

**Bicycle Pedestrian Committee  
Minutes – December 10, 2012  
At Village Hall  
7:00 – 9:00 PM**

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

**Announcements**

- Peter Kaufman has applied to rejoin the committee as the SUNY rep.

**Public Input**

**Old Business**

1. **Bicycle Parking at Thruway Park & Ride.** There are no updates on this topic at this time.
2. **South Putt project.** Money was allocated to move ahead with the design phase of the project. Ulster County recently announced, however, that there are significant budget shortfalls in the county transportation budget. The New Paltz community remains concerned that the South Putt project will be delayed due to lack of long-term funding.
3. **Woodland Pond/Lent Farms connector.** The consensus of the committee at the previous meeting was that the committee should draft a letter to the Town and Village stating our support for providing open and easy access for bicycles and pedestrians between Woodland Pond and Lent Farms. Judy Mage, who could not attend this meeting, then voiced objection to the draft of this letter. The issue was reopened for consideration at the current meeting. Carol Connelly explained that Woodland Pond paid for this road as part of the site plan, and further that Susan Zimet is considering weight limits as a means to control traffic. She added that the road has had many approvals, including the Village and Ulster County, and that everyone remembers something different. In the absence of computerized record-keeping, documents must be reviewed by combing through boxes, which continues to take time. Concerning striping, Peter Kaufman observed that perhaps connector road road need not be striped because the roads leading to it are themselves not striped. Judy Mage, who visits Woodland Pond on a regular basis, said that residents like walking in a striped area because they feel protected from motor traffic. In the end, the committee recommended that the following letter be sent to the Village and Town boards:

December 12, 2012

To: New Paltz Town Supervisor Susan Zimet, New Paltz Mayor Jason West  
From: New Paltz Bicycle & Pedestrian Committee  
Topic: Connector road between Woodland Pond and Lent Farms

Regarding the ongoing controversy over the connector road between Woodland Pond and the Lent Farms development:

The committee discussed this issue at its November 12 meeting. By consensus, the committee agreed that this is a critical bike-ped route from the northern precincts of the Town for people who wish to walk and bike into the Town-Village core for shopping and recreation.

One member of the committee went to look at the road on November 12. While there, he spoke to the contractors who were laying pipe at the site. They said they see people walking and biking through this lane all day, including lots of Woodland Pond residents who see fit to stay fit by proceeding on foot or by

bike. What is the alternative for them? The narrow straits of North Putt Corners Road? For many people, the best recommendation for taking that route into the core is that the New Paltz Rescue Squad is headquartered there.

The committee therefore strongly recommends that the Town and Village work together to see that this critical bike-ped connection remains open.

One related recommendation concerns the striping of the connector road. At present, there is a two-way bike lane on one side of the road. A thoroughfare with one, two-way bike lane does not conform with the norms of New York State roadway design. It sets up a natural conflict for bicycles headed in opposing directions; bicyclists avert the danger to themselves by proceeding into the motor-vehicle lane, which presents an additional safety hazard.

The committee therefore strongly recommends the following:

1. The access road should have a single, marked pedestrian lane, on the west side of the road.
2. The Bike Lane sign would have to be removed.
3. Bicycles would proceed on this road using the main roadway and not a dedicated bike lane.

Thank you for the opportunity to offer comments on this issue. Please contact the committee if you require further information.

4. **Cherry Hill neighborhood (Joalyn Road)/“The Ridge” apartments (Route 32) connector.** Bill told the committee that he has been in touch with Kathy Moniz, who has promised to speak to Ridge Apartments about moving the posts to provide appropriate bike-ped access. There was a further question about the graveled surface of the access road and whether this was the best surface for bicycles. The January agenda will include an item about writing to the two planning boards to bring the importance of bike-ped access to their attention.
5. **Safe Routes to School technical assistance grant.** Ulster County will announce in December which municipalities will receive the two grants. While originally New Paltz thought it was one of only two communities applying for the grant, it turns out that three applied. The two others are Shawangunk and Lloyd.
6. **Next year’s meeting schedule. Etc.**
7. **Chestnut Street reconstruction at the culvert at Stewart’s.** The question of an appropriate committee response to the DOT’s lack of responsiveness the bicycle needs of our community was shelved until January. The committee wishes to write a formal letter to the Town and Village.

