

Rt. 9W Corridor Issues Summary **12/11/06 Public Workshop**

Arranged by corridor section and number of priority votes (5 or more votes). The following summarizes the major issues in the Route 9W corridor as identified at the 12/11/06 public workshop. Participants were asked to prioritize these issues. The number of votes received appears in the left column.

Northern Section (Route 32 to Asprion/Beacon Roads)

- 31 Traffic congestion
- 20 Intersection congestion
- 19 Safety/efficiency of Rt. 32/Rt. 9W interchange
- 13 Lack of pedestrian facilities
- 09 Lack of bicycle facilities
- 09 Location/access Glenmont Elementary School
- 07 Commercial suitability
- 05 Quality of visual environment

Central Section (Asprion/Beacon Roads to Creble Road)

- 41 Selkirk Bypass
- 23 Future development form
- 19 Appropriate land use
- 16 Highway capacity
- 11 Lack of sidewalks
- 08 Traffic conflicts
- 06 Tax base

Southern Section (Creble Road to Cottage Lane)

- 52 Selkirk Bypass
- 21 Appropriate land use
- 15 Traffic conflicts
- 09 Appropriate development form
- 05 Lack of sidewalks
- 05 Wetland preservation and constraints

Route 9W Corridor Issues

Northern Section (Route 32 to Asprion/Beacon Roads)

- o **Traffic congestion** / add travel lanes / widen Rt. 9W
 - Group 1 = 9
 - Group 2 = 8
 - Group 3 = 8
 - Group 4 = 4
 - Group 5 = 2
 - Total = 31**
- o **Intersection congestion** / add left turn lanes / Feura Bush Road in particular cited
 - Group 1 = 7 (particularly Feura Bush Road)
 - Group 2 = 5
 - Group 3 = 4
 - Group 4 = 2
 - Group 5 = 2 (also jughandle/32)
 - Total = 20**
- o **Lack of pedestrian facilities** and connections to adjoining neighborhoods / Bethlehem Center cited / some said not needed
 - Group 1 = 4
 - Group 2 = 0
 - Group 3 = 2
 - Group 4 = 1
 - Group 5 = 6 (9W, Feura Bush and Glenmont Roads)
 - Total = 13**
- o **Lack of bicycle facilities**
 - Group 1 = 1 (also lack of shoulder)
 - Group 2 = 2
 - Group 3 = 0
 - Group 4 = 1
 - Group 5 = 5
 - Total = 9**
- o **Commercial vacancies** / reuse vacant commercial space / Glenmont Plaza in particular cited
 - Group 1 = 0
 - Group 2 = 0
 - Group 3 = 0
 - Group 4 = 3
 - Group 5 = 1
 - Total = 4**
- o **Glenmont Elementary School** / safety of driveway access / appropriateness of location / land use conflict
 - Group 1 = 1
 - Group 2 = 3
 - Group 3 = 1 (move school w/ land swap)
 - Group 4 = 1
 - Group 5 = 3 (appropriateness of location)
 - Total = 9**
- o **Commercial suitability** / area is appropriate for commercial development / some disagree
 - Group 1 = 0
 - Group 2 = 3
 - Group 3 = 1

Group 4 = 0 (truck access to Price Chopper)

Group 5 = 3 (area is appropriate)

Total = 7

o **Suitability for larger scale commercial uses**

Group 1 = 1

Group 2 = 0

Group 3 = 0

Group 4 = 0

Group 5 = 0

Total = 1

o **Safety & efficiency of Rt. 32 and Rt. 9W interchange** / particularly access from 9W northbound to 32 westbound / particularly safety of Rt. 32 southbound exit ramp / new access road from Kenwood to 9W suggested / direct access from Rt. 32 to Lowes suggested / roundabout suggested / others oppose

Group 1 = 8 (roundabout at suggested)

