

Saugerties Area Mobility Analysis (SAMA)

Public Workshop #1

Wednesday January 25, 2006



Prepared by



February 13, 2006

Introduction

A first public workshop was held for the Saugerties Area Mobility Analysis on Wednesday January 25, 2006 at the Frank D. Greco Memorial Senior Center in Saugerties, NY. The purpose of the workshop was to explain the goals of the study to the public, present data collected and get feedback regarding issues and opportunities within the study area. The workshop was interactive and designed to elicit public response. Approximately 90 people participated in the workshop; the attendees were made up of area residents, business owners, members of the trucking industry and local officials.

The workshop began with an introduction by Dennis Doyle, Director of Ulster County Planning. Mayor Bob Yerick followed with a brief statement about both the study and the Village. The consultant team represented by Mark Sargent of Creighton-Manning Engineering and Georges Jacquemart of BFJ Planning then made a PowerPoint presentation. The presentation included goals and objectives of the project as well as an analysis of current conditions. The presentation concluded with some preliminary improvement ideas such as truck routes, access management, capacity improvements and sustainable development.

Round Table Discussions

Participants separated into seven groups for round table discussions. Due to the high turnout, there were approximately 12 people at each table. Each group was presented with a list of questions to guide the conversations. Specifically, each group was asked to give feedback on the proposals, as well to highlight any other transportation issue in the study area. Representatives from the consultant team assisted each of the tables to help facilitate the discussions. The following are the questions that the tables had to respond to:

With a focus on transportation:

- What do you feel works well in the Saugerties area?
- What do you feel does not work well in the Saugerties area?
- What are your ideas for improvements? New linkages, changes in circulation, land use, etc?

Workshop Participation Comments

The following is a list of comments from each of the seven tables. There was a significant overlap between the participants' responses and also opposing opinions regarding some of the solutions.

Group #1

- **What do you feel works well in the Saugerties area?**
 - The mornings generally work well
 - The timed lights, which help the traffic flow
 - It is good that we have several alternate routes to get around the Village, namely:
 - Thruway (when possible)
 - Kings Highway
 - Malden Turnpike
 - Side streets off Partition and Main St. (conflict with kids)
 - Narrow roadways limit traffic speeds/volume
 - Congestion not bad in town

- It is positive that the traffic (passengers) drive through Village core
- **What do you feel does not work well in the Saugerties area?**
 - There are lots of accidents on Route 32 (near Peoples Road)
 - People drive too fast on Route 32, Peoples Road and Canoe Hill Road
 - Due to the traffic, it is generally difficult to get around for pedestrians and bikes
 - There is a lack of speed enforcement
 - Traffic delays at the Main and Partition intersection
 - The Ulster Ave./ Market St. intersection needs to be reconfigured
 - The Washington Ave. and Main St. intersection needs to be improved
 - Long delays at the railroad crossing
 - Too many trucks, which destroy the sidewalk and create excessive noise
 - Clermont Street is too narrow
 - Walking outside the village is generally not good, this is especially true attempting to access Price Chopper
 - The approach to the Village from Route 212 is "scruffy" and not clear
- **What are your ideas for improvements? New linkages, changes in circulation, land use, etc?**
 - Connect Kings Highway to Route 199-Thruway South
 - We have a choice between a parochial plan vs. a regional plan. We need to make more of a regional consideration in our planning. This is especially true since malls have poor plans.
 - We would like the return of a passenger train on west side of Hudson
 - We would be interested in learning more about employing one way streets in the Village
 - Top of West Bridge Road is "too tight", and needs to be evaluated
 - There is not enough green space in the Village. When walking places, people need a place to stop, especially on Ulster Avenue.
 - Bike access throughout Village needs to be improved and bike racks should be installed.

Other improvements that should be considered:

- Covered sidewalks in the Village to improve the pedestrian experience
- More or improved use of Traffic lights on 9W South
- Effort should be made to keep traffic slow. We do not want the streets widened to speed up traffic.
- A roundabout at Market St. and Main St. with a fountain in the center.
- There should be an Ulster Avenue gateway to tell people they have arrived in the Village
- The idea of a dedicated truck road should be explored
- Trucks should be encouraged to use 9W, Malden Turnpike, and King's Highway
- There needs to be better enforcement of the laws, especially the size of the trucks.

