

**Bicycle and Pedestrian Committee**  
**Minutes –May 13, 2013**  
**At Village Hall**  
**7:00 – 9:00 PM**

**The meeting was called to order at 7:02.**

**Present:**

Jackie Andrews, Town  
Ariana Basco, Village Liaison  
Justin Dates, Village  
Peter Kaufman, SUNY New Paltz  
Curt Lavalla, Village Planner  
Daniel Lipson,, Visitor & Town resident  
Judy Mage,, Village  
Alan Stout, Town  
Bill Weinstein, Chair & Town member

**Absent:**

Ariana Basco  
Clark Peaslee, Town

**Announcements**

1. We still have two Village rep vacancies. At least two Town vacancies will occur in the near future, including Jackie Andrews's departure.
2. Jackie Andrews will be leaving the committee. She is retiring and moving from New Paltz. She will attend the June meeting.
3. Tom Weiner is the new NYSDOT Region 8 chief executive.

**Public Comment**

- None.

**Approval of April minutes.**

Approved.

**Old Business**

1. **Bicycle Parking at Thruway Park & Ride.**
2. **South Putt project.** The project is moving forward. Justin Dates sent committee comments to the project manager. The county is currently doing traffic counts and surveying the route.
3. **Woodland Pond/Lent Farms connector.** The committee discussed the new, painted shoulder on Lent Drive and the need to speak to the Highway Superintendent about how decisions about road striping are made.
4. **Safe Routes to School technical assistance grant.** The county has formed a selection committee for the consultant who will provide the technical assistance.. The RFP went out last Friday. Shawangunk, Lloyd, and the Town & Village of New Paltz are the municipalities selected by the county.
5. **Committee member recruitment.** Bill will prepare a letter to the NP Times. Judy Mage suggested a poster for placement in key locations in the community. Perhaps someone could spread the word at this weekend's Fats in the Cats Bike Swap. Peter Kaufman could become a Village member if needed, freeing up the SUNY rep position in case someone else wanted it.
6. **Chestnut Street reconstruction at the culvert at Stewart's: letter to the Town and Village.** Judy wants the committee to send the letter she drafted. Bill promised to follow up on this but has not. Draft is attached for reconsideration. Bill promises to do a rewrite to send to Judy.
7. **Village and Town responses to bike-ped resolution re NYSDOT 2-year capital plan. Update.** The New York State Bicycle Coordinator for NYSDOT finally responded to the committee. Bill will forward his letter.
8. **Shirley Warren's query re crosswalks on HWDuB. Mayor West's response. Revisiting this issue and responding to Mayor West's questions.** At the last meeting, the committee endorsed the installation of a

crosswalk at Mulberry Square on HW DuBois. Mayor West wrote to the committee questioning whether this location is a priority and whether it jumps the gun in light of his policy objective of bonding for large-scale sidewalk and related improvements under the blueprint of the Sidewalk Master Plan. Village Trustee Ariana Basco, Village liaison to the committee, spearheaded the Village's allocation of \$20,000 toward this project. (The actual project is likely to cost less, but the allocation itself would be to the Sidewalk Fund with an eye funding to additional, future projects..) The committee re-opened discussion on this topic, per the mayor's request. Discussion eventually enumerated several pro's and cons, as follows:

- a. Pro's: a constructive response to the request of citizen activists; it's do-able because the location is entirely under the Village's jurisdiction; we should take something we can actually accomplish; the large-scale enactment of the Sidewalk Master plan will likely not happen.
- b. Con's: Other locations should take priority, for instance, the Teen Scene; would it be better to place the crosswalk at Church Street, another highly-used pedestrian path across HWDuB somewhat north of the proposed Mulberry Square location; should traffic calming devices, like traffic tables, be put in place; is there a conflict with cyclists at this location that needs to be understood.
- c. Ariana noted that there is a lack of data about pedestrian and other accidents in New Paltz. (This lack of data suggests that there could indeed higher-priority locations.) Ariana will discuss this at Police Commission.
- d. Is signage folded into the final cost projection?
- e. In the end, the committee unanimously adopted the following resolution: The committee recommends the installation of a crosswalk on HW DuBois, running from Mulberry Square Apartments to Briarwood Court, with the provisos that there be adequate road-surface and in-street signage and that a qualified engineer certify that this is a safe location for a crosswalk

#### **New Business**

1. **Improvements to Route 299, Wallkill Bridge to Libertyville (Judy Mage)** Judy Mage proposed what she sees as a low-cost laying down of asphalt on the existing flat margin of Route 299 to Wallkill View Farm. She says she has spoke to the members of the Ferrante family and that they would embrace the idea.. The Open Space Institute would also embrace it. It was noted that it would extend a bike route closer to the Gatehouse. Asphaltting the Ferrante side of the road might be more expensive. Justin Dates agreed to look into a back-of-the-envelope estimate of the costs of asphalt for a project like this.