#### **New Business**

1. **Shirley Warren’s query re crosswalks on HWDuB.** Addendum 1 is a letter from Shirley Warren concerning the lack of crosswalks on the western end of HW DuBois Road, near Church Street. The committee shelved this topic until January. Given the importance of this new topic, and the full agenda, the committee shelved discussion until January.
2. **Paul Nathe’s inquiry re crosswalks at Oakwood and Main.** (See Page 3.)
  - By consensus, the committee adopted the following letter: “The committee supports the continued double crosswalk at Oakwood and Main as an important safety measure at this significant pedestrian crossing, which is in conformity with NYSDOT standards.”

- The committee also discussed other issues about how to sensitize motorists to the likelihood of increased bike and ped use of New Paltz streets and the need to yield to pedestrians at crosswalks. This included the need for additional crosswalks and signs at the New Paltz gateways announcing that New Paltz is a pedestrian-friendly or bike-ped friendly community. Curt Lavalla explained that good design can influence social behavior, i.e., in terms of creating safer streets for users.

3. **New York Bicycling Coalition communiqué about the absence of references (= no funding) to bike-ped issues in the NYSDOT Draft Capital Plan.** After discussion the committee adopted the following resolution, to be sent to the Town and Village boards. The committee also discussed the possibility of organizing a bike-in to the NYSDOT Region 8 headquarters in Poughkeepsie. Bill said he was speak to Brian Kehoe, the executive director of the New York Bicycling Coalition about the feasibility of the idea.

December 12, 2012

By unanimous decision, the New Paltz Bicycle and Pedestrian Committee is writing to Village and Town boards to ask the boards to write to the Governor, State Assemblyman and State Senator, Ulster County officials (County Executive, and transportation and planning officials), New York State Department of Transportation Commissioner Joan McDonald, and New York State Department of Transportation Chief Financial Officer Ron Epstein [1] to express their concern that the current NYSDOT draft capital plan does not make any specific mention of bicycle and pedestrian concerns.

The two New Paltz municipal governments should take the lead in Ulster County and transmit their letters to other Ulster County municipalities to enlist their support in the letter-writing efforts.

The following is the text of a letter to these officials that the bike-ped committee has approved as a template for such a letter:

**We are pleased that Governor Cuomo has made “historic investment in transportation infrastructure the cornerstone of the economic development blueprint for the State” and we’d like to thank the administration for keeping the Recreational Trails Program intact. However, we are concerned that NYSDOT’s recently-released draft Two-Year Capital Plan does not appear to recognize bicycling and walking as a key component of our transportation system.**

**The plan defines multi-modal transportation as consisting of highways, transit, rail, ports and aviation, but nowhere does the Plan name bicycling and walking as part of this multi-modal system. As NYSDOT’s Capital Plan is designed to direct the agency’s decision-making and resource allocation for the next two years, we encourage you to include biking and walking among the agency’s capital investments. Infrastructure that supports and grows the amount of bicycling and walking must be recognized in the strategic investment blueprint as it is directly in line with NYSDOT’s stated goals to improve livability, the environment, and economic development in the state.**

**There are no references at all in the report to bicycles and bicycling, and pedestrians or sidewalks. There is no reference to global warming and climate change— inexplicable in light of our recent experience with Hurricane Sandy—and the importance of creative transportation policy in helping to address the problem, or to**

the importance of walked-in and biked-in communities as a way of creating healthy communities, healthy on many levels. Here in Ulster County, there is a dearth of bike lanes and comfortable, bikeable shoulders, essential amenities if we are to get more of our neighbors out of cars and onto bikes. And yet Ulster County has at least made the historic decision to embrace the Complete Streets concepts, one of the first New York State counties to do so.

