

Bicycle Pedestrian Committee
Minutes– January 14, 2013
At Village Hall
7:00 – 9:00 PM

The meeting was called to order at 7:08.

Present:

Town: Alan Stout, Bill Weinstein
Village: Justin Dates, Judy Mage
Village Planner: Curt Lavalla

Absent:

Town: Clark Peaslee, Jackie Andrews
Village: None.
Village Liaison: Ariana Basco (needed to be at Town Planning Board meeting concerning Park Point)
Town Liaison: Jeff Logan

Announcements

- We continue with two vacancies for village reps.
- The town will move forward with appointing Peter Kaufman to the SUNY seat.

Public Input

- Village Mayor Jason West spoke to the committee about the cost effectiveness of getting a sidewalk fabrication machine. Examples of such machines are Power Curbers and Power Pavers. The cost of the additional DPW employee, who could be used for other tasks, would conceivably be more economical than contracting for sidewalk installation and replacement, which would be paid for with bonds. Doing things in-house could be cost-effective.

Old Business

1. **Bicycle Parking at Thruway Park & Ride.** Nothing to report. Subsequent to the meeting, Lisa Mondello from DOT, in an email to Bill, expressed disappointment that the bike shelter is not yet up and promised to follow up.
2. **South Putt project: funding, local advisory committee.** On 12/26/12, Ulster County approved up to \$341K to move the project forward.. The committee needs to write a formal thank-you from the committee. The Ulster County Transportation Council (UCTC) meets once a month. Curt Lavalla goes to the meeting. He reminded UCTC Strategic and Technical Committee of the need for local input in the project. Brian Slack is project manager for all of UC transportation, and he has suggested to Curt that as many members of the public attend UCTC meetings. County Legislator Hector Rodriguez is the New Paltz voting rep on the committee. The next UCTC meeting is 2/22 at 9:30 am, at SUNY Ulster. Although the project specifications layout a plan for wide shoulders on both sides of South Putt, UCTC has put forth the idea of creating a dedicated bike-ped lane on one side of the road, the notion being that it might be less expensive (due to lessened costs of land acquisition) and safer. Alan Stout said we ought to see plans for the original concept as well. Justin Dates, committee representative to the proposed local advisory committee for the project, who himself is a landscape architect, said that UCTC's floating this idea does not mean that building it this way is a foregone conclusion. The planning report has to look at alternatives before deciding on the final plan.
3. **Woodland Pond/Lent Farms connector.** Peter Kaufman reported that there is a gate up and that the road has a semi-hard surface that accommodates bikes. It should be open in 3-4 weeks. The Lent development and Woodland Pond are apparently still at odds with each other. Woodland Pond certainly would not wish to have its site-plan revised at this date, several years after opening its doors, and thus would like to see the connector generally open to traffic.
4. **Cherry Hill neighborhood (Joalyn Road)/“The Ridge” apartments (Route 32) connector.** Cur Lavalla has looked through the entire site plan file and does not find anything on the site plan referring to bike-ped access between Cherry Hill and the apartments. Curt plans to go to the Village Board with language to insert a paragraph into the new code that ensures bike-ped access when site plans are approved.

5. **Safe Routes to School technical assistance grant.** There was no decision about this grant as of the meeting. [NOTE: Subsequent to the meeting, Ulster County awarded one of the two grants to the Village and Town of New Paltz. More about this at the next meeting.]
6. **Chestnut Street reconstruction at the culvert at Stewart's: letter to the Town and Village.** Judy Mage will draft a letter for review online and presentation at the next meeting.
7. **Village and Town responses to bike-ped resolution re NYSDOT 2-year capital plan.** Although both the Village and Town boards unanimously agreed to support the committee's proposal, at the time of January meeting, neither the mayor nor the town supervisor had sent the letter to the governor. Bill will follow up.
8. **Draft of Village North Chestnut Gateway plan.** Shelved.
9. **Preliminary bike-ped survey results. Where do we go from here?** Shelved.

