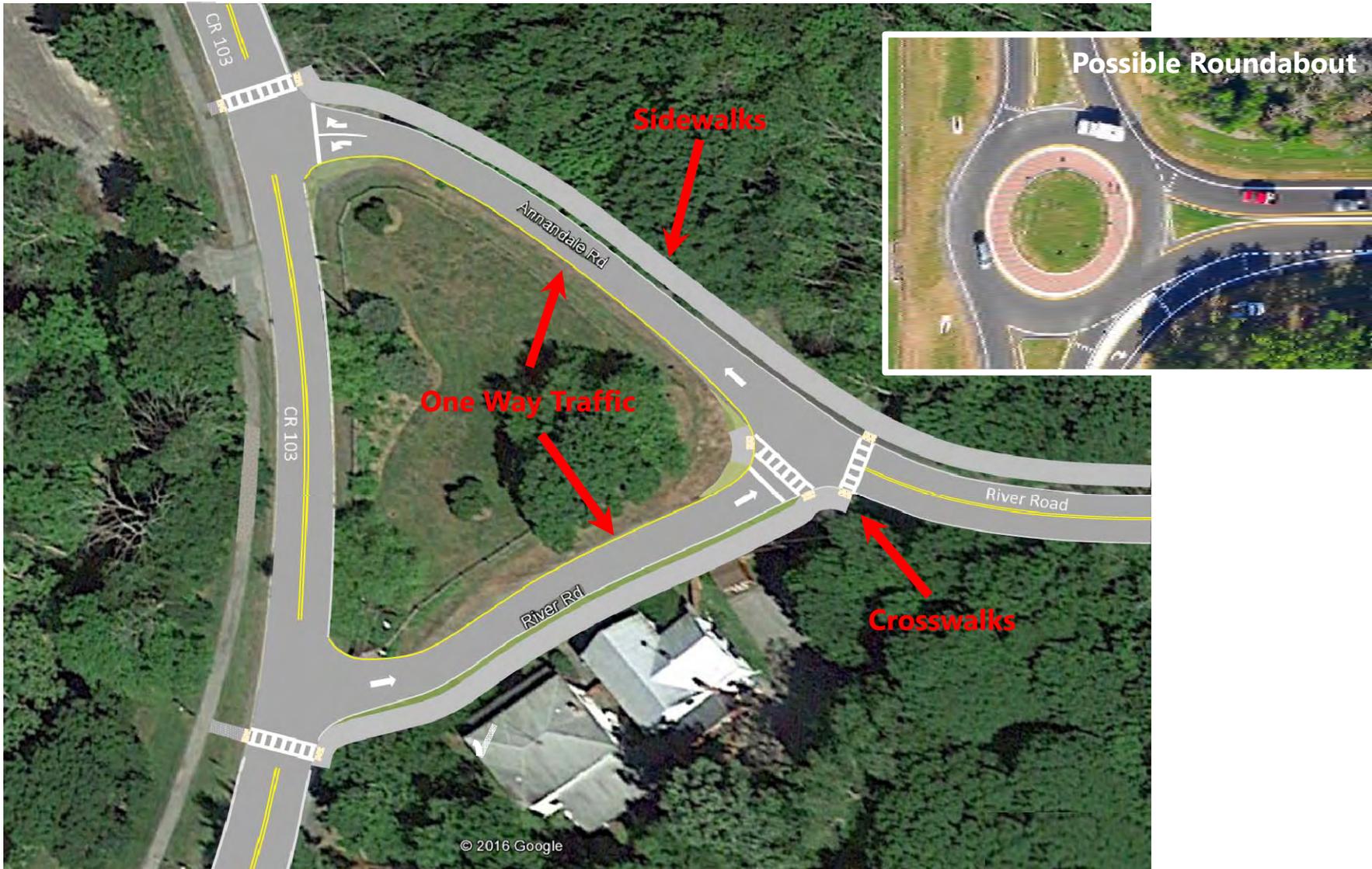
CR 103 Intersection Recommendations: River Rd

8-1 Evaluate options to reconstruct the intersection as a traditional "T" with traffic signal, roundabout or possible alternative configuration



CR 103 Intersection Recommendations: River Rd

8-1 Evaluate options to reconstruct the intersection as a traditional "T" with traffic signal, roundabout or possible alternative configuration

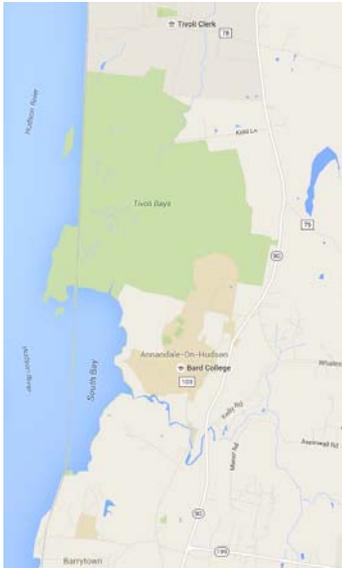


NYS Route 9G

Upper Route 9G Corridor Management Plan

Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



Concerns

- High crash rate
- Severity of crashes
- Speeding
- Run off road crashes

Recommendations Key Map

Route 9G Corridor

-  B-1
-  B-2 to  B-5
-  B-6  B-7

NYS Route 9G Corridor-Wide Recommendations

B-1 Consider reducing speed limit to 45 mph corridor-wide

B-2 Consider installing roadside delineators on curves

B-3 Consider consolidating signs on NY 9G to reduce clutter

B-4 Evaluate the need to upgrade existing guiderail and end treatments to current standards or add new guiderail

B-5 Install Deer and Bicycle warning signs



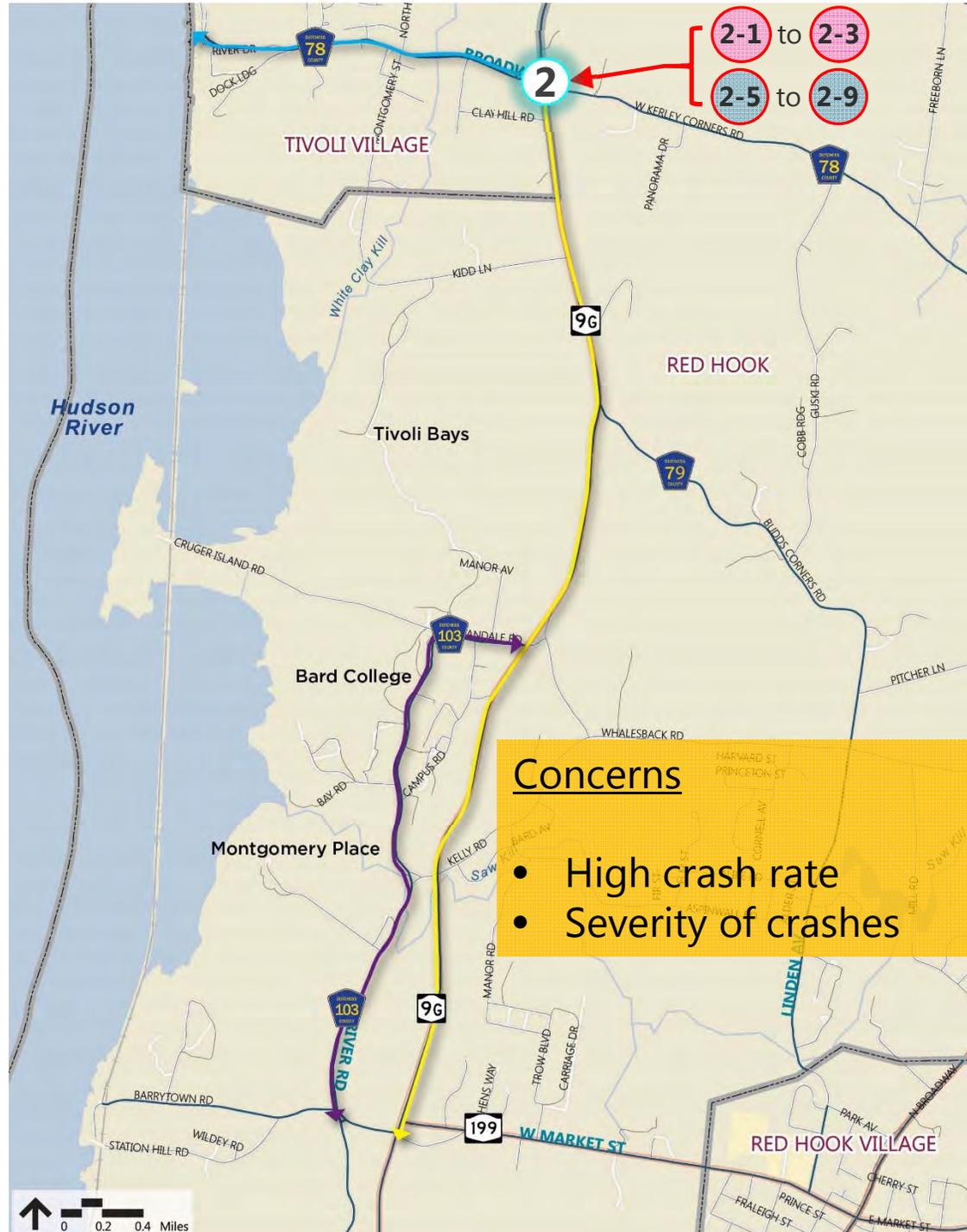
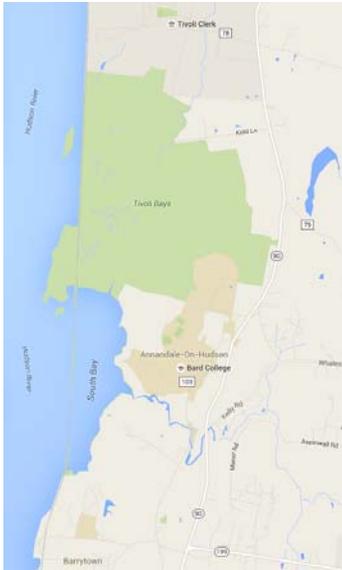
B-6 Install traffic calming to alert drivers that active section of the corridor requiring lower speeds

B-7 Seek to provide 11' vehicle lanes and 4' shoulders



Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



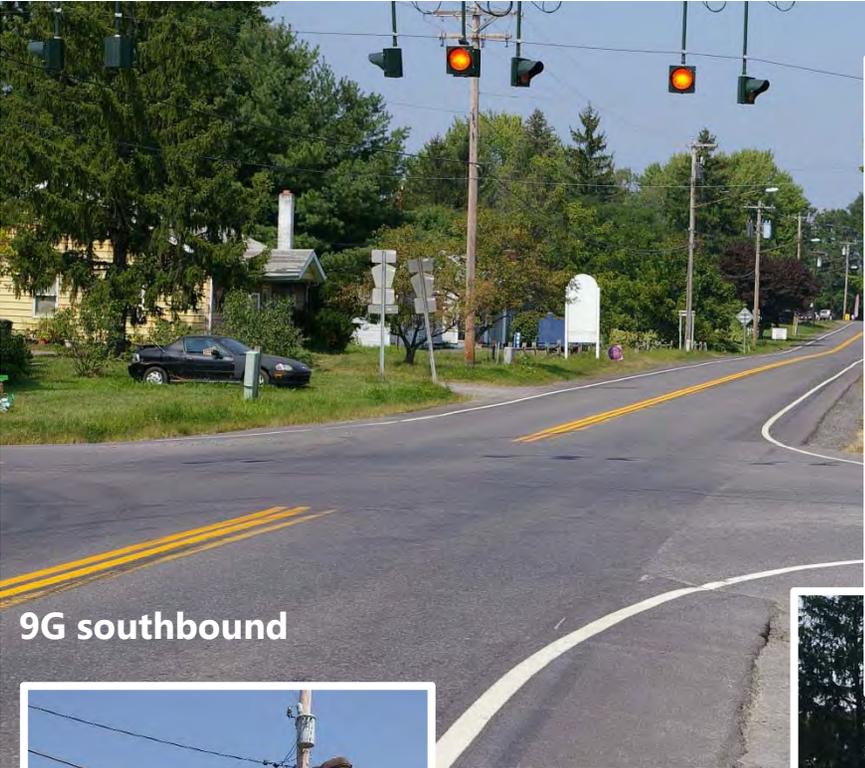
Recommendations Key Map

Route 9G at CR 78

Concerns

- High crash rate
- Severity of crashes

NYS Route 9G Intersection Existing Conditions: CR 78/West Kerley Corners Rd



9G southbound



CR 78 westbound at 9G



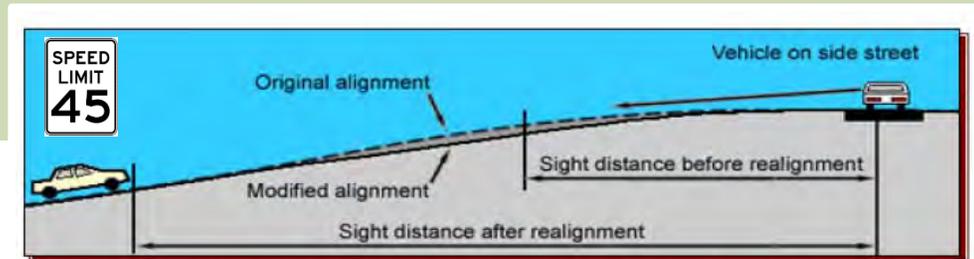
Fixed objects



9G from Jaeger House driveway (looking south)

