

1. Existing Sidewalks in need of repair

The New Paltz Transportation Land Use Project included a sidewalk survey conducted by Bob Chamberlin. The survey ranked all New Paltz sidewalks into four categories:

Poor/Fair -- Fair -- Fair/Good -- Good

The Sidewalk Survey divided the Town and Village into 17 sections for analysis purposes. See Appendix A which lists links to internet based maps of each sidewalk section and identifies its location. The numbers in brackets [#] refer to the survey map section.

For the purposes of this plan we have extracted only sidewalks ranked in the two lowest categories. These are logically the ones that require the most immediate attention. See Appendix B for the complete list.

“Poor/Fair” ranked sidewalks

Suggested sidewalk repairs are grouped according to priority:

- ① Critical
- ② Important
- ③ Significant

These sidewalks are all located within the Village.

Village of New Paltz - ① Critical - Sidewalks in need of repair

Location	Comment
[1] N Front St-S and Huguenot St-E ↑ Town& Country condos ↔ Town& Country condos	This segment is in the Historic District and will require special attention. Many of the large bluestone slabs need to be re-set, Some are broken and will need to be replaced.
[2] Plattekill Ave-E ↑ Main St ↔ Lookout Ave	This sidewalk section varies from Poor to Good over the span and is considered to be a critical link between the Village core and SUNY

Village of New Paltz - ② Important - Sidewalks in need of repair

Location	Comment
[1] N. Front St-N ↑ Chestnut St ⇔ Church St	High use sidewalk NYS Route 32 – could get State funding.
[2] S Chestnut St-E ↑ Innes Ave ⇔ Hasbrouck Ave	Link from SUNY to Downtown. NYS Route 208 – could get State funding
[5] Center St-N+S ↑ Oakwood Terr ⇔ S. Manheim Blvd	Poor Condition. Pedestrian route to the Middle School.

Village of New Paltz - ③ Significant - Sidewalks in need of repair

Location	Comment
[2] Wurts Ave-E+W ↑ Main St ⇔ Mohonk Ave	Neighborhood use
[10] Prospect St-W ↑ John St ⇔ Slate St	Medium use sidewalk. Connects HW DuBois Dr ⇔ Main St

“Fair” ranked sidewalks

This category is quite extensive. It is not necessary at this time to give these segments a priority rating. It is recommended that readers review this category. Each member of the community has a different perspective on our sidewalks based on their own experience. There may be suggestions to move some of the segments ranked “Fair” to a different category. See Appendix B.

2. Suggested “missing link” sidewalk improvements

Missing Links are relatively short segments of “missing” sidewalk, usually one block or less, that are needed to complete an existing sidewalk or sidewalk network.

Suggested missing links are grouped according to priority:

- ① Very Important
- ② Significant
- ③ Suggested

All identified missing links are within the Village.

Village of New Paltz - ① Very Important - “missing link” sidewalk improvements

Location	Comment
[5] Center St-S † @ corner of S. Manheim	Center St. sidewalks are ranked “poor”. This segment could be added when sidewalks are repaired.
[5] Plattekill Ave-S † @ corner of S. Manheim	<i>There is no sidewalk either side of Plattekill at its eastern end.</i>
[9] Church St-E † Briarwood Apts ⇔ HW DuBois Dr	This section of Church St rises and falls over the crest of a short hill. The lack of sidewalk creates danger for pedestrians who are forced to walk in the street. Church St. connects the Village core to Moriello Park.
[10] Prospect St-W † Slate St ⇔ HW DuBois Dr	Needed to provide a through connection to Main St.
[11] N. Manheim Blvd-W † mid-block ⇔ HW DuBois Dr	Needed to provide a through connection to Main St.

Village of New Paltz - ② Significant - “missing link” sidewalk improvements

Location	Comment
[2] Mohonk Ave-N ↑ Wurts Ave ⇔ S. Chestnut St	Wurts Ave connection to S. Chestnut is needed
[2] Water St-E ↑ Mohonk Ave ⇔ Main St	Two missing segments. Will be more important when Mohonk Avenue sidewalks are constructed.
[2] Tricor Ave-E ↑ @ corner of Hasbrouck Ave	Missing segment. Pedestrians forced into the street.
[9,14] N. Chestnut-W ↑ Salvation Army ⇔ Mulberry St	Pedestrians are at risk due to multiple curb-cuts and heavy traffic in this area.

