SAFE ROUTES TO SCHOOL ACTION PLAN

Duzine Elementary and New Paltz Middle Schools – New Paltz, NY

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Michael P. Hein
County Executive, Chairman

UCTC 2014 UPWP Project 44.23.02 – 01: Complete a Safe Routes to School Demonstration Project

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Table of Contents

Section 1. Safe Routes to School Overview 1

1.1. Introduction 1
1.2. Safe Routes to School Program Overview 1
1.3. Why are Safe Routes to School Important? 2
1.4. Benefits of a Safe Routes to School Program 3

Section 2. Existing Conditions 4

2.1. Policies and Programs 4
2.2. Arrivals and Departures 5
2.2.a. Parent Drop-offs / Pickups 5
2.2.b. Bus Arrivals / Departures 6
2.2.c. Pedestrian & Bicycle Arrivals / Departures 6
2.3. Campus Circulation Maps 7
2.4 Existing Conditions Maps 8

Section 3. Recommendations 10

3.1. Physical Improvements 10
3.1.a. Signage and School Zone Recommendations 10
3.1.b. Sidewalk, Path and Crossing Recommendations 11
3.1.c. On-Street Bicycle Facility Recommendations 14
3.1.d. Bicycle Parking Recommendations 15
3.1.e. Other Recommendations 16
3.1.f. Site Circulation 17
3.2. School Improvement Plan Maps 19
3.3. Program Recommendations 21
3.3.a. Education Programs 21
3.3.b. Encouragement Programs 22
3.3.c. Enforcement Programs 25
3.3.d. Evaluation Programs 25

Section 4. Next Steps 26

Section 5. Funding Sources 29

Appendix A 34

Section 1. Safe Routes to School Overview

1.1. Introduction

This project was funded by the Ulster County Transportation Council (UCTC) utilizing Federal Highway Administration funds and is part of a model Safe Routes to School (SRTS) program for Ulster County.[1] The information in this action plan will be compiled with other plans for schools from around the region and will be included in a Safe Routes to School Toolbox. This Safe Routes to School Action Plan is customized for the Duzine Elementary and New Paltz Middle School Campuses located in the Village of New Paltz, NY. The document provides analysis of the existing conditions surrounding the school and suggests 'next step' projects and programs to improve the safety, health, and wellness of the schools' students, faculty, staff and visitors.

The goal of this action plan is to identify recommended physical improvements and operational measures for the school site and within one mile of the site, including conceptual design and cost estimates for the recommended physical improvements. The action plan also prioritizes follow-on activities to advance the recommendations. This action plan will progress Safe Routes to School for the Duzine Elementary and New Paltz Middle School Campus. The key to success, however, is a dedicated and active Safe Routes to School team, inspired by a local school champion. The champion may be a teacher, an administrator, a parent, and/or a community volunteer. In order for that team to succeed, next step projects in this action plan should be implemented with community consent and reflect the team's available time, skills, interests, and priorities.

This action plan will be available for use by the school team as a framework to guide actionable next steps, both in the short-term and long-term. Included with each recommended project or program in this document will be recommendations about which school team members should be involved in its implementation and the role each should play to help ensure its success.

1.2. Safe Routes to School Program Overview

"Safe Routes to School" was established as a national program in 2005 by the Federal Highway Administration (FHWA) in order to empower communities to make walking and bicycling to school a fun, safe and routine activity for children and their parents. The program established a framework that has been used successfully by schools, communities, and Metropolitan Planning Organizations across the United States to develop comprehensive approaches that encourage safe walking and biking to local schools. –Along with increasing pedestrian and cyclist safety, the framework also embraces the goals of improving student health and enhancing environmental quality. To

[1] Visit the Ulster County Transportation Council Safe Routes to School resource page at http://ulstercountyny.gov/planning/transportation-council/safe-routes-to-school

accomplish these goals a comprehensive program must be established to create an environment that enhances, supports, and sustains walking and cycling as viable options for travel. With this in mind, SRTS emphasizes a holistic approach to create change that encompasses the five (5) E approach; Engineering, Education, Encouragement, Enforcement, and Evaluation.

- **Engineering**: physical improvements to the environment such as crosswalks, sidewalks and signals.
- **Education**: methods to teach children, parents and neighbors about the benefits of walking and cycling to school as well as teaching appropriate walking, driving and cycling behaviors to support safe travel in the school zone.
- **Encouragement**: programs such as Walk to School Day, the Walking School Bus, contests and other initiatives to entice children, parents and others to walk or bicycle to school.
- **Enforcement**: incorporates law enforcement efforts to ensure drivers, bicyclists and pedestrians obey traffic laws and practice appropriate behaviors.
- **Evaluation**: uses measurements or indicators such as the number of children walking or bicycling to school to ascertain the success of any SRTS program.

1.3. Why are Safe Routes to School Important?

Although almost half of the students in the United States walked or biked to school prior to the 1980s, the number of students walking or bicycling to school has sharply declined since then. Statistics show that 48 percent of all K-8th grade students walked or bicycled to school in 1969 and 89 percent of those lived within a mile of the school they attended. In 2009, only 13 percent of K-8th grade students walked or bicycled any distance to get to school and only 35 percent of students that lived within one mile of school walked or bicycled[2]. This decline is due to a number of factors, including urban growth patterns and school siting requirements that encourage school development in outlying areas, increased traffic, and parental concerns about safety. The situation is self-perpetuating: As more parents drive their children to school, there is increased traffic at the school site, resulting in more parents becoming concerned about traffic and driving their children to school.

According to a 2004 survey by the Center for Disease Control[2], parents whose children did not walk or bike to school cited the following barriers:

- Distance to school - 61.5%
- Traffic-related danger - 30.4%

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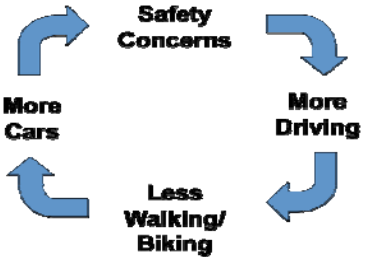
1 National Center for Safe Routes to School, How Children Get to School, November 2011. Available: saferoutesinfo.org/sites/default/files/resources/NHTS_school_travel_report_2011_0.pdf. Accessed: March 2014

[2] U.S. Centers for Disease Control and Prevention. Barriers to Children Walking to or from School United States 2004, Morbidity and Mortality Weekly Report September 30, 2005. Available: www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm. Accessed: March 2014.

- Weather - 18.6%
- Crime danger - 11.7 %
- Opposing school policy - 6.0%
- Other reasons (not identified) - 15.0%



The downward spiral of walking and bicycling to school

A comprehensive Safe Routes to School program addresses many of the reasons for reductions in walking and biking through a multi-faceted approach that uses education, encouragement, engineering and enforcement efforts to develop attitudes, behaviors and physical infrastructure that improve the walking and biking environment.

1.4. Benefits of a Safe Routes to School Program

Safe Routes to School programs directly benefit schoolchildren, parents, and teachers by creating a safer travel environment near schools and reducing motor vehicle congestion at school drop-off and pick-up zones. Students that choose to walk or bike to school are rewarded with the health benefits of a more active lifestyle, responsibility and independence that comes from being in charge of the way they travel, and learn at an early age that walking and biking can be safe, enjoyable and good for the environment. Safe Routes to School programs offer additional benefits to neighborhoods by helping to slow traffic and provide infrastructure improvements that facilitate walking and biking for everyone. Identifying and improving routes for students to safely walk and bicycle to school is one of the most cost-effective means of reducing weekday morning traffic congestion and can help reduce auto-related pollution.

In addition to safety and traffic improvements, a Safe Routes to School program helps integrate physical activity into the everyday routine of school children. Since 1980, the number of children who are overweight has more than doubled from 7 percent to 18 percent for children 6-11, and from 5 percent to nearly 21 percent for adolescents aged 12-19. Health concerns related to sedentary lifestyles have become the focus of statewide and national efforts to reduce health risks associated with being overweight. Children who walk or bike to school have an overall higher activity level than those who are driven to school, even though the journey to school makes only a small contribution to activity levels.[3]

The entire family can benefit from Safe Routes to School

[3] Cooper A, Page A, Foster L, Qahwaji D. Commuting to school: are children who walk more physically active? American Journal of Preventive Medicine. 2003 November;25(4):273-6.
Cooper A, Andersen L, Wederkopp N, Page A, Frosberg K. Physical activity levels of children who walk, cycle, or are driven to school. American Journal of Preventive Medicine, 2005 October; 29(3):179-184.

Section 2. Existing Conditions

2.1. Policies and Programs

There are 465 students currently enrolled at the Duzine Elementary School. All students are provided a bus in the morning and afternoon. A tally of bus ridership was taken on November 6th, 2013. 316 students rode the bus in the morning and 401 students rode the bus in the afternoon. A majority, if not all, of the remaining students were dropped-off or picked-up by parents.

There are 536 students enrolled at the New Paltz Middle School. Busing is not provided for students that live within a mile of the school. Students that live within that radius but would need to cross a busy roadway such as Route 32 or Route 299 are provided the option to take the bus. There are approximately 80 students that walk to school. Some students also walk to the Youth Center on Route 299 after school.

Middle school and high school students are carried on the same bus during the morning and afternoon. While routing is provided for 1247 middle school and high school students, only 667 students ride the bus (according to the tally taken on November 6th, 2013). In the afternoon, 1198 students are routed and only 787 students rode the bus. It is assumed that the remaining students were picked up by parents or are assumed to be walking or biking to and from school. Those students that are not included in routing are also assumed to be walking to and from school.

Safety around both schools and within the Town and Village are the priorities for a New Paltz Safe Routes to School program. The Middle School is of particular concern since it is located on the corner of two busy roadways -- Route 32 and Main Street/Route 299. The New Paltz School district has previously requested a school zone and school zone speed limit on Route 299 at the Middle School from the New York Department of Transportation (NYSDOT). New florescent signage has been installed but a school zone speed limit has been denied. Both letters from NYSDOT are included in Appendix A. There is only one crossing guard located on Route 32. The school working group expressed

Students wait for the walk signal to cross Route 299

interest in providing training for the existing crossing guard and additional crossing guards as needed.