NYS Route 9G Intersection Recommendations: CR 78/West Kerley Corners Rd

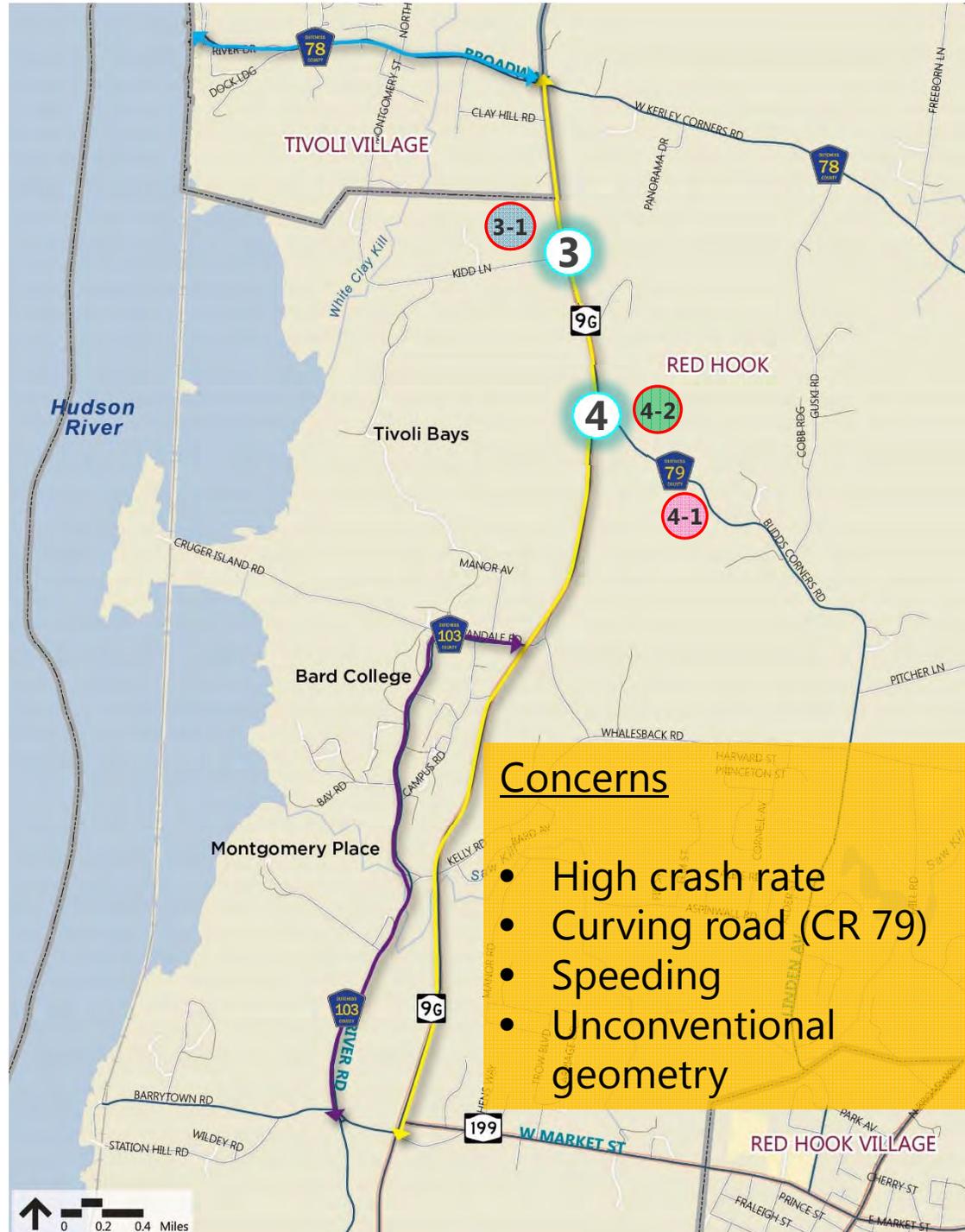
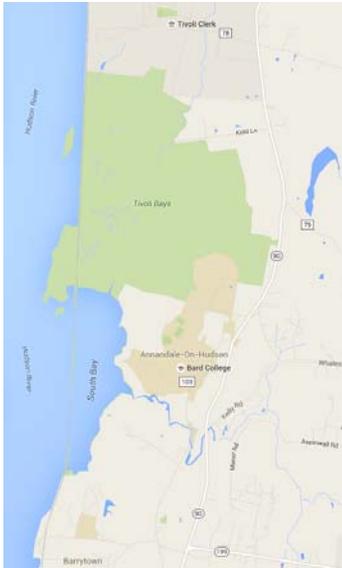
- 2-1 Improve profile and alignment of westbound CR 103 approaching 9G
- 2-2 Better delineate the intersection & slow traffic
- 2-3 Add a flashing beacon to the intersection warning sign on 9G
- 2-4 Reduce the speed limit on CR 78 approaching 9G to 45 mph
- 2-5 Improve lighting at the intersection to provide better visibility
- 2-6 Determine how effective the new flashing red signal and larger stop signs are
- 2-7 Undertake an engineering study to determine whether a full traffic signal or roundabout can be installed on 9G at CR 78
- 2-8 Evaluate the ability to improve the profile of 9G northbound approaching CR 78 (as may be required for signal installation)
- 2-9 Implement land-use planning regulations consistent with the improvements proposed for the intersection of NY 9G with CR 78



This graphic depicts how changes in the vertical alignment can affect sight distance. Even small changes in grade can have a significant impact.

Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing

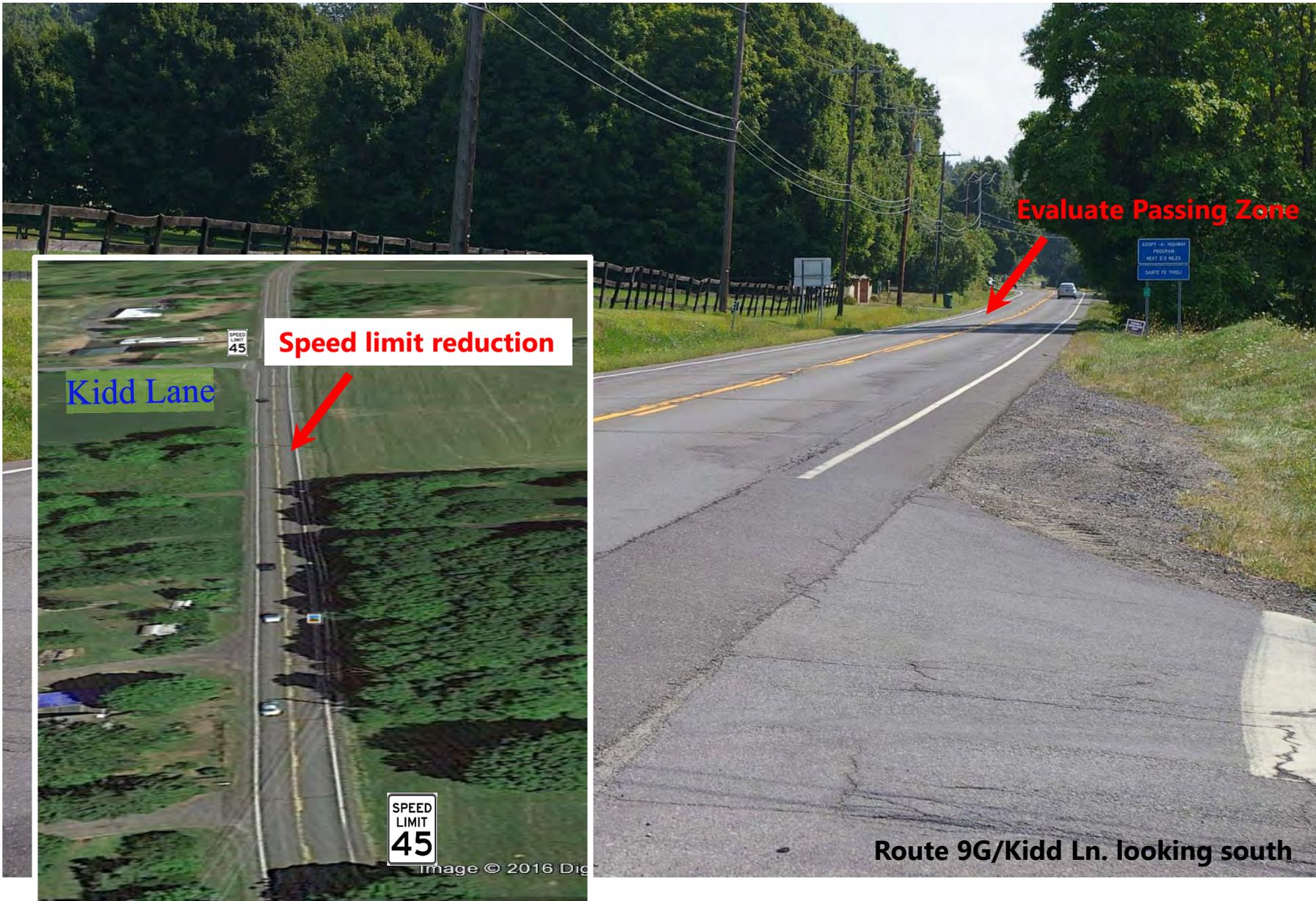


Recommendations Key Map

**NY Route 9G
at Kidd Ln.
& CR 79**

NYS Route 9G Intersection Recommendations: Kidd Ln

3-1 Evaluate the safe operation of the passing lane on NY 9G



NYS Route 9G Intersection Recommendations: CR 79/Budds Corners Rd

- 4-1 Reduce the speed limit on CR 79 approaching NY 9G to 45 mph
- 4-2 Study options to make CR 79 (Budds Corners Rd.) a "T" intersection



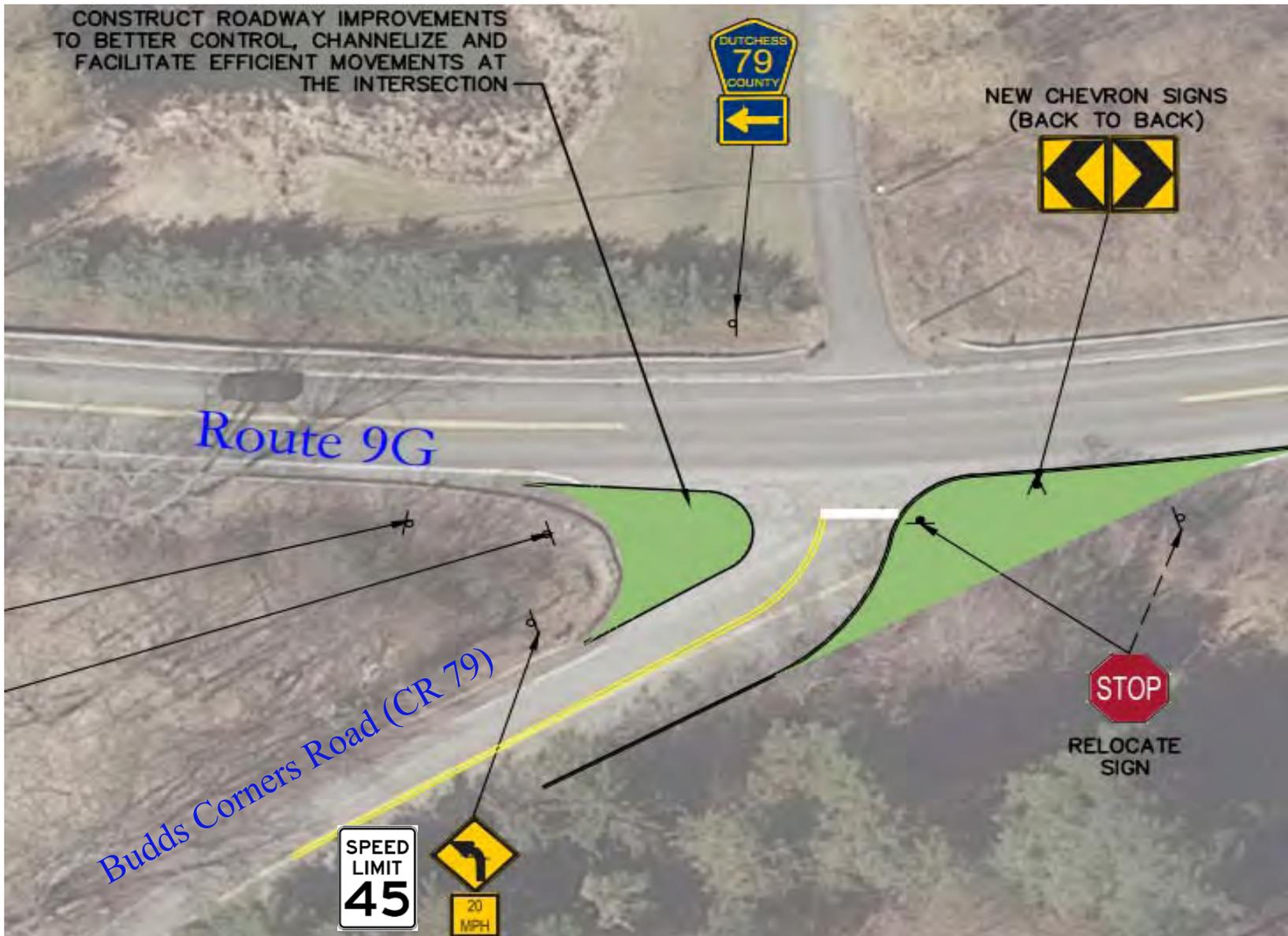
Route 9G south looking towards CR 79



CR 79 entrance to Route 9G

NYS Route 9G Intersection Recommendations: CR 79/Budds Corners Rd

- 4-1 Reduce the speed limit on CR 79 approaching NY 9G to 45 mph
- 4-2 Study options to make CR 79 (Budds Corners Rd.) a "T" intersection



Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



Recommendations Key Map

**NY Route 9G
at CR 103
& Entrance Road**

NYS Route 9G Intersection Recommendations: Annandale/Old Whalesback Rd

- 5-1 Study options to install a traffic signal or an RRFB along with high-visibility crosswalks
- 5-2 Install a sidewalk on Old Whalesback Road from 9G to Whalesback Road



Annandale Rd. looking east



Looking towards 9G south from Old Whalesback Rd.