Group #2

We had difficulty agreeing to anything at our table. We think it will be nearly impossible to get a consensus to actually do anything. What does not work well may be short sighted. We are focusing on a very short time frame.

- **What do you feel works well in the Saugerties area?**
 - The pedestrian friendly nature of the Village, which allows shoppers to walk to a lot of businesses

- The festivals are great
- The new count down pedestrian lights at the intersection of Main and Market
- **What do you feel does not work well in the Saugerties area?**
 - The light at Price Chopper. Should it be re-timed, or possibly converted to a blinking yellow for through traffic and red for coming out of Price Chopper? The lights create vehicle platoons which are somewhat of a problem.
 - Eliminate parking on one side of Partition Street and re-center the center line. Part of the group felt that removing parking would allow movement and flow through the Village, while another part of the group felt we should leave the parking as it is at it serves to "calm" traffic
 - The intersection of Market Street and Ulster Avenue needs to be improved.
 - The light should permit right-on red when traveling south on Market Street
 - The left from Ulster to Market is confusing, and we have seen some close calls as both people think they have the right of way
 - Effort should be made to improve/ realign Kings Highway Northbound
 - Four-way stop Washington/ Main (no light required)
 - The intersection outside of Stewarts at 9W/32 needs to be striped. There are no painted lanes.
 - We should build a bridge over the Esopus at Knights of Columbus to Mynderse Street (cuts waterfront)
 - Pedestrian improvements are needed in core business area - maybe covered walkways?
 - Truck traffic – make it economically advantageous to by-pass Village. If you give truckers the proper incentive in time and tolls, they will drive around the Village.

Group #3

What Works Well

- We love Saugerties!
- New street lamps
- The bus...but....
- Traffic flowed well for Garlic Festival this year because of increasing traffic police cooperation
- Good snow removal
- Price chopper light helps make left turn from inside the Village - you can't make a left turn without it.

What Does Not Work Well

- Can't get through the Village on Fridays!
- Trailways bus stops out in the middle of nowhere – bring it back into Village - you need a car to get to the bus!
- UCAT bus – nobody knows where/ when it stops (need signage) - We need more information.
- Turning left into Partition from Main – no good!
- Dangerous crossings (e.g. at foot of Partition St.)
- Left turn onto Rt. 32 from 9W the lanes are unmarked. The lanes need to be striped.
- Traffic backs up
- Blocked sightlines at intersections
- Parking meters – either make them work and enforce them or get rid of them.

- King's Highway in Mt. Marion (just by the campground and bridge), the roadway is too narrow, there is excessive speeding, the pavement is uneven. There is no Village enforcement. We suggest a flashing traffic light and a lower speed limit.
- We would like to see more truck traffic on King's Highway, but if that is to happen it needs to be upgraded. In its current state there would be problems.
- We would like to see gateways when coming off the Thruway. Right now it looks "shoddy" because of the type of commercial development. We would like to see a second gateway when coming into Village through Barkley Heights.

Ideas for Improvement

- Mid-block crosswalks
- Delayed signal for left turns from Main to Partition
- A through route for trucks
- At Stewart's at the intersection of Rt. 32 & 9W striping is needed. A stop bar and double lane markings should be painted.
- Sidewalks on 9W are needed to repair gaps in the network.
- Better (more visible) entry to Bishop's Gate
- Keep the lines painted on the roads!
- Update Zoning to anticipate future growth expectations
- Improve walking access to Lighthouse (sidewalks?) - right now it is very scary.
- We do not want a bridge constructed from 9W to Mynderse Street

Group #4

What Works Well

- Not much
- Pleasant town roads
- Pleasant walking in Village
- Main Street traffic lights
 - Main and Partition (No walk light)
- Snow removal (Village and Town)
 - State roads as well (9W and 212)

