

New Paltz Bicycle and Pedestrian Committee
Minutes –September 16, 2013
At Village Hall
7:00 – 9:00 PM

The meeting was called to order at 7:03 pm.

Present:

Justin Dates, Village
Peter Kaufman, SUNY New Paltz
Dan Lipson, Town
Judy Mage, Village
Pamela St. John, Town
Alan Stout, Town
Bill Weinstein, Town

Rebecca Rotzler, Deputy Mayor, Village Liaison

Tom C. Murray, Visitor
Will Raphaelson, Visitor

Absent:

Jeff Logan, Town Liaison

Announcements

- There are two Village vacancies.
- There will be one Town vacancy after the turn of the year.

Public Comment

None

Approval of June minutes.

Old Business

1. **Bicycle Parking at Thruway Park & Ride.** There is no word on this. Bill will follow-up with a phone call.
2. **South Putt project.** Currently, traffic delays are due to Central Hudson's putting in a gas line to the high school. Justin Dates and Alan Stout attended the last meeting. Below, please find Justin's summary, sent in written form after the meeting for inserting into the minutes.
 - a. Below is a summation of our August 27th meeting with Ulster County & the design engineers (Hudson Valley Engineering Associates) for the South Putt Project.
 - HVEA has completed the existing conditions assessment of the project site
 - HVEA is still working on the final alignment of South Putt but at this time the core project still remains as rehabilitation of South Putt while adding 6' shoulders on both sides of the road
 - A left turn lane will be added at both driveways to the High School and a right turn lane at the intersection of South Putt and Route 32
 - HVEA anticipates a public meeting end of September or October, this will be announced in the New Paltz Times and Times Herald Record, the location is still to be determined. There will be an opportunity to submit written comments after the meeting.
 - Anticipated construction is still set to start in 2015

- Previously the allocated funding for ROW acquisition was set at \$7000, at the time of this meeting it had been increased to \$250K (funding was re-allocated to this project from others).
- This project is a "high priority" for the County

3. **Woodland Pond/Lent Farms connector. (Bill's report)** The road will be certified by the end of the month. Highway Superintendent Chris Marx told Bill that Waring Drive will be restriped with two narrower pedestrian lanes that bicycles can share.
4. **Safe Routes to School technical assistance grant.** Carol Connolly remains the liaison to Ulster County for the Safe Routes to School technical assistance grant. She would like help from the committee in gaining the support of the schools for this grant. Pamela St. John offered to be the committee liaison. School board members Brian Cournoyer and Tim Rogers are both committed bicycles and may be supportive of our efforts.
5. **Committee member recruitment.** The New Paltz Times published a recruitment letter, which was also posted at The Bicycle Rack and distributed online to Fats in the Cars.
6. **Crosswalk at HW DuBois for Mulberry Square Apartments.** Funding was approved for this before the summer but there seems to be no movement on it. Rebecca will look into this.
 - a. Apropos an allied issue, Dan Lipson observed that he often uses the crosswalk at Ridge Apartments to cross Route 32 to the college campus and that cars will not stop for him while he is in the crosswalk. He has seen police sitting nearby with a radar gun, waiting for speeders, who don't notice this and do not give out tickets. As a first step, Dan will contact SUNY New Paltz Police Chief Dave Dugatkin.
7. **Sidewalk at Pasquale's.** Dan Lipson asked why the sidewalk along the building at 3 Cherry Hill Road, which was built by Pasquale, disappears when you get to Pasquale's Pizza at the corner. Alan explained that this remains untouched because Pasquale has not undergone a site-plan review related to renovation and that the sidewalk master plan has prioritized locations that need new or replacement sidewalks.

New Business

1. **Route 299 developments.** Bill Weinstein and Dan Lipson summarized the new initiative for getting a bike-ped amenity along Route 299 in The Flats. The Town is the lead applicant for a planning grant from Hudson Valley Greenway to pay for a consultant who can advise how best to engineer this. Mohonk Preserve, Open Space Institute and the Ferrante Family are involved in making this happen.
2. **Ongoing so-called road repair on Route 208 south.** Bill described the incredibly inconsiderate "repairs" to the roadway on Route 208 in the south end of New Paltz. The road mending stops at the fog line, leaving a crumbling edge of asphalt for bikes to ride on, with a new lip of asphalt to catch their wheels on. He has spoken to Tom Weiner at Region 8 DOT about this. Bill told Tom about the member of the DOT crew working on the Chestnut Street culvert at Stewart's who told Judy Mage that bikes don't belong on the roads anyway. In other words, a view that short shrifts bicycles as vehicles permeates NYSDOT. Tom promised to call Keith Savoury about the issue. One committee member points out that the road is designated a state bike route and asked what the requirements are for a state bike route anyway, and shouldn't this imply that road mending take bicycles into consideration.
3. **Bike racks in town and village. (Bill's report)** Summary of issue by Bill. Permanently install portable bike shop in post office lot? Rebecca: Guardrail next to Mobil.
4. **Bike route FOR KIDS from Huguenot Street to the middle school.** An email inquiry from Jim Hyatt brought several emailed responses. The consensus involved biking up HWdB, taking a right on Prospect, making a left onto John, making a right turn onto Manheim and proceeding to the middle school. The middle school has a bike rack, albeit an outmoded one.
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 RESPECTFULLY!"
7. **Asking the Town to enact a law requiring new construction and renovations to include bicycle parking.** The Village has this in its code, under Section 198. Alan was instrumental in making this happen before Bill joined the committee. Bill's first act was to write a bike-parking law with the Town building inspector in Toni's administration but the board failed to act upon it. Susan recently asked the committee to resubmit it. (The proposed law is attached.) The committee agreed by consensus to resubmit the law.
8. **Striping the streets.** Jason wrote to Bill too long ago to ask the committee to decide which streets ought to have bike lanes. Would sharrows work better than bike lanes? Some of our local streets are too narrow for

separate bike lanes. Sharrows (see the photo at the end of this) underscore the fact that bicycles are vehicles that merit a full place on the roadway. SHELVED.

9. **Reporting dangerous sewer grates.** SHELVED.
10. **Bicycle Rules of the Road update.** NEW: Do we need motor-vehicle rules of courtesy for bicyclists and pedestrians? SHELVED.
11. **Better monitoring of Town and Village planning boards.** SHELVED.
12. **More appearances before Town and Village planning boards.** SHELVED.
13. **Alliances with other interested groups.** SHELVED.
14. **In-street signage at rail trail crossings.** Bill said he would contact the Wallkill Valley Rail Trail to ask whether they could install in-street yield signs at rail trail crossings.

The meeting adjourned at 8:58 pm.

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.*

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.