New Business

1. **Shirley Warren's query re crosswalks on HWDuB.** Shirley has suggested to the committee that the Village needs to install a crosswalk from the Mulberry Square Apartment to the other side of HW DuBois. This is also an area with a significant gap in sidewalk. While the south side of HWDuB has a sidewalk from Church to Prospect, there is none at all on the north side. Mulberry Square residents typically want to cross there. The committee endorsed Alan Stout's suggestion that this improvement be added to the Sidewalk Master Plan and that the committee make a recommendation to the Village Board. The committee also endorsed the idea of asking Shirley to create a petition urging the Village to act on the plan and to circulate it among Mulberry Square residents.
2. **Pedestrian and Bicycle Information Center (PDIC) Thursday, 1/29 webinar: "Toward Zero Deaths". (See Addendum 1.)** Bill suggested that interested committee members might watch this.
3. **Ulster County offer of bike racks.** The committee rejected Ulster County's offer of surplus bike racks that had become available because they did not conform to Association of Pedestrian and Bicycle Professionals (APBP) guidelines. Curt Lavalla will show APBP bike-rack guidelines to UC planning officials.
4. **Requesting Town and Village to request that the proposed Highland-Walkkill Valley rail trail link be placed on the Ulster County TIP. (See Addendum 2.)** The Southern Ulster Alliance (SUA) spent many years trying to set a plan in place to connect the Highland and Walkkill Valley rail trails, culminating in a December 2010 feasibility study. The time seems appropriate to see its placement on the Ulster County TIP. Even though Ulster County is perpetually strapped for transportation funds, and thus this may not be the most timely moment for adding a project to the TIP, if it is not added it will never be built. By consensus, the committee endorsed the idea of asking the Town and Village to embrace the proposal and seek county support for giving the project official recognition by elevating its status
5. **Icy, snowy sidewalks.** Curt would like the Village to find a solution. \$80-240 fines don't seem to be a motivator to get property owners to clean snow and ice from their sidewalks. The only current answer seems to be having Kathy and Holly doing more than one marathon session but rather to go out repeatedly until snow melts. Curt will authorize the person power to do this. The enforcement needs to continue until we're done.

The meeting adjourned at 9:12 pm.

Addendum 1

PBIC News Brief

News from the Pedestrian and Bicycle Information Center



January 9, 2013

PBIC Announces Free Webinar on Toward Zero Deaths Strategies

CHAPEL HILL, NC — The Pedestrian and Bicycle Information Center (PBIC) announces the next free Webinar in its Livable Communities Webinar Series:

Toward Zero Deaths: Strategies for Pedestrian and Bicycle Professionals

Thursday, January 31, 2013

2:00 p.m. — 3:30 p.m. EDT

To register, please visit <https://www2.gotomeeting.com/register/860927866>.

The vision of "Toward Zero Deaths" (TZD) is predicated on the assumption that no traffic death or serious injury should be considered to be acceptable.

Launched as a plan for highway safety in Europe, the principle has gained popularity in the U.S. in recent years, and some state and local agencies have adopted TZD language among their agencies' safety goals.

Researchers at the Pedestrian and Bicycle Information Center have developed a list of key TZD strategies that are considered to be among the most effective in reducing pedestrian- and bicycle-related deaths and serious injuries on our nation's streets and highways.

Presenters Charlie Zegeer, PBIC director, and Carl Sundstrom, PBIC program manager, will discuss a wide range of engineering, education, enforcement, policy, and funding strategies that are the most promising in reaching TZD successes for non-motorized travelers.

PBIC offers free, public Webinars approximately every other month. To register for upcoming Webinars and to access archived presentations, please visit www.walkinginfo.org/webinars.

Since its inception in 1999, PBIC's mission has been to improve the quality of life in communities through the increase of safe walking and bicycling as a viable means of transportation and physical activity. The Pedestrian and Bicycle Information Center is maintained by the University of North Carolina Highway Safety Research Center with funding from the U.S. Department of Transportation Federal Highway Administration.

Pedestrian and Bicycle Information Center

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Addendum 2: Walkkill Valley – Highland rail trail connection

Executive Summary

Through the development of a linking trail between the Walkkill Valley Rail Trail and the Hudson Valley Rail Trail the Southern Ulster Alliance communities have an opportunity to create a trail network that is unlike any in New York State. One can envision waking on a sunny morning in New Paltz and jumping onto a bicycle, and after biking for a few minutes through New Paltz and Lloyd, crossing the Walkway Bridge into Poughkeepsie. Once there, biking to the Poughkeepsie Rail Station where you can park your bike in your personal locker and hop onto the Metro- North train to complete a commute to an office in Manhattan. On the commute back home, one might have passed families out for a stroll, runners pushing baby carts, and cycling groups training in their team colors. This brief future scenario points out some of the opportunities presented as a result of this project and how the project will provide an attractive system for the widest possible range of trail users.



The Wallkill Valley Rail Trail to Hudson Valley Rail Trail link, an idea given life by members of the Southern Ulster Alliance, is a complex project as it will involve routing a trail through the densely populated Village of New Paltz, while providing a convenient way for pedestrian users to visit Main Street in the Village. The project will require the routing of a safe off road way for cyclists and pedestrians to pass through two of the busiest and most congested intersections in Town of New Paltz. This path will need to cross the NYS thruway either by way of the existing bridge which was not designed for the trail, or by way of a potentially costly new structure. The trail will then be routed down Route 299, one of the busiest State roads in Ulster County to a connection with the existing Hudson Valley Rail Trail in the Town of Lloyd.