Village of New Paltz - ③ - Suggested - “missing link” sidewalk improvements

Location	Comment
[1] Main St-S ↑ Water St ⇔ Rail Trail	Not very heavily traveled segment. There is a sidewalk across the street. Could get more traffic when the Walkkill River bridge is rebuilt.
[3] Southside Ave-S ↑ S. Chestnut St ⇔ Apartment Rd	A section is missing at the west end of existing sidewalk ⇔ entry road to Southside Terrace Apartments
[10] Grove St-W ↑ mid-block ⇔ John St	No sidewalk from 5 ⇔ 19 Grove St

3. New Sidewalk Initiatives

Suggested new sidewalks are grouped according to priority:

- ① Very Important
- ② Significant
- ③ Suggested

Sidewalks are also segregated according to their location; either within the Village or in the Town outside the Village.

Village of New Paltz - ① Very Important - New Sidewalk Initiatives

Location	Comment
[5] Plattekill Ave-N ↑ S. Oakwood Terr ⇔ S Manheim Blvd	Important section for pedestrian travel to/from SUNY and the Middle School
[9] HW DuBois Dr-S ↑ New Paltz Gardens Apts ⇔ N. Chestnut St	Need to complete all missing sections on this important arterial
[9] HW DuBois Dr-N ↑ Mulberry Square Apts ⇔ Church St	This connects Mulberry Square Apartments to Church St and the Village downtown
[9] Church St-W ↑ HW DuBois Dr ⇔ Mulberry St	To connect HW DuBois Dr and Village downtown to Moriello Park
[9] Mulberry St ↑ Moriello Park upper entrance ⇔ N. Chestnut	Important connection to Moriello Park from the north and the east/Rail Trail.
[12] Harrington St-W ↑ HW DuBois Dr ⇔ Main St	Connects NP Gardens Apartments to Main Street. A "Safe Routes to School" sidewalk.
[14] Mulberry St ↑ Huguenot St ⇔ N Chestnut	Important connection to N Chestnut St (Rt 32N) from the north and the east/Rail Trail.

Village of New Paltz - ② Significant - New Sidewalk Initiatives

Location	Comment
[2] Mohonk Ave-N † Wurts Ave ⇔ Water St	Route to the Rail Trail and Plains Road. Steep slope and problematic intersection @ Mohonk Ave/Water St
[2] Tricor Ave-E † Hasbrouck Ave ⇔ Platttekill Ave	Sidewalk needed along west side of Peace Park. Significant auto and foot traffic here.
[2] Tricor Ave-W † Mohonk Ave ⇔ Hasbrouck Ave	East side of Hasbrouck Park has no sidewalk
[3] Tricor Ave † Southside Ave ⇔ Mohonk Ave	This block has no sidewalks on either side.
[6] S. Manheim Ave-E † Orchard Ln ⇔ SUNY parking lot	Important connection to midtown Main St
[9] Broadhead Ave-N † Church St ⇔ Huguenot St	Broadhead Ave is very narrow. Needs sidewalks for pedestrian safety.
[16] N. Chestnut -W † Agway ⇔ Old Kingston Rd	Connects all foot traffic to the north and to Huguenot St. Currently pedestrians are forced to walk on Route 32.

Village of New Paltz - ③ Suggested - New Sidewalk Initiatives

Location	Comment
[3a] Plains Rd-W † Sojourner Truth Park ⇔ New Paltz Cemetery	To extend the sidewalk network into the Plains Road neighborhood.

Town of New Paltz - ① Very Important - New Sidewalk Initiatives

Location	Comment
[7] Rt 299-N (Main St) ↑ Empire Bank ⇔ N. Putt Corners Rd	Missing sidewalk segment connects all foot traffic to the east. Currently pedestrians are forced to walk on Route 299.
[12,13] HW DuBois Dr-S ↑ N Putt Corners Rd ⇔ NP Gardens Apartments	To complete this important arterial sidewalk, outside the Village.

Town of New Paltz - ② Significant - New Sidewalk Initiatives

Location	Comment
[7] Cherry Hill Rd ↑ Main St ⇔ Pear St	To extend the sidewalk network into the Cherry Hill neighborhood.
[7*] N. Putt Corners Rd-W ↑ Main St (Rt 299) ⇔ HW Dubois Dr	Connects Main St (Rt 299) ⇔ HW Dubois Dr
[7*] Rt 299 (Main St) ↑ Ohioville Rd ⇔ Thruway overpass	Connects neighborhoods east of the Thruway ⇔ Town
[16] Sunset Ridge-S ↑ N Chestnut ⇔ Duzine School	Sidewalks needed to Duzine School

Town of New Paltz - ③ - Suggested - New Sidewalk Initiatives

Location	Comment
[4] Plains Rd-W ↑ Sojourner Truth Park ⇔ New Paltz Cemetery	The west end of this section is in the Town, outside the Village.