The middle school is located on a heavily-congested roadway (Main Street /Rt 299) which can be difficult for motorists and pedestrians to deal with when entering and existing the school. Proximity to SUNY New Paltz and NYS Thruway Exit 18 contributes to the recurrent weekday and weekend morning and evening traffic congestion experienced in this area. Vehicle traffic in and out of the middle school also poses a problem, especially on high volume days. Queues for parent pick-up can extend beyond the driveway onto Route 32 at times. Queuing at the intersection of Route 32 and Route 299 make it difficult to exit the school parking lot as well.

Students use the sidewalks in front of the Middle School along Route 32

Sidewalks are available along these busy roadways, but sidewalks are not always available in surrounding neighborhoods. There are no sidewalk connections to the Duzine Elementary School. There are no sidewalks in the neighborhoods to the east of the Middle School and sidewalks are limited in the neighborhoods north of Route 299.

2.2. Arrivals and Departures

2.2.a. Parent Drop-offs / Pickups

Duzine Elementary School: Parents have a separate pick-up and drop-off area from the buses as well as the parking area. The parking area is small and shared between parents and buses which can cause conflicts during peak times. The existing crosswalk located in the bus pull-up area is not used causing additional issues with dismissal.

Middle School: The pick-up and drop-off zone is located directly in front of the

Parents form several rows for pick-up at the Middle School

middle school in the front parking lot. Parents create several rows, but the line of vehicles does occasionally back up all the way to the parking lot entrance. There is potential for conflicts between pedestrians crossing at the school driveway, vehicles pulling out, and vehicles and buses queuing at the intersection.

2.2.b. Bus Arrivals / Departures

Bus pick-up and drop-off is directly in front of the Duzine elementary school. The bus area is delineated from the parking area with new striping. Buses circle through the adjacent neighborhood in order to utilize the light to take lefts on Route 32.

The circle in back of the middle school is reserved for the buses to drop off and pick up the students. The space is respected by parents for bus pick-up and drop-off only. As buses arrive for afternoon pick-up, they fill the circle and line the side street. Since buses are separated from the remaining school traffic, pulling out of the school is relatively easy.

Buses queue around the circle and along the side street waiting for dismissal

2.2.c. Pedestrian & Bicycle Arrivals / Departures

Few students walk or bike to the Duzine Elementary School. There are no sidewalks leading to the school, forcing pedestrians to walk in the roadway.

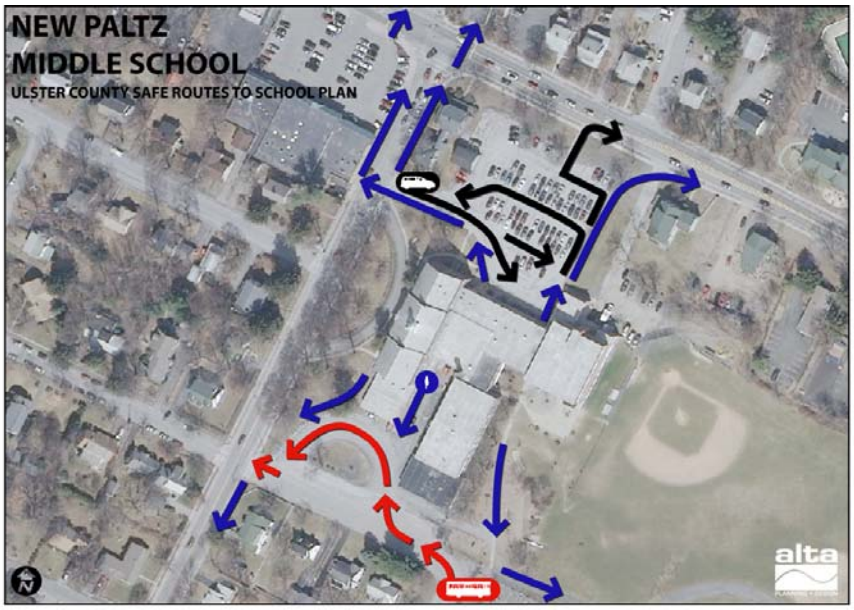
The pedestrian traffic flows well into and out of the middle school. Students may use several exits during the afternoon. There are sidewalks on both adjacent roadways. Fencing in front of the school encourages students to use the mid-block crosswalk at the school parking lot entrance. A volunteer crossing guard is posted at this location during the morning and afternoon. The current crossing guard has not received any official training. Managing traffic at the crosswalk is difficult due to the close proximity to the major intersection of Routes 32 and 299. Traffic often backs up

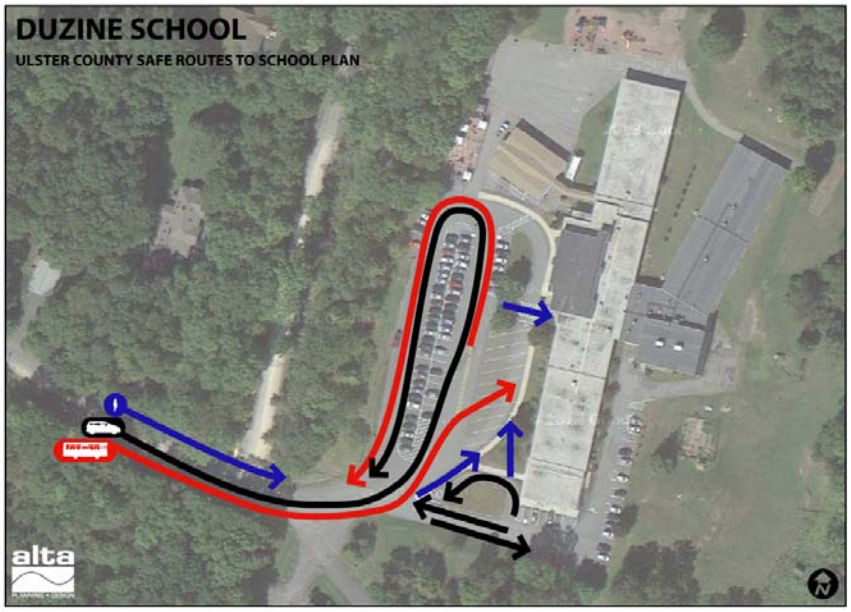
This crosswalk on Route 32 is the only location with a crossing guard

through the crosswalk; vehicles, including UCAT and local school buses in the queue are difficult to see around. Pedestrians heading north also have a long wait at the intersection for a ped-only phase. Crosswalks and push buttons are provided on each leg of the intersection. Students do not typically bike to school due to high traffic volumes and lack of infrastructure, such as bike lanes or bike racks.

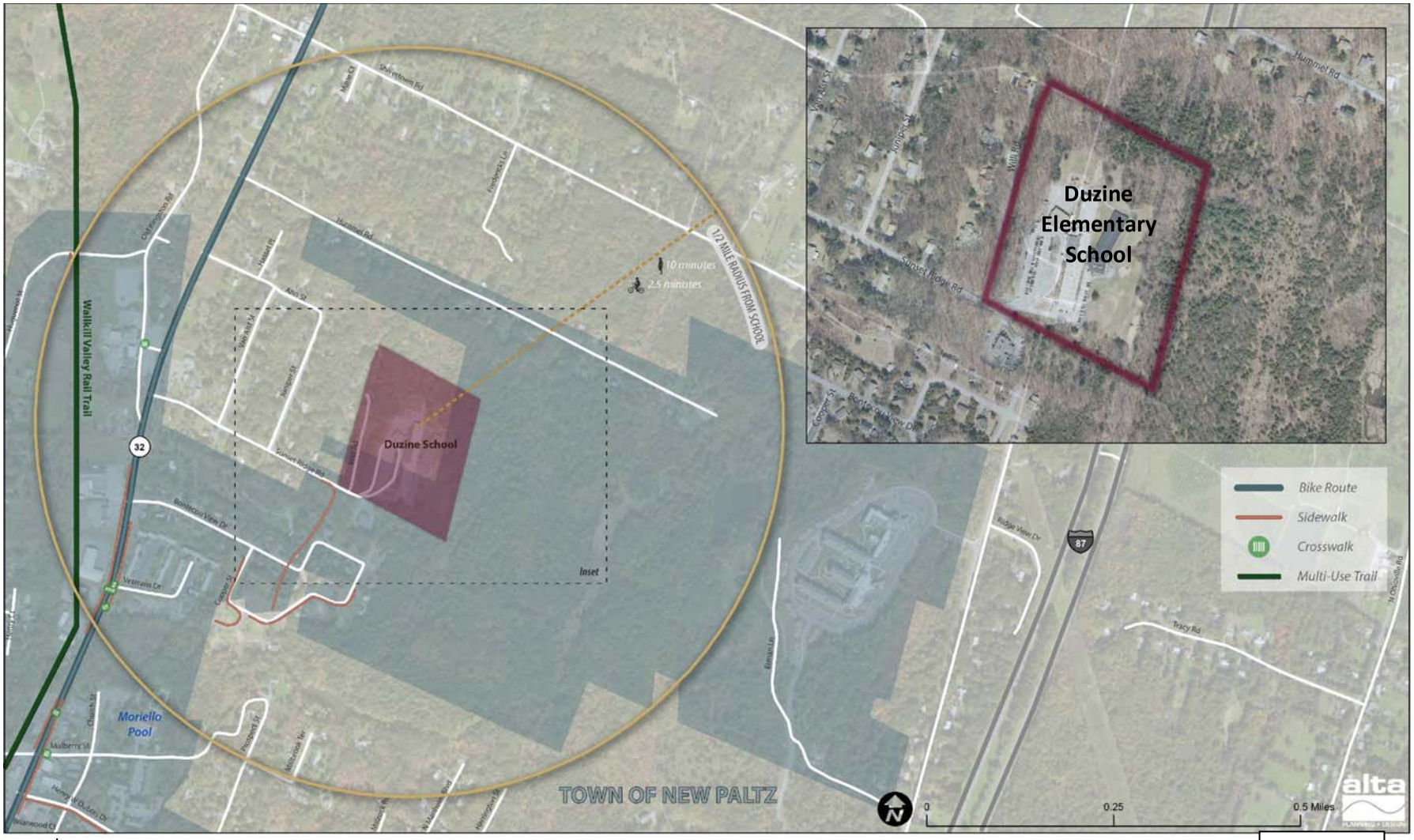
The maps below and on the following page show the area around the school and existing conditions observed during the SRTS audit.

