

CR 93 Corridor Management Plan Public Meeting #1 Meeting Comments

Comments Made During Presentation

Audience members made the following comments and asked the following questions:
[Responses from the project team are shown in brackets].

1. Why wasn't the proposed Adams Fairacre Farms considered as part of the study area? Why wasn't it included in the summary of pending commercial uses?

[The proposed Adams store (on the east side of Route 9, south of Old Hopewell Road) is south of our study area boundary. The summary of pending development included only projects within the study area. While the proposed store is outside of the study area, its impact on future traffic in the area will be included in the traffic modeling process.]

2. Both the Hi View Road and Brothers Road intersections should have been studied. These roads connect to high-volume roads and several developments. Why wasn't Henry Road Studied?

[The study intersections were selected based on higher-volume intersections and cross streets that serve key destinations along the corridor. Hi-View, Brothers, and Henry Road are lower-volume residential roads that are not expected to have much development in the future. Although the operations of these intersections were not specifically studied, all segments of the corridor were studied in terms of traffic volume, crash history, visibility, speeds, and other issues. In addition, the County's Public Works Department is currently working on a project to improve visibility between All Angels Hill Road and Route 376, which includes Hi-View Road and Brothers Road]

3. The curve on CR 93 at Robert Lane is an issue that should be studied. There is limited sight distance going westbound.

[This will be studied.]

4. A study should be undertaken for Old Hopewell Road, especially near the gas station.

[This study was initiated due to a request from the Town to the County and the agreement of the Public Works Department and Poughkeepsie-Dutchess County Transportation Council (PDCTC) to pursue funding for it. The Town could make a similar request for a study of Old Hopewell Road.]

5. What comprises the crash types called “other”, particularly on the Degarmo Hills to Montfort segment (where “other” is 71% of the crashes)?

[The data for the Degarmo Hills to Montfort segment shows that most of the ‘other’ crash types are with deer or other animals, followed by fixed objects and trees. At Route 376, the ‘other’ crash types are mainly deer, then signs or other barriers. At Spook Hill, ‘other’ crashes are also mainly deer, other vehicles, and trees.]

Breakout Group Comments

Route 9D to Route 9

6. Repaving CR 93 will encourage drivers to speed and increase traffic because the road will be nicer, defeating the purpose of the study.
7. A traffic signal should be installed at the Junior High School entrance to improve safety, especially to help buses leaving the school. Someone’s going to get hurt there. Kids run across the street to get to the school, which is very dangerous because there’s a lot of speeding and distracted driving on Middlebush.
8. The speed limit should be lowered on CR 93.
9. The signals on Route 9 between the BJ’s Plaza, CR 93, and north should be synchronized so that vehicles can make their turns at the same time, which would promote more free flow traffic; they do it in California, why can’t we?
10. After the road is improved, the school district may attempt to expand the Junior High School and bus garage; they presented such a plan a few years ago.
11. The Wappinger Creek (located south of Town Hall) is rising; drainage is becoming an issue.
12. Will the work on CR 93 require the taking of property from property owners? Owners will lose their front yards.
13. Was the proposed Adams store included in the analysis?

Route 9 to CR 94**Breakout Group Comments:**

14. Ketcham High School– Traffic problems in both directions.
 - Can't get out of Kent Road. This is a safety issue
 - Can't get out of Ervin Road
15. Backups on Myers Corners Road:
 - Need to widen the road or add a turn lane
16. Cranberry Hills exit road connection to Quaker Road with access to Myers Corners Road:
 - This is a concern for future traffic
 - This will impact school enrollment
 - The project should consider using the existing road and signal at Laerdal rather than Quaker Road
17. Enforcement of speeds on Myers Corners Road is needed.
18. The area around Hannaford is very difficult.
 - To reduce the traffic/delay at the unsignalized exit from Hannaford's, there should be a more direct cut-through from the shopping center to the signal at Marshall Road (by the offices and self-storage).
 - There are significant road rage issues in this area.
 - The entry and exit at the Chase Bank on Route 9 are hard to understand.
19. The "Do not block entrance" sign at Ervin is located too far from the intersection and thus does not work.
20. Truck speeds are high in the morning.
21. Trucks travel along Myers Corners Road from Rt. 9 to Rt. 376 and the new shopping center.
22. The quarry is creating truck traffic.
23. Airport Drive is creating truck traffic to New Hackensack.
24. Blackthorn Loop (East) – Making a left on Saturday is difficult.
25. Spook Hill Road is a problematic intersection. It is difficult to get onto Myers Corners Road from Spook Hill Road.
26. In the AM and in the afternoon at Myers Corners Elementary, the hill (visibility) is an issue when vehicles are trying to exit the school property.