4. Connectivity to Activity Centers

Citizens must be given the opportunity to use non-motorized transportation. When development occurs it is vital that safe routes be provided for pedestrian and bicycle travel.

The New Paltz Transportation Land Use Project Phase C report recommends in section ...

5.1.4 Construct Sidewalks/Pedestrian Travel Ways through the Formal Subdivision and Site Plan

Review Process

The Village of New Paltz Code contains the “Sidewalk Law of the Village of New Paltz” (Article IV, 175-14) that gives the Village Board the authority to construct sidewalks. In reviewing subdivision applications the Town and Village Planning Boards may require that sidewalks be constructed. The following language, if added to the municipal land use regulations, would provide clear authority to the Planning Boards for causing sidewalks to be constructed when development applications are reviewed.

Where necessary in the judgment of the Board, rights-of-way for pedestrian and/or bicycle travel and access shall be required between parts of the subdivision or between a subdivision and public property or between subdivisions. When such need has been created by the subdivision, the Board may require the subdivider to provide sidewalks and/or bicycle paths outside the subdivision.

The New Paltz Bicycle Pedestrian Committee endorses this recommendation. Every project must make a concerted effort to create and enhance facilities that will encourage non-motorized transportation.

Connections will not always be made via pedestrian sidewalks. In some cases it is more desirable to construct a multi-use path to accommodate bicycles as well. Several such connections have been identified by the BPC.

- ◆ Cherry Hill neighborhood ⇔ So. Manheim (Rt32 So.)
- ◆ Cherry Hill neighborhood ⇔ So. Putt Corners Rd.
- ◆ Lenape School ⇔ Neighborhood connections
- ◆ Cross Creek Rd. ⇔ SUNY
- ◆ Bonticou View Dr. neighborhood ⇔ Town Hall via Cooper St. ⇔ Downtown NP
- ◆ All new development ⇔ Activity Centers

5. Sidewalk Design Guidelines and Recommendations

Excerpted from Appendix E — Recommended Guidelines/Priorities for Sidewalks and Walkways

Goals and Objectives

Typically, communities should focus on: (1) improving conditions for people who are currently walking (including improved accessibility to sidewalk facilities for pedestrians with disabilities), (2) increasing levels of walking, and (3) reducing the number of crashes involving pedestrians. Setting targets will help in the development of criteria for installing and retrofitting sidewalks.

Sidewalks— Sidewalks, provided on both sides of a street, are generally the preferred pedestrian facility. They provide the greatest degree of comfort for pedestrians and the presence of sidewalks has been associated with increased safety for pedestrians. The Uniform Vehicle Code defines a sidewalk as that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians. In most cases, sidewalks are paved, usually in concrete. To comply with Federal Americans with Disabilities Act (ADA) guidelines, newly constructed sidewalks must be accessible to people with disabilities.

Off-Road Paths— An off-road path—paved or unpaved—can be an appropriate facility in rural or low-density suburban areas. Paths are generally set back from the roads and separated by a green area or trees. Paths can be flexible in that they can deviate from the exact route of a road in order to provide more direct access for key destinations. Paths that generally follow the roadway alignment are sometimes known as “side paths.”

New Sidewalk Installation

All new construction must include places for people to walk, on both sides of a street or roadway. New construction in urban and suburban areas should provide sidewalks. Recommended guidelines for new sidewalk and walkway installation are given in Table 1 below.

Sidewalk Continuity

Sidewalks should be continuous; interruptions may require pedestrians to cross a busy arterial street midblock or at an unsignalized location to continue walking. Sidewalks should also be fully accessible to side streets and adjacent sidewalks and buildings.

Sidewalk Width

The width of a sidewalk depends primarily on the number of pedestrians who are expected to use the sidewalk at a given time — high-use sidewalks should be wider than low-use sidewalks. "Street furniture" and sidewalk cafes require extra width, too. A sidewalk width of 1.5 m (5 ft) is needed for two adult pedestrians to comfortably walk side-by-side, and all sidewalks should be constructed to be at least this width.

Sidewalk Surface

Concrete is the preferred sidewalk surface, providing the longest service life and requiring the least amount of maintenance. Asphalt is an acceptable walkway surface in rural areas and in park settings, and crushed granite may also be an acceptable all-weather material in parks or rural areas, but they generally require higher levels of maintenance and are less desirable for wheelchair users.