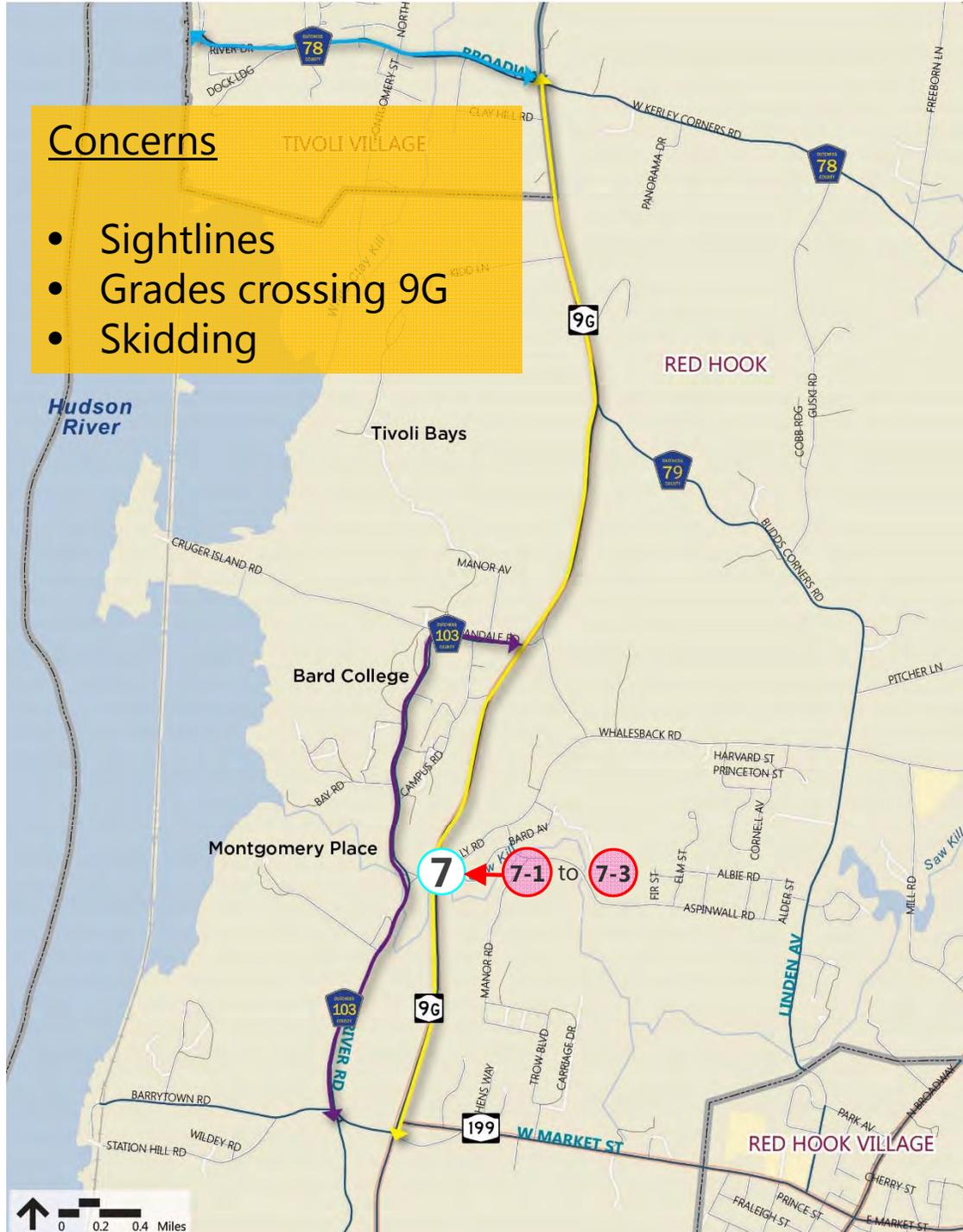
NYS Route 9G Intersection Recommendations: Entrance Rd

- 6-1** Add directional guide signs advising motorists that they are approaching the entrance to Bard College
- 6-2** Study installation of a full signal, an RRFB or a HAWK and high-visibility crosswalks and appropriate reuse of Bard building



Implementation Schedule

-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



Recommendations Key Map

NY Route 9G at Kelly Road

NYS Route 9G Intersection Recommendations: River/Kelly Rd

- 7-1 Install No Turn on Red signs facing River and Kelly roads
- 7-2 Evaluate and fix northbound skid resistance, as necessary
- 7-3 Study the need to improve the grade crossing 9G

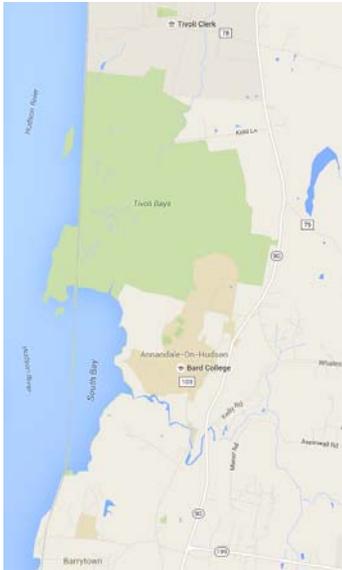


Transit

Upper Route 9G Corridor Management Plan

Implementation Schedule

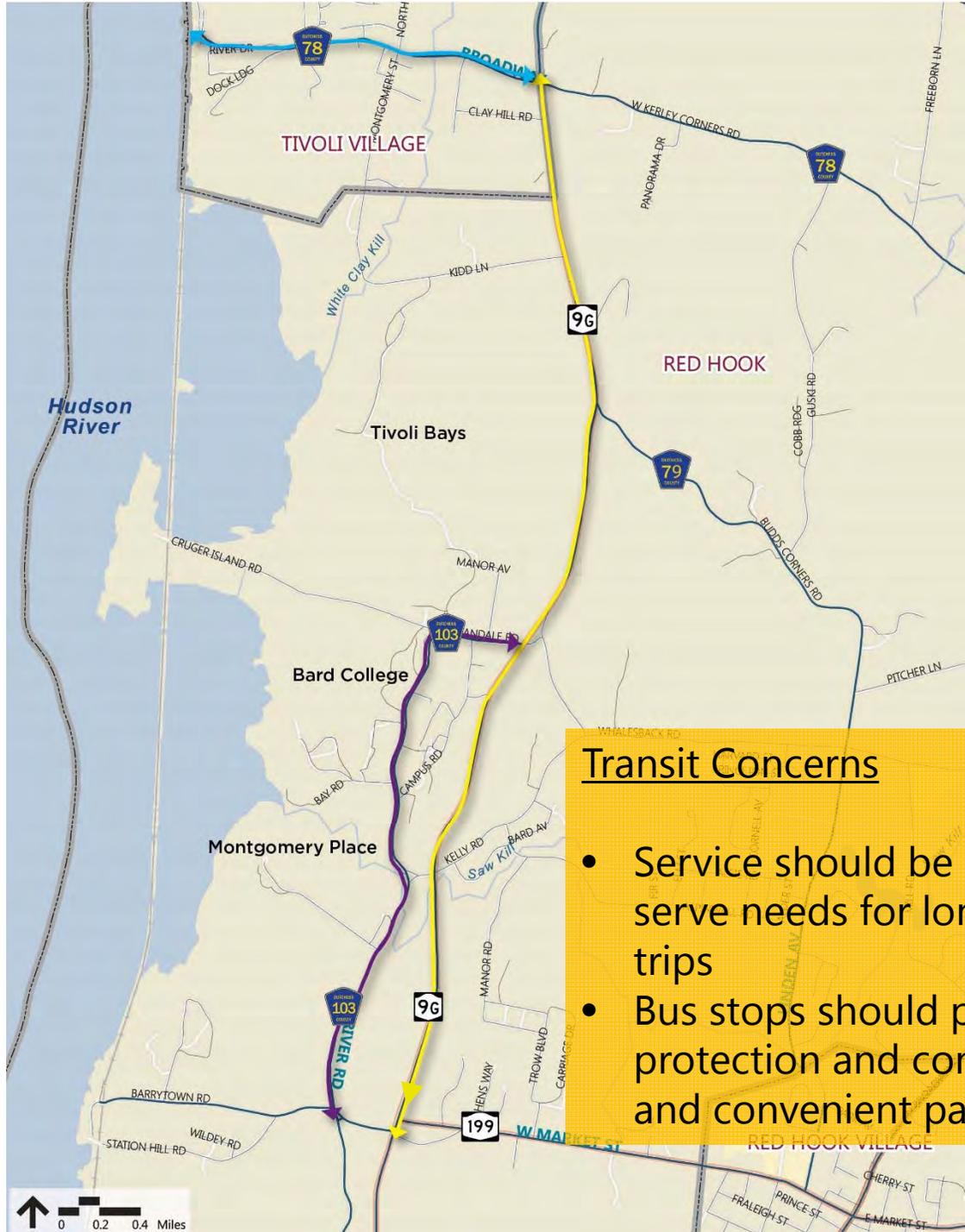
-  Immediate (< 1 year)
-  Mid-term (1-5 years)
-  Longer-term (6-10 years)
-  Continuing/Ongoing



T-1

T-2

Transit



Recommendations Key Map Transit

Transit Concerns

- Service should be expanded to serve needs for longer-distance trips
- Bus stops should provide protection and connect to safe and convenient paths

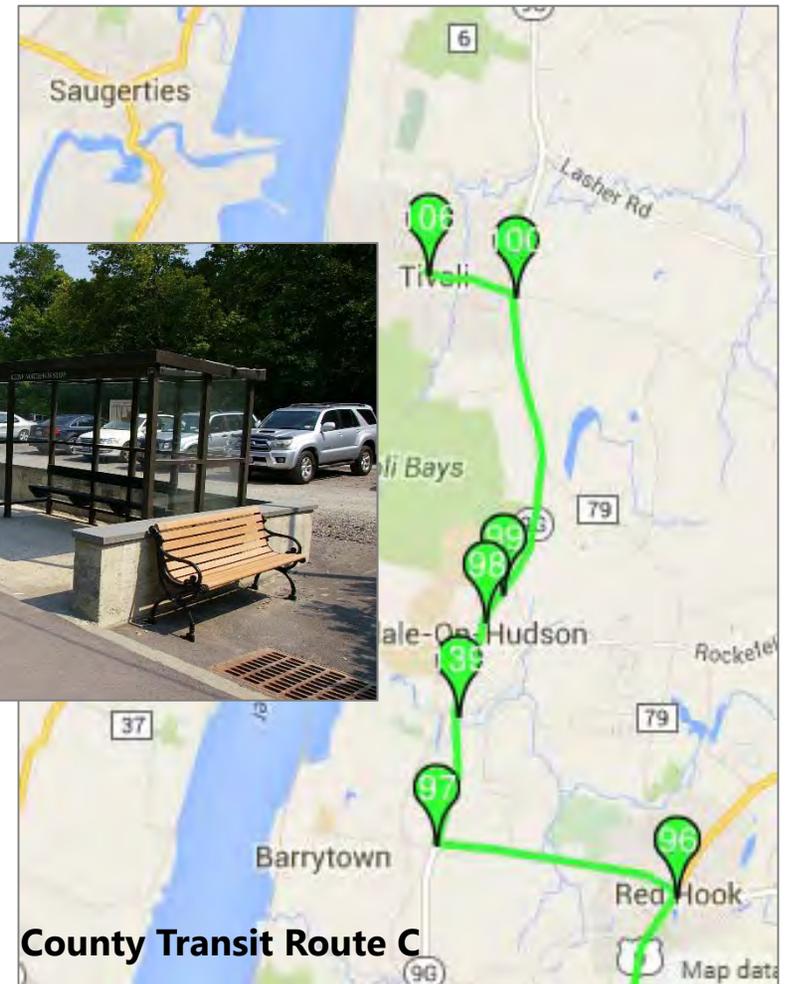
NYS Route 9G Transit Recommendations

T-1 Install shelters with maps and schedules at bus stops

T-2 Evaluate ridership levels and add/adjust service to support frequent transit use



Bard Bus Stop



County Transit Route C

Breakout Session

Upper Route 9G Corridor Management Plan

Contact Us

Poughkeepsie-Dutchess County Transportation Council
27 High Street, 2nd Floor
Poughkeepsie, NY 12601
(845) 486-3600
Email: pdctc@dutchessny.gov

Internet: <http://www.dutchessny.gov/pdctc.htm>
(click on 'Community Planning Initiatives; Upper Route 9G')



Meeting Notes

Place: Town of Red Hook
7340 South Broadway
Red Hook, NY 12571

Date: February 24, 2015

Notes Taken by: Matt Carmody

Project #: 29418.00

Re: Upper Route 9G Corridor Management Plan

ATTENDEES

Mark Debald, PDCTC; Bob Balkind, Dutchess County DPW; Sandra Jobson, NYSDOT; Jack McKenzie, Senator Serino's Office; Jim Brudvig and Deanna Cochran, Bard College; Sue Crane and Brenda Cagle, Town of Red Hook; Bob Dennison and Matt Carmody, VHB

Mark led the introductions and described the project background and purpose, including an overview of the PDCTC, the Upper Route 9G Corridor Management Plan history, and the project goals and objectives.

Matt presented the scope of work. The contract scope of work was distributed to attendees and Mark provided a map of the study locations and existing traffic data locations. In addition to engineering improvements, there will be recommendations for education and enforcement campaigns to provide an integrated, 3-E approach (engineering, education and enforcement) to safety. An example will be to recommend the "See! And Be Seen!" pedestrian safety education campaign recently created by the New York State Department of Health.

Matt asked the Advisory Committee which three of the six potential secondary study locations should be added to the study. Because of future bridge construction and road reconstruction projects planned by Dutchess County DPW, speed studies and crash history, it was decided that Route 9G at Kidd Lane, CR 78 (Broadway) at Montgomery Street/North Road, and CR 103 (Annandale Road) at River Road would be the secondary study locations. There were no concerns or comments on the scope of work.

After the scope of work, Matt distributed the schedule. One concern was that the first public meeting was tentatively scheduled for early June. The Advisory Committee decided that the first public meeting should be before Bard students go home for the summer, so Deanna agreed to look up availability for a large meeting room the first week in May. The committee decided there will be an afternoon (tentatively 2-4 PM) and an evening (tentatively 6-8 PM) session on the day of the public meeting to attract participants who may be available afternoons but not evenings, and vice-versa. The committee tentatively identified May 6th or 7th, since Wednesdays and Thursdays are best for public meetings. The first meeting can be at Bard College, and the second and third public meetings can be at different locations to move the venue around.

An additional concern regarding the schedule is that a technical memorandum for Task 1 – Gather Data On Existing Conditions would be distributed before the first public meeting. Task 2 – Analyze Existing Conditions will be completed after the first public meeting. Since data without accompanying analysis will not be all that useful to the public, it was agreed that the technical memo for Task 1 should state the facts, but not make any conclusions.

Matt began a discussion of the Advisory Committee's role and responsibilities. He said that the committee members are the local experts and will guide the corridor management plan with their experience and familiarity, helping the

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Suite 360

White Plains, NY 10606
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client and consultant to be aware of local events, history, etc. The committee members will also be making decisions regarding where and when public meetings are held, and guiding the client and consultant on how outreach is conducted. The committee will also need to help the client and consultant reach the public by using their websites and other information streams to make sure we get a good turnout representing different interests at public meetings.

Matt described the outreach option of a project website, which is catered to each project and hosted by Mindmixer. The committee wants the website to perform the following functions:

- Update the public on the progress of the project
- Share project documents such as technical memos
- Gather input and comments from those who weren't able to attend the public meetings by mimicking the workshops or stations
- Collect meaningful input by requiring users to login and answer questions or take polls after identifying what transportation mode or safety interest they "represent"
- Include links to Town of Red Hook, Village of Tivoli, Dutchess County, Bard College, local school districts, and public transit, and provide links to the project website on those stakeholder websites

Another idea to increase awareness of the project is to hand out flyers with the project website address when conducting the face-to-face origin-destination surveys of pedestrian and cyclists. The flyer can also direct them to the survey in case they decline to do the survey in person.

Matt asked that the committee use their constituents to raise awareness of the project and help get buy-in so that the final plan has input from a broad array of residents, businesses and community representatives. The Advisory Committee identified these potential stakeholders, from which individual representatives will need to be identified:

- Town and Village Board Members
- Law Enforcement patrolling the three corridors
- Town Greenway Committee
- Town Recreation Commission
- Town, Village and County Highway Departments
- School Transportation Departments
- Loop Bus (Dutchess County)
- Various Bard College Student Groups
- Bard College Transportation Coordinator

Jim from Bard College explained their approach to educating students on walking and cycling in the area. There is a bike map with preferred routes on their website. Because of personal safety concerns along the Tivoli Bays trails connecting the college and Village of Tivoli, Bard runs a shuttle between the college and the village. Bard has given away bike lights to cyclists to make their bikes more visible to motorists.

