Appendices

APPENDIX A: Background Information Review

APPENDIX B: Public/Stakeholder Involvement

APPENDIX C: Public Comments on Draft Plan

APPENDIX D: Resource Agency Comments

APPENDIX E: Technical Information

APPENDIX A: BACKGROUND INFORMATION REVIEW

At the beginning of the UCTC Long-Range Transportation Plan (LRTP) update, the project team reviewed a myriad of other regional and state plans and activities. Table A-1 summarizes the plans and documents reviewed in the context of the UCTC LRTP by identifying how each plan addresses the following eight goals identified for UCTC's long-range transportation planning effort: (1) system preservation, (2) economic vitality, (3) safety, (4) security, (5) mobility, (6) connectivity, (7) environment, and (8) system management. The plans reviewed include:

- **City of Kingston Intermodal Facility Site Location and Conceptual Design Analysis (2008)** Two site options selected for implementation: S1 Existing Trailways Site and S8 Ulster/Sawkill Road Site.
- **City of Kingston Uptown Stockade Area Transportation Plan (2009)** Plan developed for the Uptown Stockade. Recommendations include curbing extensions and high-visibility crosswalks, street furniture, pedestrian streets, and planting trees and flowers. Improvements proposed for Wall and North Front Streets.
- **City of Kingston/Town of Ulster Quiet Zone And City of Kingston Pedestrian Safety and Mobility Analysis (2006)** Implementing a Quiet Zone which includes twelve public grade crossings within the City of Kingston and Town of Ulster
- **Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis (2005)** To address issues which reflect the current nature of service and the opportunities for the future.
- **Marlboro Hamlet Area Transportation Plan (2008)** The Ulster County Transportation Plan identified the Hamlet of Marlboro as one of four communities in need of mobility and streetscape improvements.
- **Ulster County Non-Motorized Transportation Plan (2008)** Guide to the county for selecting appropriate areas for non-motorized transportation, prioritizing projects, and funding, constructing, and maintaining the non-motorized transportation system.
- **Public Transportation Integration Analysis (2006)** Integration alternatives for combining UCAT and Kingston CitiBus.
- **City of Kingston Route 32 at Fair Street Intersection Study (2006)** The study was conducted in response to the concerns of area residents, agencies, and city officials. (Accident rate is 7 times the statewide average.)
- **Saugerties Area Mobility Analysis (2007)** Study of existing conditions and solutions to minimize traffic disruption in the community, and to provide a balanced transportation system, while maintain the unique character of the Village and the Town of Saugerties.
- **Ulster and Delaware Railroad Corridor Trails Feasibility Study (2006)** Analyze the feasibility and potential for the phased implementation and maintenance of a trail system within the Ulster and Delaware Railroad Corridor right-of-way, from Kingston Point Park on the Hudson River to the Belleayre Mountain Ski Resort at the Delaware County line.

- **Ulster County Integrated Advance Train Detection and Arrival Prediction Implementation Plan (2008)** Conceptually design an appropriate system and develop a plan for providing advance warning to emergency responders of train traffic throughout Ulster County.
- **Washington Avenue Corridor Study (2005)** Summarizes the development of various alternatives to satisfy the long-term traffic growth and site access issues on the Washington Avenue Corridor in the Town of Ulster and the City of Kingston.
- **The SUNY New Paltz Strategic Plan (2006)** Provides a vision for the growth and development of SUNY New Paltz.
- **NYS Strategic Highway Safety Plan (2010)** Includes safety-related performance measures and strategies for the NYS system.
- **NYS Highway Safety Strategic Plan (2015)** Includes safety-related programs and goals for the NYS system.
- **2009 NYS Rail Plan (2009)** Statewide passenger and freight rail plan for New York.
- **NYSDOT Forward Four Guiding Principles (2012)** Four guiding principles used to meet the needs of NYSDOT customers.