Obstacles Along the Sidewalk

The distance to the bottom of signs placed in or right next to a sidewalk should be at least 2 m (7 ft) above the sidewalk surface to avoid injury to pedestrians. Bushes, trees, and other landscaping should be maintained to prevent encroachment into the sidewalk. Jurisdictions should adopt ordinances requiring local property owners to trim the landscaping they place along their frontage to maintain clear and unobstructed sidewalks. The jurisdictions should provide an inspection procedure or a system of responding to sidewalk encroachment and maintenance complaints.

Recommendations

The Town and Village of New Paltz should review their local codes and ordinances to reflect these sidewalk design recommendations. In particular —

1. All new construction must include places for people to walk, on both sides of a street or roadway. New construction in urban and suburban areas should provide sidewalks.
2. A sidewalk width of 1.5 m (5 ft) is needed for two adult pedestrians to comfortably walk side-by-side, and all sidewalks should be constructed to be at least this width.
3. Concrete is the preferred sidewalk surface, providing the longest service life and requiring the least amount of maintenance.



Appendix A — Internet address list of the 17 Sidewalk Section Maps

Sidewalk Section	Internet Address	Location
1	www.communitywalk.com/map/39804	Huguenot to N. Front N. Front to Main
2	www.communitywalk.com/map/39818	Water to Plattekill Main to Mohonk
3	www.communitywalk.com/map/40059	Pencil Hill to Fairview Mohonk to Southside
4	www.communitywalk.com/map/40061	Plains Road (no sidewalks)
5	www.communitywalk.com/map/40065	Plattekill to S. Manheim Main to Plattekill
6	www.communitywalk.com/map/40088	S. Manheim to Hasbrouch Place Main to SUNY
7	www.communitywalk.com/map/42350	Joalyn to Apple (no sidewalks south of Main except Main St.)
8	www.communitywalk.com/map/42357	Cherry Hill neighborhood south of Cicero (no sidewalks)
9	www.communitywalk.com/map/42360	N. Front to H.W.DuBois N. Chestnut to Prospect
10	www.communitywalk.com/map/43408	Prospect to N. Oakwood H.W.DuBois to Main
11	www.communitywalk.com/map/43412	Millrock to N. Manheim H.W.DuBois to Main
12	www.communitywalk.com/map/43426	Harrington to Colonial H.W.DuBois to Main
13	www.communitywalk.com/map/51940	Duzine Rd., Pinecrest, Old Mill, east H.W.DuBois
14	www.communitywalk.com/map/52053	N Chestnut, Church, Prospect, Mulberry north of H.W.DuBois
15	www.communitywalk.com/map/53285	mid H.W.DuBois plus north Millrock, N. Manheim (no sidewalks)
16	www.communitywalk.com/map/53318	N. Chestnut north of Veterans Dr. Bonticou View, Sunset Ridge
17	www.communitywalk.com/map/53345	Van Alst, Juniper, Ann north N. Chestnut (no sidewalks)

Key to the internet Maps

<u>color</u>	<u>condition</u>	<u>color</u>	<u>condition</u>
Red	no Sidewalk	Dark Green	Fair/Good
Orange	Fair/Poor	Blue	Good
Light Green	Fair	Pink	Rail Trail

Appendix B — Transportation Land Use Project Sidewalk Survey Summary of “Poor/Fair” and “Fair” sidewalk segments

Condition	Section	Location
poor/fair	1	Huguenot Street N. Front to Town & Country Condo entrance
		N. Front, north side Church to Chestnut
		N. Front, north side Main to Church -- ??? good condition – too narrow
poor/fair	2	Wurts Avenue, both sides
		S. Chestnut St, east side Innis to Hasbrouck
		Plattekill Ave, east side Main to Hasbrouck (varies from poor to good)
poor/fair	3, 4	none
poor/fair	5	Center Street, both sides Oakwood to Manheim
poor/fair	6 – 9	none
poor/fair	10	Prospect Street, west side John to Slate * reclassified by BPC
poor/fair	17	none
-----	-----	-----
-----	-----	-----