Governor Cuomo signed Complete Streets into law earlier this year, and the draft plan flies in the face of this commitment. The draft plan states that “Moving Ahead for Progress in the 21st Century (MAP-21), the recently enacted federal surface transportation program, identifies safety as one of the program’s primary investment goals. MAP-21 requires the United States Department of Transportation (USDOT) to establish performance measures in the area of safety in consultation with states. NYSDOT will make investments to improve the safety for all transportation modes, to save lives and reduce the number of crashes, especially severe crashes on the system.”

MAP-21 now allows NYSDOT to transfer up to 50% of its Transportation Alternatives funding to highway programs and away from projects such as bike lanes, sidewalks, bike paths, and multi-trails which support safe bicycling and walking. This is a baffling omission in regard to safety.

Infrastructure that supports bicycling and walking is critical because it:

1. Creates 11-14 jobs per \$1 million spent, compared to just 7 jobs created per \$1 million spent on highway projects [2].
2. Ranks as one of the top priorities when deciding where to live. The 2011 Community Preference Survey, conducted on behalf of the National Association of Realtors, found 77% of those polled considered having sidewalks and places to take a walk one of their top priorities when deciding where they’d like to live.
3. Reduces health care costs by offering a low-cost opportunity for all New Yorkers, irrespective of age or fitness level, to walk or bike, increase their daily physical activity, and improve their health. According to a report just released by the NYS Comptroller, New York State spent an estimated \$11.8 billion dealing with obesity in 2011, including Medicaid spending of more than \$4.3 billion on obesity-related treatment for conditions like diabetes and heart disease. Medicaid costs have a significant impact on local government spending.
4. Makes travel safer for persons of all ages and abilities by establishing a non-motorized link in our transportation system. The National Highway and Traffic Safety Administration’s Fatal Accident Reporting System (FARS) indicates that approximately twenty-five percent of all highway fatalities in New York State involve a person walking or bicycling.[3]

**5. Enhances local economies with tourism dollars. Bicycle tourism is now the second most popular recreation activity in the U.S. according to the Outdoor Industry Association, and bicycle tourists spend money—often up to \$100-\$300 per day, on food, lodging, visits to other recreation and cultural sites, gear.**

**In 2011, the Governor took an historic step towards a true multi-modal transportation system by signing the state’s first complete streets law, which ensures that walking, biking, as well as driving are adequately and safely accommodated in our road network. Doing so makes it possible for New Yorkers to access job opportunities and live in healthy and robust communities. However, these goals cannot be achieved unless bicycling and walking infrastructure are recognized and receive resource allocations in NYSDOT’s Two-Year Capital Plan. Now is the time to ensure that the intent of the complete streets law is congruent with its implementation.**

**Communities such as New Paltz are striving to implement bike- and ped-friendly policies. We want our citizens out of motor vehicles where possible and practicable. Measures to address global warming and climate change sit in forefront of our concerns as we plan for future challenges; non-motorized transportation alternatives need to be made available for the citizens of New York State. Anything other than this is a step backwards, a step away from energy independence, and a willful refusal to accept the will of the public or to recognize the threat to our planet posed by a reliance on fossil fuel.**

We urge the two New Paltz municipal governments to voice objections to this plan, recommending instead that the plan reflect the need to include bicycle and pedestrian infrastructure as part of New York State transportation capital planning. The committee has spoken to the NYSDOT Policy and Planning Division and has learned that there is no specified period for comments. Nevertheless, we believe that a timely response is necessary.

Please apprise the committee of your decision regarding our recommendation.

[1] [ron.epstein@dot.ny.gov](mailto:ron.epstein@dot.ny.gov)

[2] Bicycling and Walking in the United States: 2012 Benchmarking Report, Alliance for Biking and Walking.

[3] [www-fars.nhtsa.dot.gov/](http://www-fars.nhtsa.dot.gov/)

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Source of much of the text of this letter:

- William Ferris, Legislative Director, AARP
- Brian Kehoe, Executive Director, New York Bicycling Coalition
- Robin Dropkin, Executive Director, Parks & Trails New York
- Veronica Vanterpool, Executive Director, Tri-State Transportation Campaign

- i. *Local actions? Bike-in to Region 8? Contact Brian Kehoe: what more can be done? Deadline for comments for Draft Plan?*

**4. Draft of Village North Chestnut Gateway plan.** The draft plan for the gateway offers only minimal reference to bike-ped issues. Curt Lavalla said that it is a preliminary draft and that future drafts should address our concerns. The committee shelved further discussion until the next meeting or when the Village issues another draft.

