

**New Paltz Bicycle and Pedestrian Committee
Minutes –November 18, 2013
At Village Hall
7:00 – 9:00 PM**

The meeting convened at 7:04.

Announcements

- There will be one Town vacancy after the turn of the year because Alan Stout will be leaving the committee.

Public Comment

None.

Approval of October minutes.

Approved.

Old Business

1. **Bicycle Parking at Thruway Park & Ride. WE HAVE A SHELTERED BIKE RACK. What is the best response to DOT?** The committee commented on Bill's draft response to DOT and promised to email edits.
2. **South Putt project.** Alan will continue on this until it is finished.
3. **Woodland Pond/Lent Farms connector: striping on Waring Drive.** The consensus of the committee is that the striped bike-ped lane is wide enough.
4. **Safe Routes to School technical assistance grant.** No news at this time.
5. **Committee member recruitment.** No news at this time.
6. **Crosswalk at HW DuBois for Mulberry Square Apartments.** Rebecca reported that the bids were accepted. Hopefully they will do the work before everything freezes. Judy Mage will contact Bleu, who is supervising the contractor.
7. **Route 299 Flats developments.** The Town has received money for a planning study but details were not available in time for this meeting.
8. **So-called road repair on Route 208 south. Hudson Valley rep of governor.** Rebecca said that it might be useful to enlist Amy Vargas, Hudson Valley rep for Empire State Development. A letter-writing campaign might also be useful.
9. **Bike racks in town and village.** Alan will help Tom Nyquist install a bike rack at the wildlife refuge, which is in his foundation's budget. Rebecca will ask if it's possible to put a bike rack on a village-rented parking space in the P.O. parking lot. Will is interested in leading the effort and will circulate an email to voice ideas about locations.
10. **Asking the Town to enact a law requiring new construction and renovations to include bicycle parking.** Shelved.
11. **In-street signage at rail trail crossings.** Judy will call RT Association to see if they've requested in-street signage.
12. **Inaudible recording at Cherry Hill crossing.** Peter Kaufman thinks it's garbled. Perhaps Chris Marx could report it to DOT.

New Business

1. **Village or Town liability at Ridge Apartments connection to Cherry Hill neighborhood.** Judy Mage said that the current situation, where bicyclists and walkers have to squeeze by the chain, could be considered an "attractive nuisance." [N.B.: A quick web search defined an "attractive nuisance" as a condition on a property which would attract people "into danger or harm." For example, this is why homeowners must fence pools in.] As it stands, the Ridge Apartments property owner would have some liability. Judy also said that bicycling is a protected activity under state recreation law.

2. **Bike parking on SUNY New Paltz campus. Presentation by Ari Kapustin.** Ari reported that the college Sustainability Committee will be meeting tomorrow with John Shupe.
3. **Access Management Proposal, Town of New Paltz. See Pages 5-7.** Shelved.
4. **Change of light sequence at Main/Chestnut and Main/Manheim crossings.** The committee voted to recommend a change of sequence at Main and Chestnut, to time pedestrian crossing to coincide with a green signal for motor traffic. It voted to keep Main and Manheim as it is because middle school student depend on the longer walk signal. The committee will send these recommendations to the Transportation Implementation Committee.
5. **Revision of committee's mission statement (See next page for mission statement.)** SHELVED.
6. **Installation of new signs at various gateway entrances to New Paltz.** The signs could read something like "New Paltz is a bicycle and pedestrian-friendly community. DRIVE WITH CARE!" SHELVED.
7. **Striping the streets.** SHELVED.
8. **Reporting dangerous sewer grates.** Bill wrote to Susan Zimet about six dangerous grates on Main Street near Ulster Savings Bank.
9. **Bicycle Rules of the Road update. NEW: Do we need motor-vehicle rules of courtesy for bicyclists and pedestrians?** SHELVED.
10. **Better monitoring of Town and Village planning boards. Appearing before the boards.** Shelved.
11. **Alliances with other interested groups.** Shelved.

The meeting was adjourned at 9:08

Mission Statement

In 2006, the committee agreed upon the following:

Bicycle and foot traffic are means of transportation which contribute to a healthy, sustainable community with a good quality of life. The mission of the Committee is to encourage widespread, safe, and responsible use of these forms of transportation, and to advocate for better and safer conditions, access, and facilities for walking and cycling. To achieve this mission the committee is working on the following:

- *Seek to upgrade and expand bicycle and pedestrian facilities in New Paltz.*
 - *Have an ongoing working relationship with the Town and Village Boards, Planning Boards and Building Departments.*
 - *Have an ongoing working relationship with the Town Highway Superintendent and the Village Superintendent of Public Works.*
 - *Establish communication links with Ulster County and New York State traffic and transportation officials.*
 - *Educate ourselves about methods to achieve our goals.*
 - *Educate the community concerning bicycle and pedestrian issues.*
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A Sharrow



Proposed Bicycle Parking Ordinance for the Town of New Paltz

January 16, 2008

Section 1. Scope.