What Does Not Work Well

- Municipal Parking Lot Access - need additional access points for two way access for cars to both Russell and Washington. In addition pedestrian access is needed to Washington Ave. and Main St. from municipal lot.
- Commercial Traffic Management - Trucks need to be allowed to make deliveries and travel through the Village only during certain times.
- Kraut Rd. and 9W is an accident prone area. This should be improved by road widening and/or the installation of caution lights.
- No enforcement of meters - we should consider hiring a parking enforcement officer.
- Wall and road collapse at entrance to Village (by Episcopal Church)
- Traffic light at Market and Ulster is an accident waiting to happen. This needs to be re-engineered. Right turns should be permitted from Market onto Ulster - there are excellent sight lines. There were fewer problems here when it was a T-intersection.

Ideas for Improvement

- Improved signage, directing drivers to the location of municipal lots which provide free parking.
- The railroad crossing needs to be managed and maybe re-engineered. Should we build an over or underpass?
- We would like to see more traffic lights on 9W to coordinate and improve traffic flow.
- Re-direct truck traffic to utilize Thruway rather than 9W.
- Widen scope of study
- Partition St. should be converted to a one-way street or parking should only be allowed on one side.
- Through traffic should be permitted at the Post Office to allow better traffic flow.
- Right on red should be permitted at light at Market and Ulster Avenue.
- Maybe there should be a light off Southbound Thruway?
- Pedestrian walkways are needed in the Barclay Heights/ Glasco Area

Group #5**What Works Well**

- What works – traffic through the Village. We want to keep traffic going through Village. Traffic is good for business
- We're happy with traffic movement and we don't feel truck traffic poses a problem especially with the stop-line placement. Our roundtable doesn't feel there's a truck problem. There is a possible truck delivery problem, which we feel could be improved through proper scheduling

What Does Not Work Well

- There is a potential problem with Boys & Girls Club.
- There is a problem with the sidewalks. We love the bluestone, but uneven sidewalks create a safety issue as well as handicap accessibility issues. We may have to consider removing the bluestone.
- A basic problem is that shop owners and their employees park in front of their stores all day. This is business suicide and we need a concerted effort to correct this.
- Regarding trucks, a fair amount of trucks utilize loud Jake brakes – perhaps, especially on trucks with faulty exhaust systems, we feel this needs to be addressed.

Ideas for Improvement

- We would like to see the traffic study go farther west – this seems to be a large area of growth.
- Regarding Partition Street, as it is very narrow, we believe on-street parking should be removed from the west side of street.
- There is mismanagement of municipal parking lots. We need stricter parking enforcement for parking both off and on-street. Some ideas for improvement are hiring a parking enforcement officer or a part-time crossing guard.
- We feel the Village is being held hostage at railroad crossing when there are trains. Perhaps we should consider an overpass or an underpass (grade separated option).
- To improve traffic in the Village, we should time deliveries not to interfere with lunchtime, which is the peak of the day. Business owners could request suppliers to adhere to this schedule.

Group #6**What Works Well**

- Traffic cops as crossing guards
- Village layout – signage – pedestrian friendly
- Small rural networks of roads and streetscapes are wonderful

What Does Not Work Well

- For tractor trailers – is there a weight limit? If there is, it should be enforced.
- Alternate truck routes need to be developed
- The price of tolls on the Thruway, which encourage trucks to drive through the Village need to be investigated.
- The weight limits on bridges needs to be enforced.
- There needs to be compensation or accountability for damage caused by the trucks.
- Regarding the railroad, there are too many trains. We need to consider a grade separated option and look at building an over or under pass to reduce the amount of delay.
- We would love to see the return of passenger trains.
- Bike routes need to be improved.
- Signage by the Thruway is ineffective
- Ulster Avenue from Thruway to Village is unattractive; there are no trees or landscaping.
- Bike lanes – widening shoulders on county roads

Ideas for Improvement

- The walk signal at Partition and Main needs to be improved. This is dangerous for pedestrians.
- Install pedestrian crossings and speed bumps at parking lot of Saugerties Beach nearest bridge.
- We need to improve the walkability from Village to Barclay Heights. Overall the pedestrian experience in Saugerties needs to be improved.
- Additional Thruway entrances to Routes 209 and 23/Malden Turnpike should be considered.
- Sidewalks are needed to C-Town on the Maples side to get into Village. There need to be walking trails into Village.
- Pedestrians of Wayen Village(?) concerned about casino traffic on Saugerties and Ulster
- Make deal with Sawyer Savings Bank to permit public parking in their lot.