**5. Preliminary bike-ped survey results.** Where do we go from here?

**8:59 PM**

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**Addenda**

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## **Addendum 1:**

### **Shirley Warren's letter re crosswalks.**

Bill and others

I'm very glad that the Grove Street crosswalk/Main Street parking space issue is going to be addressed soon.

I have another suggestion for a crosswalk, although perhaps this should be addressed to the Village?Town? board(s). I have a friend who lives in the Mulberry Square Apartment complex on the north side of Henry DuBois, just up the hill (east of) the Church Street intersection. As you all know, there is no sidewalk on the north side of DuBois. However, there is another safety issue that I think needs to be addressed. A lot of senior citizens live in Mulberry Square Apartments. I know that many of them walk to the village. There is no crosswalk there (or anywhere on DuBois, for that matter). Very few motorists obey the 30 mph signage, and it is very difficult to safely cross the street from the opening of the Mulberry Square driveway to get onto the sidewalk on the south side of DuBois. (I'm unaware of how the village/town would deal with this situation. Are there any crosswalks in the town?) At any rate, when I have visited my friend in Mulberry Square, I've often had to *run* to cross the street to get to the south side of DuBois. I'm in pretty good shape, but sometimes I've seen hunched-over old ladies hobbling across DuBois, and it's scary.

## **Addendum 2:**

### **Bill's response to inquiry by Paul Nathe concerning Oakwood crosswalks. Mr. Nathe's inquiry is on Page 4.**

Dear All:

I received this note from Mr. Paul Nathe of Mountain Rest Road via Kitty Brown, who sent it to the TIC. I applaud him for writing to the mayor and police chief about his concerns. Kitty has asked the TIC whether it ought to be added to the next TIC agenda.

I think it raises an interesting issue concerning the intersection of Main and Oakwood. My own initial response is that it's a good idea to have double crosswalks at this location. Having only one crosswalk is not a minor inconvenience to pedestrians; rather, it's a major inconvenience, and it becomes an invitation to cross without a crosswalk at the unmarked portion. Pedestrians do need to exercise common sense; however, education needs to be directed towards drivers at least as much as towards pedestrians.

As all bicycle advocates know, there's safety in numbers. The more bicyclists (and pedestrians) on the streets, the greater the awareness on the part of motorists that they need to exercise caution. The question then becomes: how can our community make it as easy as possible to walk and bike?

For all concerned, Oakwood and Main is a difficult intersection. It raises my blood pressure whenever I drive through it, whether making the right from South Oakwood onto Main Street, or driving east- or westbound on Main Street.

What I see regularly at this and other crosswalks is a great deal of caution, even timidity, on the part of pedestrians. Not having been at the incident Mr. Nathe describes, it's not clear to me that an individual crossing thoughtlessly in a crosswalk would have been any more thoughtful if the intersection were not marked, or if he had to cross to a single crosswalk.

Nevertheless, the new crosswalk at Grove and Main is only a single crosswalk. Perhaps traffic engineers require a single crosswalk at a "tee" intersection, while Oakwood, a "through-intersection" with more pedestrian and motor traffic, requires installation of a double crosswalk. Is anyone aware of how this decision is made?

I don't have much experience with this kind of planning. I do think that pedestrians ought to have the right of way. It goes without saying that motorists, bicyclists and people on foot ought to use common sense (and the rule of courtesy) as they proceed through the streets.

Any thoughts about this? Should the bike-ped committee place this our next agenda? We may be meeting again on 12/10.



Bill Weinstein  
Chair, New Paltz Bicycle and Pedestrian Committee

P.S. I believe that Mr. Nathe's suggestion about eliminating the parking space at Grove anticipates the decision that's been made to do exactly that, for the reasons he suggests. P.P.S. IMHO, the greatest safety bang for the enforcement buck would come from ticketing drivers who are using their cellphones. My unscientific survey of this issue suggests that cellphone use is actually increasing.