This chapter regulates and prescribes the installation and maintenance of bicycle parking facilities in the Town of New Paltz.

Section 2. Title.

This chapter shall be known and may be cited as the “Bicycle Parking Facility Law of the Town of New Paltz, New York.”

Section 3. Purpose.

- A. To promote the use of the bicycle as a means of regular transportation in New Paltz for residents and visitors by providing sufficient and convenient bicycle parking spaces;
- B. To acknowledge that the lack of a secure parking space keeps many people from using their bicycles for basic transportation;
- C. To provide secure parking spaces for bicycles so that bicyclists do not have to resort to the use of other street furniture in a way that impedes the use of sidewalks by pedestrians;
- D. To promote the health, safety and general welfare of the present and future inhabitants of New Paltz, as well as visitors to New Paltz, through the increased use of bicycling as a way to maintain health through regular exercise;
- E. To acknowledge the importance of bicycling as a viable alternative to fossil-fuel vehicles and the societal benefits that follow from increased use of the bicycle.

Section 4. Definitions.

BICYCLE — A two- or three-wheeled device upon which a person or persons may ride, propelled by human power through a belt, a chain or gears, with such wheels in tandem, including tricycles and unicycles.

BICYCLE LOCKER — A lockable enclosure or group of enclosures permitting the storage of bicycles in a manner that protects them from the elements.

BICYCLE PARKING FACILITY — A place convenient to an entrance of a residential complex or place of business that provides a secure way to lock a bicycle and which is both in view and well-illuminated to (1) minimize theft and vandalism and (2) enable convenient use at night.

BICYCLE RACK — A bicycle rack is one or more rack elements joined on any common base or arranged in a regular array and fastened to a common mounting surface.

BICYCLE RACK ELEMENT — The part of a bicycle rack that supports one bicycle.

Section 5. Mode of construction.

For the sake of utility, security and aesthetics in the construction and installation of bicycle parking facilities, the Town of New Paltz will use standards as presented in “Bicycle Parking Guidelines,” a set of recommendations from the Association of Pedestrian and Bicycle Professionals (APBP). A copy of these standards will be made available to applicants at the Planning Board office.

Section 6. Calculation of required bicycle parking spaces

In all districts, bicycle parking facilities shall be required at the time any of the main buildings or structures of such uses are constructed or altered, including alterations to existing off-street parking facilities, as follows:

- A. In all cases where a bicycle parking facility is required, the facility shall accommodate at least two bicycles.
- B. No bicycle parking facilities shall be required for single-family residences and two-family residences.
- C. Residences with three or more families: Bicycle racks or lockers accommodating at least one bicycle per living unit.
- D. Fraternity/sorority houses and other group residences: Bicycle racks or lockers accommodating one bicycle per bedroom.
- E. Office, business, commercial, recreational and other nonresidential uses: Bicycle racks or lockers accommodating at least 1 bicycle for every 10 automobile parking spaces.

Section 7. Location and maintenance of bicycle parking facilities

- A. Bicycle parking shall be located
 - a. in highly visible areas so that cyclists can be made easily aware of its availability.
 - b. in areas of high pedestrian activity to enhance the security of the parking facility.
 - c. within 50 feet of the building’s entrance, clustered in groups not to exceed 16 spaces each.
- B. If the parking facility is more than 50 feet from the entrance to the building, a sign shall be required to be placed at the building’s entrance indicating the location of bicycle parking.
- C. The bicycle parking facility shall be maintained in good working order, free of broken elements, cleared of litter and debris, and secured to the ground.
- D. The bicycle parking facility shall not impede pedestrian or vehicular circulation and shall be harmonious with its environment.

Section 8. Severability.

If any section, clause, sentence or part of this article shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the section, clause, sentence or part thereof directly involved in the controversy in which such judgment was rendered.

Section 9. Effect on other laws.

All local laws or parts of local laws, state laws or ordinances in conflict with the provisions of this article are hereby superseded and rendered null and void to the extent necessary to give this article full force and effect upon its adoption pursuant to New York State Municipal Home Rule Law.