Group #7**What Works Well**

- Quality of life in Village – atmosphere, streetscape
- The Village is pedestrian friendly. You can walk from the schools, to the movies and eateries. There is connectedness between uses.
- We have a great Main Street business corridor.
- We have the ability to park and walk.

What Does Not Work Well

- Deliveries to businesses - most deliveries use the main entrance. Some of these deliveries need to be shifted to the rear of the businesses.

- Left hand turns into 9W north must cross oncoming traffic (south of the Village) - this is dangerous.
- We are concerned regarding the impact of development and increased population on 9W south of Village (Barkley Heights). The traffic conditions are already operating poorly and we expect them to worsen.
- Tractor trailers traffic driving through the Village cause backs ups of local vehicular traffic. In addition, this creates safety issues for pedestrians as well as property damage (sidewalk, auto mirrors and doors) and noise pollution (especially from Jake braking).
- There are no pedestrian traffic signals at Main and Partition.
- Nighttime winter (November to April) parking ban causes hardship on residential streets. An alternative is to have no parking during snow emergencies.
- Many people "abuse" the side streets to avoid going through the Village. In addition, many people drive too fast on the side streets.
- Poor speed limit design traveling southbound on 9W from Green County to Village. The limit decreases from 55 MPH to 30 MPH then increases again just before entering the Village, where the limit is 30 MPH. This causes breaking/noise as vehicles enter the Village. The speed limits should gradually decrease prior to enter the Village.

Ideas for Improvement

- Left turn arrow from Main (Dallas HOTS) onto Partition South.
- Roundabout at Route 32 and 9W – is there enough space for one?
- Solution for railroad crossings – develop and overpass or underpass - elevate tracks?
- Implement alternate side of the street parking at Partition south of Main.
- One way streets off Partition in the central Village business district
- Speed bumps for residential neighborhood streets such as Livingston and Elizabeth
- Deliveries restricted to certain times
- Traffic lights on 9W south Berkley Heights
- Through trucks (cement, tractor trailers) should be encouraged or forced to go around the Village – make improvements to alternate routes.
- Improve police monitoring against trucks, giving penalties for violations.
- Educate drivers, and provide better signage for parking.
- Additional pedestrian traffic signals at Main and Partition.
 - Additional noise signal, yield to pedestrians, "No Jake Braking" signs
- Alternate snow emergency alerts rather than parking ban.
- Speed warnings for side streets, speed bumps, and children at play signs, enforcement.
- Adjust speed limits on 9W into Village.
- Noise ordinance
- Pedestrian walkways – traffic halts for pedestrian crossing (jay walking) give pedestrians a safe place to cross.

Transportation Ranking Cards

In addition, each table was presented with eight cards which listed a "tool" from the transportation planner's toolbox. Each table had to rank the eight cards in order of priority from first to last. The following describes each card:

- **Optimization and Access Management Improvements**
Optimize and manage the existing transportation system through traffic signal coordination and optimization, reducing the number of driveways, and providing interconnections between commercial properties.
- **New Highway Segments**
Expanding the roadway network by providing new links and offering alternative routes.
- **Capacity Improvements of Existing Roads**
For example: widening certain roads with high traffic volumes from 2 lanes to 4 lanes, or install traffic lights, or roundabouts, or add turn lanes.
- **Encourage Alternate Modes of Travel**
Improve walking conditions (park and walk, instead of park, drive and park), improve bicycling conditions, expand the bus service.
- **Improve Appearance of Existing Roads**
Upgraded lighting, street trees, landscaped medians, etc.
- **Geometric Improvements of Existing Roads**
Straightening out certain curves, adding shoulders.
- **Land Use Strategy: Limit Growth**
Change zoning to reduce the number of houses, stores and businesses that can be added.
- **Land Use Strategy: Promote Compact Growth**
Change zoning to allow mixed use developments and higher densities in some areas that support walkability between uses, while designating lower density and more green space preservation in other areas.