2.3. Campus Circulation Maps

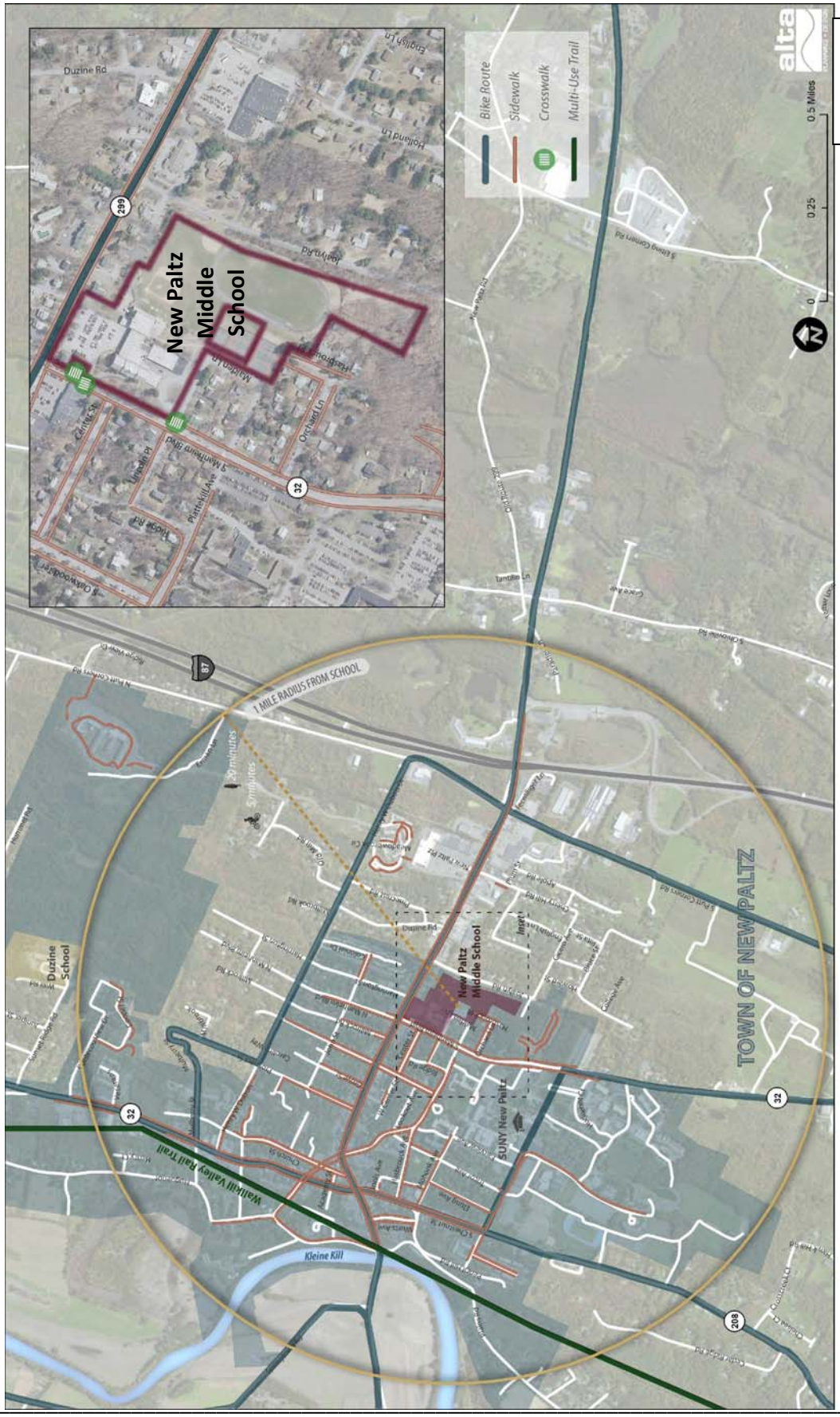




2.4 Existing Conditions



Map 2.4.A


New Paltz Middle School
Duzine Rd
Bike Route
Sidewalk
Crosswalk
Multi-Use Trail
0
0.25
0.5 Miles
1 MILE RADIUS FROM SCHOOL
20 minutes
5 minutes
Duzine School
New Paltz Middle School
Inset
SUNY New Paltz
TOWN OF NEW PALTZ
Wallkill Valley Rail Trail
Kleine Kill
32
208
299

Map 2.4.B

Section 3. Recommendations

3.1. Physical Improvements

Simple engineering measures such as pedestrian refuges can improve real and perceived safety.

Engineering measures for Safe Routes to School include the design, construction and maintenance of physical infrastructure that can improve the safety and comfort of students that are walking and biking to school. This infrastructure includes signage, stenciling, and traffic control devices such as stop signs, bulb-outs, sidewalks, paths, bike lanes, and trails.

Specific engineering strategies that can be applied within the School Zone, in areas along the school route, at street crossings, and to slow traffic down are provided below. Many of the strategies – such as on-street warning signs – are most effective if they are only used during school commute hours. Although some engineering solutions entail higher-cost infrastructure improvements, many engineering tools can be implemented without large expenditures, such as posting signs, modifying signal timings, or striping crosswalks or bike lanes. The engineering strategies listed below may also be utilized by the community to improve pedestrian and bicycle safety in projects other than this Safe Routes to School Action Plan.

The following specific recommendations for the Duzine Elementary and New Paltz Middle School Campus should be considered by the school administration. Note that some of the recommendations will require participation by partner agencies such as the Town of New Paltz, the Village of New Paltz, the Department of Transportation, and local Police Departments for their implementation. The map at the end of this section visually displays the recommendations and their respective locations.

3.1.a. Signage and School Zone Recommendations

In New York State, school zones can be designated on all roadways contiguous to a school serving K through 12th grade. A New York School Speed Limit assembly (see figure to right) shall be used to indicate the speed limit where a reduced speed zone for a school area has been established or where a speed limit is specified for such areas by statute. The New York School Speed Limit assembly shall be placed at or as near as practical to the point where the reduced speed zone begins. In order for a school speed limit to be established, the school and the jurisdiction responsible for the highway must provide written documentation of their support for a school speed limit.[4]

[4] NYS Supplement to the Manual for Uniform Traffic Control Devices, page 163, www.dot.ny.gov/divisions/operating/oom/transportation-systems/repository/B-2011Supplement-adopted.pdf

The 85th percentile speed is the speed at which 85% of drivers travel at or below. 15% of drivers travel above this speed.

As dictated by NYS Vehicle and Traffic Law, the numerical value of a school speed limit should be approximately 10 MPH below the normally prevailing 85th percentile speed on the highway, or at approximately the actual 85th percentile speed within the zone during school crossing periods. School speed limits shall not be set below 15 MPH and the maximum length of a school speed zone shall not be greater than 1320 feet (0.25 mile) on a highway passing a school building, entrance or exit of a school abutting on the highway. With School Zones signed and delineated, focused traffic enforcement can occur to target speeding and other moving violations.

A school zone speed limit of 20 mph (10 mph below the current roadway speed limit) is recommended. School zones should be delineated on Main Street, on either side of the intersection with Route 32, and on Route 32, just south of the New Paltz Middle School. A school zone speed limit on Route 299 has previously been denied by NYSDOT. This is due to the current speeds and the traffic signal located on at the intersection of Route 299 and Route 32. Additional traffic calming measures, such as lane narrowing, should be implemented to reduce speeds prior to resubmitting this request. A request for a school zone speed limit on Route 32 should be made in conjunction with a request to relocated the Route 32 crosswalk further south of the intersection with traffic calming elements to reduce speeds to the school zone speed. These elements could include lane narrowing with bike lanes, raised crosswalks, pedestrian refuge island, or rapid flashing beacon. These recommended school zones with speed reduction are shown on Map 3.2.B on page 20.

This image shows a NYS MUTCD approved school speed limit sign, figure number 7B 100.

School Area Signage

The Manual on Uniform Traffic Control Devices (MUTCD) provides guidance on the use of school area signs and markings. The key signs should include the School Advance Warning Assembly, the School Crosswalk Warning Assembly, and the School Speed Limit Assembly. One way of increasing the visibility of school area signage is through the use of Fluorescent Yellow-Green signs. These are currently installed at the New Paltz Middle School.

School advance warning assembly from the MUTCD figure S1-1.

3.1.b. Sidewalk, Path and Crossing Recommendations

<u>Sidewalks</u>

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel that is separated from vehicle traffic. Installing new sidewalks can be costly, but fixing short gaps in an existing sidewalk network is important to ensure the continuity of the system and can be a relatively low-cost fix. The sidewalk infrastructure around the school is well-developed and well-utilized by the current walking population. The installation of sidewalks on the

following streets are recommended as part of the Safe Routes to School program and are shown on Map 3.2.A and 3.2.B on pages 19 and 20.

Duzine Elementary School:

- Sunset Ridge Rd
- Cooper Street

New Paltz Middle School:

- W Center St
- John St
- N Manheim Blvd
- Prospect St

Crossings

School crosswalks denote the preferred location for children to cross the street. High visibility crosswalks should be installed at key locations around the schools and along walking routes to and from the schools. Many of the intersections around the schools are lacking crosswalks or the paint has faded. The "SLOW SCHOOL XING" marking can be used in advance of uncontrolled school crosswalks.