Group 2 = 5

Group 3 = 1

Group 4 = 2

Group 5 = 3

Total = 19

o **Quality of the visual environment** / improvement of commercial design standards / architectural standards

Group 1 = 0 (signage mentioned)

Group 2 = 0

Group 3 = 2 (berms unattractive / block views)

Group 4 = 1

Group 5 = 2

Total = 5

o **Bender Lane access** / inconvenience of one-way street section

Group 1 = 1 (wrong way / open up)

Group 2 = 0

Group 3 = 0

Group 4 = 0

Group 5 = 0

Total = 1

- o **Other:** Group 1: o Southbound left from Price Chopper to 9W = 2
o McGee Drive – no light /safety / access = 2
o Dump traffic from Coeymans = 0
o Corning Hill Rd. – narrow traffic lanes / design / safety = 1

- o **Other:** Group 2: o Too many uncoordinated signals = 2
o Minimize poorly planned signals = 0
o Change of character south of Glenmont = 0

- o **Other:** Group 3: o Public transportation = 1
o Extent that new interchange can mitigate traffic = 1

- o **Other;** Group 4 o Comm'l dev should be node based w/ access off side streets btwn nodes = 1
o Don't want thru traffic on residential streets = 0
o Want higher quality development = 0

- o **Other;** Group 5 o Safety of Rt 32 EB merge into 9W NB near jughandle / 2 lanes into 1 lane = 0
o Safety of redesigned Rt 32 off-ramp merge with Rt. 9W SB = 0
o Pedestrian circulation internal to the shopping centers = 0

Route 9W Corridor Issues

Central Section (Asprion/Beacon Roads to Creble Road)

- o **Highway capacity** / widen 9W / build service roads and/or parallel access roads / particularly Wemple to Glenmont Road
 - Group 1 = 13
 - Group 2 = 0
 - Group 3 = 1
 - Group 4 = 2 (straighten / widen)
 - Group 5 = 0
 - Total = 16**
- o **Traffic conflict** / purpose of corridor / arterial vs. property access / local vs. through traffic / curb cuts
 - Group 1 = 1
 - Group 2 = 0
 - Group 3 = 2
 - Group 4 = 1
 - Group 5 = 4
 - Total = 8**
- o **Future development form** / strip development vs. hamlets vs. something else / more compact, nonlinear / preserve hamlets / exclude big box
 - Group 1 = 4
 - Group 2 = 9 (more compact, preserve hamlets, exclude big box emphasized)
 - Group 3 = 0
 - Group 4 = 1
 - Group 5 = 9
 - Total = 23**
- o **Retention of highway character** / rural feel / others say straighten and/or widen road
 - Group 1 = 0 (alignment)
 - Group 2 = 0
 - Group 3 = 1
 - Group 4 = 0
 - Group 5 = 1
 - Total = 2**
- o **Lack of sidewalks** and pedestrian connections / improve access to places like soccerplex / improve walkability / widen shoulders
 - Group 1 = 1
 - Group 2 = 3
 - Group 3 = 2
 - Group 4 = 1
 - Group 5 = 4
 - Total = 11**
- o **Lack of bicycle facilities**
 - Group 1 = 0
 - Group 2 = 1
 - Group 3 = 0
 - Group 4 = 1
 - Group 5 = 1
 - Total = 3**
- o **Visual environment** / establishment of design standards / property maintenance / maintain rural agricultural character south of Wemple Road

Group 1 = 0

Group 2 = 1

Group 3 = 2

Group 4 = 0

Group 5 = 1

Total = 4

- o **Selkirk Bypass alignment** / new Thruway exit at or north of Wemple Road / extend Creble to Exit 22 / appropriate location / good spot / no, not here

Group 1 = 15

Group 2 = 6

Group 3 = 10

Group 4 = 9 (not at Wemple / many negative reactions / too costly / would impact homes)