**The meeting adjourned at 8:59.**

**The next meeting will be at Village Hall, Monday, 6/10/13.**

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#### **Judy Mage's draft letter to NYSDOT**

Bike Lanes, Route 32 North, New Paltz  
NY

February 11, 2013

Draft of letter to NYS Dept. of Transportation from New Paltz Bicycle and Pedestrian Committee. I propose we CC it to Village and Town officials, also Kevin Cahill, NYS Assembly, and John Bonasic, NYS Senate. Submitted by Judy Mage

Dear \_\_\_\_\_ (should be to Mid Hudson DOT offices in Kingston and Poughkeepsie and to the NYState DOT in Albany)

When work began to replace the crumbling culvert borders on North Chestnut St. (Route 32 North) in New Paltz, we of the New Paltz Bicycle and Pedestrian committee as well as many others in the local bicycling community were encouraged to believe that the road would be made safer for cyclists and pedestrians. That is, we hoped that the

shoulders of Route 32, which narrowed down from several feet to about a foot on either side of the road over the culvert, would be widened. It is extremely dangerous for a walker or cyclist to continue along Route 32 just south of Stewarts, because this involves moving out into the line of traffic on both the east and west sides of the road. Traffic, including trucks and buses, can be quite heavy on this road, and it is very hazardous to move from the shoulder right out into the traffic lane. We really thought this situation was going to be remedied and in fact were led to believe that it would be.

We contacted the DOT office in Kingston which was doing the actual work of repairing the railings and reinforcing the concrete foundation. We were delighted when we were assured that there would be sufficient widening of the road above the culvert so that biking and walking could be made safer. ( Regarding pedestrians: there is a sidewalk on the east side of the road, but none on the west side.)

As work progressed we discovered that the new barrier on the east side left only 12 inches between the lane stripe and the barrier itself. This is no better than what there was before repairs. We contacted the DOT office in Kingston again, and were told that it was impossible to widen the shoulder on the east side of the culvert but that definitely the west side would be at least four feet wide. One of our committee members, who had continued to monitor the construction, was assured by the crew working on it that the width of the shoulder just north and south of the culvert would be continued over the culvert.

To our dismay this did not happen. When the work was completed, the space between the road striping and the barrier was only 16 inches, again not nearly wide enough for cyclists or pedestrians, without exposing them to the passing cars, trucks and buses.

When we called the Kingston office of DOT to complain about this outcome, we were told that it was too expensive to do it any other way.

How much are the lives and limbs of cyclists and pedestrians worth?  
Why were we initially told that the shoulders would be sufficiently widened? This road is designated as a bike route. Why did the reconstruction of the culvert maintain the passage over it in such a dangerous condition, when there was such a great opportunity to improve it?

Despite all the modifications that have been put in place for a number of years in various jurisdictions in New York State that encourage safe cycling, this progress seems to have essentially bypassed Ulster County. Most projects that were on the books have either been endlessly delayed, or removed from consideration even when major repairs and upgrades were being made. Why is this? (Example: Route 299 west of the New Paltz bridge.) Is there so little consciousness of the value of non-motorized transportation, both for our environment and for the health of the people involved? Why is the DOT ( and Ulster County Department of Highways) so lagging behind in improving conditions for cyclists and pedestrians? And why were we so misled regarding what was going to happen to the road over the culvert on Route 32 north?

Thank you for your attention this important matter, and for answers to

our questions.

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**Correspondence from Mayor West, Trustee Ariana Basco and others regarding the crosswalk at Mulberry Square Apartments which the committee approved at April's meeting. Listed chronologically. (Slightly edited, removing some boilerplate closing material from some emails. All matters of substance were included.)**

*From Mayor West, 5/9/13, 1:58 pm. Sent to Wweinstein@aol.com, GKGallerie@aol.com, basco54@gmail.com, sallymrhoads@gmail.com, rrrrotzler@gmail.com, thomasrocco@gmail.com*

Bill and Gail [Gallerie] -

At the last minute, Ariana pushed for \$20,000 to be added to the budget to pay for pedestrian improvements at mulberry square. no other projects were included.

since she has been the liaison to both the Bike/Ped Committee and the TIC for two years and is well aware of the proposal to bond for a complete sidewalk package you will soon be discussing, I assume she worked with you both to identify mulberry square as both an urgent need that cannot wait to have it done less expensively and the top priority village-wide for pedestrian and bike access.

Can you provide some sense of your discussions at the meetings when she asked your advice on the best use of the \$20,000 she proposed?

She did not provide any cost estimates, project scopes or anything in writing at all - she just wanted \$20,000 put in the budget no questions asked and the Board agreed to.

So i'm trying to fill in the details and would like to hear why this was proposed.