Various striping patterns can be used. The standard crosswalk striping pattern consists of two parallel lines, called the "transverse" pattern. Higher-visibility patterns can also be used, such as longitudinal and combination markings, which add bars for increased visibility. High visibility markings should be considered for all high-volume crossings near schools, and where conditions demonstrate a need for an increased visibility marking (e.g., a mid-block location). Yellow crosswalks can also be used in immediate proximity to the school (within 500 feet) to further deliniate that it is a school zone crosswalk. Locations for recommended crosswalk installation are listed below and shown on Map 3.1 on page. The leg(s) of the intersection where the crosswalk is recommended is indicated in parathesis such as (N) for the northern leg of the intersection.

Advanced School Crossing Pavement Marking

High Visibility Crosswalks

Yellow School Zone Crosswalks

Duzine Elementary School:

- Sunset Ridge Rd and Route 32 (N)
- Duzine School and Sunset Ridge Rd (N/E)
- Bontecou View Dr and Cooper St (E)

New Paltz Middle School:

- John St and Prospect St (S)
- John St and Grove St (S)
- John St and N Oakwood Terrace (S)

- John St and Millrock Rd (S)
- John St and N Manheim Blvd (S/E)
- John St and Harrington St (S)
- Henry W Dubois Dr and N Manheim Blvd (E)
- Henry W Dubois Dr and Millbrook Rd (W)
- Center St and S Oakwood Terrace (N/S/E)
- Center St and S Manheim Blvd (E)
- Ridge Rd and Lincoln Pl (N)
- S Oakwood Terrace and Plattekill Ave (N/E)
- Hasbrouck Ave and S Fairview Ave (N/W/E)
- Mohonk Ave and Elting Ave (E)
- Mohonk Ave and Tricor Ave (N)
- Main St and Duzine St (S/W) – a Rectangular Rapid Flashing Beacon (RRFB), curb bump outs, or HAWK signal should be considered when installing the crosswalk across Main St.

"Yield to Pedestrian" Sign

<u>In-Street Yield-to-Pedestrian Devices</u>

In-Street Yield-to-Pedestrian Signs are flexible signs installed in the median to enhance a crosswalk at uncontrolled crossing locations. These signs communicate variations of the basic message 'State Law: Yield to Pedestrians.' At school crosswalks, these signs are sometimes installed on a portable base and brought out in the morning and back in at the end of each day by school staff, which may reduce the chance that the sign will become "invisible" to motorists by being left out all the time. For permanently-installed signs, maintenance can be an issue as the signs may be run over by vehicles and need to be replaced occasionally. Installing the signs in a raised median can help extend their lifetime. Installing "shark's tooth" yield pavement markings at these crossings can also increase yield rates for pedestrians at the crosswalk.

<u>Raised Croswalk</u>

Raised crosswalks combine pedestrian crossings with a speed table. A speed table is a form of vertical traffic calming that encourages vehicles to slow down. The raised crosswalk should be elevated so that it is flush with the sidewalk and include yield pavement markings on the slope of the speed table, as shown to the right. If a raised crosswalk is not approved by NYSDOT at this location, a pedestrian refuge island, or RRFB should be considered.

- Center St and S Manheim Blvd (S)

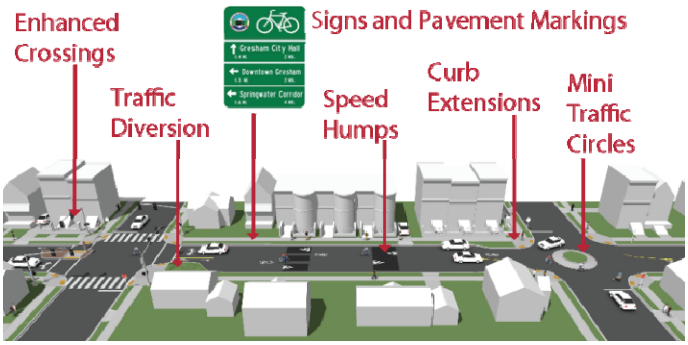
Raised crosswalk

3.1.c. On-Street Bicycle Facility Recommendations

Although it may be appropriate for younger children to bicycle on the sidewalk, designated on-street bicycle facilities can provide a space for older or more experienced children to bicycle on-street. Particularly for older grade levels, as children become more confident in their cycling skills and ride at faster speeds, designated on-street facilities may help to reduce bicycle/pedestrian conflicts on congested walkways near schools. Use of on-street facilities is more appropriate for children with better bike handling skills, as they need to be aware to stay within the bike lane (if striped) or to the right of traffic (on signed routes), obey stop signs and other traffic signals, and to watch for traffic pulling out of side streets or driveways.

Bicycle Boulevards

Bicycle boulevards are low-volume, low-speed streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic. Streets should contain a minimum of three traffic calming enhancements if they are to be considered bicycle boulevards and should include a variety of traffic calming treatments. These traffic calming enhancements can include, but are not limited to, speed humps, curb extensions, mini traffic circles, and stop signs. The following roadways are proposed as bicycle boulevards around the New Paltz Middle School:

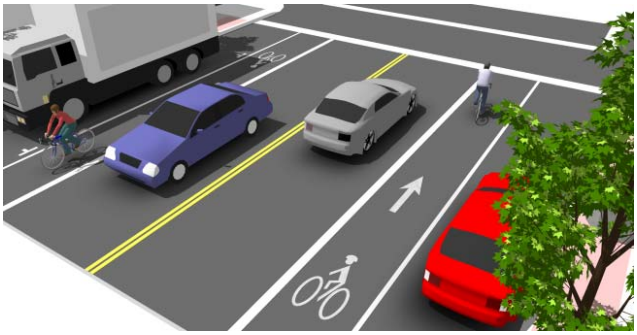


Range of possible treatments to create a Bicycle Boulevards

- Oakwood Terrace
- John St
- Center St
- Lookout Ave
- Hasbrouck Ave
- Fairview Ave
- Cicero Ave
- Cherry Hill Rd

Bike Lanes

Bicycle lanes designate an exclusive space for bicyclists with pavement markings and signage. The bicycle lane is located adjacent to motor vehicle travel lanes and bicyclists ride in the same direction as motor vehicle traffic. Bicycle lanes are typically on the right side of the street (on a two-way street), between the adjacent travel lane and curb, road edge or



Bike Lanes

parking lane. The following bike lanes are proposed:

Duzine Elementary School:

- Sunset Ridge Road

New Paltz Middle School:

- Henry W Dubois Drive
- S Manheim Blvd (Route 32)

Shared Lane Markings

<u>Marked Shared Roadway</u>

A marked shared roadway is a general purpose travel lane marked with shared lane markings (SLM) used to encourage bicycle travel and proper positioning within the lane. In constrained conditions, the SLMs are placed in the middle of the lane to discourage unsafe passing by motor vehicles. On a wide outside lane, the SLMs can be used to promote bicycle travel to the right of motor vehicles. In all conditions, SLMs should be placed outside of the door zone of parked cars. Marked Shared Roadways may be signed with Bike Route and/or May Use Full Lane signage. Shared lane markings are proposed on the following roadways:

- N Manhiem Blvd
- Main St (Route 299)

Bike Racks at the school encourage more students to ride.

3.1.d. Bicycle Parking Recommendations

There are currently no bike racks present at either the Middle or Elementary Schools in New Paltz. Providing a secure and convenient location for bicycle parking is one way to help encourage more children to bicycle to school. Attributes of good bike parking include:

- Protection from vandalism/theft
- Protection from damage to the bicycle
- Protection from weather
- Convenient to destination

A sufficient amount of parking must be made available so that bicycles are not crowded. The location must be convenient to the end destination, i.e. close to the building entrance. The location should also provide the owner with a sense that their property will be

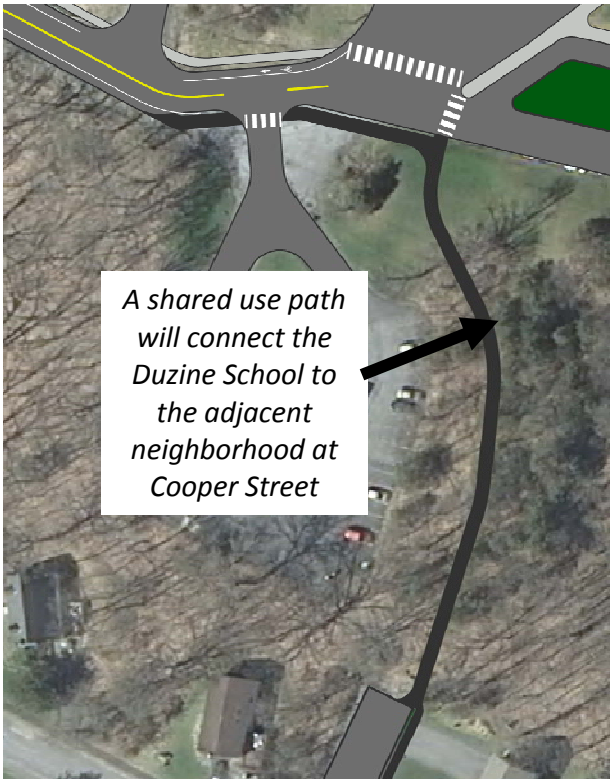
The bike rack photos show model examples of the preferred design to support the bicycle in an upright position without placing additional strain on the wheels.

secure. If possible, shelters should be provided or located under a structure to provide cover and protection from the elements. Many schools use “wheel holder” type racks which only support the bicycle by the wheel and can damage the bicycle, and also do not allow the bike to be locked up by the frame with a U-lock. The preferred bike rack design should keep the bike upright by supporting the frame, allow the bike to be locked by the frame, and allow one or both wheels to be secured.