Table A-1: Matrix of Plan Features and UCTC Goals

Study	System Preservation	Economic Vitality	Safety	Security	Mobility	Connectivity	Environment	System Management
City of Kingston Intermodal Facility Site Location and Conceptual Design Analysis		Acts as a catalyst for economic development that would integrate retail/tourism into the program.			Combines the various transportation organizations in order to create a more efficient facility.	Establishes an intermodal facility.		
City of Kingston Uptown Stockade Area Transportation Plan		Improves access to the Uptown Stockade District. Reuses more prominent older industrial buildings. Examines/amends zoning laws and building codes to permit mixed use redevelopment of buildings.	Identifies safety improvements for the area. Increases signage.		Identifies bicycle, pedestrian, and transit, improvements for the area to enhance mobility and parking.	Improves multi-modal experience within the area.	Includes Transportation System Enhancements Plan that identifies streetscape improvements that can be made in the Pike Plan area to enhance the physical environment.	Evaluates the adequacy of the items such as sidewalks, pedestrian crosswalks, street furniture, street lighting, bus stop facilities, and bicycle facilities.
City of Kingston/Town of Ulster Quiet Zone And City of Kingston Pedestrian Safety and Mobility Analysis			Performs a pedestrian safety analysis in the City of Kingston, with regard to six grade crossings.		Performs a pedestrian mobility analysis in the City of Kingston, with regard to six grade crossings.			Establishes quiet zone area.
Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis		Improves fare coordination, marketing and land use. Reviews interaction of land use and public transportation.			Provides another modal option, steps should be taken to encourage shared ride, which includes carpools and vanpools.	Provides a "seamless" and "user friendly" public transportation system in terms of schedules, fares and information on how to use the system.		

Study	System Preservation	Economic Vitality	Safety	Security	Mobility	Connectivity	Environment	System Management
Marlboro Hamlet Area Transportation Plan	Preserves the historic character of the community.	Promotes economic vitality. Supports and maintains the Hamlet as a mixed-use center in which residential, retail, offices, and public amenities share the same space.	Uses design features to define the entrances to the Hamlet encouraging slower vehicular speed, specifically when entering the Hamlet. Includes primary intersection safety project		Addresses existing and future parking capacity needs.	Addresses bicycle, pedestrian, and public transit needs. Extends existing transit service from the Hamlet to the south, including access to the ferry and transit in Newburgh.	Addresses landscaping needs.	Reduces local and regional congestion.
Ulster County Non-Motorized Transportation Plan	Preserves and promotes trails.		Provides an important way to promote the system and educate users about NMT safety. The Share the Road program and other proposals in NMT plan will provide health, safety, environmental and quality of life benefits for the county.		Enhances multi-modal transportation through policies and projects.	Connects urban and rural areas. Countywide trails map will help connect people with local trails in their communities. Policies to ensure that appropriate infrastructure improvements for bicyclists and pedestrians become the standard operating procedure for future projects.	Promotes the use of non-motorized modes. Helps air quality by decreasing congestion and the number of vehicles on the road. Increases recreation and conservation opportunities in the county. Establishes county-wide 'friends of trails' organization.	
Public Transportation Integration Analysis		Supports user friendly public transportation in terms of fares.			Supports user-friendly and easily navigable transit services.	Creates seamless and user friendly transit system for existing and potential bus riders.		
City of Kingston Route 32 at Fair Street Intersection Study			Provides additional signage to improve driver guidance. Improves safety, by reducing conflict points. Reduces intersection confusion.		Installs/constructs pedestrian enhancements.			Provides adequate capacity for future growth.

Study	System Preservation	Economic Vitality	Safety	Security	Mobility	Connectivity	Environment	System Management
Saugerties Area Mobility Analysis	Improves navigation for large trucks at certain village intersections reducing damage to the village streets. Maintains the unique character of the Village and the Town of Saugerties. Examines the need for highway/rail grade crossing improvements.	Coordinates future land-use decisions and transportation strategies to maximize opportunities for smart growth. Encourages and continues public/ private partnerships to incorporate new transportation linkages into planned development.	Reduces vehicular delay at rail crossings. Improves pedestrian and bicycle safety along high volume corridors.		Identifies non-standard intersection and roadway geometry and corresponding improvements to enhance safety and mobility.	Creates access management plan for Route 9W. Recommends new transportation linkages for bicycles and pedestrians. Integrates transit with new and existing development.	Creates opportunities for streetscape and landscape improvements. Minimizes the traffic nuisances in most sensitive areas such as congestion, air quality, and noise from heavy vehicles.	Provides an efficient special event traffic management plan.
Ulster and Delaware Railroad Corridor Trails Feasibility Study	Involves restoration of historic sites.	Complements the tourism and recreation economy of the Catskill Mountain Region through the combination of two historic tourist railroads, the trolley and railroad museums, restored historic sites, and a trail for multiple uses.			Provides public access to the currently underutilized railroad corridor.		Provides opportunities for environmental interpretation, fishing, recreational access, and sustainable transportation.	
Ulster County Integrated Advance Train Detection and Arrival Prediction Implementation Plan				Reduces emergency vehicle response time.				