The following tables display the results from the ranking exercise. In the first table, the right most column contains the title of the "tool". The next seven columns display the rank that each group provided for this "tool". A rank of one would indicate a preference, while a rank of eight would indicate aversion to the tool. The "Average Ranking" column indicates the average rank across all groups, while "Standard Deviation" refers the amount of divergence of opinion. A low standard deviation would indicate a low divergence of opinion, while a high standard deviation would indicate a high disagreement over the value of the tool. The column, "Overall Ranking" displays the preference for this tool by the group. "Divergence of Opinion" is the amount of agreement. Lower divergence of opinion would indicate less disagreement over the value of the tool.

The second table displays the comments that were written onto the ranking cards.

Ranking of Transportation Solutions

	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Average Ranking	Standard Deviation	Overall Ranking	Divergence of Opinion
Optimization and Access Management Improvements	3	3	3	1	6	3	1	2.9	1.7	#1	low
Encourage Alternate Modes of Travel	4	4	2	3	8	2	4	3.9	2.0	#2	average
Geometric Improvements of Existing Roads	2	2	7	5	5	5	3	4.1	1.9	#3	low-average
New Highway Segments	7	1	6	8	2	1	5	4.3	2.9	#4	high
Capacity Improvements of Existing Roads	1	5	8	7	1	8	2	4.6	3.2	#5	very high
Land Use Strategy: Promote Compact Growth	5	6	1	2	4	6	8	4.6	2.4	#5	average
Land Use Strategy: Limit Growth	6	8	5	4	3	7	6	5.6	1.7	#7	low
Improve Appearance of Existing Roads	8	7	4	6	7	4	7	6.1	1.6	#8	low

SAMA Public Workshop - Ranking Transportation Solutions in the Saugerties Area	
Group	COMMENTS
1	Categories and choices here are much too limited and directive - we liked our own ideas much more! We were fearful of getting the priorities wrong.
2	Objection to straightening
3	Intelligent growth; bike paths, walking, train service, village green benches; areas like 9W south of village where new housing is coming is important; put gateway into village on Ulster Ave.; no wider roads, totally opposed.
4	Encourage village center - ability to walk - limit sprawl; walking ability a must! More use of shuttles - like with garlic festival; we don't want to encourage sprawl rather use of existing commercial space can be renovated; gateway improvements a must; no widening in village; traffic lights on 9W south of Barclay Heights; keep village busy with local traffic not trucks (thru) alternative routes designated - not built - for trucks - cement especially!
5	Town issue (Mike Kraut Rd), People's Rd, Address at-grade RR crossings; route trucks (thru) around village; being addressed at Town level thru Chazen Associates - zoning comp. plan update; People's Rd straighten and sidewalk on Canoke Hill; plant trees, planted medians, reduce size, brightness and number of signs, planted shoulders (parkway type), subdued lighting
6	Enforcement and fines; don't change rural characteristics; narrow roads with wide shoulders
7	Request business owners speak with suppliers to restrict delivery times, enforce existing parking guidelines; don't need more traffic lights, lights should be timed properly to optimize traffic flow!; improve village sidewalks, Malden Turnpike needs guardrails; bike routes should be safe and well-paved, walkers should have safe sidewalks free of obstacles and snow especially on major routes through the village (ex.: Main St. and routes to Cautine Field); dangerous card on promoting compact growth (we need better info)

Written Comments Received In Drop Box at SAMA Public Workshop (1/25/06)

Comment #1: I am writing to express my great concern about the dangerous conditions resulting from the above situation, particularly from tractor-trailers, bulk- and aggregate carriers, and other large vehicles that routinely travel on Route 9W through the village of Saugerties. The immense length, size, and weight of these vehicles are very dangerous for the safety of pedestrians and residents. They are a major cause of the congested flow and density of traffic through the Village and surrounding environs. They place undue stress on a road whose surface, measurements, and winding course are insufficient or inappropriate to sustain such large vehicles. They also present hazards to buildings, trees, signs and other structures adjacent to the road as they take wide sweeps around corners. I have lived in Saugerties since 1992. Both as a resident and as an attorney involved in environmental issues, I have become increasingly concerned about these dangerous conditions. Although I am unable to attend this hearing in person, I request that my comments be made part of the public record, and I earnestly urge that safer alternatives for vehicular traffic be promptly and effectively implemented.