Condition	Section	Location
fair	1	N. Front, south side Chestnut to Huguenot
		N. Front, north side Chestnut to Rail Trail
fair	2	Mohonk Avenue Wurts. to Chestnut
		Plattekill Ave, east side Main to Hasbrouck (varies from poor to good)
fair	3	S. Chestnut, east side Mohonk to Southside
		Elting, west side Mohonk to Southside
fair	4	none
fair	5	S. Manheim, west side Main to Plattekill
		Plattekill Ave., both sides Hasbrouck to S. Manheim
		Ridge Road, west side Plattekill to Lincoln
		Lincoln, north side Ridge to Manheim
fair	6	Orchard Lane, both sides Manheim to Hasbrouck
		Hasbrouck Place, both sides
fair	7, 8	none
fair	9	Church Street, west side N. Front to Broadhead
		Orchard Heights, north side
fair	10	Prospect, west side Main to John
		Grove, both sides Main to John

Condition	Section	Location
fair	11	Millrock, west side Main to John
		N Manheim, west side John to H.W. DuBois
		John, south side Millrock to N. Oakwood
fair	12	John, both sides Harrington to Colonial
fair	13 – 15	none
fair	16	N. chestnut, west side Bonticou View to Sunset (Agway)
fair	17	none

Appendix C — Transportation Land Use Project Recommendations relating to Sidewalks

Page	Item	Cost
v	Construct miniroundabouts on HW DuBois at N Manheim and Prospect; remove remaining stop signs on HW DuBois (contingent on constructing sidewalk).	---
v	Adopt sidewalk Master Plan and appropriate language within Town and Village zoning ordinances to strengthen sidewalk construction as transportation impact mitigation.	2,500
v	Establish Sidewalk Construction and Maintenance Fund in Village.	---
73	Establish a Sidewalk Improvement Fund.	---
87	<p>5.1.4 Construct Sidewalks/Pedestrian Travel Ways through the Formal Subdivision and Site Plan.Review Process</p> <p>The Village of New Paltz Code contains the “Sidewalk Law of the Village of New Paltz” (Article IV, 175-.14) that gives the Village Board the authority to construct sidewalks. In reviewing subdivision applications the Town and Village Planning Boards may require that sidewalks be constructed. The following language, if added to the municipal land use regulations, would provide clear authority to the Planning Boards for causing sidewalks to be constructed when development applications are reviewed.</p> <p>“Where necessary in the judgment of the Board, rights-of-way for pedestrian and/or bicycle travel and access shall be required between parts of the subdivision or between a subdivision and public property. When such need has been created by the subdivision, the Board may require the subdivider to provide sidewalks and/or bicycle paths outside the subdivision.”</p>	
87	<p>5.1.5 Establish a Sidewalk Improvement Fund</p> <p>The CAC has recommended that a specific dedicated fund be set up for the improvement of the sidewalk network in New Paltz. Funds from this source would be used to repair deficient sidewalks, to construct new sidewalks, and to provide matching funds for governmental sidewalk enhancement grants. Establishing a dedicated fund for this purpose underscores the high priority New Paltz places on safe, convenient, and widespread pedestrian mobility. The Sidewalk Improvement Fund also points to the need to ambitiously expand the sidewalk network throughout the Village and Town. Within the Phase B report, a sidewalk investment prioritization was recommended. The highest priority sidewalk segments resulting from that prioritization exercise are recommended as short-term improvements within the Phase C report.</p>	

<p>87</p>	<p>5.1.6 Establish a Transportation Demand Management Fund It is recommended that the Town and Village of New Paltz establish Transportation Demand Management Funds, administered jointly by the Town and Village Boards, for providing revenue to enable ongoing management of traffic and parking. Potential revenue sources for this fund include mitigation payments from private developers (Figure 23). The Town and Village Boards should assess feasibility of this recommendation with their associated land use counsel. Table 26: Potential Revenue Sources and Expenditures, Transportation Demand Management Fund Potential Fund Sources Potential Fund Expenditures Transportation mitigation from private development. Local match for transportation projects. Parking fees, fines, and permits. Expand parking inventory. Contributions from key stakeholders. Local transit operating costs. Special event traffic management. Traffic signal optimization.</p> <p>Such payments could be made, for example, if parking requirements for a proposed use in the Village core were not met due to site constraints. Developers could pay a published per space capital fee to the fund. This fee would then be managed collectively with other fees to improve travel options (e.g. transit, sidewalk construction), increase parking inventory, or perform other tasks to improve overall mobility (e.g. traffic signal optimization). The Village is currently seeking a legal review of this concept.</p>	
<p>94</p>	<p>Figure 28 shows the area with the highest priority sidewalk extension within the Village core. Adding sidewalks on Mohonk Avenue has been an issue raised by New Paltz residents since the beginning of the Project, and this specific investment was mentioned by several respondents to the New Paltz household survey (October 2003), as well as being recommended by the BP Committee. The segment of the sidewalk along Mohonk is more expensive to build than normal sidewalks due to grade and drainage issues.</p>	
<p>95</p>	<p>Figure 28: Location of Recommended Sidewalk Improvements</p>	
<p>97</p>	<p>A critical short-term improvement is to extend the pedestrian network along the easterly sideline of Route 32 from Orchard Street to the SUNY commuter lot. Figure 29 shows where the sidewalk ends at Orchard Street (looking south).</p>	
<p>98</p>	<p>Figure 29: Sidewalk on the East Side of Route 32 Ends at Orchard Lane (looking south)</p>	
<p>98</p>	<p>Figure 29 (right) also shows the general alignment of this improvement. The proposed Victorian Square residential development (approximately 90 units) would be directly served by this improvement. Through an overland pedestrian connection to the Cherry Hill neighborhood through the Victorian Square project, Cherry Hill residents will also gain access to this sidewalk network. This sidewalk extension was ranked as a high priority within Phase B due to its providing safe pedestrian access to SUNY and to the New Paltz Middle School. This improvement is consistent with the NYSDOT policy of establishing sidewalks along both sides of state arterial roadways when development exists on both sides of the roadway.¹</p>	