**TOWN OF NEW PALTZ
INTRODUCTORY LOCAL LAW
AMENDMENT TO CHAPTER 140 ZONING LAW
DEFINITIONS RELATED TO ACCESS MANAGEMENT, AMENDING THE SITE PLAN
REGULATIONS RELATING TO TRAFFIC AND ACCESS MANAGEMENT**

BE IT ENACTED by the Town Board of the Town New Paltz, Ulster County, New York as follows:

Section 1. Chapter 140 of the Code of the Town of New Paltz, entitled “Zoning,” is hereby amended add the underlined text shown as follows:

D. 1. Standards for site development plan approval. In acting on any site development plan application, the Planning Board shall take into consideration:

- a. the public health, safety and general welfare,
- b. the comfort and convenience of the general public,
- c. the recommendations of the Town Master Plan and the Official Map;
- d. the proposed height, bulk, location, materials and architectural features of main and accessory buildings and their appropriateness and relationship to the site and to one another;
- e. screening of paved and surfaced outdoor areas and areas devoted to outdoor storage from abutting residence districts and from abutting streets;
- f. traffic circulation within and without the site, and conformance of the proposed plan of development with access management guidelines adopted by the Planning Board, including the design and location of access to the site to provide safe and adequate access and maintain the safe and efficient flow of traffic on the road network serving the site, maintaining appropriate spacing between driveways on adjacent properties and intersections or traffic signals on the highway providing proposed access to the site, and opportunities to provide for the safe and efficient access and flow of vehicular, pedestrian and bicycle traffic between the site and adjacent parcel;

g. provision of off-street parking and loading spaces;

h. the nature and design of exterior lighting, signs, landscaping, buffer areas and other open spaces; and

j. the availability of supporting services and facilities, so that any development on the site will satisfactorily and harmoniously relate to the existing or permitted development of neighboring land and buildings, and *so that pedestrian, bicycle and vehicular traffic* will be handled safely and adequately both within the site and in relation to *adjacent parcels* and the adjoining street system.

2. In considering any proposed site development plan, the Planning Board may require review by appropriate professionals of the Town's choosing.

3. To assure that the access management standards above are met when the Planning Board finds that the project may generate more than 100 trips during the peak hour on the surrounding State, County and Town highways, the project sponsor shall submit :

a. The above cited data, including projection of the number and distribution by vehicle type (i.e., automobiles and light trucks, buses, heavy/commercial trucks, including tractor-trailers) of consumers using intended facilities.

b. Appropriate engineering studies or other documentation to analyze infrastructure requirements and related impacts of the proposed project, including traffic, access and parking factors and related documentation as to the adequacy of intended on-site or off-site improvements.

1. In appropriate circumstances, the applicant may propose zoning incentives to the Town Board, demonstrating that such incentives are necessary to enable the applicant or property owner to provide internal road systems, shared driveways, cross access driveways, access and public roads, internal circulation systems, interconnected parking, or off-site traffic improvements that will maintain or improve the safe and efficient movement of traffic along State and county roads, and within a proposed development site or proposed subdivision abutting these roads.
2. The Town Board shall refer such request, with such supporting documentation as may be required to evaluate the desirability of such improvements, to the Town Planning Board, which shall review the consistency of the proposed improvements and the proposed incentives with the comprehensive plans of the Town, any plans or studies of the agencies with jurisdiction over the roads and highways that would be affected by such improvements and incentives, and recommend such adjustments to the permissible density, area, height, or open space as may be warranted by the circumstances of the proposal, together with the proposed improvements that warrant such incentives.
3. Upon consideration of the proposal, consultation with any agency having jurisdiction of roads or highways that would be affected by the the proposal, and the report and recommendations of the Planning Board, the Town Board determine, in its sole discretion, the adequacy of the access management amenities to be accepted and the particular bonus or incentive to be provided to an applicant or lot owner, if any.

c. The proposed site plan shall be reviewed by a qualified traffic safety engineer, at the expense of the project sponsor, who shall review and report to the Planning Board with respect to the safe and efficient movement of traffic on site, the safe and efficient access

to and from the site to and from the surrounding road network, compliance with required traffic regulatory and warning sign location and type, the appropriateness of any proposed traffic signals or off-site mitigation measures, and opportunities to provide for : safe and efficient traffic flow and access between the site and adjacent parcels.

d. All proposed signage shall be shown on the site plan, including sufficient detail to establish that it conforms with the New York State Department of Transportation Manual of Uniform Traffic Control *Devices*. All signage shown on the site plan shall be furnished and installed by the project sponsor with prior approval of the agency with jurisdiction over the roadway and the Town Highway Superintendent, and maintained in good condition for the duration of the use by the project sponsor, if on private land, or by the agency with jurisdiction over the highway, if located within a public right of way, unless the agency and the sponsor enter into a written agreement for the project sponsor to maintain the signage and other improvements.

Section 2. If any section, clause, or provision of this local law shall be declared to be unconstitutional, void, illegal, or ineffective by any court of competent jurisdiction, such section, clause, or provision declared unconstitutional, void, or illegal shall thereby cease to be a part of this local law, but the remainder of this law shall stand and be in full force and effect.

Section 3. This local law shall take effect immediately upon filing in the Office of the Secretary of State.