Bob explained Dutchess County DPW's upcoming projects. There will be a replacement of the Broadway Bridge in Tivoli beginning in 2017, which will detour traffic down Montgomery Street and Kidd Lane. CR 103 will also be improved and Bard College will be a partner. A project to calm traffic and potentially add roundabouts and pedestrian

safety improvements on CR 103 will be designed by Dutchess County DPW and their consultants, taking into consideration the recommendations of the Upper Route 9G Corridor Management Plan. There is a county pedestrian and bicycle plan that should be considered in this project.

Next, Matt presented a crash history map and summary statistics. The summary statistics were based on the raw data from the Department of Motor Vehicles database that the New York State Department of Transportation provides through its Accident Location Information System (ALIS). The latest five full calendar years available are 2009 through 2013. VHB will tabulate actual police crash reports to confirm the location of crashes and include the verbal description of the crash to better understand crash contributing factors and patterns. PDCTC requested and has received police crash reports for the most recent months available in 2014. VHB will select the most recent five years of data from that dataset. In the meantime, using the ALIS-generated crash database, Matt presented the following statistics for crashes along the three study corridors combined:

- **Fatal Crashes.** There were approximately 260 crashes from 2009 to 2013. Five fatalities occurred at three crashes. Two fatal crashes involving four fatalities occurred at Broadway and Route 9G: one in January 2012 and one in September 2013. Another fatality occurred in October 2009 on CR 103/Annandale Road north of River Road. More recently than the 2009 to 2013 dataset, the two-fatality crash involving the Bard Students occurred on Route 9G in 2014.
- **Severity.** Of the approximately 260 crashes, 1% were fatal crashes and 24% were injury crashes. Since Dutchess is considered an urban county, the urban, undivided, free access, two-lane road was used as a comparison. Using statewide averages for that type of facility, there are typically 0.29% fatal crashes and 24.21% injury crashes. Therefore, the percentage of severe crashes on the study corridors are higher than statewide averages for fatal crashes and equal to statewide averages for injuries. If the roads were to be considered rural, there would typically be there are typically 0.49% fatal crashes and 17.04% injury crashes. In that case, the fatal and injury crashes would be considered higher than statewide average. In summary, there is an increased level of severe crashes on the study corridors compared to statewide averages.
- **Nighttime Crashes.** Of the approximately 260 crashes, 54% occurred during daytime lighting conditions, and 46% occurred during dawn, dusk or dark conditions. Of the crashes that occurred during dawn, dusk or dark lighting conditions, 64% occurred in "dark – road unlighted" lighting conditions, indicating that the majority of nighttime crashes occurred where there are not streetlights. The remaining 36% occurred at dusk, dawn, or under "dark – road lighted" conditions.
- **Crash Types.** Of the total crashes, approximately 44% involved vehicle-vehicle crashes. 1% involved pedestrians (2 overall crashes). The remaining crashes involved deer/animals (31%), fixed objects (17%) or other/unknown (7%). Of the vehicle-vehicle crashes, 29% were rear-end, 23% were right-angle where a car came out from a driveway or side street, 12% were same direction sideswipe/overtaking, 6% were head-on/opposite direction sideswipe, 2% were left-turn, and 28% were other crash types or not identified by the responding officer. Of the fixed-object crashes, 35% involved ditches/embankments, 24% struck trees, 18% hit utility poles, 12% hit sign posts, and 11% struck guiderails or guiderail ends. In summary, the rear-end and

overtaking crashes may be related to the lack of turning lanes. The right-angle crashes may be related to speed and sight distance issues. The high occurrence of lane departure crashes into fixed objects may be related to the lack of shoulders and high speeds.

Matt noted that New York State has been identified by the Federal Highway Administration as a focus state for all three safety focus areas: lane departure, intersection and pedestrians. The corridors on the Upper Route 9G Corridor Management Plan involve all three focus areas, too.

After the presentation of statistics, it was requested that the eventual detailed analyses include driver license and license plate registration by state and county to show if there are an inordinately high number of crashes from outside the area, and age, since many of the drivers in the afternoon hours are young high-school drivers.

The next Advisory Committee meeting will be in April to review available data and plan the first public meeting. It was agreed that the Advisory Committee can meet at Town Hall. Mark will send around meeting requests.



Meeting Notes

Place: Town of Red Hook
7340 South Broadway
Red Hook, NY 12571

Date: April 15, 2015

Notes Taken by: Matt Carmody

Project #: 29418.00

Re: Upper Route 9G Corridor Management Plan

ATTENDEES

Mark Debald, PDCTC; Bob Balkind, Dutchess County DPW; Sandra Jobson, NYSDOT; Deanna Cochran, Bard College; Sue Crane and Harry Colgan, Town of Red Hook; Joel Griffith, Village of Tivoli; Bob Dennison, Susan O'Donnell and Matt Carmody, VHB

Mark led the introductions and did a quick review of the project background and purpose, and a brief overview of the PDCTC.

Matt discussed the project progress and presented the details of the data gathering task. The police crash forms (MV-104a) have been received and we have started entering the crash details into a database. We would like to request as-built drawings from NYSDOT, Dutchess County, the Town and the Village. We will be collecting traffic, pedestrian and bicycle counts on Thursday April 23rd and Saturday April 25th, and Matt asked the committee if there were any known construction projects, street closures or events that would disrupt traffic; nobody could think of any.

Susan presented options for the pedestrian and bicycle origin-destination surveys. The scope allows for five different surveys to be conducted. They can happen during multiple time periods at the same location, or all at the same time at five separate locations. Since the attendees represented five different groups, Matt asked each to select a location. The five locations selected were:

1. Either the crosswalks on Annandale Road at Bard or further south at the CR 103/Kelly Road triangle (could be a Saturday or midday on a school day)
2. Kerley Corners Road/Broadway at Route 9G (could be a morning and/or an evening, which would capture pedestrian and cyclists going to work and – on a Thursday, Friday or Saturday night, students heading to a night out in Tivoli)
3. W. Market Street/NY Route 199 at Route 9G (could be a Saturday to get cyclists, especially if the farmer's market near Montgomery Place is open)
4. Whalesback Road/Old Whalesback Road/Annandale Road at Route 9G (mix of pedestrians and cyclists on a weekday or Saturday)
5. Kelly Road at Route 9G (mix of pedestrians and cyclists on a weekday or Saturday)

The Advisory Committee asked VHB to propose what five surveys should be conducted. VHB will circulate the proposal after the meeting.

Susan began the discussion of the public workshop. The committee approved of the following format:

50 Main Street
Suite 360
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Use the same format at both meetings. During sign-in, people indicate where they live and work (Susan to facilitate). Past the sign-in, there will be a gallery of relevant information such as the project study area, pamphlets from the "See! And Be Seen!" pedestrian safety education campaign (Bob Balkind volunteered to request those pamphlets), etc.. Past the gallery, people can sit down and await the presentation that will begin 30 minutes into the workshop. The presentation will be lead by Mark and Matt and consist of the project introduction, schedule, goals, maps, progress, brief overview of crash data, and next steps, which should be 20-25 minutes. We will encourage questions on an individual basis during the workshop activity. The workshop activity will immediately follow the presentation. We will have tables with maps to gather input from attendees. We want it to be interactive and get micro-level info that is "beyond the data." The tables will gather information on people's travel mode choices, routes and road safety concerns. Vehicles, pedestrians and cyclists will have different tables, and attendees will be encouraged to visit all that apply to them. The workshop will end with Susan giving a presentation on the Mindmixer public launch.

VHB asked the Advisory Committee for assistance in getting the word out about the public workshop. The Advisory Committee asked for a flyer to help spread the word. VHB will produce a flyer. Roles were assigned to members to contact constituents:

- PDCTC will contact their bicycle pedestrian planner email list, Northern Dutchess Alliance, Central School District, County Executive, Columbia County Planning, and Libraries.
- Dutchess County DPW will contact law enforcement via their traffic safety coordinator and request "See! And Be Seen!" materials
- The Town of Red Hook will contact Panda TV, the Town Chamber of Commerce, and post the flyer to the Town website
- The Village of Tivoli will send the flyer to their email list, post the flyer around the Village, announce it at their Board meeting, and post the flyer to the Village website
- Bard College will send emails to students, faculty, put the event on the school calendar, and post the flyer to the Bard College website
- NYSDOT will contact Jim Ripoli, the pedestrian and bicycle coordinator for the region, and he will contact his constituents such as bike clubs

Mark said he would work on a PR statement and request press release from the County Executive.

Matt discussed the stakeholder interviews. The format will be a "revolving door" of experts on a single day with PDCTC and VHB doing interviews. The "slots" will be (1) non-motorized advocates and safety; (2) jurisdictional traffic operations, maintenance and engineering staff, and Bard facilities group (Director of Buildings and Grounds); (3) law enforcement, Bard College security, and EMT; and (4) jurisdictional planning and environmental staff.

Matt discussed the Road Safety Audit (RSA). Participants will be involved over parts of two days (Tue-Wed or Wed-Thur), and will be a small group to facilitate a single conversation to discuss deficiencies and solutions at each of the

study intersections. The RSA format is a kick-off meeting to review data and logistics, a daytime visit of the study locations to be spread between the two days, and a closeout meeting on the second day to memorialize deficiencies and solutions. There will be nighttime observations conducted by VHB staff who are staying overnight – RSA team members are welcome to join the evening survey, but not required. The group will consist of the NYSDOT Regional Office (one or two participants), Dutchess County DPW (Bob Balkind or another from engineering, and the maintenance chief for CR 103 and CR 78), Town of Red Hook DPW (both days), NYSP and County Police (just attend kick-off meeting if their time is tight), VHB (two RSA engineers), PDCTC (Mark), Village Highway Superintendent or DPW (one day by appointment, since Montgomery Street is a Village road). The schedule will be late May since RSAs look primarily at the physical road and are not practical to do during peak morning or evening periods. For this reason, it's not required that Bard College is in session to conduct the RSAs.

Susan described how the Mindmixer site works. A participant must fill out their name, email address, home zip code, and a few other details so that participants are less likely to think they can anonymously post inflammatory remarks. The choices for participation are polls, open-ended questions, dots on a map and other interactive methods. To start the site, we will try to mimic the scope of workshop, which is data-gathering on existing conditions, and ask participants to add pictures. The Advisory Committee can put their names and headshots under "who's listening" on the site. Later, we can add technical memos and other project materials because the site can serve as a project website.

Mark said the next Advisory Committee meeting will be in July to mid-August to review the first two task memos and discuss the second public workshop, which will be held in September at a time and place to be determined.



Meeting Notes

Place: Town of Red Hook
7340 South Broadway
Red Hook, NY 12571

Date Held: December 4, 2015

Notes Taken by: John Canning

Project #: 29418.00

Re: Upper Route 9G Corridor Management Plan
Advisory Committee Meeting No. 3

ATTENDEES

Mark Debald, Shelby Tompkins and Emily Dozier, PDCTC; Nicolas Choubah, NYSDOT; Brenda Cagle and Robert McKeon, Town of Red Hook; Deanna Cochran and Laurie Husted, Bard College; Emily Majer and Susan Ezrati, Village of Tivoli; Bob Dennison and John Canning, VHB

Mark led the introductions and did a quick review of the project background and purpose, and provided a brief overview of the status of the Route 9G CMP including the draft technical memorandums prepared.

John gave an overview of the three draft technical memorandums, as described below, and comments on the documents were provided by committee members.

Technical Memorandum No. 1 – The Existing Conditions Report includes a comprehensive inventory of existing roadway, pedestrian and bicycle facilities for the three corridors and describes roadway cross-sections, alignments, intersection levels of service, travel speeds and vehicular, pedestrian and bicycle volume counts.

Technical Memorandum No. 2 – This Existing Accident Data report summarizes and evaluates five years of crash data from January 2009 through December 2013 for the study corridors. A total of 249 crashes occurred along the study corridors with three fatalities within the time period studied. Three additional fatalities occurred since the end of the five-year analysis period. The report includes collision diagrams and a crash rate analysis.

Technical Memorandum No. 3 – This report documents the findings of a Safety Assessment conducted in September 2015. The report identifies five general issues related to road safety and includes several mitigation strategies to improve road safety for all users (near-term, intermediate-term and long-term strategies).

Discussion then ensued on the various safety issues raised by technical memorandums, as summarized in the following comments from the Advisory Committee (grouped by topic):

- General comments
 - Route 9G, CR 78 and CR 103 are unique roadways
 - Revise map on Figure 1-37 showing Dutchess Loop bus route to show it on CR 103 through Bard campus.
 - Check width of Route 9G on north end; Desirable minimum 11' travel lanes and 4' shoulders.
- Speeds and Traffic Calming
 - 25 mph sign on CR 103 northbound should be moved to south of the bridge

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- Check speed on West Kerley Corners Road and Budds Corners Road east of Route 9G (55 mph)
 - Town is looking to contract more with the Village of Tivoli for speed enforcement
 - Route 9G speeds are inconsistent; 45 mph near CR 78, then 55 mph to south and back to 45 mph near Bard College. Provide 45 mph for entire stretch?
 - Advocate for extending the 45 mph speed limit to the south on Route 9G, south of CR 78
 - Check speed limit change on Broadway west of Route 9G – was it originally posted as 40 mph?
 - Recommend doing a before and after study of speed reduction on CR 103/Rt 9G to determine effect of speed reduction. NYSDOT will provide the data.
 - Provide traffic calming by measures other than signing.
 - Remove passing zone from Route 9G near Kidd Lane.
 - Update accident data from 2014
- Intersection of Route 9G and CR 78 (Broadway/W. Kerley Corners Rd)
 - Village sign on Route 9G was moved from line of sight
 - Look at method to delineate the intersection or make it more apparent
 - NYSDOT is studying the intersection
 - Lighting at intersection needs to be improved; move utility pole on east side near restaurant closer to the intersection or add a second luminaire that extends over Rt 9G.
 - Check sight distance on Route 9G northbound approaching intersection (it is OK).
- Bard College
 - Evaluate intersection of Route 9G and CR 103 during college events.
 - Bard is planning to move main entrance to Kelly Road, Campus Road will remain and access.
 - Contemplating reconfiguring the River Road triangle;
 - Bard is purchasing Montgomery Place, Potential for a new shared use trail.
 - Bard College is preparing a master plan, number of students will not increase, but more students to relocate back to campus from Tivoli and Red Hook, which should reduce traffic.