Group 5 = 1

Total = 41

- o **Appropriate land use** / limit to commercial & light industrial / offices & light industrial / office space / keep it agricultural and residential / farmland considerations / land owner flexibility in use of agricultural areas / allow for service uses

Group 1 = 1

Group 2 = 5

Group 3 = 3

Group 4 = 2

Group 5 = 8

Total = 19

- o **Tax base** / create better balance between residential and business / encourage opportunities for businesses

Group 1 = 0

Group 2 = 2

Group 3 = 1

Group 4 = 2

Group 5 = 1

Total = 6

- o **Other:** Group 1:
 - o Land use decisions = 2
 - o Sight distance at Beacon/9W = 0
 - o Sharp curves = 0
- o **Other:** Group 2:
 - o Limit traffic impacts on adjacent roads (speeds) = 1
 - o No subsidized public housing = 0
 - o Direct traffic to Rt. 32 = 0
 - o No roundabouts = 0
- o **Other:** Group 3:
 - o Concern voices of northern section residents not being heard regarding bypass = 0
- o **Other:** Group 4:
 - o Rate of growth = 0
 - o Moving Bypass south would pull businesses south away from northern section = 0
- o **Other:** Group 5:
 - o Windy nature of 9W / maintaining setbacks = 0
 - o Larger setbacks vs. closer to road = 0
 - o Red tape for smaller scale development = 0

Route 9W Corridor Issues

Southern Section (Creble Road to Cottage Lane)

- o **Truck traffic conflicts** / particularly Maple Avenue (Rt. 396) / car carriers
 - Group 1 = 5 (also conflicts w/ pedestrians)
 - Group 2 = 5
 - Group 3 = 3
 - Group 4 = 0
 - Group 5 = 2
 - Total = 15**
- o **Selkirk Bypass alignment** / northern vs. southern alignment / various alignment suggestions
 - Group 1 = 14
 - Group 2 = 10
 - Group 3 = 13
 - Group 4 = 4
 - Group 5 = 11
 - Total = 52**
- o **Lack of retail services** / expand Beckers Corners and Selkirk hamlets
 - Group 1 = 1
 - Group 2 = 0
 - Group 3 = 0
 - Group 4 = 1
 - Group 5 = 0
 - Total = 2**
- o **Appropriate development form** / hamlet scale and character
 - Group 1 = 4
 - Group 2 = 1
 - Group 3 = 1
 - Group 4 = 2 (emphasis hamlet scale and character)
 - Group 5 = 1
 - Total = 9**
- o **Lack of sidewalks** / along Routes 9W and 396
 - Group 1 = 1
 - Group 2 = 0
 - Group 3 = 0
 - Group 4 = 0
 - Group 5 = 4
 - Total = 5**
- o **Appropriate land use** / open up Creble & Wemple Road areas for development / identify allowable residential, commercial and industrial uses / keep areas outside hamlets as they are / allow for uses that can utilize rail access
 - Group 1 = 1
 - Group 2 = 3
 - Group 3 = 2
 - Group 4 = 7
 - Group 5 = 8
 - Total = 21**
- o **Wetland preservation and constraints**
 - Group 1 = 0
 - Group 2 = 2
 - Group 3 = 0

Group 4 = 2

Group 5 = 1

Total = 5

- o **Other:** Group 1: o Left turn movement onto Maple / safety = 11
 - o Left turn into Stewarts = 1
 - o Design / alignment of Rt. 396 = 1

- o **Other;** Group 2: o Local road impacts due to 9W traffic = 6
 - o Increased truck traffic from adjacent towns = 1
 - o Encourage use of Elm Avenue and Rt. 32 = 0

- o **Other:** Group 3; o Impact of Coeyman's dump = 1

- o **Other:** Group 4: o Continue 4 lanes north on Rt. 9W = 0
 - o Existing sidewalks are not used / disconnected discourages use = 0

- o **Other:** Group 5: o Incorporate forever wild preserves as part of new development = 1