3.1.e. Other Recommendations

Shared Use Paths

Shared use paths may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. These facilities are frequently found in parks, or as neighborhood cut-throughs to shorten connections and offer an alternative to busy streets. Shared use paths should be a minimum of 8 feet wide to allow for two-way bicycle travel. A shared use path is recommended to connect the Duzine Elementary School to Cooper Street and the adjacent neighborhood. This shared use path could be built on Town of New Paltz property. A second short segment of shared use path is proposed between the Wallkill Valley Rail Trail and Route 32, to connect the school with the Rail Trail. An easement for this path segment will be needed.



Crossing Guards

Adult crossing guards are used to help create gaps in traffic at uncontrolled intersections, and to “platoon” children across the street at controlled intersections. The presence of a crossing guard in the roadway serves as an easily recognized indication to drivers that pedestrians are about to use the crosswalk and that all traffic must stop. When all traffic has stopped, the adult guard can allow the children to cross. Under NYS Municipal Law, the municipality is responsible for the hiring and training of all crossing guards. The municipality should ensure that they are trained consistently with the guidance provided in Section 7E of the Manual of Uniform Traffic Control Devices (MUTCD). The crossing guard on Route 32 should be maintained and provided formal training.

Crossing guards stops traffic as students cross the street

3.1.f. Site Circulation

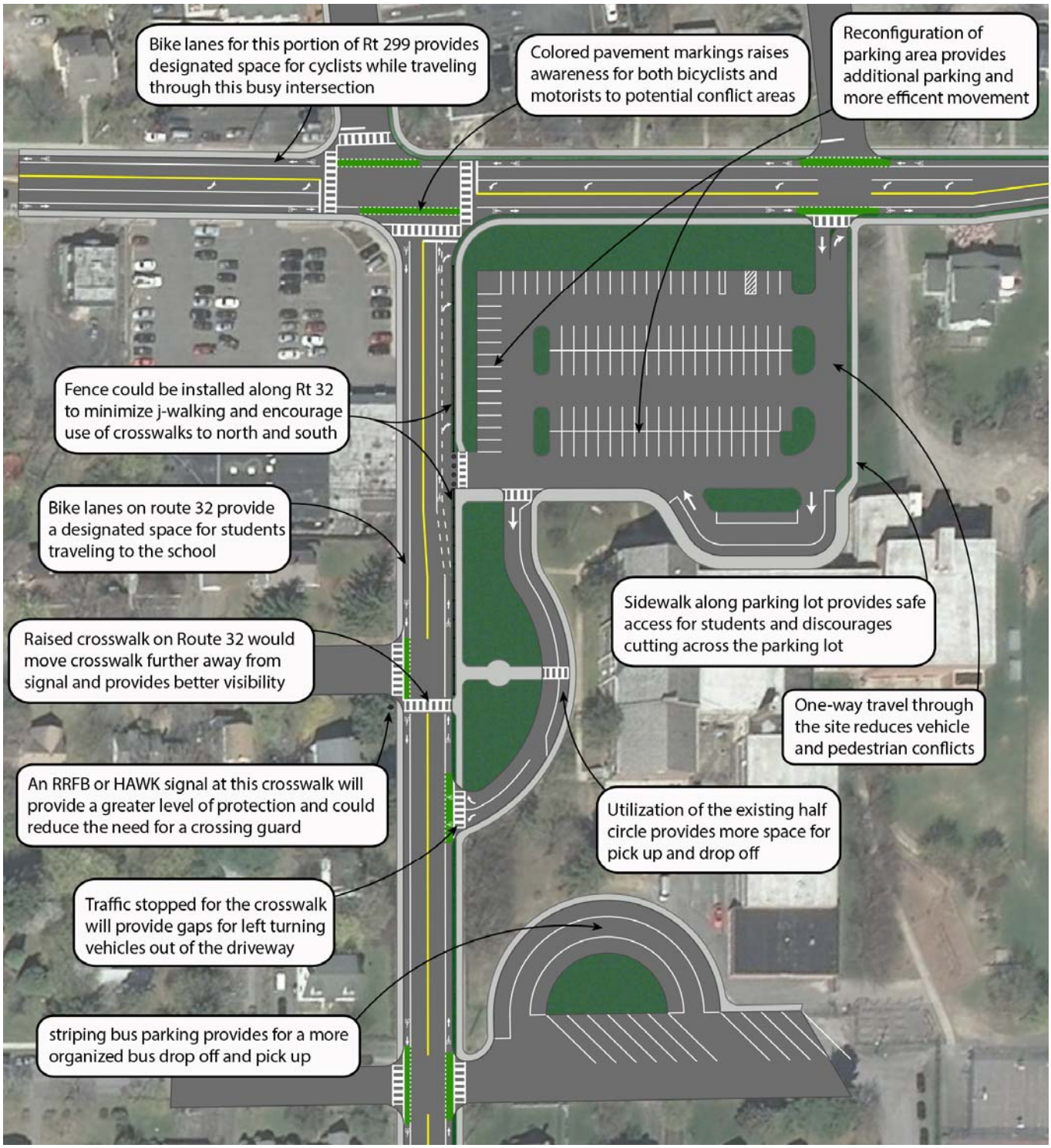
The New Paltz Middle School experiences several conflicts with school arrival and dismissal, particularly with parent drop-off and pick-up. A reconfiguration of the school's access and circulation will reduce these conflicts, allow adequate queuing space for parents dropping off and waiting for pick-up, and also provide safe walking routes for students.

The proposed concept has the site circulation configured as one-way, with vehicles entering from the north on Main Street and exiting through the existing half-moon driveway to the south on Route 32. This provides a larger waiting area for parents, which is far enough away from the entrance to prevent back-ups on the surrounding roadways. The existing driveway on Route 32 should be maintained but closed for emergency access only. The reconstruction of the parking area could allow for several new green spaces. The New Paltz Middle School should consider using native plantings, bioswales, or a school community garden in these areas.

A raised crosswalk is proposed on Route 32, directly across from the school entrance. The location of this crosswalk is further from the intersection, reducing delays and providing greater visibility. It is also proposed as a raised crosswalk, further increasing visibility. *If NYS Department of Transportation will not allow a raised crosswalk at this location, consider a raised median to be used as a pedestrian refuge island or Rectangular Rapid Flashing Beacon (RRFB).* Since traffic will be stopped to allow students to cross, gaps will be created in traffic to allow vehicles to exit the driveway just south of the crosswalk. The crossing guard should be moved to this location after construction and the existing crosswalk on Route 32 discontinued. Signage or fencing should be installed at the current crosswalk location to direct students to use either the raised crosswalk or the signal at Main Street to cross the roadway. All other crosswalks, both on and off school grounds, should be adequately signed with crosswalk signs and yield to pedestrian signs.

Bicycle accommodations on Route 32 and Main Street are also shown in Figure 3.1 on the next page. Bike lanes are proposed on Route 32 to provide a safer and more comfortable bicycling environment for students, faculty, and staff. While only shared lanes can be accommodated on much of Main Street, there is sufficient space to provide for bike lanes through the intersection of Route 32 and Main Street. Approach bike lanes and green colored pavement markings will show bicyclist where they should be when crossing the intersection and will also serve to separate movements from vehicles.

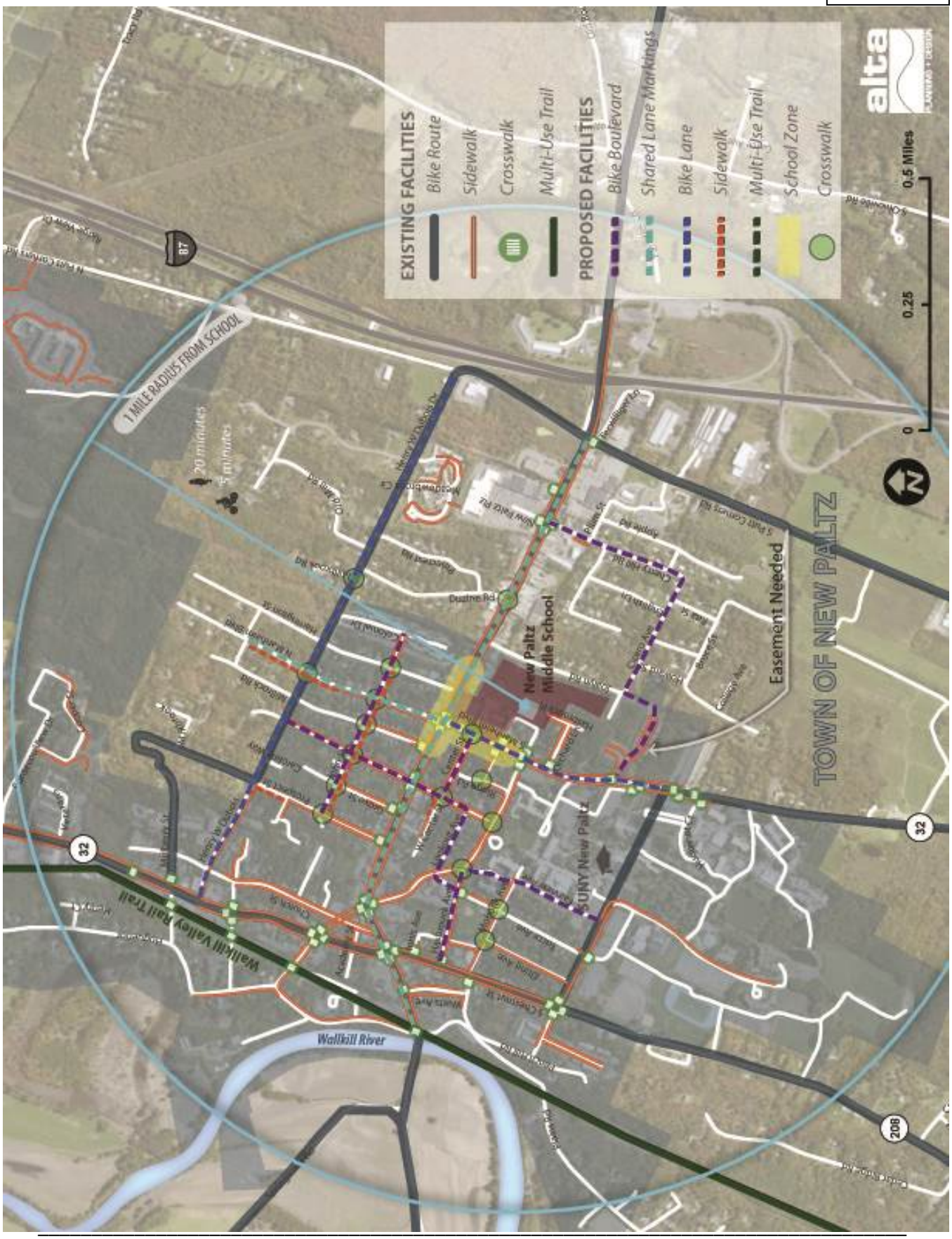
Figure 3.1 – Site Circulation Improvements