Comment #2: Re-route large trucks who aren't delivering to Village. Better lights to stop all traffic at Partition and Main so pedestrians can cross. Better enforcement of weight limits on trucks. More bike lanes. DON'T WIDEN ROADS.

Comment #3: Municipal parking lot is underused due to inadequate signage (need big P); Winter parking ban is a BIG problem on many streets with apartments. I suggest that the Village switch to parking on alternate sides of street at night to allow for snow plows; Walk/crossing signals at Partition/Main intersection. Signals should also have audible signal for those hard of hearing.

Comment #4: I missed out on the primary presentation, but would like to comment on the condition and usage of the corridor known as the section of Old Kings Hwy. from the intersection of 32N and continuing into Greene County. This section of highway is becoming a bypass for heavy truck traffic getting around the section of 9W between Saugerties and Catskill, with its train overpasses. The impact is making for rapid breakup of the pavement. Increasing speed is increasing the risk of accident. As to a solution, two possible changes – making Old Kings Hwy. a major artery or eliminate the 9W overpasses.

Comment #5: 1) lots of good ideas but; 2) scheduling not good – too much/not well structured!!; 3) lead in displays couldn't be read from rear – was this pre-tested?

Comment #6: Much more attention has to be given to contacting local and regional dispatchers of major trucking (or those companies requiring trucks to transport their products) firms. Dispatchers send trucks on specified routes; bottom line is cost of transport. What can we give as an incentive to avoid the Village and use the alternative Kings Highway and Malden Turnpike routes ... thus giving the companies a reason to answer and/or participate in our study and surveys. Label truck routes and use signage that can be read!

Comment #7: Get rid of traffic light at Price Chopper.

Comment #8: My #1 desire for traffic control: a light at the foot of Partition St. where it swings around between the bridge and the carousel. #2 – Get the big trucks off triple curve on 9W and Partition Street somehow? (mutually exclusive?); #3 – No bypass! It will sap the Village. #4 – I hate the parking meters! They stop me from shopping downtown. #5 – There used to be a “community Gateway” over by the railroad crossing, but it was destroyed. Need a sense of arrival. Medians? #6 – It seems that all major intersections need work: Main & Partition, Market & Ulster, and route 9W/32 by Stew’s.

Comment #9: A bridge over the Esopus in the Village would disconnect the community’s core from the water front. The opposite should happen – the connection should be improved. Think of NYC and the West Side Highway – New Yorkers don’t even know they are a port city!

Comment #10: The railroad track on 212; an overpass or underpass needs to be developed to prevent the long line of cars that are stopped in both directions and cars from side streets cannot move.

Comment #11: Trucks pose little or no problem to the Village. Need a light at the Knights of Columbus turn. Cars going straight and not turning may collide; need for more traffic lights that are staggered to allow for movement out of side roads and also keep traffic moving. Placing pedestrian crossing cones on Main Street and Partition Street will allow people to cross streets unimpeded by traffic. Traffic cops at critical areas.

Comment #12: I believe that we need to encourage alternate forms of transportation in Saugerties. Enclosed is a brochure of bike routes that Gil Hales and I have created.