<p>99</p>	<p>Sidewalk extensions are very important in this section of New Paltz. Included within this growth center is the construction of a new sidewalk along the southerly sideline of HW DuBois, extending from Prospect Street to North Putt. This distance is approximately 1.1 miles in length. The southerly sideline is selected as the general aspect of the land slopes to the north; thus, the sidewalk could be constructed with curbing while maintaining the natural flow for stormwater. Minimal storm sewerage is evident in this section; hence, surface channeling and treatment of stormwater will be the preferred treatment.</p>	
<p>101</p>	<p>It is recommended that mini-roundabouts be installed only after the sidewalk is constructed, and after a public education campaign designed to inform people of their objective and design. Figure 30 provides a conceptual design of mini-roundabouts at two intersections on HW DuBois. After discussions with the CAC and the Project Management Team it was determined that the two best locations for miniroundabout installation would be at N Manheim and at Prospect.</p>	
<p>106</p>	<p>Policy: adopt Access Management Overlay District into Town & Village Code; adopt sidewalk ordinance; establish Transportation Demand Management Fund.</p>	<p>\$17,500</p>
<p>129</p>	<p>Given these ratings, a reconstruction of the bridge within a 12-20 year period is recommended. A sidewalk along the northerly side of the bridge and the reconstruction of the Main/Water/Huguenot intersection would be included in a bridge reconstruction.</p>	
<p>129</p>	<p>Figure 47 provides a conceptual design of this improvement. The conceptual design shows a 40 foot bridge deck, which is sufficient for 2 travel lanes (12 feet each), 2 4-foot shoulders, and a sidewalk along the northerly side. Due to its close proximity to the Huguenot/Water Street intersection, a 50-foot bridge deck will enable construction of an eastbound left turn lane (to turn left onto Huguenot Street, with its associated centerline shift occurring along the length of the bridge.</p>	

Appendix D – Index to Street Name References

Street Name	Page [x = Appendix]
Bonticou View Dr	9
Broadhead Ave	7
Center St	3, 4, x-B
Cherry Hill Rd	8
Church St	3, 4, x-B
Cooper St	9
Cross Creek Rd	9
Grove St	5, x-B
Harrington St	6
Huguenot	2, 8, x-B, x-C
HW DuBois Dr	3, 4, 6, 8, x-B
Lenape School	9
Lincoln Pl	14
Main St (Rt 299)	3, 4, 5, 6, 7, 8
Mohonk Ave	5, 7, x-B, x-C
Mulberry St	6
N Chestnut St	5, 7, x-B
N Front St	2, 3, x-B
N Manheim	4, x-B, x-C
N Putt Corners Rd	8
Orchard Ln	14, 17
Plains Rd	6, 7, 8
Plattekill Ave	2, 4, 6, x-B
Prospect St	3, 4, x-B, x-C
Ridge Rd	14
S Chestnut St	3, 5, x-B
S Manheim	7, 9, x-B
S Putt Corners Rd	9
Southside Ave	5
Sunset Ridge Rd	8
Tricor Ave	5, 7
Water St	5, x-C
Wurts Ave	3, x-B

Appendix E — Recommended Guidelines/Priorities for Sidewalks and
Walkways — United States DOT

See separate document