3.2. School Improvement Plan Maps

Map 3.2.A

Map 3.2.B


EXISTING FACILITIES
Bike Route
Sidewalk
Crosswalk
Multi-Use Trail
PROPOSED FACILITIES
Bike Boulevard
Shared Lane Markings
Bike Lane
Sidewalk
Multi-Use Trail
School Zone
Crosswalk
alta
0
0.25
0.5 Miles
1 MILE RADIUS FROM SCHOOL
20 minutes
5 minutes
New Paltz Middle School
Easement Needed
TOWN OF NEW PALTZ
SUNY New Paltz
Wallkill Valley Rail Trail
Wallkill River
Duzine Rd
32
208
87

3.3. Program Recommendations

3.3.a. Education Programs

Bike Rodeo

The School District, along with the Town and Village, should team together and conduct annual bike rodeos. These could be conducted as after school or Saturday events, or even with the National Bike to School Day activities. A bicycle rodeo provides children with a basic understanding of the rules of the road; educates those children and their parents about elementary bike safety; gives trained personnel a chance to look over the equipment the kids are riding; and involves parents, teachers, and/or local civic organizations in a worthwhile activity. A bicycle rodeo involves "stations" that teach skills, such as:

- Looking over a shoulder without weaving
- Fast-braking without skidding
- Dealing with traffic at intersections

Cornell University offers an organizers guide to conducting a bike rodeo which can be found here: http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf

Walk/Bike Lesson Plans

A variety of existing lessons and classroom activities are available to help teach students about walking, bicycling, health and traffic safety. These can include lessons given by law enforcement officers or other trained professionals or as a lesson plan developed by teachers. Example topic lessons are: Safe Street Crossing; Helmet Safety; Rules of the Road for Bicycles; and Health and Environmental Benefits of Walking and Biking.

Traffic safety education

The lessons should be grade-appropriate and can be incorporated into the subjects of health, environment, social science, math and physics.

Sample lesson plans are available at a number of Safe Routes to School program websites:

The National Highway Traffic Safety Administration: http://www.nhtsa.gov/people/injury/pedbimot/bike/Safe-Routes-2002/classact.html

New York State Department of Transportation: https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/srts/srts-curriculum

Alameda County SRTS Educator Guide: http://www.alamedacountysr2s.org/tools-and-resources/#educatorguide

School Zone Traffic Safety / Share the Road Campaign

A School Zone Traffic Safety Campaign creates awareness of students walking and bicycling to school. A safety campaign is an effective way to reach the general public and encourage drivers to slow down and look for students walking and biking to school. A School Zone Traffic Safety Campaign uses signs and banners located near schools (for example, in windows of businesses, yards of people's homes and print publications) to remind drivers to slow down and use caution in school zones. This can also be coupled with a "share the road" campaign, which is a commonly known phrase in New York. This campaign can be kicked off at the start of each school year or in conjunction with special events, such as Walk and Bike to School Month, which takes place in October.

Students help with a Share the Road campaign

Banners and signs can be effective tools to remind motorists about traffic safety in school zones. Large banners can be hung over or along roadways near schools with readable letters cautioning traffic to slow down, stop at stop signs or watch for students in crosswalks with memorable messages such as:

- Give Our Kids a Brake
- Drive 25, Keep Kids Alive (http://www.keepkidsalivedrive25.org/)
- Share the Road (http://sharetheroad.org/)

3.3.b. Encouragement Programs

Walk and Bike to School Day/Week/Month

Walk and Bike to School Day/Week/Month are special events encouraging students to try walking or bicycling/biking to school. The most well-known of these is International Walk to School Day, a major annual event that attracts millions of participants in over 30 countries in October.

Walk and Bike to School Day celebrations

Walk and bike to school days can be held yearly, monthly, or even weekly, depending on the level of support and participation from students, parents and school and local officials. Some schools organize more frequent days – such as weekly Walking/Wheeling Wednesdays or Walk and Roll Fridays – to give people an opportunity to enjoy the event on a regular basis. Parents and other volunteers accompany the students, and staging

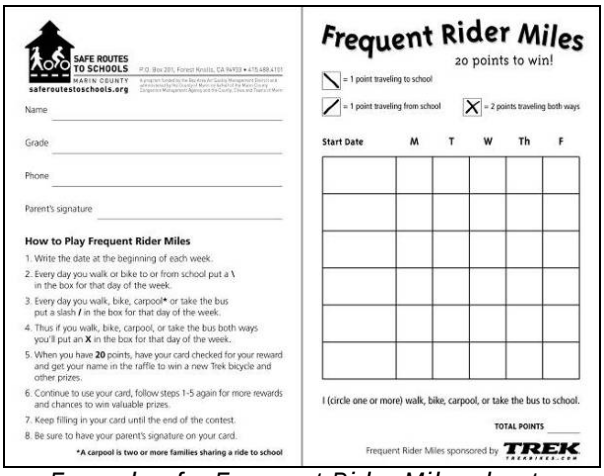
areas can be designated along the route to school where groups can gather and walk or bike together. These events can be promoted through press releases, articles in school newsletters and posters and flyers for students to take home and circulate around the community.

With the Duzine Elementary School in such close proximity to the trail, a Trail Day for the school should also be considered on an annual or biannual basis.

International Walk to School Day - http://www.walktoschool-usa.org/.

Friendly Walking/Biking Competitions (Incentive Programs)

Contests and incentive programs reward students by tracking the number of times they walk, bike, carpool or take transit to school. Contests can be individual, classroom competition or inter-school competitions. Local businesses may be willing to provide incentive prizes for these activities. Students and classrooms with the highest percentage of students walking, biking or carpooling compete for prizes and "bragging rights." Contests can center around walking or riding a familiar distance, such as the distance from New Paltz to NYC, the length of the Hudson River, or the distance across New York State.


SAFE ROUTES TO SCHOOLS
MARIN COUNTY
saferoutestoschools.org

Name
Grade
Phone
Parent's signature

How to Play Frequent Rider Miles
1. Write the date at the beginning of each week.
2. Every day you walk or bike to or from school put a \ in the box for that day of the week.
3. Every day you walk, bike, carpool* or take the bus put a slash / in the box for that day of the week.
4. Thus if you walk, bike, carpool, or take the bus both ways you'll put an X in the box for that day of the week.
5. When you have 20 points, have your card checked for your reward and get your name in the raffle to win a new Trek bicycle and other prizes.
6. Continue to use your card, follow steps 1-5 again for more rewards and chances to win valuable prizes.
7. Keep filling in your card until the end of the contest.
8. Be sure to have your parent's signature on your card.
*A carpool is two or more families sharing a ride to school

Frequent Rider Miles
20 points to win!
= 1 point traveling to school
= 1 point traveling from school
= 2 points traveling both ways

Start Date	M	T	W	Th	F

I (circle one or more) walk, bike, carpool, or take the bus to school.
TOTAL POINTS
Frequent Rider Miles sponsored by TREK

Example of a Frequent Rider Miles sheet

Small incentives, such as shoelaces, stickers and bike helmets, can be used to increase participation. It can also be effective to allow different grades and schools (high school vs. grade school vs. middle school) to compete against each other in a mobility challenge.

Example of a Pollution Punchcard

Programs can be modified for students who live too far away from school to walk or bike. Modification can include walking or biking at lunch time or gym class. Also, students can count the miles walked or biked to the bus stop or with parents and guardians outside of the school day.

Suggested Route to School Maps

Suggested Route to School maps show stop signs, signals, crosswalks, sidewalks, trails, overcrossings and crossing guard locations around a school. These can be used by families to identify the best way to walk or bike to school.

Liability concerns are sometimes cited by cities or school districts as reasons not to publish walking route maps. While no walking route will ever be completely free of safety concerns, a well-defined route should provide the greatest physical separation between walking students and traffic, expose students to the lowest traffic speeds and have the fewest roadway crossings. Route to school maps should be updated annually, especially in the first few years of implementation and as infrastructure improvements are made.

Walking School Buses

Parents and guardians often cite distrust of strangers and the dangers of traffic as reasons why they do not allow their students to walk to school. Walking School Buses are a way to make sure that children have adult supervision as they walk to school. Walking School Buses are formed when a group of children walk together to school and are accompanied by one or two adults (usually parents or guardians of the children on the "bus"). As the walking school bus continues on the route to school they pick up students at designated meeting locations.

Students participate in a walking school bus

Walking school buses can be informal arrangements between neighbors with children attending the same school or official school-wide endeavours with trained volunteers and structured meeting points with a pick-up timetable. More information about Walking School Buses is available at the end of this document. Additionally, a Walking School Bus "how to" guide is available from the National Center for Safe Routes to School (http://www.saferoutesinfo.org/guide/walking_school_bus/index.cfm).