Next Steps

The draft memorandums will be revised to incorporate comments received and then recirculated. Based on the comments from the PDCTC and the Advisory Committee, a list of recommendations for improving safety will be prepared and circulated to the Committee for review. Once reviewed and approved, a draft technical memorandum

Ref: 29418.00
December 4, 2015
Page 3

will be prepared (by mid-January 2016) outlining the safety recommendations. The recommendations will be presented to the public at Public Workshop No. 3, to be scheduled for February 2016, when Bard College is in session. The Workshop will include a noon/afternoon session (possibly at Bard College) and an afternoon/evening session (possibly at the Town of Red Hook or Village of Tivoli or both).



Meeting Notes

Place: Town of Red Hook
7340 South Broadway
Red Hook, NY 12571

Date Held: May 4, 2016

Notes Taken by: John Canning

Project #: 29418.00

Re: Upper Route 9G Corridor Management Plan
Advisory Committee Meeting No. 5

ATTENDEES

Mark Debald, Shelby Tompkins and Emily Dozier, PDCTC; Sandra Jobson, NYSDOT; Robert McKeon, Town of Red Hook; Joel Griffith and Susan Ezrati, Village of Tivoli; Bob Dennison and John Canning, VHB; Andy McCausland (by phone).

Recap of events of last meeting, after which it was agreed to make the following changes to TM #5 and have it ready to provide at the public meetings on 5/11 and 5/12.

- Just recommendations (no more priority or goals)
- Modify Goal 3 to end with to alert motorists...
- Add the intersection numbers shown on the base map (Figure 5-1) to the goals so they are easier to reference
Recommendation
- P-26, make DCDPW and PDCTC responsible along with NYSDOT
- G-12 Tivoli sidewalk to extend to river on one side or the other
- Move areawide recommendations to the front
- P-35, add and Barrytown Road after (UTS) property
- P-36 make SUP a "minimum of"
- Move P-38 to intersection of Rt 9G and 78
- Incorporate P-39 and G-13 into P-40

VHB to revise the agenda for the public workshop.

At the workshop have 2-page handout, 1 page showing all recommendations with key to map on accompanying page (or 1 page front and back better ?????)

Lead the Tivoli session off with the Tivoli related recommendations and the Bard session with the Bard related sessions.

Mark to send an email to Susan to request equipment needed for the Tivoli session (easels, tables, chairs, extension cord, please add as you see fit).

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Meeting Notes

Place: Town of Red Hook
7340 South Broadway
Red Hook, NY 12571

Date Held: July 14, 2016

Notes Taken by: John Canning

Project #: 29418.00

Re: Upper Route 9G Corridor Management Plan
Advisory Committee Meeting No. 6

ATTENDEES

Mark Debald, Shelby Tompkins and Emily Dozier, PDCTC; Sandra Jobson, NYSDOT; Robert McKeon, Town of Red Hook; Deanna Cochran, Bard College; Micki Walsh-Strawinski, Dutchess County Legislature; Joel Griffith, Village of Tivoli; John Canning, VHB

Action Items

Some changes suggested to the recommendations. VHB to provide to TAC for confirmation and then incorporate into Tech memo 5 and final report.

Sandra Jobson to check with Nick re possible delineation efforts at the intersection of Rt 9G with CR 78 and to report back. Interim suggested language is provided, pending any status change.

TAC discussed format of the Tech Memo 6, Final Plan. It was agreed that the format was generally satisfactory. The document would become the executive summary and Tech memos 1 thru 5 would become the chapters.

It was suggested that the report not be called the "Final Plan". Contract says "Corridor Management Plan". Suggest that this is what we use. PDCTC to review initial draft and provide to TAC for review along with updated recommendations.

Discussions

TAC discussed the format of the public hearing to be held in Red Hook Town Hall in early September (date to be determined). VHB will summarize the corridor management plan in a brief presentation to the responsible agencies (Dutchess Co, Town, Village, DOT, Bard), representatives of the responsible agencies will comment on the plan, possibly indicating what measures have been implemented to date and other measures that are already being scheduled. Mark will give a brief discussion on funding. The goal is to demonstrate to the public that the project is already bearing fruit and to garner their support without overselling expectations (let's be realistic but positive). Expectation is that the Corridor Plan section of the meeting should be considerably shorter than the presentation in Bard and Tivoli.

Mark indicated that there is some money available in Bridge NY and Pave NY and the DPW got a reasonable amount of money from that and that there is a TAP solicitation for ped and bike work coming out. He also indicated that the

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County had recently completed its TIP and was working on the STIP. Tivoli already has a Greenway grant design for extending the sidewalk out to the river. Extending it in the other direction to Rt 9G could be a good candidate for a TAP grant.

The TAC discussed the importance of reviewing the long-term development goals for the intersection of Rt 9G with CR 78. Mayor Griffith indicated that this could be something that they could discuss at their September planning event.

Next Steps

Finalize Tech memo 5 (make yesterday's changes to the tables).

Distribute and get TAC's comments on Executive Summary (Tech memo 6), recirculate for TAC sign off (meetings only if necessary) and then finalize.

Prepare brief Powerpoint presentation for September meetings (10 or so slides).



To: Mark Debald, PDCTC

Date: December 16, 2015

Memorandum

Project #: 29418.00

From: John Canning

Re: Summary of Upper Route 9G CMP - 6/9/15 Stakeholder Interviews

The Project Team conducted stakeholder interviews in four sessions; this memo summarizes the primary responses by session topic:

Session 1: Transportation and Land Use Planning

Attendees - Town of Red Hook Planning Board, Town of Red Hook Zoning Board, Tivoli Planning & Zoning, Red Hook School District, Bard Transportation, Village of Red Hook Planning & Zoning

- The area has had some large residential and some commercial development, with current proposals for a hotel in the Village of Red Hook
- Future planned private developments include Bard dormitories and smaller event spaces such as an Inn
- Local officials, residents, and businesses are generally amenable to development as long as it is contextual
- There is concern that residential subdivisions with driveways for each house may present a safety issue
- Cyclists avoid 9G given its narrow shoulder; the School District busses will not allow students to cross 9G
- 9G traffic backs up at Route 199 during the summer; large local events bring traffic to the roadways
- Proposed density transfers to the Village center may affect traffic volumes
- Shoulder improvements are needed along the corridor
- AM peak school traffic causes congestion
- Some vehicles use 9G instead of a bypass; Bard students will use 9G as a walkway though it can be dangerous
- Bard provides shuttle service to Tivoli, though service is limited and needs to be supplemented
- The School District makes 30 stops on 9G and 10 on Annandale Road
- Bard runs 300 route miles a day with stops throughout the area; safe ride is available; better signage is needed
- Crowding on the Bard bus discourages ridership; individual businesses have requested stops at their stores
- Several initiatives currently exist to improve safety and education on the local transportation system

Session 2: Law Enforcement, Fire and Emergency Responders

Attendees - NYSP, Dutchess County Sheriff's Office, Village of Red Hook Police, Bard Security, Red Hook Fire, Tivoli Fire

- Various agencies share enforcement responsibilities: town police, Bard EMS, NYSP and Fire Companies
- Personal and traffic safety concerns for the area include the following:
 - Speed reductions on 9G have not reduced vehicle speeds; Annandale Road speeds are very high
 - Bard distributes reflective tape and LED lights to students and faculty to increase visibility
 - Red Hook Police received request for improved pedestrian/bicycle pathways or shoulders along 9G
 - There is a high concentration of students that rent homes in Tivoli and drive cars, increasing traffic
 - Roadway lighting improvements and traffic signal installations are needed on 9G
 - Intersection of Broadway/9G and Rt 199/9G are dangerous and need rumble strips
 - The route through Tivoli Bays needs better lighting/could provide better access between Bard & Tivoli
 - Safety education is needed, particularly for pedestrians and out-of-state student drivers
 - Improved pavement conditions are needed
- The street width and parking on Broadway presents an emergency response challenge

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Session Topic 3: Highway Maintenance and Engineering

Attendees - Town of Red Hook Highway Dept. Tivoli DPW, Dutchess County DPW, NYSDOT Region 8 Maintenance

- Highway maintenance responsibilities are split between County Highway, the Town and the Village
- Maintenance issues include flooding near Kelly Rd, needed signage improvements, and budget constraints
- Major events cause traffic congestion
- When the shoulders were rebuilt, the State narrowed the lanes from 12' to 11'
- Maintenance staff have received requests to repave the roads and keep vegetation trimmed
- Improved messaging to alert motorists to speed zones ahead is needed

Session Topic 4: Environmental and Recreation

Attendees - NYS Department of Environmental Conservation, Town of Red Hook Conservation Advisory Council, Town of Red Hook Recreation, Tivoli Recreation

- Environmentally sensitive locations or resources include an intermittent stream and wet meadow near Bard and protected species downstream of the Sawkill
- Recreational destinations include the Town Park, Tivoli Bays, Blythewood, Poets Walk, and Fisher Center
- Constituents typically travel to recreational destinations by car
- Drivers utilize 9G; cyclists avoid 9G for safety/scenic reasons; River Rd is a bike route along the Greenway
- Between 4 and 6 PM is a dangerous time to cycle on Route 9G, especially if there are special events occurring
- Several intersections, such as Campus Rd and Budds Corners Rd, have poor sight distance
- 9G experiences rush hour in the AM southbound direction and PM northbound direction
- East-west roads and Annandale Road are excellent cycling routes
- Crosswalks are needed at 9G intersections; bike path would help; bus shelter needed for the Loop Bus
- A bike path would attract students between Bard and Tivoli and encourage faculty/staff to bike to work
- 28 acres of new park space, currently in the process of construction bidding, will increase open space usage in the area



To: Mark Debald, PDCTC

Date: June 5, 2015

Memorandum

Project #: 29418.00

From: Matt Carmody, PE

Re: Upper Route 9G CMP - Stakeholder Interviews June 9, 2015

Agenda:

9:30 AM Transportation Planning and Land Use Planning: Town of Red Hook Planning Board (3), Town of Red Hook Zoning (1), Tivoli Planning & Zoning (1), Red Hook School District (1 or 2), Bard Transportation (1), and possibly Village of Red Hook Planning & Zoning (1).

11:00 AM Law Enforcement, Fire, Emergency Responders: NYSP (1), Dutchess County Sheriff's Office (1), Village of Red Hook Police (1), Bard Security (1), and possibly Red Hook Fire and/or Tivoli Fire.

1:00 PM Highway Maintenance and Engineering: Town of Red Hook Highway Department (1), Tivoli Department of Public Works (1), Dutchess County Department of Public Works (1), and possibly NYSDOT Region 8 Maintenance.

2:00 PM: Environmental and Recreation: NYS Department of Environmental Conservation (1), Town of Red Hook Conservation Advisory Council (1), Town of Red Hook Recreation (1), and Tivoli Recreation (1).

For each session, there will be round of introductions by attendees, an introduction to the project given by Mark and Matt, and a Q&A session lasting approximately 45 minutes to an hour. The format is informal and meant to be a discussion of existing issues, future changes without the project (if any), and recommended project improvements.

Transportation and Land Use Planning

The focus of this group will be to discuss planned and proposed projects in the area such as significant developments, new pedestrian generators, land use trends, the Bard shuttle, and transportation trends.

Land Use/Zoning questions:

1. Describe overall market trends in the area. Town has large residential development E. of the Village (+100 DUs) (Anderson Commons). Another large residential development on 9G S. of the Village (100 DUs) (Hoffman). Some commercial work S. of the Village.
2. Have you seen any local increase in interest in properties by out-of-town developers? By local developers/residents? Local HV developers who have worked in the Town and Village of Red Hook. A hotel would be welcome in the Village of Red Hook. Proposal to do a 14 room hotel on a farm.
3. What is the attitude of local officials, residents, businesspeople relative to development in their community? Generally positive when it fits the character of the community.
4. What level of increased density (if any) might be acceptable in your community? Look at Town Master Plan. There's a potential for residential subdivision (more driveways), which may present a safety issue if individual properties are developed with single driveways.

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5. How do the constituents you represent use the roads in the corridor? Bard has seen an increase in pedestrian traffic across Route 9G to the alumni center/Two Boots. Bard students use bicycles to get around campus. High School Students walk on Route 199 in the Village of Red Hook. Bard runs a shuttle into the Village of Red Hook. Route 9G's shoulder isn't wide enough for biking. School district said that a bus can get illegally passed on the right hand side if the shoulder is wide enough. The district has a policy of not crossing students on Route 9G, which forces them to only pick up/discharge on the same side. There have been sightings of organized bike groups. Linden Avenue and Whalesback Road are the ways most cyclists go between Bard and the Village of Red Hook, and cross at Annandale Road...they don't prefer Route 9G.
6. What are the specific planned and proposed private developments in the area? Bard is adding dormitories west of Cruger Road. In the Village of Tivoli, there is a Madeline project. On Kidd Road, a small inn location is doing weddings and events. Events at the Fisher Center and museum are increasing.
7. Are any proposed private developments forecasting large vehicular, truck, transit, pedestrian and bicycle volumes? If so, can you provide those forecasts? Are any improvements being proposed in association with those developments? Right now, Route 9 traffic backs up at Route 199 all summer long. During graduation at Bard, the Dutchess County Sherriff closes CR 103 on campus. The KPL (Buddhist monk) campus hosted an event in the first weekend in May where parking and walking spilled onto Route 9G at Route 199 (this is not the UTS Barrytown campus). UTS Barrytown has conferences on occasion.
8. Are there any land use changes being proposed in the area? If yes, how will those changes affect traffic, pedestrian and bicycle volumes, transportation mode choice, circulation and needs? The transfer of development rights will keep density in the Village of Red Hook. Farms just outside the Village are proposed to be developed more densely than farms far outside the village. Sewers are proposed in the Village, which should increase development. Because of properties being on the historic register along Route 9G, even wider shoulders may not be welcome/possible. Route 9G ROW is 50'. But, some property on CR 103 extends to the centerline. Need to talk to Tivoli about their waterfront development for recreation.
9. Do your constituents see high speeds or traffic issues on the corridors as an impediment to living or doing business in your municipality? If you're familiar, some people use Route 9G instead of a bypass. Bard students sometimes still use Route 9G as a walkway, in spite of the historic fatalities, even late at night.
10. Are you aware of any specific cases where a business relocated from your municipality or stopped moving forward with a potential relocation to your municipality because of these issues? None that they knew of.

Bard College questions:

11. How will the proposed master plan improvements affect enrollment, traffic, pedestrians and bicycles, in terms of volumes, time of day, and patterns?
12. Can you describe any internal issues/concerns (operations, equipment, infrastructure, reliability/congestion, funding, ridership) regarding the existing bus/shuttle services you currently provide in this corridor? The Bard shuttle runs hourly to Tivoli. After midnight, there are vans and private cars operated under the "Tiv to Live" program to provide safe rides. Blogs.bard.edu/transportation has schedules for different times of year (same

for next year). Regular schedule is 7:50 AM southbound out of Tivoli into Bard. After 11 AM, the shuttle goes to Hannaford. The Bard students use a school bus from 9PM until midnight. This creates a problem for the School District because motorists can't distinguish between a legal school bus and a Bard school bus, and sometimes don't stop for the School District bus. The Bard bus is a charter bus and therefore not allowed to use the lights when stopping. Education is needed to let drivers know that they should stop for school buses whether lights are on or not. We could put a message on the website and on email blasts. The shuttle drivers have a rigorous process of screening and testing for Bard.