**From:** [Nathe, Paul R.](#)  
**Sent:** Wednesday, November 21, 2012 11:52 AM  
**To:** 'Chief'  
**Cc:** '[mayor@villageofnewpaltz.org](mailto:mayor@villageofnewpaltz.org)' ; '[PlanB@hvc.rr.com](mailto:PlanB@hvc.rr.com)'  
**Subject:** crosswalks

I continue to see near misses and confusion at our crosswalks.

Yesterday I saw a driver get confused coming out of the intersection at Main and Oakwood Terrace.

When the traffic had passed, making a right out of N. Oakwood safe for her and the young child in the back seat, a pedestrian had quickly moved up the sidewalk on her right and walked into the crosswalk. The driver's attention had been to the West, where that crosswalk was continuously in view. Quick braking by the driver was required.

This new creation of crosswalks has had the unintended effect of inducing many pedestrians to not employ any sense of what is going on around them.

My point: I think that double crosswalks, except where there is traffic light control, adds a level of risk.

A single crosswalk would entail only the smallest detour by pedestrians.

Finally, I am again suggesting that the crosswalk coming out of Grove Street would be safer for pedestrians crossing from North to South across Main Street if the last parking space on Main was eliminated. An additional benefit is that driver's coming out of Grove would have a useful view up Main, whereas now, they have to pull into traffic to see on-coming traffic.

Mayor West, if this is your call, please contact me.

Paul Nathe, 54 Mountain Rest Rd., New Paltz, NY 12561  
845-897-8123 (day/work phone)

## **Addendum 3: New York Bicycling Coalition email about NYSDOT Draft Capital Plan**

### **Media Release**

#### **NYS Dept. of Transportation's Draft Capital Plan misses 1/4 of traffic deaths/injuries Complete Streets Law mandates also ignored in Plan**

For additional information contact:  
Brian Kehoe, Executive Director  
518-436-0889  
[brian@nybc.net](mailto:brian@nybc.net)

Upon careful review of the recently released New York State Department of Transportation's (NYSDOT) Two-year Capital Plan, the New York Bicycling Coalition (NYBC) is dismayed to report that this critical planning document entirely excludes walkers and bicyclists. In fact, while all other transportation modes (automobile, transit, plane, etc.) are accounted for throughout the draft Plan, bicycling and walking are never mentioned. [Click here to view the Capital Plan.](#)

**NYBC Board President Paul Winkeller stated,** "To say we are puzzled that New York's Transportation Department could develop a capital program omitting bicycling and walking, two critical and increasingly popular modes of travel, would be a huge understatement. Bicycling and walking are primary transportation modes for many state residents - including the young, the elderly, people with disabilities, and low-income populations. Official statistics show that citizens biking and walking are involved in a quarter or more of traffic related injuries and fatalities. These accidents are tragic and collectively represent a tremendous, ongoing societal expense in terms of health care and legal costs."

The [NY Bicycling Coalition web page](#) briefly describes the very high return-on-investment of providing equal safety and access to bicyclists and pedestrians. These infrastructure enhancements are critical for the health of New York's citizens and in creating a 21<sup>st</sup> century work and lifestyle environment that are key to fostering economic development throughout the state.

**Brian Kehoe, NYBC Executive Director**, added, "NYSDOT's Draft Capital Plan is frightening in its complete neglect of critical transportation modes and NYBC has expressed these concerns to the Governor's Office. Many citizens, including children and the elderly, rely solely upon walking and bicycling. People around the state consistently cite safety concerns as the biggest reason they don't walk and bicycle more often. NYSDOT has a responsibility to at least attempt to address the serious safety concerns these citizens face every day. DOT should amend the draft Plan to explicitly address walking and bicycling safety concerns."