27. Is there a need for a blinking light at Myers Corners Elementary?
28. The signal timing should be changed at the intersections of CR 93 with All Angels (CR 94), Old Route 9, Laerdal and Ketcham High School. The Laerdal and Ketcham signals continue to operate until approximately 8PM - this is much too late, since the offices and school are closed much earlier.
29. The Masonic Lodge is expanding and will result in an increase in traffic.
30. Quality of life issue – it is dangerous to cross the road as pedestrian – primarily because of high vehicle speeds.
31. Robert Lane – The curve by Ketcham is a concern with the high speed of through-traffic—it causes problems at this location. It is also the primary reason for rear-end crashes.
32. When making left turns, there is little room for others to pass on CR 93.
33. There is no pedestrian infrastructure in this corridor.
34. There are no bike trails/paths in this area. They are needed. The Rail Trail is important to the area.
35. High School seniors walk from the High School to Rt. 9 businesses for work. A sidewalk is definitely needed on the north side of Myers Corners Road.
 - Sidewalks are not necessarily needed on both sides of the road.
36. From Rt. 9 to CR 94, vacant land and the development potential is a serious concern.
37. Kent Road to Ervin Drive – Truck activity is an issue.
38. School bus and walk line. Need increased safety for walking, possibly a raised sidewalk.
39. Sidewalks are needed along CR 93, especially so that students can walk to school. Parents pay a lot of money for bus service which would be better used to build sidewalks. Students who live close to school can't even walk to school and have to ride the bus way out of their way, which doesn't make sense.
40. The left turn at Kent Road is an issue.

CR 94 to Route 376

41. Dogwood Hill Road and Montfort Road have limited sight distance.
42. The number of driveway entrances along Dogwood Hill Road and Montfort Road is a problem. There is a lack of signals.
43. The intersection of Degarmo Hills Road and CR 93 is a problem. It needs improved traffic control.
44. The traffic signal phase(s) at All Angels Hills Road is problematic. Too much time is allocated to turn left.
45. Most of the turns are difficult along CR 93 at peak hours; specifically at CR 93 and Route 376.
46. The Hannaford segment is more congested.
47. The top of the hill on Route 376 coming to CR 93 has limited sight distance and visibility.
48. There is no shoulder in the vicinity of 227 Myers Corners Road (near Degarmo Hills Road). Sight distance is very limited in this area. This creates safety issues.
49. It is hard to make turns on CR 93 in the vicinity of the fire house (near All Angels Hill Road).
50. Along Montfort Road people drive faster than the limit. This is an issue.
51. At the intersection of Montfort Road and CR 93 trees block the stop sign.
52. People are concerned that the roads will be widened. They don't want that.
53. Is it possible to restrict the truck traffic from Route 376 to All Angels Hills Road along CR 93? This section is more residential and should be kept that way. Some trucks cut through Degarmo Hills Road to avoid traffic along CR 93.
54. At the intersection of Route 376 and CR 93, traffic usually backs up onto CR 93 at peak hours. It's the same as Degarmo Hills Road. Even if there are 4 cars on Degarmo Hills Road waiting at the intersection, the traffic backs up onto CR 93.
55. Montfort Road and CR 93 also back up and the sight distance is limited.
56. Making a right turn on Montfort Road is difficult. Making a left turn is ok.

57. People are mostly aware of the Cranberry Hills project. Some question the adequacy of the data on the number of school children for this project.
58. More development means more traffic. The infrastructure cannot handle it.
59. The issue is CR 93 being the primary commute route between Route 9 and Route 376.
60. People walk but there is no shoulder. Shoulders are important for people who walk. Otherwise there is no margin for error.
61. People are interested in bikeways and trails (the Dutchess Rail Trail extension) that are being proposed by the County in the vicinity of Route 376.
62. People do not obey to the posted speed limit. Making roads wider is a bad idea.
63. There are drainage/erosion issues along CR 93.
64. It should be recognized that straightening out the road will increase speeds on CR 93, which are already high.

Other Comments Submitted:

65. A copy of a letter dated September 18, 1998 to Mr. Arthur D. Buckley from Kevin A Denton, Esq was submitted.
 66. A copy of a letter to MVK Landscaping from the Town of Wappinger, dated May 9, 2007, was submitted.
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67. Big issue: cars turning right from 9D northbound onto Middlebush Road - they pass on the shoulder, going fast/speeding, not stopping if the light is red. This is very dangerous!

Need for signage (e.g. no Right Turn on Red, no passing on shoulder), and enforcement.

Consider also a median divider so cars can't pull out and make a left; instead have to turn right and make a u-turn further down the road, like on Vassar Road/Route 9/Route 9D by South Hills mall.

Also concerned about truck traffic on 9D—very loud (braking in the middle of the night); too big for the road; police can't pull trucks over & ticket them because there is no room.

68. MVK Landscaping (near Ketcham High School) sells Christmas trees in the winter and landscaping materials in bulk in the summer.

The site is dangerous due to ingress/egress into property: vehicles enter and exit on the west side of the red barn, which is on an angle, limiting visibility. Also, vehicles entering block the view of vehicles exiting and vice versa. It would be better if ingress and egress were separated—one on the east side of the barn and one on the west side.

There are no curbs on either driveway, though they are required.
Large trucks and tractor-trailers enter and exit the site—this is dangerous and limits visibility.
There are wide aprons at each driveway—these should be narrowed.
There is evidence of skidding—black marks on road.
Dust from dirt in summer is a health issue.

The business has no Certificate of Occupancy.
The business did have a Special Use Permit but it has expired.
The State may also have some jurisdiction or interest

Comment Sheet Responses:

Comments submitted via comment sheets are summarized on a separate form.