Bike Trains

A bicycle train is very similar to a walking school bus; groups of students accompanied by adults bicycle together on a pre-planned route to school. Routes can originate from a particular neighborhood or, in order to include children who live too far to bicycle, begin from a park, parking lot or other meeting place. They may operate daily, weekly or monthly. Bike trains help address parents' concerns about traffic and personal safety while providing a chance for parents and children to socialize and be active. Bike trains are best suited for older students that have undergone bicycle safety training. Also, helmets and parent waivers should be required before participating in a bike train.

Students participate in a bike train

3.3.c. Enforcement Programs

Radar Trailer

Example of a radar Trailer

Speed Radar Trailers can be used to reduce speeds and enforce speed limit violations in known speeding problem areas. In areas with speeding problems, police set up an unmanned trailer that displays the speed of approaching motorists along with a speed limit sign.

Speed radar trailers can be used as both an educational and enforcement tool. By itself, the unmanned trailer serves as effective education to motorists about their current speed compared to the speed limit, especially in school zones. As an alternative enforcement measure, the police department may choose to station an officer near the trailer to issue citations to motorists exceeding the speed limit. Because they can be easily moved, radar trailers are often deployed on streets where local residents have complained about speeding problems. If frequently left in the same location without officer presence, motorists may learn that speeding in that location will not result in a citation and the strategy can lose its benefits. For that reason, radar trailers should be moved frequently.

Radar trailers and police enforcement are recommended on Sunset Ridge Road and Route 32 to reinforce the school zone speed limit.

3.3.d. Evaluation Programs

Perform Annual Hand Tally and Parent Surveys

Since 2005, the federal Safe Routes to School program has set aside federal funding to help states, cities, towns and schools increase the number of students walking and biking to school. One requirement of receiving this money is that schools must perform annual hand tally and parent surveys so that the national program can track the effectiveness of the various programs across the country.

The National Center for Safe Routes to School has developed a recommended methodology, survey and count forms and reporting forms (http://www.saferoutesinfo.org/guide/evaluation/index.cfm). A teacher administers the hand tally survey to the students in their classroom. The parent surveys are either mailed or sent home to parents or guardians. The National Database (http://www.saferoutesdata.org/) stores the data and provides simple analysis reports. The Duzine Elementary and New Paltz Middle School should perform annual counts to assist in future grant applications and comply with future funding sources.

Section 4. Next Steps

The next steps presented below are intended to allow for a flexible approach to implementation. The decision to undertake a project or program should be made based on the available resources of the school team, the municipality, UCTC, and the NYSDOT.

$	= Minimal to $500	Volunteer effort and low funding required
$$	= $500 to $10,000	Moderate amounts of funding required
$$$	= $10,000 +	High amounts of funding required

Priority Recommendation # 1	Identification of SRTS Facilitator & Initiation of Basic Bicycling and Walking Safety Education
Cost	$
Groups	School Administration, Local Advisory Committee, and UCTC
Description	The school should identify a staff member or volunteer (possibly an interested parent) to facilitate the initiation of the Safe Routes to School Program for the school.

Priority Recommendation # 2	Formation of Safe Routes to School Task Force & Program Promotion
Cost	$
Groups	Safe Routes to School Facilitator and School Administration
Description	The facilitator should reach out to interested persons to begin the formation of an informal SRTS taskforce for the school. The taskforce should include members of the local advisory committee, the New Paltz bike/ped task force, parents, teachers, school administration and local residents.

Priority Recommendation # 3	School Zone Signage and School Speed Limit
Cost	$$
Groups	Safe Routes to School Facilitator, School Administration, Village of New Paltz, and NYS Department of Transportation
Description	The school, through the SRTS Taskforce, should work with the Village of New Paltz to seek written permission to install a school speed zone on the recommended roadway segments. After this approval is granted, high-visibility fluorescent yellow green signs designating the school zone and school zone speed should be installed. Police enforcement and temporary radar trailers can also be used to promote and enforce the new speed limit.

Priority Recommendation # 4	International Walk and Bike to School Day Event
Cost	$-$$
Groups	Safe Routes to School Taskforce, School Administration, PTA, and the New Paltz Police Department
Description	International Walk to School Day is held annually on the first Wednesday in October. This event can serve as a kick-off event to generate awareness and enthusiasm for a Safe Routes to School program. Events may include a special Walking School Bus lead by local politicians or school administrators, school assembly, and contest. Schools may find additional information and register for the event at **www.walktoschool.org**. Events such as these tend to attract increased attention and excitement that can be tapped to attract volunteers to maintain efforts year-round.

Priority Recommendation # 5	Duzine Elementary School – Cooper Street Shared Use Path
Cost	$$$
Groups	Safe Routes to School Taskforce, School Administration, PTA, and the Town of New Paltz
Description	Construct the paved shared use path between the Duzine Elementary School and Cooper Street. This will provide a safer walking and bicycling route between the neighborhood and the school. High visibility crosswalks should be installed at key crossing points at the school at the same time.

Priority Recommendation # 6	New Paltz Middle School Site Improvements
Cost	$$$
Groups	Safe Routes to School Taskforce, School Administration, PTA, the Village of New Paltz, and NYS Department of Transportation
Description	Implement the proposed site improvements with the current redevelopment plan of the Middle School campus. This includes the site circulation improvements, new sidewalk connection to Main Street, and raised crosswalk.

Priority Recommendation # 7	Priority Crosswalks and Sidewalk Gaps
Cost	$$-$$$
Groups	Safe Routes to School Taskforce, School Administration, PTA, and Village of New Paltz
Description	Install crosswalks and complete sidewalk gaps at proposed locations immediately adjacent to the New Paltz Middle School along Center Street and John Street. Crosswalks that link existing sidewalks should be prioritized, with new crosswalks being installed with other proposed infrastructure, like new sidewalks and bike boulevards.

Priority Recommendation # 8	Bike Racks
Cost	$$
Groups	Safe Routes to School Taskforce, School Administration, and PTA
Description	Install bike racks at both the Duzine Elementary and New Paltz Middle School. The bike racks should be placed near the entrance to the school with good visibility for both awareness and security. If possible, these bike racks should be covered to protect bicycles from the elements.

Priority Recommendation # 9	Manheim Boulevard Bicycle Accommodations
Cost	$$$
Groups	Safe Routes to School Taskforce, School Administration, PTA, and Village of New Paltz
Description	Install bike lanes on S. Manheim Blvd and shared lane markings on N. Manheim Blvd to provide an immediate bicycle connection to the school.

Planning Level Costs and Potential Funding Sources				
Recommendations	**Unit**	**Quantity**	**Cost**	**Total**
School Zone Signage	Each	8	$500	$4,000
Sidewalks	Linear foot	5,000	$65	$325,000
High Visibility Crosswalks	Each	22	$1,500	$33,000
School Zone Crosswalks	Each	3	$3,000	$9,000
Shared Lanes	Linear foot	9,800	$8	$78,400
Bike Lanes	Linear foot	11,150	$12	$133,800
Bicycle Boulevards	Linear foot	11,600	$20	$232,000
Shared Use Path (paved)	Linear foot	870	$100	$87,000
Bike racks	Each	2	$500	$1,000

Section 5. Funding Sources

The following section outlines sources of funding for bicycle, pedestrian, and safe routes to school projects in New York State. Federal, state, local, and private sources of funding are identified. The following descriptions are intended to provide an overview of available options and do not represent a comprehensive list. Funding sources can be used for a variety of activities, including: planning, design, implementation, encouragement, and maintenance. Additionally, the School District should work with the Town of Lloyd to take advantage of funding provided for other roadway projects, such as repaving and water/sewer main replacement to install bicycle and pedestrian accommodations. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice.

Federal transportation funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations, independent from state budgets. Federal funding typically requires a local match of 20%, although there are sometimes exceptions, such as the recent American Recovery and Reinvestment Act stimulus funds, which did not require a match.

The following is a list of possible Federal funding sources that could be used to support construction of many pedestrian and bicycle improvements. Most of these are competitive and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. However, it should be noted that the FHWA encourages the construction of pedestrian and bicycle facilities as an incidental element of larger ongoing projects. Examples include providing paved shoulders on new and reconstructed roads, or building sidewalks, on-street bikeways, trails and marked crosswalks as part of new highways.

MOVING AHEAD FOR PROGRESS IN THE TWENTY-FIRST CENTURY (MAP-21)

The largest source of federal funding for bicycle and pedestrian is the US DOT's Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-

21) was enacted in July 2012 as Public Law 112-141. The Act replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012.

MAP-21 authorizes funding for federal surface transportation programs including highways and transit for the 27 month period between July 2012 and September 2014. It is not possible to guarantee the continued availability of any listed MAP-21 programs, or to predict their future funding levels or policy guidance. Nevertheless, many of these programs have been included in some form since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, and thus will be likely to continue to provide funds for active transportation projects and programs into the foreseeable future.

In New York State, federal monies are administered through the New York State Department of Transportation (NYSDOT) and metropolitan planning organizations (MPOs). The Ulster County Transportation Council (UCTC) serves as a Metropolitan Planning Organization (MPO) for the Kingston Urbanized area as well as the entirety of Ulster County.[5] Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing intermodal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. There are a number of programs identified within MAP-21 that are applicable to bicycle, pedestrian, and safe routes to school projects. These programs are discussed below. More information: http://www.fhwa.dot.gov/map21/summaryinfo.cfm. Further, UCTC regularly posts notices regarding the availability of Federal funds on its website, listed below.

TRANSPORTATION ALTERNATIVES

Transportation Alternatives Program (TAP) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements Program (TEP), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TA does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. Unless the Governor of a given state chooses to opt out of Recreational Trails Program funds, dedicated funds for recreational trails continue to be provided as a subset of TAP. MAP-21 provides $85 million nationally for the RTP. Complete eligibilities for TAP include:

1. Transportation Alternatives as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including "on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic

[5] Visit http://ulstercountyny.gov/planning/transportation to learn more about the Ulster County Transportation Council

calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is a new eligible activity. For the complete list of eligible activities, visit:
http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm

2. Recreational Trails. TAP funds may be used to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads. Recreational Trails Program (RTP) funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds)

3. Safe Routes to School: The purpose of the Safe Routes to Schools eligibility is to promote safe, healthy alternatives to riding the bus or being driven to school. Education and enforcement projects must be within two miles of primary or middle schools (K-8). Eligible projects may include:

- Education Efforts: These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
- Enforcement Efforts: These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

4. Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways.

