



Public Comments Summary

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

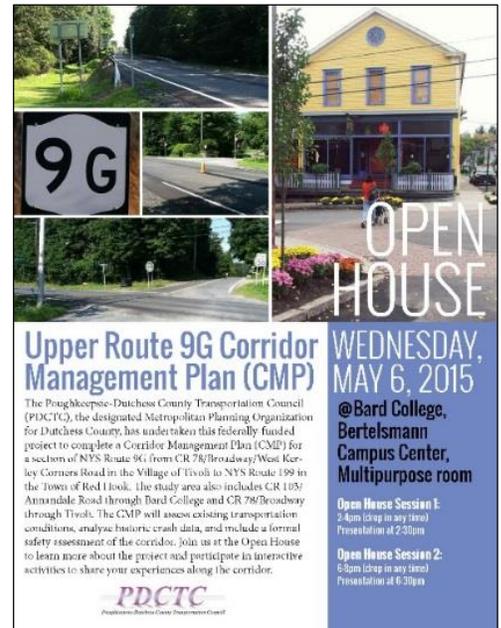


Upper Route 9G Corridor Management Plan

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.



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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?



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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.





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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.



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- 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.



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- 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

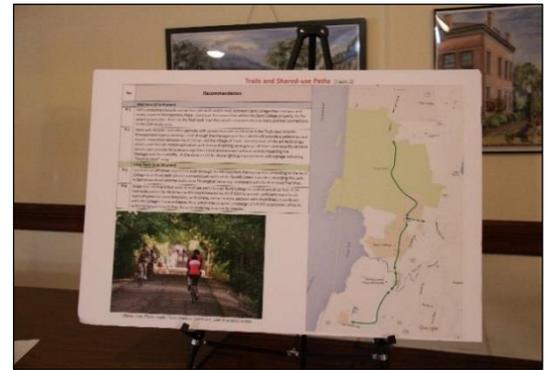
- Pedestrians and bicyclists have personal responsibility for their safety when crossing and traveling on roads; expand education for pedestrians and bicyclists (2 comments).
- Bard students should be educated on walking/biking safely on area roadways during orientation.

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.





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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



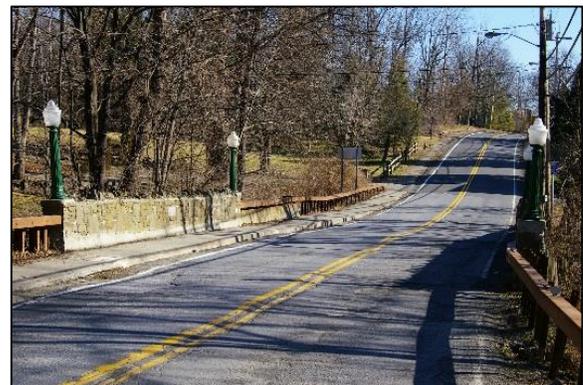
currently back out of the road and use the wide opening to turn around. A turnaround for emergency vehicles should be incorporated into the proposed plan.

- 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.

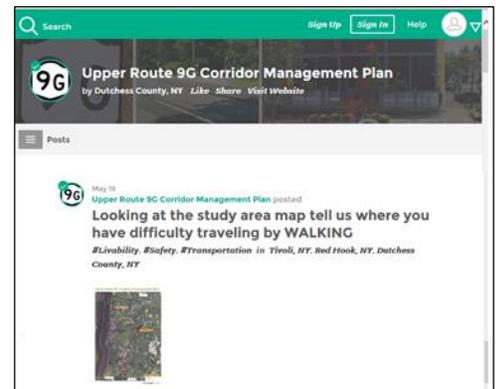
Pedestrian Safety/Access

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



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- 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.



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- 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)



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- 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.