13. Do you know of any private provider shuttle services in this corridor (businesses, hotels, etc.)?
14. Can you describe any external (riders, community leaders, businesses/institutions/general public) issues/concerns regarding the existing bus/shuttle services you currently provide in this corridor?
15. What transit/shuttle services have you or others (including private providers) previously provided in this corridor and why do they no longer exist or were modified?
16. Do you have current ridership by route/stop? The School District makes about 30 stops in Route 9G and about 10 on Annandale Road (3 of which on campus). Can provide a list of stops. Bard does 300 route miles a day (two stops are in Tivoli). Stop at Pine Street is a bus shelter/kiosk. There isn't a sign at Broadway – they have removed the one at the post office. They stop at the monument, but it's unmarked. In Bard, stops are marked southbound and northbound at Robbins Hall, Manor Gate, Kline Stop and Gahagan. In Red Hook, they stop at the Universal Building Supply, municipal lot, and Hannaford.
17. Are there any transportation services offered besides the existing bus/shuttle services, such as "safe ride" or carpool/vanpool services? Yes, safe ride.
18. Are there any challenges to better marketing of transit services to potential riders? The 32 passenger bus is getting full. They have switched to a 39 seated + 12 standing bus. Crowding on the shuttle discourages some students from using it. Some people cannot read the schedule, or get upset when it's not accurate to the minute.
19. Are you aware of any safety (personal safety, traffic safety, etc.) concerns from transit riders?

General questions:

20. Have you received any recent requests from the corridor community/businesses for transportation services or improvements in this corridor and what is the process associated with their potential implementation? What obstacles may exist? Reduce speeds. Fix the shoulders because the improvements made last summer are not a big improvement. Bard shuttle has received requests for more stops, mainly from individual businesses to stop at their store/business.
21. Do you feel there is a need for additional transportation services or improvements in this corridor and why? What type of entity should provide those services (county, municipality, other government entity, businesses/institutions)? School District allows middle school and high school students to walk if they're in the

village. Seniors have first privilege for parking permits. There is a lot of congestion 7:20 to 7:25 AM in the Village related to school traffic.

22. What would you recommend to improve transportation mobility and safety in the area? Bard College hands out safety kits to direct students to safe routes for walking and biking. Recreation committee does Tour de Red Hook and a bike event (bike rodeo). Apple Blossom Day and Hardscrabble Day are good events to hand out literature. Virtual Backpack is a good place to post. Several banks are required to send flyers (under community reinvestment).
23. Do you have any funding sources available to fund potential improvements?
24. Do you have constituents that we can add to our mailing list/database? Youth soccer, little league and Red Hook Moms are good.
25. Do you have a regular mailing or email distribution where we might be able to share project information like notices about the open houses?

Law Enforcement, Fire and Emergency Responders

The focus of this group will be to discuss specific locations where they have responded to emergencies on the corridors, what they believed the cause of those emergencies to be, their concerns regarding the condition of the roads, and the road's role in response times.

1. Please identify what segments of the corridors your agency is responsible for. Town Police respond to emergencies. Security is not sworn officers, but are state trained. Bard has its own EMS. Tivoli fire company goes from Village of Tivoli down to Annandale. Village patrols the whole town of Red Hook. Special details are done by individual police forces, but Sherriff, Village or NYSP closest unit will report. Second closest will be backup. Dutchess Co. Sherriff does radar enforcements, block grants (seatbelt enforcement, aggressive driving) under traffic safety, variable message signs.
2. What safety (personal safety, traffic safety, etc.) concerns do you have in the area? Can you identify any areas where vehicle speed, traffic queues, blind curves, and congestion are a safety issue (for ped, bikes AND vehicles), where lanes are too narrow or too wide, where sight distance issues exist, where turn lanes should be provided, where traffic signals should be installed, where protected left turn signals should be provided, where turns are allowed but should be prohibited, where turns are prohibited but should be allowed? Annandale Road speed limit was just reduced to 25 MPH the day before commencement. Speed reduction of Route 9G to 45 MPH has not reduced speeds. Students wear Bard Black which isn't visible at night. Bard hands out reflective tape and bright LED lights to the 3,000 students and faculty. The campus has used the tragedies on roads and in Tivoli Bays to educate students. Annandale Road speeds are very high. Students are most often ticketed and average speed they are writing tickets for are high 40s to low 50s. Pedestrian access to Tivoli along Route 9G is a concern. Bard wants a path on Route 9G. In the Village in the mornings, there are a

lot of out-of-state Bard students who speed along Broadway. Majority of houses in Tivoli are rented to Bard students. Freshman class is about 500 students, and 10% of them come with cars. It increases for each class up to approximately 50% for seniors. Students treat Tivoli like it's a college town. Village of Red Hook Police has gotten requests for paths for biking and walking on Route 9G. If the path was along the roadway, police could still patrol the facility. If the path was through Tivoli Bays, the police couldn't patrol it. The shoulder improvements on Route 9G haven't made it safer. The signal at Kelly Road has helped reduce vehicular crashes. The beacon at Broadway has helped. The westbound approach of Kerley Corners is flawed because of the sight distance. Roadway lighting improvements are needed. Traffic signal at Broadway would be an improvement. Late night pedestrians and cyclists are a problem because of the narrow shoulders and lack of lighting. Pavement condition is extremely poor. Large fire trucks struggle to stay in lanes. Southbound approach at Broadway is a dangerous approach. Hill on Route 9G at Clay Hill is a sight distance issue. Combination of high speed, and confusion over the flashing beacon make it difficult to get out of Broadway onto Route 9G. Wider shoulders would be a great idea to accommodate bike and walkers. Tivoli Bays is a good recreation area where there could be a path, if it was safe and lit, could be a way to get between Tivoli and Bard. Tivoli Bays is used at night even though it's unlit and there is old construction equipment. Students sometimes build fires along the Tivoli Bays path, which is unsafe. Southbound left from Route 9G onto Route 199 is a dangerous turn for cars and bikes. Education to pedestrians is needed. Many students come from areas where they assume drivers yield to them. They need to be educated on the NY State V&T law regarding crossing and walking with and against traffic. Bard has added signage for pedestrians about to cross Route 9G at Two Boots warning them. Bard is considering signage on either side of Tivoli Bays. Bard students need to know that Broadway and Annandale Road have sidewalks and they need to use them and not walk in the street. In winter, snowbanks block sight distance at Broadway and Route 9G. Land owners sometimes allow for-sale cars on the side of the road, which blocks sight distance and creates roadside hazards. Route 9G at Budds Corners Road has some trees that are blocking sight distance.

3. Where are the trouble spots in the area in terms of recurring red light running violations, failure of left-turning traffic to yield to oncoming traffic, where there is speeding, where drivers are most distracted ("driver inattention"), dangerous crossing locations for pedestrians and bikes, places along corridors where cyclists complain of near-misses, problem locations for school children on foot or bike? What do you think is the primary reason vehicles are disregarding vehicle traffic laws? What do you think is the primary reason why people are behaving dangerously in traffic? Rumble strips on Route 9G approaching Broadway (transverse or shoulder or centerline). Need to improve pavement condition to help cyclist safety.
4. How could improvements on the roads in the area help you better respond to emergencies? Pavement on road and width of road slows response times. Fire trucks are limited to 45 MPH because of safety. In Tivoli, one vehicle between parking on both sides blocks a fire truck because Broadway is too narrow. Would like to see parking removed on one side, or at least daylight at intersections. Need to improve Montgomery Street to Kidd Lane before the Broadway bridge project shuts down Broadway.
5. Are there locations where crosswalks, pedestrian signals, or traffic calming measures are needed?

General questions:

6. Have you received any recent requests from the corridor community/businesses for transportation services or improvements in this corridor and what is the process associated with their potential implementation? What obstacles may exist?
7. Do you feel there is a need for additional transportation services or improvements in this corridor and why? What type of entity should provide those services (county, municipality, other government entity, businesses/institutions)?
8. What would you recommend to improve transportation mobility and safety in the area?
9. Do you have any funding sources available to fund potential improvements?
10. Do you have constituents that we can add to our mailing list/database?
11. Do you have a regular mailing or email distribution where we might be able to share project information like notices about the open houses?

Highway Maintenance and Engineering

The focus of this group will be to discuss specific locations where there are maintenance or engineering issues, what have they done to improve conditions (what has been successful, what has not been successful), and what improvements could be made and permitted by their agencies.

1. Please identify what segments of the corridors your agency is responsible for. County Highway is responsible for CR 103 and CR 78 – they do snow and maintenance. Town maintains town approaches on Route 9G. Village maintains village approaches on CR 78.
2. Can you identify any areas with poor drainage, recurring poor pavement conditions, where vehicle speed, traffic queues, blind curves, and congestion are a safety issue (for ped, bikes AND vehicles), where lanes are too narrow or too wide, where sight distance issues exist, where turn lanes should be provided, where traffic signals should be installed, where protected left turn signals should be provided, where turns are allowed but should be prohibited, where turns are prohibited but should be allowed? County does trimming of vegetation, sweeping debris in intersection, checking signs, grass cutting. Town does maintenance at intersections of Town roads. Near Kelly Road, it floods quite a bit. Has periodically closed that end of Kelly Road. Tivoli maintains and plows Village streets. State said biggest challenge is getting Route 9G paved after the shoulder was rebuilt. Getting cars to go 45 MPH is a challenge. For County intersections, location of signs and better wayfinding of east vs. west and sight distance could be improved. The beacon makes people think it's a four-way stop. Town hasn't done any improvements. Town would like to fix drainage at Kelly Road. Town doesn't do striping – it's not in the budget. State has lowered speed limit, added beacon, enlarged shoulder. If State had money, they would reduce hillcrest at Clay Hill Road, repave and fix drainage at Kelly Road. A survey from the County at Kerley Corners is looking at reducing hillcrest.
3. What times of day and days of the week typically see the worst traffic congestion in the area? Just around fair times and special events.

4. What are the locations where the worst congestion has been observed and/or experienced? No recurring congestion.
5. What times of day and days of the week typically see the worst traffic accidents?
6. What are the locations where the worst accidents have been observed and/or experienced?
7. Are there any improvements that have recently been implemented to address traffic safety or congestion issues along the corridors? Have they been effective? Flashing beacon has been effective. When the shoulders were rebuilt, the State narrowed the lanes from 12' to 11'.
8. Have there been any proposed roadway improvements along the corridors that have not yet been implemented? Why not? What are the impediments to implementation?
9. What non-traditional measures have been proposed in your municipality to address congestion and safety in your town or village (e.g., traffic officers, time-of-day turn restrictions, etc.)? Have they been tried? Have they seen any success in improving traffic flow? None have been considered.
10. What "coping measures" do your members/constituents use to deal with safety issues and congestion (e.g., avoid driving at certain times of day, alter their routes during peak congestion periods, etc.)?
11. Do you have any experience or exposure with other municipalities that, in your mind, have done an effective job of addressing these issues? Rumble strips.

General questions:

12. Have you received any recent requests from the corridor community/businesses for transportation services or improvements in this corridor and what is the process associated with their potential implementation? What obstacles may exist? Pave the roads. Keep vegetation trimmed. Town often gets requests not to trim trees if private land owners have put up trees for privacy/shading.
13. Do you feel there is a need for additional transportation services or improvements in this corridor and why? What type of entity should provide those services (county, municipality, other government entity, businesses/institutions)? Kelly Road flooding could potentially be fixed by raising the road, but would potentially need drainage improvements beneath.
14. What would you recommend to improve transportation mobility and safety in the area? Improve messaging to alert motorists to speed zones ahead, i.e., SLOW 45 MPH AHEAD. Education is needed to keep students from walking too close to the road at night after parties in Tivoli.
15. Do you have any funding sources available to fund potential improvements?
16. Do you have constituents that we can add to our mailing list/database?
17. Do you have a regular mailing or email distribution where we might be able to share project information like notices about the open houses?

Environmental and Recreation

The focus of this group will be to discuss specific locations where there are environmental issues or sensitivities, what can be done to improve the corridors without encroaching on sensitive areas, and what recreation trends will affect vehicular, pedestrian and bicycle traffic in the area.

Environmental questions:

1. What are the environmentally sensitive locations or resources in the area? West side of 9G there is an intermittent stream near Bard near the new parking lot. Also some "wet meadow" on Bard. Also a record of a "ribbon snake" and protected species downstream of the Sawkill that are sensitive to silting. Tivoli Bays, Hudson River, Sawkill Creek. Eric Kivieat of Hudsonia at Bard can tell us others.
2. What improvements can be made to the corridors, such as road widenings, that would not encroach on the sensitive resources?
3. What is the permitting procedure to encroach into sensitive areas? How many years does the process take? What are the costs? What mitigation could be used if environmental impacts would result from a road widening or safety improvement?

Recreational questions:

4. What are the recreational destinations in the area? Linden Avenue and Budds Corners Road is where the Town park. Tivoli Bays. Blythewood on Bard campus. Montgomery Place. Poets Walk. Fisher Center. Gym at Bard (public membership). Bard field station is a destination on the Hudson River; there is a path from Blythedale down to the river.
5. How do your constituents typically travel to recreational destinations? Primarily by car. If they felt it was more accessible, people might bike there. At Town park and Town Hall, there are bike racks.
6. What are the primary travel paths of your constituents? If they are driving, they go directly there. Cyclists like taking back roads for safety and scenic reasons. They will avoid Route 9G. They will take River Road over Route 9G. River Road is designated as a bike route by the Greenway.
7. What times of day and days of the week typically see the worst impediments to traveling on the corridors? Between 4 and 6 PM is a dangerous time to cycle on Route 9G. If there are events at the fair grounds, Route 9G is not a good place to cycle.
8. Are there impediments to walking or cycling? For example, missing sidewalks, broken sidewalks, missing crosswalks or pedestrian signals at intersections, lack of bike lanes, paths or bike parking? Nobody likes riding on Route 9G. Crossing Route 9G at Campus Road to Two Boots needs better sight distance. At Budds Corners Road, the Route 9G approach has poor sight distance. North of Kelly Road, the limbs should be trimmed. The flashing beacon is confusing. Route 9G has a rush hour feel in the AM in the southbound direction and PM in the northbound direction. In the AM and PM, it takes a long time for a gap in traffic, so people divert to signalized intersections like Route 199.
9. What are the locations along the corridors where the worst congestion, speeding or other traffic issues have been observed and/or experienced?