Study	System Preservation	Economic Vitality	Safety	Security	Mobility	Connectivity	Environment	System Management
Washington Avenue Corridor Study		Considers commercial sewer extension impacts on commercial land development in the corridor (which will result in increased traffic and higher property values).	Increases safety by minimizing weaving and vehicular queuing problems.		Simplifies site access by allowing U-turns from all approaches.			Operates at a higher level of service than the current corridor with the proposed roundabout.
The SUNY New Paltz Strategic Plan		Creates a community where talented and independent-minded people foster openness, diversity, artistry, and creativity. Links to the health and vitality of the region, state, and nation through the education of its citizens.					Proposes a campus energy audit coordinated through SUNY system, completion of a second greenhouse gas emission study, curricular innovation, and research efforts guided by the Sustainability Committee to improve the College's sustainability achievements.	
NYS Strategic Highway Safety Plan			Various Safety Improvement Measures. See Note #1	Various Security Improvement Measures. See Note #1				

Study	System Preservation	Economic Vitality	Safety	Security	Mobility	Connectivity	Environment	System Management
2009 NYS Rail Plan	Maintains a good state of repair both upstate and downstate. Maintains northeast rail structure through increased federal investment in passenger rail services. **Goal:** Preserve the existing system as a long-term transportation asset.	Increases Freight Rail Market Includes intermodal facilities and inland ports. Serves businesses upstate and downstate through an integrated network. Increases connections through high speed intercity rail investments to support local economies. **Goal:** Develop a rail network capable of supporting the future needs of NYS residents and businesses and mange it for optimum efficiency. **Goal:** Provide a rail system that is energy efficient and environmentally sustainable and that promotes the integration of transportation, land use, and economic development to support NYS's economic competitiveness and quality of life. **Goal:** Adequate, stable, and predictable funding through public and private sources for rail investments.	Uses rail to reduce risk of accidents and mode hazardous materials more safely. **Goal:** personal safety and infrastructure and property security	Uses rail to reduce risk of accidents and mode hazardous materials more securely. **Goal:** personal safety and infrastructure and property security	Increases intercity passenger rail between NYC-Albany, Albany-Buffalo, Albany-Montreal. Provides reliable, faster, and more frequent travel in these corridors. Support faster movement through high speed intercity rail investments. Improves the railroads' ability to divert truck traffic from overburdened highways increases efficiency. **Goal:** Develop a rail network capable of supporting the future needs of NYS residents and businesses and mange it for optimum efficiency.	Provides intermodal and "last mile" connections through the freight system. **Goal:** An integrated rail system that facilitates the efficient movement of people and goods, expands choices, and improves access to and interconnectivity of all transportation system modes.	Provides a national model with the first "green" shortrail locomotive fleet **Goal:** Provide a rail system that is energy efficient and environmentally sustainable and that promotes the integration of transportation, land use, and economic development to support NYS's economic competitiveness and quality of life.	**Goal:** Develop a rail network capable of supporting the future needs of NYS residents and businesses and mange it for optimum efficiency.

Study	System Preservation	Economic Vitality	Safety	Security	Mobility	Connectivity	Environment	System Management
NYS Forward Four Guiding Principles	**Preservation First:** Focuses on preventive, corrective and demand work using Asset Management principles and data driven decision making. Concentrates on stabilizing the backlog of preservation candidates. Once these assets are in the lower-cost preservation cycle, the future year savings are applied to other candidates to bring them into a state of good repair. **Maximize ROI:** Replaces bridges and highways only when absolutely necessary. Performs focused rehabilitation work, fixing only those elements in need of repair. Times preservation work appropriately within the "window of opportunity".	**Maximize ROI:** Emphasizes proper management of assets with appropriate treatments, at appropriate times, and at the appropriate locations. **Systems not Projects:** Strategically advances a limited number of system replacement and expansion projects that promote economic development, livability, and system connectivity. **Make it Sustainable:** Improves efficiencies in work/business travel and freight movement; improves tourism access and inter-modal connectivity; develops investments which complement or enhance strategic investments proposed by REDCs.	**Preservation First:** Focuses on safety. **Maximize ROI:** Targets safety improvements based on accident data that identifies locations where the largest reduction in accident can be achieved for the least dollars.		**Make it Sustainable:** Improves accessibility for transit; recreation; education; health care; support smart growth, complete streets and livability; increase safety; weigh climate associated risk to transportation infrastructure. **Maximize ROI:** Constrains the scope of work to what is required to achieve the full remaining life of the asset and include mobility and modernization projects only when it makes strategic and economic sense.	**Systems not Projects:** Provides uninterrupted connectivity throughout the state. Considers and prioritizes projects in a manner that treats them as key components or critical links within the larger transportation system. Strategically advances a limited number of system replacement and expansion projects that promote economic development, livability, and system connectivity.	**Make It Sustainable:** Increases energy efficiency and reduces greenhouse gas emissions; reduces resource consumption; limits impacts that encroach on the environmental footprint; prevents depletion and enhances resources for future generations; improves air quality.	**System not Projects: I**dentifies better ways to manage and operate the transportation system as a whole to most effectively use the capacity of the system. **Maximize ROI:** Constrains the scope of work to what is required to achieve the full remaining life of the asset and include mobility and modernization projects only when it makes strategic and economic sense.