Average annual funds available through TAP over the life of MAP-21 equal $814 million nationally, which is based on a 2% set-aside of total MAP-21 authorizations. Projected apportionments for New York State total $25.8 million for FY 2013 and $32.7 million for FY 2014. Note that state DOT's may elect to transfer up to 50% of TAP funds to other highway programs, so the amount listed above represents the maximum potential funding. To date, however, New York State has supported full funding of the TAP program. Remaining TAP funds (those monies not re-directed to other highway programs) are disbursed through a separate competitive grant program administered by NYSDOT. Local governments, school districts, tribal governments, and public lands agencies are permitted to compete for these funds.

SURFACE TRANSPORTATION PROGRAM

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. 50% of each state's STP funds are sub allocated geographically by population; the remaining 50% may be spent in any area of the state.

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides $2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural roads set-aside unless safety statistics demonstrate that fatalities are increasing on these roads.

Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for non-motorized users in school zones are eligible for these funds. NYSDOT estimates that they will receive an average of $92.8 million annually for this program through the lifetime of MAP-21.

The programming of these funds is coordinated by NYSDOT and the local MPO – Ulster County Transportation Council. When funding is available for programming toward new projects, UCTC will typically conduct an extensive "call for projects" public process in an effort to solicit potential projects for inclusion on the Transportation Improvement Program (TIP). The TIP is typically updated every 2 years and is due for its next update cycle during the 2016 Federal Fiscal Year. Contact UCTC staff at uctc@co.ulster.ny.us to learn more about this process, available funding and associated schedules. The current UCTC 2014 – 2018 TIP can be viewed online at the following address: http://ulstercountyny.gov/planning/transportation-improvement-plan.

COMMUNITY DEVELOPMENT BLOCK GRANTS

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may "use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs." Safe Routes to School projects that enhance accessibility are the best fit for this funding source. More information: www.hud.gov/cdbg.

ADDITIONAL FEDERAL FUNDING
The landscape of federal funding opportunities for bicycle and pedestrian programs and projects is always changing. A number of Federal agencies, including the Bureau of Land Management, the Department of Health and Human Services, the Department of Energy, and the Environmental Protection Agency have offered grant programs amenable to bicycle and pedestrian planning and implementation, and may do so again in the future. For up-to-date information about grant programs through all federal agencies: http://www.grants.gov/

NEW YORK STATE FUNDING
Several specific NYS funding sources are detailed below; however, the best source of state funding is the consolidated funding application (CFA). The CFA's are typically due in August of each year and the application applies for a variety of state programs and funding.

CONSOLIDATED LOCAL STREET AND HIGHWAY IMPROVEMENT PROGRAM (CHIPS)
A New York State-funded program administered through the NYSDOT to assist localities in financing the construction, reconstruction or improvement of local highways, bridges, highway-railroad crossings and other local facilities. Eligible CHIPS bicycle and pedestrian projects include: bike lanes and wide curb lanes, shoulder improvements, roundabouts, new signs, new or upgraded traffic signals and traffic calming installations (www.dot.ny.gov/programs/chips).

CHIPS funds are administered by local municipalities after they are apportioned to them by the New York State Legislature through the annual NYS budget process. These funds are then used to address necessary road improvements which are prioritized by the local highway department or department of public works in consultation with elected officials through a capital improvement program or other local budgetary structure. Many municipalities rely heavily on these funds for routine annual maintenance of local streets and such work is typically planned several years in advance. Local citizens should therefore contact their elected officials to begin a discussion as to how these funds may be used to address possible pedestrian and bicycle improvements in the future.

NYS DEPARTMENT OF HEALTH- PREVENTATIVE HEALTH AND HEALTH SERVICES (PHHS) BLOCK GRANT
The Preventive Health and Health Services (PHHS) Block Grant provides funding for health problems in the state of New York that range from tuberculosis to adult physical activity. PHHS Block Grant dollars fund a total of 19 different New York State health programs, including the Healthy Heart Program. PHHS Block Grant funds are used to promote and evaluate increases in the number of adults participating in regular sustained physical activity. From 1995-2004, nearly 1.2 million New York State residents received help from local HHP contractors to increase their physical activity levels (www.health.ny.gov/funding/grants/block_grant.htm).

PRIVATE FOUNDATIONS
Private foundations are an increasingly important source of funds safe routes to school planning and implementation. More info: http://www.foundationcenter.org/

Appendix A

713.075

New Paltz
Central School District

Maria C. Rice, Superintendent of Schools
196 Main Street, New Paltz, New York 12561
Phone: (845) 256-4020 • Fax: (845) 256-4025
Email: supt@newpaltz.k12.ny.us
www.newpaltz.k12.ny.us

April 10, 2013

RECEIVED
APR 15 2013
NYSDOT Res. 8-7

RECEIVED
APR 16 2013
REGION 8
TRAFFIC SAFETY & MOBILITY GROUP

Mr. Thomas Story
Assistant Resident Engineer
NYS Department of Transportation
11 Quarry Street
Kingston, New York 12401

Dear Mr. Story:

I am writing to request that the area surrounding our middle school campus located at 196 Main Street in New Paltz have signage installed stating "School Zone." The signs could be placed on both sides of Main Street directly in front of the middle school and also in both directions on South Manheim and North Manheim Boulevards. In addition, we are requesting a speed reduction for vehicles traveling on these roads.

It is my understanding that in your conversation with Maureen Ryan our Transportation Director, you advised that the Town and Village already recognize the existence of the "School Zone" area and would not need to provide prior approval to install the signs.

By this letter we are asking that you submit our request to the Traffic Safety Committee for further evaluation. We are hopeful that after the committee comes on site and observes the traffic flow, pedestrian numbers and speed of traffic, they will approve our request.

Thank you for your assistance in expediting this process. We look forward to the time when your work crew is authorized to begin the installation of these much needed signs.

Sincerely,

Maria C. Rice

Maria C. Rice
Superintendent of Schools

MCR/bjs

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION 8
4 BURNETT BOULEVARD
POUGHKEEPSIE, NEW YORK 12603
www.dot.ny.gov

WILLIAM J. GORTON, P.E.
ACTING REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

May 1, 2013

Maria C. Rice
Superintendent of Schools
196 Main Street
New Paltz, N.Y. 12561

Re: Study #813- File 51-03-299
School Zone, Speed Limit
Route 299
Village of New Paltz, Ulster County
T13-075 & T13-081

Dear Ms. Rice:

This is in response to your request of March 14, 2013, on behalf of the New Paltz Central School District. The request for designating the section of Route 299, adjacent to the New Paltz Middle School, as school zone was evaluated. We found that there are existing SCHOOL warning signs on this section of Route 299. If necessary, we will replace or upgrade any school related signs adjacent to the New Paltz Middle School.

This section of Route 299 does not meet the traffic warrants necessary in establishing a reduced school speed limit. The existing traffic signal at the intersection of Route 299 and Route 32 provides students with pedestrian signals and marked crosswalks. It is the responsibility of the School District to provide crossing guards where necessary.

Additionally, there is an existing 30 mph regulatory speed limit in effect on this section of Route 299. Any further reduction in this speed limit would be unrealistic and generally would result in little or no compliance by the vast majority of motorists.

We suggest that the School District request that the local enforcement agencies step up speed enforcement during morning and afternoon hours when school pedestrian activities are at their peak. We also suggest that the School District provide pedestrian safety education to the student body.

We appreciate your interest and continued cooperation. If you require further information on this request, please contact the Regional Traffic Safety & Mobility Group at (845) 437-3396.

Very truly yours,

Mark D. Morano
Civil Engineer I

cc: Tom Story, Assistant Resident Engineer, Res. 8-7

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION 8
4 BURNETT BOULEVARD
POUGHKEEPSIE, NEW YORK 12603
www.dot.ny.gov

RECEIVED
OCT 03 2013
NEW PALTZ CENTRAL SCHOOL
SUPERINTENDENT'S OFFICE

WILLIAM J. GORTON, P.E.
ACTING REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

September 27, 2013

Maria C. Rice
Superintendent of Schools
196 Main Street
New Paltz, N.Y. 12561

Re: File 51-03-299
School Zone; Route 299 & Route 32
Village of New Paltz, Ulster County
T13-184

Dear Ms. Rice:

This is in response to your September 9, 2013 letter regarding posting additional signage to supplement the existing school zone signs located on Route 299 and Route 32 adjacent to the New Paltz Middle School.

The existing school warning signs upgrade has been completed. We would like to reiterate that the public be given time to observe and react to the measures which have been implemented.

As we explained in our last correspondence to your office; New York State Department of Transportation's use of flashing beacons is reserved for locations where an existing verifiable accident pattern could be mitigated by such an installation. We did not find such an accident pattern at this location. Therefore, the installation of flashing beacons cannot be justified.

Motorists are generally aware of traffic/pedestrian conditions within the Village of New Paltz. The existing reduced speed limit, high traffic volumes, traffic signal and village environment all serve as a traffic calming effects within this area. More signs will have no affect on motorists who do not heed the numerous traffic control devices in this area. These are enforcement issues and should therefore be addressed by the local enforcement agencies.

This Department has the task of providing the public with safe roadways. This task is not taken lightly. Our decisions are not arbitrary. They are based upon accepted engineering methodologies and expert judgment.

Thank you for your interest and concern regarding highway safety If there are any questions concerning this matter, please contact the Regional Traffic Safety and Mobility Group at 845-437-3396.

Very truly yours,

for Mark D. Morano, P.E.
Civil Engineer I