10. What are the characteristics of walking and biking in your community? Route 9G is avoided by cyclists, but the east-west roads and Annandale Road are excellent touring routes.
11. What are your thoughts regarding walking and biking safety on the corridors?
12. Are there locations where crosswalks, pedestrian signals, or traffic calming measures are needed? Bus shelter on Route 9G at Kelly Road for Loop Bus needed with crosswalks across Kelly Road. Need marked crosswalks at intersections. Bike path on west side of Route 9G from Bard to Tivoli is needed. Use different pavement color approaching Bard. Approaching the Campus Road, a crosswalk or HAWK beacon is needed. Lowering the speed limit.
13. If your constituents do not walk or bike anywhere, why not?
14. What would improve your constituents' abilities or decisions to walk or bike? The bike path on Route 9G would get more students to bike and walk between Bard and Tivoli. If Tivoli Bays were safer. Kids in the School District would feel more comfortable going to the Bard Gym. Faculty/staff would bike to Bard more. Need to look at heavy vehicle traffic.
15. Are there plans for walking and biking improvements in the area that we should know about?
16. Are there other plans for improvements to, or expansions of existing recreational destination, or new recreational destinations? 28 acres across from existing park are the process of construction bidding/funding. Will increase use of the park by 33% at least.

General questions:

17. Have you received any recent requests from the corridor community/businesses for transportation services or improvements in this corridor and what is the process associated with their potential implementation? What obstacles may exist?
18. Do you feel there is a need for additional transportation services or improvements in this corridor and why? What type of entity should provide those services (county, municipality, other government entity, businesses/institutions)?
19. What would you recommend to improve transportation mobility and safety in the area?
20. Do you have any funding sources available to fund potential improvements?
21. Do you have constituents that we can add to our mailing list/database?
22. Do you have a regular mailing or email distribution where we might be able to share project information like notices about the open houses?



Public Comments Summary

(Includes all comments received prior to May 26, 2016)

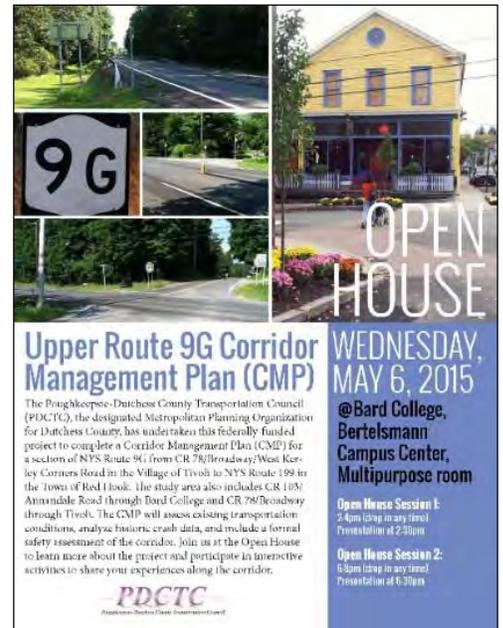


Upper Route 9G Corridor Management Plan

A vital component of the Upper Route 9G Corridor Management Plan (CMP) is participation from local stakeholders and members of the public to identify the safety issues that are of a particular concern to them. Public comments were received at: Public Workshop No. 1 on May 6, 2015, Stakeholder meeting on June 9, 2015, Public Workshop No. 2 on May 11 and May 12, 2016, and on the CMP project website (<http://www.upperroute9g.com/>). The input received focuses on safety concerns related to vehicle operations, walking, and bicycling, and this document provides a compilation of all comments received as of May 26, 2016.

At both Public Workshop No. 1 and the Stakeholder meeting in 2015, the project scope and purpose were described and comments on issues of concern were received from residents and stakeholders. At Public Workshop No. 2 in May 2016, the PDCTC's draft recommendations for improving safety in the study area (contained in Technical Memorandum No. 5) were described and comments on the recommendations were received.

The public comments from Workshop Nos. 1 and 2 and from the project website are summarized below. The Stakeholder comments are provided at the end of the document and are summarized by stakeholder category (Transportation and Land Use Planning, Law Enforcement, Fire and Emergency Responders, Highway Maintenance and Engineering, and Environmental and Recreation).



Comments from Public Workshop No. 1 (May 6, 2015)



Route 9G

Route 9G at CR 78 (W. Kerley Corners Rd./Broadway)

- The Route 9G intersection with CR 78 (West Kerley Corners Road/Broadway) needs to be slower or have a traffic light.
- A full signal is needed at Route 9G and CR 78 (West Kerley Corners Road/ Broadway).
- Blind spot on CR 78 driving west to Route 9G; cannot see upcoming Stop sign at intersection.
- Need intersection ahead warning signs on Route 9G near CR 78 (West Kerley Corners Road/Broadway).
- Speeds are up along Route 9G near CR 78 intersection.
- Flashing traffic light on Route 9G at CR 78 not effective and is confusing to drivers.
- Poor street lights at Route 9G and CR 78 (West Kerley Corners Road/Broadway).
- Provide warning sign on Route 9G towards CR 78 intersection.
- Memorial signage should be installed to remind users to be careful (kids have been killed on Route 9G near CR 78 (West Kerley Corners Road/Broadway).
- Heavy pedestrian activity along Broadway.



Upper Route 9G Corridor Management Plan

Route 9G at Route 199

- Potholes and rough shoulder along Route 199.

Route 9G at CR 103/Old Whalesback Rd

- Concerned with line of sight on northbound Route 9G near Bard College Entrance Road and Whalesback Road/CR 103.
- Peak loads at Route 9G and CR 103/Whalesback Road intersection due to Campus theatre events ending (10 pm).
- Lots of students crossing at Route 9G and CR 103/Whalesback Road

Route 9G at Bard Entrance Rd.

- Pedestrian crossing needed across Route 9G at Bard Entrance Road.
- Hard to walk across Route 9G at Bard Entrance Road.

Route 9G at Budds Corners Rd.

- Drainage issues at Route 9G and Budds Corners Road.
- Bad angle at Route 9G and Budds Corners Road.
- Redesign the geometry at the intersection of Route 9G and Budds Corner Road.
- Limited visibility at Route 9G and Budds Corner Road intersection.

Route 9G at Clay Hill Rd.

- Concerned with line of sight northbound on Route 9G from Clay Hill Road.
- Blind spot due to hill on Route 9G northbound blocks view of Clay Hill Road.

Route 9G at Kelly Rd.

- Concerns with vegetation on the east side of Route 9G near Kelly Road.
- Deer crossing on Route 9G near Kelly Road.
- Concerned with accident history at Route 9G and Kelly Road intersection.
- Sidewalks are needed at the Route 9G and Kelly Road/River Road intersection.



Route 9G at Kidd Ln.

- Close Kidd Lane onto Route 9G.
- Remove passing zone on Route 9G near Kidd Lane (3 comments).
- Need to do mowing to improve sight distance at Kidd Lane.
- Remove passing zone on Route 9G near Kidd Lane.
- Provide sight distance or warning of crossing at Bard Entrance Road on Route 9G.
- More pronounced let-in for traffic and bikers near Kidd Lane. Add a bicycling sign?



Upper Route 9G Corridor Management Plan

Route 9G at Lasher Rd.

- Poor sight distance on Route 9G at Lasher Road.
- Is Lasher Road included in the Route 9G study limits?

Route 9G at River Rd.

- No shoulders on River Road, a major bike route.

General Comments

Bike Safety/Access

- No bike route from Bard College to Tivoli; issues with safety and lighting through Tivoli Bays.
- Bike lane is needed along CR 103 for students.
- Use Linden Avenue as a bike route less often due to rough shoulder and faster traffic.
- Add bike lane to Route 9G.
- Would never bike on Route 9G.
- Would like to bike the stretch of Route 9G from Budds Corners Road to Kidd Lane.

General Safety/Access

- Most deaths on Route 9G occurred between Lasher Road and Broadway.
- Per Tivoli Fire Department, 13 accidents occurred on Route 9G between Lasher Road and Kidd Lane.

Road Condition/Maintenance

- Roadway edge drops off the entire length of Route 9G.
- Center line of Route 9G is cracked.
- The 45 mph/55 mph overlap is off on Route 9G north of CR 103. Should move the 45 mph speed zone further north on Route 9G to slow southbound vehicles.
- Need yield or stop sign on River Road triangle.
- Narrow shoulders along Route 9G.
- Widen shoulders on Route 9G.
- Need guardrails on Route 9G.
- Stopped using Route 9G between Kelly Road and Route 199 due to poor shoulders.

Speed/Distracted Driving

- Concerned with distracted drivers and fast speeds.
- Concerned with speeds on Route 9G between CR 78 and Budds Corner Road.





Trails

- Let's work on the trail through Tivoli Bays to attract more bikers.
- Need a Tivoli Bays bike path; DEC is amenable.
- Safety concerns with Tivoli Bay trail as it's not lighted.
- Would like the Tivoli Bay carriage trail enhanced.
- Provide a path through Tivoli Bays within DEC-owned right-of-way.
- Improvement needed for pathway/service road for Tivoli Bays (DEC) park.
- Provide any available details/background on the cost estimates for the proposed trails.



Traffic Calming

- High School (*on Route 199 – outside of study area*) could use a traffic cop in the morning and afternoon.
- Consider installing rumble strips or bollards to slow traffic.



CR 103

- A hot spot location is at the sharp curve on CR 103 at Cruger Island Road where there's increased activity with pedestrians, bicyclists and vehicles.
- Would it be possible to install roundabouts along CR 103 similar to those put in at Vassar College?
- Consider making CR 103 a one-way road.
- Speeds along CR 103 are over 35 and 40 mph. Co-op student housing and Bard offices are past the triangle and there are lots of bikers, walkers and skaters.
- Tree on CR 103 (south of Gardener Way) is on wrong side of fence.
- Bard student education and enforcement needed.
- A hot spot location is at the sharp curve on CR 103 at Cruger Island Road. Can a roundabout be installed there?
- Sidewalks are needed on both sides of CR 103 through the Bard College campus.
- Cars speed through campus crosswalks along CR 103.



CR 78 (Broadway) Comments

- CR 78 (Broadway) bridge diversion adds traffic to Kidd Lane.

Comments from Public Workshop No. 2 (May 11 & 12, 2016)



Route 9G

Route 9G at CR 78 (W. Kerley Corners Rd./Broadway)

- A roundabout at Route 9G/Kerley Corners Road has pros and cons, but would probably be safer than a traffic signal.
- Reduce sign clutter at Route 9G/Kerley Corners Road, especially south of the intersection.



Upper Route 9G Corridor Management Plan

- Add a flashing sign (Stop Ahead) to westbound CR 78. Flashing lights on the sign are needed now. Get County DPW to put the flashing lights on the sign.
- There have been 2 fatalities on Route 9G north of CR 78; need guiderails and delineators at curved locations in this area.
- Reduce speed on the CR 78 westbound approach to Route 9G.
- Sidewalk on Broadway ends. Should be extended to Route 9G (2 comments).
- Sidewalks are a good idea along Broadway (CR 78), between the river and Route 9G.
- The bridge repair on Broadway will add 60 feet of sidewalk to either side of the bridge; can this be extended further? There is a Bard shuttle stop, park, restaurant; kids walk along Broadway to Route 9G.
- Accommodate all users at Route 9G/CR 78 with either a full traffic signal or a roundabout.
- Add rumble strips to Route 9G in advance of the Kerley Corners Road intersection.
- Add a “Cross Traffic Does Not Stop” sign plaque on the Stop signs on CR 78 at Route 9G as a low cost way to increase safety at the intersection.
- Other ideas are good, but the Route 9G and West Kerley Corners Road needs to have a standard full traffic light as driver confusion over the flashing signal leads to Route 9G traffic stopping; it’s a disaster waiting to happen.



Route 9G at Route 199

- No recommendations at the Route 9G and Route 199 intersection? What about a roundabout here?

Route 9G at CR 103/Old Whalesback Rd

- At Old Whalesback Road, it’s difficult to see Route 9G traffic and there is substantial cross traffic (many trucks).

Route 9G at Budds Corners Rd.

- At the Route 9G and CR 79 (Budds Corners Road) intersection, sight distance for left turners is poor.
- At Budds Corners Road/Route 9G, trees impact visibility, especially southbound.
- The pavement markings on Budds Corners Road at the Route 9G intersection are either missing or faded; left turn vehicles exiting from Budds Corners are in the middle of the road and block traffic from entering Budds Corners Road.
- Very difficult for trucks on Route 9G northbound to turn right into Budds Corners Road due to the sharp angle.
- Potential problems with reconstructing Budds Corners Road as the Route 9G southbound left turns will have to go much slower to turn and could cause more rear-end accidents while waiting for an opening to turn. Also, the sightlines are poor.



Upper Route 9G Corridor Management Plan

- Is changing the Budds Corners Road intersection cost effective? Sight lines are greatly affected by sun glare. Need to repave where Budds Corners meets Route 9G to get rid of potholes and ridges.

Route 9G at Clay Hill Rd.

- Sight distance at Clay Hill Road is lacking especially for the eastbound out of Clay Hill Road and the northbound left into Clay Hill Road. How will changing the Route 9G profile impact Clay Hill Road?
- At Route 9G and Kerley Corners Road, if the alignment of Route 9G is fixed, what will be the impact at Clay Hill Road? Clay Hill Road has sightline issues currently.

Route 9G at Kelly Rd.

- On Route 9G at Kelly Road/River Road intersection, nighttime visibility is poor when turning into or out of Kelly Road/River Road. Need to improve lighting at the intersection.
- A before and after study (with and without the traffic signal) is needed at Kelly Road.
- At Kelly Road, the signal head needs to be adjusted (turned) as the signal heads are facing both Route 9G and Kelly Road traffic.
- Cars approaching the Kelly Road intersection from the Bard Campus and travelling south on Route 9G often seem oblivious to the oncoming traffic from Kelly Road or from the north on 9G. Cars travelling north on 9G and making the turn towards Bard College frequently cut the corner running the risk of a collision with a car travelling across 9G onto Kelly Road.
- Greater signage is needed on the northbound lane of 9G before the intersection with Kelly Road. Cars making a right turn onto Kelly Road with a green light are often in danger of being rear ended by cars continuing north on 9G. This in turn causes cars to take this turn at unsafe speeds for fear of a car behind them not slowing down accordingly and rear ending them.
- The current signage on 9G for cars travelling south towards the Kelly Road intersection is inadequate.



Route 9G at Kidd Ln.

- Eliminate the passing zone on Route 9G at Kidd Lane before the bridge construction begins on Broadway.
- Kidd Lane will be the detour route during construction on the CR 78 (Broadway) bridge; could a signal be added during the construction period?
- There are poor sightlines looking to the south on Route 9G at Kidd Lane.



General Comments

Bike Safety/Access

- The bike path on CR 103 is used infrequently.
- Check the Route 209/Ulster County bike trail treatment.
- Can a bike path be provided along Route 9G south of CR 78?