*The purpose of the New York Bicycling Coalition (NYBC) is to serve the State of New York and its residents by promoting the safe use of the bicycle and walking as modes of transportation, sport, recreation, health, environmental protection, energy conservation, tourism and economic development. For twenty years, NYBC has advocated for the rights of all bicyclists and pedestrians throughout New York State by supporting safety, education, and access for road and trail users.*



New York Bicycling Coalition  
PO Box 8868  
Albany, New York 12208

## **Addendum 4:**

# **Draft of letter to Town and Village Board about NYSDOT Draft Capital Plan**

The New Paltz Bicycle and Pedestrian Committee is writing to Village and Town boards to ask the boards to write to the Governor, State Assemblyman and State Senator, and New York State Department of Transportation Commissioner Joan McDonald to express their concern that the current NYSDOT draft capital plan does not make any specific mention of bicycle and pedestrian concerns.

The following would serve as a template for a letter to these officials:

**We are pleased that Governor Cuomo has made “historic investment in transportation infrastructure the cornerstone of the economic development blueprint for the State” and we’d like to thank the administration for keeping the Recreational Trails Program intact. However, we are concerned that NYSDOT’s recently-released draft Two-Year Capital Plan does not appear to recognize bicycling and walking as a key component of our transportation system.**

**The plan defines multi-modal transportation as consisting of highways, transit, rail, ports and aviation, but nowhere does the Plan name bicycling and walking as part of this multi-modal system. As NYSDOT’s Capital Plan is designed to direct the agency’s decision-making and resource allocation for the next two years, we encourage you to include biking and walking among the agency’s capital investments. Infrastructure that supports and grows the amount of bicycling and walking must be recognized in the strategic investment blueprint as it is directly in line with NYSDOT’s stated goals to improve livability, the environment, and economic development in the state.**

**UC COUNTY COMPLETE.**

**HURRICANE SANDY. GOV’R’S CONCRETE COMMITMENT TO AVERT FUTURE DISASTERS.**

**A HUGE STEP BACKWARDS**

**IMPORTANCE OF PHYS ACTIVITY FOR HEALTH.**

**There are no references at all in the report to bicycles and bicycling, and pedestrians or sidewalks. There is no reference to global warming and climate change and the importance of creative transportation policy in helping to address the problem, or to the importance of walked-in and biked-in communities as a way of creating healthy communities, healthy on many levels. Here in Ulster County, there is a dearth of bike lanes and comfortable, bikeable shoulders, essential amenities if we are to get more of our neighbors out of cars and onto bikes.**

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**Infrastructure that supports bicycling and walking is critical because it:**

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- 4. Makes travel safer for persons of all ages and abilities by establishing a non-motorized link in our transportation system. The National Highway and Traffic Safety Administration's Fatal Accident Reporting System (FARS) indicates that approximately twenty-five percent of all highway fatalities in New York State involve a person walking or bicycling.[2]**
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## **Addendum 5: Draft of letter to Supervisor Zimet & Mayor West. (Judy Mage has asked us to reconsider this issue.)**

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December 12, 2012

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From: New Paltz Bicycle & Pedestrian Committee  
Topic: Connector road between Woodland Pond and Lent Farms

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One member of the committee went to look at the road on November 12. While there, he spoke to the contractors who were laying pipe at the site. They said they see people walking and biking through this lane all day, including lots of Woodland Pond residents who see fit to stay fit by proceeding on foot or by bike. What is the alternative for them? The narrow straits of North Putt Corners Road? For many people, the best recommendation for taking that route into the core is that the New Paltz Rescue Squad is headquartered there.

The committee therefore strongly recommends that the Town and Village work together to see that this critical bike-ped connection remains open.

One related recommendation concerns the striping of the connector road. At present, there is a two-way bike lane on one side of the road. A thoroughfare with one, two-way bike lane does not conform with the norms of New York State roadway design. It sets up a natural conflict for bicycles headed in opposing directions; bicyclists avert the danger to themselves by proceeding into the motor-vehicle lane, which presents an additional safety hazard.

The committee therefore strongly recommends the following:

4. The access road should have a single, marked pedestrian lane, on the west side of the road.

5. The Bike Lane sign would have to be removed.
6. Bicycles would proceed on this road using the main roadway and not a dedicated bike lane.

Thank you for the opportunity to offer comments on this issue. Please contact the committee if you require further information.