The only thing I know is we got a letter from a resident asking for it, but I have a hard time believing Ariana would advocate increasing taxes by 1% to pay for a project just because one person asked for it, without finding out how much it costs or consulting with the many volunteers who have been working on this issue for years.

So is this a good use of \$20,000 worth of pedestrian improvements?

Jason=

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*From Bill Weinstein in reply to Mayor West's initial email.*

Subject: Re: mulberry square crosswalk

Date: 5/9/2013 10:41:51 P.M. Eastern Daylight Time

From: Wweinstein@aol.com

Reply To:

To: jasonwest.mail@gmail.com, GKGallerie@aol.com, basco54@gmail.com, sallymrhoads@gmail.com, rrrrotzler@gmail.com, thomasrocco@gmail.com

Hello, Everyone.

I'm writing to acknowledge this obviously critical email exchange.

Rather than write impulsively, I'd prefer to collect my thoughts about this and respond appropriately.

Additionally, there is a bike-ped meeting on Monday evening, which would give the committee as a whole a chance to weigh in.

I'll get back to you shortly.

Bill Weinstein

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*Mayor West's reply to Bill's response:*

Date: 5/9/2013 11:48:22 P.M. Eastern Daylight Time

From: jasonwest.mail@gmail.com

Reply To:

To: Wweinstein@aol.com

CC: GKGallerie@aol.com, basco54@gmail.com, sallymrhoads@gmail.com, rrrrotzler@gmail.com, thomasrocco@gmail.com

perfect. personally i'd like to get the committee's advice before we move forward with preparing bid documents.

if you all and ariana come up with a better option I'm sure she'll bring it to te board. at least we'll have 20 grand worth of work done

jason

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*Mayor West's response to Gail Gallerie, who responded to his initial email:*

**Subject:** Re: mulberry square crosswalk

**Date:** 5/10/2013 4:10:52 P.M. Eastern Daylight Time

**From:** jasonwest.mail@gmail.com

**To:** GKGallerie@aol.com

**CC:**

Wweinstein@aol.com, basco54@gmail.com, sallymrhoads@gmail.com, rrotzler@gmail.com, thomasrocco@gmail.com

Great, thanks.

I don't know where the overlap is, since the transportation plan has so much about pedestrian issues.

Jason

*[Gail Gallerie's response:]*

On 5/10/2013 2:45 PM, GKGallerie@aol.com wrote:

> Jason, the Mulberry Square crosswalk has not been discussed by TIC but  
> that is not notable since this type of project falls primarily within the  
> purview of BPC. I see that Bill Weinstein has replied and that he is  
> expecting BPC to consider as part of its agenda at their upcoming meeting.

Hi Bill,

I am forwarding Sally's email to gail regarding Jason's ridiculous email. He obviously hasn't read the email including all the letters from mulberry square residents or listened when I brought this up as something that originated at a bike ped meeting. I'm sorry.

Peace, Love & Positivity In Transition!  
Ariana Basco  
New Paltz Village Board Trustee

----- Forwarded message -----

From: **sally rhoads** <[sallymrhoads@gmail.com](mailto:sallymrhoads@gmail.com)>

Date: Thu, May 9, 2013 at 2:17 PM

Subject: Jason's email

To: Gail Gallerie <[GKGallerie@aol.com](mailto:GKGallerie@aol.com)>

Cc: Ariana Basco <[basco54@gmail.com](mailto:basco54@gmail.com)>, Brian Kimbiz <[briankimbiztrustee@gmail.com](mailto:briankimbiztrustee@gmail.com)>, Stewart Glenn <[stewartglennnewpaltztrustee@gmail.com](mailto:stewartglennnewpaltztrustee@gmail.com)>, Joe Eriole <[vonplawyer@live.com](mailto:vonplawyer@live.com)>

Dear Gail,

As Chair of the TIC Comm. I ask you to please disregard Jason's email of misinformation. Ariana asked that \$20,000 be added to the sidewalk repair reserve fund. She had the support of 3 other board members. The Mayor has totally disregarded her repeated concerns over the last two years regarding

sidewalks, including as you know the reconstruction/repair of the sidewalks of Huguenot which he promised to do in his first administration.

Ariana only wanted to insure money would be available should a problem of liability potential occur and now it has. The Board has not been presented with a complete sidewalk plan for bonding. It has been suggested, but there has been no follow through by the Mayor. Furthermore, when pointed out that the Bike/Ped Comm. has already proposed a complete prioritized plan, I believe the Board was told it could not be found by the Mayor.

As you know, the Mayor has not been to the last 3 meetings, so he is unaware that Ariana is working on cost estimates etc to solve the immediate problem of Mulberry Square.

Should you have any other questions regarding this topic please ask Ariana.

Thanks!

Sally