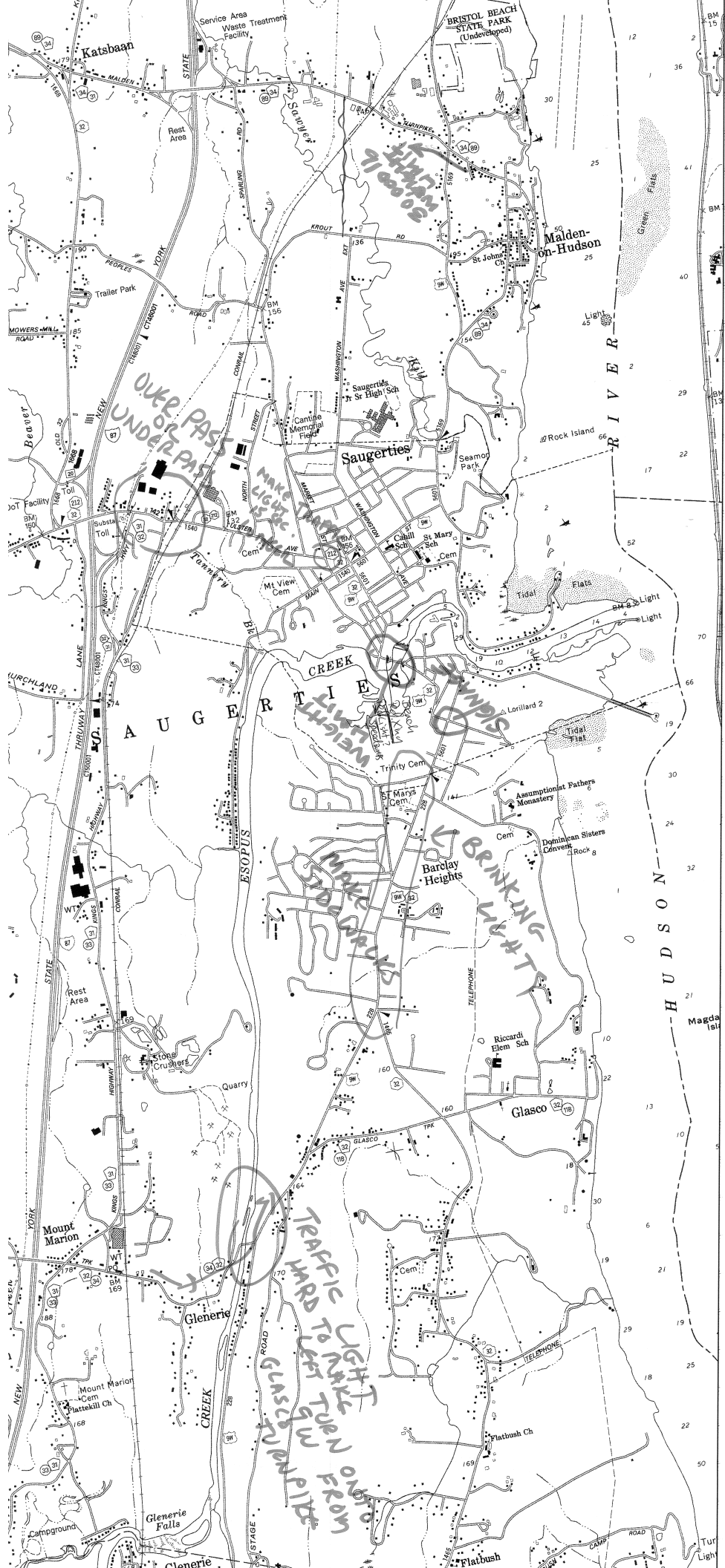
We need to have "Share the Road" signs on Route B & C. Shoulders on county roads should be improved so that bike route signs can be put up. The are in place on Route A.

Similar projects should be encouraged in other townships so that a network is formed in Ulster County.

We encourage trail development, but most people ride on roads.

Ultimately, we would like to hook up with the routes developed in Rhinebeck.

Weight restrictions on bridges entering Saugerties and signage on Route 9W South from Catskill and at the portal on Route 212 could eliminate non-local truck traffic through the village. Of course this requires enforcement.



Katsbaan

Malden

STATE

Rest Area

Service Area Waste Treatment Facility

BRISTOL BEACH STATE PARK (Undeveloped)

Malden-on-Hudson

Light

Trailer Park

Malden-on-Hudson

Saugerties

Seamon Park

Saugerties Jr Sr High Sch

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OVERPASS UNDERPASS

WEIGHT LIMIT 10,000 LBS

STAMENRIPLES

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