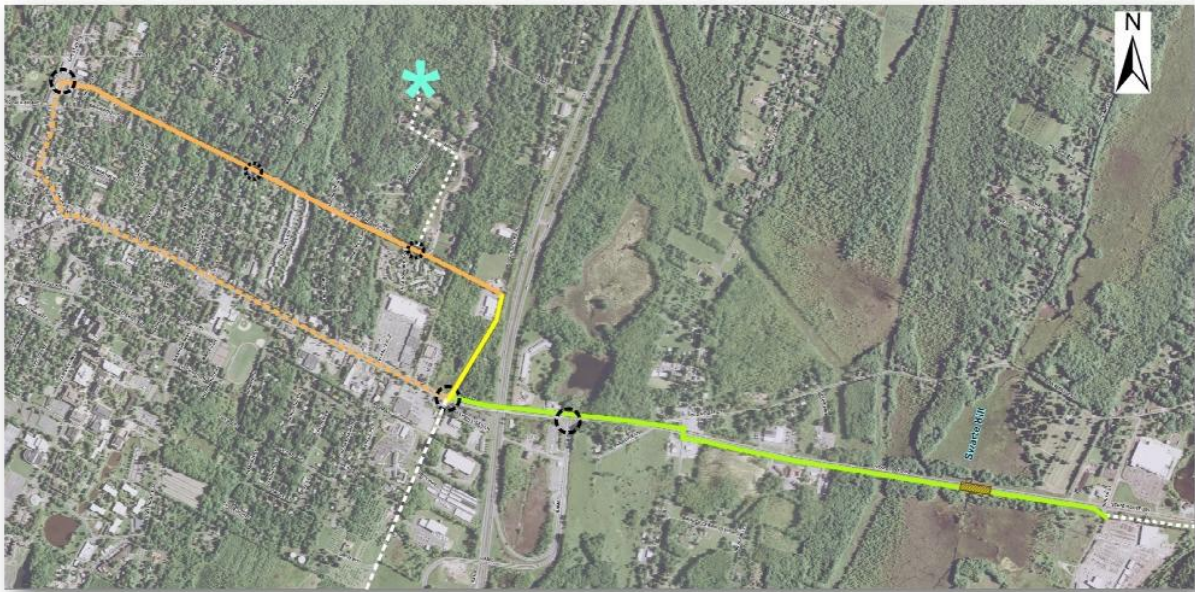
Creation of two roundabouts at the critical intersections could provide benefits to motorists, cyclists and pedestrians; improving safety for all, eliminating the need for a left turn lane on the bridge and allowing space on the bridge for a shared-use path.

The link project presents what some may perceive as insurmountable barriers, requiring a thoroughly committed group of trail advocates to keep the project viable. With the help of planners from Ulster County, the Hudson River Valley Greenway and the municipalities of the Town of New Paltz, Village of New Paltz, Town of Lloyd, Town of Gardiner, Town of Marlboro and the Town of Plattekill, the Southern Ulster Alliance was able to progress the idea and prove the feasibility of trail, while exposing the overwhelming benefits to be gained by the surrounding communities. This feasibility study provides the important step between the idea and the construction project by presenting a review of planning efforts for the trail, testing of the validity of the preferred trail routes, investigating the existing conditions of the corridor, evaluating the most suitable trail sections, providing a breakdown into phases, and providing concept level budgets for each system component. This report is intended to provide the bridge that is needed towards construction projects that will make the trail link a

reality, creating a database of information to draw from, and providing 'tear-out' summaries for each of the future construction projects.

The Projects

The link is broken down into eight distinct projects, each of which could be funded as a stand-alone project under any number of parks and recreation, trail, or highway funding programs. The projects are:



[NOTE FROM BILL: IN THE PDF OF THE EXECUTIVE SUMMARY, THE LETTERS IN THE FOLLOWING LIST WERE NOTED ON THE ABOVE PHOTO. THEY DID NOT SURVIVE THE CUT-AND-PASTE OPERATION THAT PLACED THE TEXT IN THIS AGENDA.]

- A. North Chestnut Street Park and Ride Lot Improvements and North Chestnut Street Shared Use Roadway
- B. Roundabout at Henry W. Dubois Road and North Chestnut Street
- C. Henry W. Dubois Bicycle Boulevard
- D. North Putt Corners Road Shared Use Path
- E. Roundabout at Putt Corners and NYS Route 299
- F. NYS Thruway Crossing along Route 299
- G. Roundabout at NYS Thruway Exit 18 Ramps and NYS Route 299
- H. NYS Route 299 Shared Use Path and Ohioville Road Intersection

In addition to the list of projects and construction budgets, the feasibility study will evaluate potential trail design standards and distill that list down to the most

appropriate standards for the projects. Standards for trail design, signage, traffic calming, trailheads, parking, comfort and transitions are provided.

One of the most important accomplishments of this feasibility study is the agency coordination conducted beginning shortly following the project kick-off. It is extremely valuable to have representatives from NYSDOT, NYSTA, Ulster County Highways and Ulster County Planning, and local municipalities discussing potential routing and design solutions during the development of solutions that can meet the objectives of the trail, while meeting other objectives of improved traffic function, pedestrian safety improvements, and highway corridor aesthetic improvements. The projected cost for the entire list of projects is just under \$11M in 2014 dollars and could be completed by 2015.