Pedestrian Safety/Access

- Students live along Route 9G; can sidewalks be added to 9G?

General Safety/Access

- Bard College as a Private University chose to purchase Montgomery Place as it presently stands. Any pedestrian-bicycle connection between these two properties would be best sited on Bard College Property and be undertaken using Bard College funds.
- When will engineering studies be completed? What are the solutions?

Education

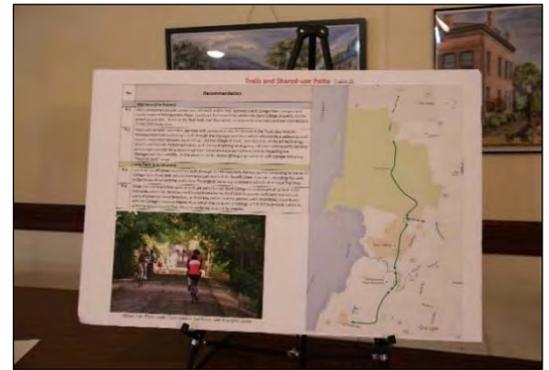
- Pedestrians and bicyclists have personal responsibility for their safety when crossing and traveling on roads; expand education for pedestrians and bicyclists (2 comments).
- Bard students should be educated on walking/biking safely on area roadways during orientation.

Funding

- What is the availability of grants to get recommendations implemented?

Road Condition/Maintenance

- After the state reconstructed the shoulders along Route 9G, the pavement condition has deteriorated significantly.
- Route 9G is in poor condition; residents' trash cans are left on the edge of the travel way as the shoulder is too narrow.
- The full repavement with bicycle lanes of Route 9G from 199 to the Columbia County line is an important issue that should be implemented. Isn't it odd that from 199 south and from the Columbia County line north, Route 9G is paved. It's like our section is the stepchild.
- On 9G, add a corrugated pavement strip down the middle of the highway (makes noise when driven on) to prevent accidental overlap into oncoming traffic.
- It's a waste of money to change the grade profile on Route 9G; put in flashers instead.
- Sometimes, herds of deer cross Route 9G; install more deer crossing signage to alert drivers.
- Would the Route 9G profile need to be changed with both a full signal and a roundabout?
- NYS DOT support is needed to implement recommendations.





Speed

- On Route 9G, change the speed limit to 45 mph and provide enforcement.
- Reduce the speed limit to 45 mph as soon as possible.
- Speeding is a concern along Route 9G (70 mph or more); add a permanent speed feedback device, especially in the northbound direction.
- Reducing speeds will reduce mobility.
- Route 9G needs to be repaved now; not in the long-term.
- When the state widened the shoulders a couple of years ago, they created more issues with potholes, seams and cracks. Drivers avoid the potholes by driving on the shoulders.

Trails

- If a path is extended to Kidd Lane from the Tivoli Bays area, lighting would be needed on Kidd Lane at the trail head; who will pay for it? Need to address yielding at Kidd Lane.
- Should evaluate a previous proposal for a trail through Kaatsbaan Road which would avoid Kidd Lane and Montgomery Street.
- CR 103 is part of the Dutchess County scenic bike route. It may be difficult to get pedestrians and bicyclists to use the off-road path.
- Many pedestrians or bicyclists may think that the existing path through Bard is for students only; this may explain why non-students don't use the path that often.
- Tivoli Bays area has wildlife and hunters; it may be safer to add a bike path to Route 9G instead.
- The Red Hook Trails Master Plan is looking at alternative routes through Tivoli Bays.
- Route 9G needs a cycling & walking path that is not on the road or in the shoulder of the road. Ideally, this would be a paved or gravel path about 10 feet away of the road. This would allow families to safely ride with child trailers in tow or children following on their own bikes.
- It's important that we create a bike/walking path along 9G from Tivoli to Bard. A bike corridor along 9G is the wave of the future and if that could be implemented it would solve a lot of problems and inspire people to walk and ride their bikes. If bike paths can be done in busy cities such as Amsterdam and New Orleans, we can certainly figure out how to make a safe bike path along 9G.
- The trail from Kidd Lane won't really work as an alternative, especially since there's that huge hill down and up half-way along the trail which discourages biking and walking. If there was a bridge over that huge dip, that would go to solving that problem of non-use.





Traffic Calming

- There are 54 curb cuts in the 55 mph section of Route 9G; more than in the 45 mph section. The speed should be reduced to 45 mph.
- Having two roundabouts on Route 9G is a good idea (one at CR 78; the other at Route 199 (W. Market Street)).

Transit

- Would Bard be interested in partnering with DCPT to provide additional bus service to Bard and the surrounding area? If so, Bard could pursue a model similar to the new County Route H, where the college pays the local share for the service and in return all staff/students ride for free on any County bus. If there is interest, this could be a recommendation.



CR 103 Comments

- Share portable speed feedback devices with Bard College for use along CR 103.
- Problems with egress/ingress on CR 103 at Montgomery Place due to sightlines and road alignment.
- Remove signage at the Annandale triangle and Barrytown Corners intersection.
- For the Annandale Road/River Road Triangle:
 - Don't touch the Annandale triangle as it has historic significance.
 - The Annandale triangle is the gateway to Bard College.
 - The left hand turn from southbound CR 103 should be sharper.
 - There should be Stop signs, not Yield signs at the triangle as people don't pay attention to the Yield signs.
 - Evaluate an all-way stop at the triangle.
 - A roundabout is not desirable.
 - The proposed redesign with one-way roads is a good idea.
 - Put the 25 mph speed limit sign earlier on River Road.
- During events, a police car is assigned to the CR 103 intersection with Cruger Island Road to manage traffic. Traffic calming is needed at this location.
- At the four-way Stop at CR 103 and Barrytown Road, less than 10 percent of drivers stop.
- CR 103 speed should be reduced to 30 mph (south of the triangle, to Barrytown Road).
- On CR 103, vehicles pass on the double yellow line (in a no-passing zone).
- CR 103 needs to have enforcement for speeding and passing in no-passing zones.
- Restrict trucks on CR 103.
- At CR 103 and Route 199, shouldn't there be a "No Trucks" sign? Are trucks prohibited on CR 103? (*Note: this intersection is outside the limits of the Route 9G CMP study area.*)
- On CR 103, the proposed speed reduction from 40 mph to 35 mph south of the Saw Kill bridge should be moved to the immediate-term timeframe as it is needed now due to excessive speeding.
- On CR 103 at Cruger Island Road, the proposed intersection reconstruction will impact the ability of fire trucks to enter/exit Cruger Island Road to access the dorms. Fire trucks



currently back out of the road and use the wide opening to turn around. A turnaround for emergency vehicles should be incorporated into the proposed plan.

- Recent speed limit reduction from 30 mph to 25 mph on CR 103 through the Bard campus has had no impact on lowering speeds. Most of the vehicles exceeding the speed limit are Bard students, faculty or staff, including bus drivers (Bard shuttle and County Loop buses). The PDCTC should ask what is Bard doing to promote safe, lawful and socially responsible driving.
- The bridge over the Saw Kill Creek on CR 103 is narrow; would need to widen the bridge to fit the proposed pedestrian/bike path along CR 103. The current bridge is not ADA compliant— it has a very narrow walkway on one side with high curbs at each end. *(Note: Bard got a grant for a feasibility study for the path to Montgomery Place; currently reviewing RFP's).*
- Check the frequency of the lights on the rapid rectangular flashing beacons proposed at the crosswalks on CR 103 as the lights may be disturbing.
- Crosswalk needed at the CR 103 Bard shuttle bus stop; evaluate crosswalk locations.



CR 78 (Broadway) Comments

- More traffic calming is needed in Tivoli.
- Truck traffic has increased on Broadway.
- Parking activity on Broadway is busier now.
- Concerns with speeding on Broadway, especially near the bridge; a speed feedback device used in the past has worked to reduce speeds; should use a speed feedback device again.



General Comments on CMP

- In general, I am concerned that this project is being largely seen from the perspective of what can best done to benefit Bard College and its transient student population whilst ignoring the needs of local residents.

Comments from Route 9G CMP Website

Vehicle Safety/Access

In response to the query, “Looking at the study area map, tell us where you have difficulty traveling by car,” respondents answered:

- I have difficulty departing the Two Boots at Entrance Road.
- I have difficulty entering and exiting Bard College from north or south on 9G.

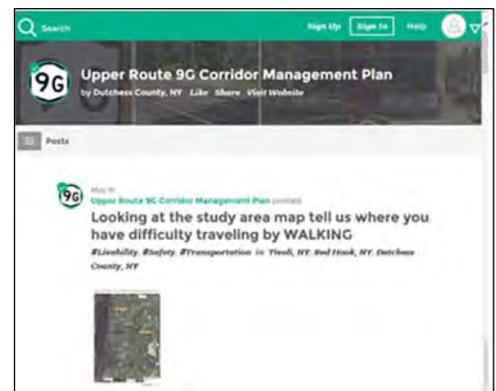
Pedestrian Safety/Access

In response to the query, “Looking at the study area map, tell us where you have difficulty traveling by walking,” respondents answered:



Upper Route 9G Corridor Management Plan

- Entrance Road is difficult to walk on.
- I would never walk ON 9G - far too dangerous. I cross 9G at W. Kerley/Broadway 4-5 times a day. The blinking light there does little to nothing to slow traffic. We need a REAL traffic light there!
- All of 9G is dangerous to walk, there is no shoulder and cars travel at fast speeds. River Road is also really tricky because there is no shoulder or sidewalk, the street is very curvy and the view is limited around turns. It's also a very populated area full of active young people, you'd think it would be safer.
- I think there needs to be an actual stop light or traffic light on the corner of 9G and Broadway. For traffic along 9G, cars rarely slow down unless turning on to W Kerley or Broadway.
- The 9G - Broadway intersection is a place where many Tivoli residents cross 9G unsafely. This area could be more secured for everyone if there was not only a real traffic light (not just a stop sign) but also better lighting creating more visibility of pedestrians extending onto Kerley Corners - a road that has many blind spots and is very dark at night creating unsafe conditions for pedestrians and bikers.
- We need more walkways and bikeways to and from Bard and Tivoli, Red Hook and Barrytown.



Bicycle Safety/Access

In response to the query, “Looking at the study area map, tell us where you have difficulty traveling by bike,” respondents answered:

- Approaching the triangle from River Road at Bard's southern entrance.
- Anywhere on 9G or River Road feels unsafe on a bike to me.

Stakeholder Comments and Concerns

From Transportation and Land Use Planning Stakeholders

(Stakeholders include: Town of Red Hook Planning & Zoning, Tivoli Planning & Zoning, Red Hook School District, Bard Transportation, Village of Red Hook Planning & Zoning)

- The area has had some large residential and some commercial development, with current proposals for a hotel in the Village of Red Hook.
- Future planned private developments include Bard dormitories and smaller event spaces such as an Inn.
- Local officials, residents, and businesses are generally amenable to development as long as it is contextual.
- There is concern that residential subdivisions with driveways for each house may present a safety issue.



Upper Route 9G Corridor Management Plan

- Cyclists avoid 9G given its narrow shoulder; the School District buses will not allow students to cross 9G.
- 9G traffic backs up at Route 199 during the summer; large local events bring traffic to the roadways.
- Proposed density transfers to the Village center may affect traffic volumes.
- Shoulder improvements are needed along the corridor.
- AM peak school traffic causes congestion.
- Some vehicles use 9G instead of a bypass; Bard students will use 9G as a walkway though it can be dangerous.
- Bard provides shuttle service to Tivoli, though service is limited and needs to be supplemented.
- The School District makes 30 stops on 9G and 10 on Annandale Road.
- Bard runs 300 route miles a day with stops throughout the area; safe ride is available; better signage is needed.
- Crowding on the Bard bus discourages ridership; individual businesses have requested stops at their stores.
- Several initiatives currently exist to improve safety and education on the local transportation system.

From Law Enforcement, Fire and Emergency Response Stakeholders

(Stakeholders include: New York State Police, Dutchess County Sheriff's Office, Village of Red Hook Police, Bard Security, Red Hook Fire, and Tivoli Fire Dept.)

- Various agencies share enforcement responsibilities: town police, Bard EMS, NYSP and Fire Companies.
- Speed reductions on 9G have not reduced vehicle speeds; Annandale Road speeds are very high.
- Bard distributes reflective tape and LED lights to students and faculty to increase visibility.
- Red Hook Police received request for improved pedestrian/bicycle pathways or shoulders along 9G.
- There is a high concentration of students that rent homes in Tivoli and drive cars, increasing traffic.
- Roadway lighting improvements and traffic signal installations are needed on 9G.
- Intersection of Broadway/9G and Rt 199/9G are dangerous and need rumble strips.
- The route through Tivoli Bays needs better lighting/could provide better access between Bard & Tivoli
- Safety education is needed, particularly for pedestrians and out-of-state student drivers.
- Improved pavement conditions are needed.
- The street width and parking on Broadway presents an emergency response challenge.

From Highway Maintenance and Engineering Stakeholders

(Stakeholders: Town of Red Hook Highway Dept. Tivoli DPW, Dutchess County DPW, NYSDOT Region 8 Maintenance)



Upper Route 9G Corridor Management Plan

- Highway maintenance responsibilities are split between County Highway, the Town and the Village.
- Maintenance issues include flooding near Kelly Rd, needed signage improvements, and budget constraints.
- Major events cause traffic congestion.
- When the shoulders were rebuilt, the State narrowed the lanes from 12' to 11'.
- Maintenance staff have received requests to repave the roads and keep vegetation trimmed.
- Improved messaging to alert motorists to speed zones ahead is needed.

From Environmental and Recreation Stakeholders

(Stakeholders include: NYS Department of Environmental Conservation, Town of Red Hook Conservation Advisory Council, Town of Red Hook Recreation, Tivoli Recreation)

- Environmentally sensitive locations or resources include an intermittent stream and wet meadow near Bard and protected species downstream of the Sawkill.
- Recreational destinations include the Town Park, Tivoli Bays, Blythewood, Poets Walk, and Fisher Center.
- Constituents typically travel to recreational destinations by car.
- Drivers utilize 9G; cyclists avoid 9G for safety/scenic reasons; River Rd is a bike route along the Greenway.
- Between 4 and 6 PM is a dangerous time to cycle on Route 9G, especially if there are special events occurring.
- Several intersections, such as Campus Rd and Budds Corners Rd, have poor sight distance.
- 9G experiences rush hour in the AM southbound direction and PM northbound direction.
- East-west roads and Annandale Road are excellent cycling routes.
- Crosswalks are needed at 9G intersections; bike path would help; bus shelter needed for the Loop Bus.
- A bike path would attract students between Bard and Tivoli and encourage faculty/staff to bike to work.
- 28 acres of new park space, currently in the process of construction bidding, will increase open space usage in the area.