NOTE #1 | NYS Strategic Highway Safety Plan (Focuses on Safety and Security Elements)

OBJECTIVE: Reduce the number of alcohol-related traffic fatalities from 341 in 2008 to 331 in 2010 and 310 in 2014

PM: Number of alcohol-related traffic fatalities (participate in campaigns to reduce impaired driving, enhance coordination among advocacy groups, state agencies, research impaired driver behavior, train officers)

OBJECTIVE: Reduce the number of speed-related traffic fatalities from 410 in 2008 to 390 in 2010 and 349 in 2014

PM: Number of speed-related traffic fatalities – enforcement

OBJECTIVE: Increase the statewide seat belt usage rate from 88% in 2009 to 90% in 2010 and 94% in 2014

PM: Proportion of front seat occupants observed wearing seat belts (enhance enforcement, ID populations that don't comply)

OBJECTIVE: Reduce the number of pedestrians killed in traffic crashes statewide from an annual average of 294 in 2006-2008 to 273 in 2010 and 250 in 2014

PM: Number of pedestrian fatalities (promote public awareness/provide education, engineering solutions, speed enforcement in high risk areas)

OBJECTIVE: Reduce the number of fatalities in crashes involving large trucks from 114 in 2008 to 105 in 2010 and 95 in 2014

PM: Number of fatalities in large truck crashes (maintain roadside inspections, programs for off hour deliveries, enforcement focused on commercial vehicle operators, outreach to motor carrier industry, use of ITS to identify noncompliance)

OBJECTIVE: Reduce the number of motorcyclist fatalities from an annual average of 182 in 2006-2008 to 173 in 2010 and 155 in 2014

PM: Number of motorcyclist fatalities (expand education for motorcyclists and other vehicles, research trends in motorcycle crashes, enforcement of safe driving)

OBJECTIVE: Improve analysis tools to capture and analyze crash performance data for the state and local highway systems

PMs: Number and types of improvements made to the state and local highway data systems, Analysis tools will evaluate all highways equitably, Creation of analysis tools to evaluate all highways equitably, Creation of a comprehensive data system, Number of users trained to use analysis tools

OBJECTIVE: Reduce the number of fatalities in crashes at intersections from the 2006-2008 annual average of 452 to 430 in 2010 and 385 in 2014

PM: Number of fatalities at intersections (Analyze targeted intersection improvements)

OBJECTIVE: Reduce the number of fatalities in lane departure fatal crashes from 422 in 2008 to 400 in 2010 and 360 in 2014

PM: Number of travel lane departure fatal crashes (systematic examination of roadway performance)

OBJECTIVE: Reduce the number of fatal and injury crashes in NYSDOT construction work zones from the 2006-2008 annual average of 105 to 100 in 2010 and 90 in 2014

PM: Number of fatal and personal injury crashes in NYSDOT construction work zones (examination of work zone crashes)

OBJECTIVES: Survey Regional EMS Councils and local EMS agencies to determine whether they are using or in the process of transitioning to an e-PCR system; Develop a system for transmitting pre-hospital care e-PCR to the Regional Emergency Medical Advisory Committees (REMAC) and the NYS Department of Health (NYSDOH) Bureau of Emergency Medical Services (BEMS); Develop a system for linking pre-hospital patient data with emergency department and regional trauma registry data

PMs: 20% of EMS agencies will be capable of submitting pre-hospital data to the DOHBEMS electronically within one year; Regional Emergency Medical Services Councils (REMSCOs) and REMACs will be able to accept e-PCR data and use it for pre-hospital protocol development and regional quality assurance studies; Regional Trauma Advisory Councils (RTAC) will have input on the data points that correspond to the trauma registry data set

OBJECTIVES: Enhance pre-hospital training programs that specifically address highway safety issues, such as training for EMS providers in the application of the new pre-hospital triage and treatment protocols for the care of crash victims and crash scene management; Update the adult and pediatric major trauma treatment and the spinal immobilization protocols; In order to better manage crash scenes with multiple injured patients, train all responding EMS agencies and providers in a nationally recognized standard triage system: START (Simple Triage and Rapid Transport)

PMs: Distribution of new or revised protocols, Development of training materials, Provide standardized triage kits to all EMS agencies for each of their response vehicles as well as management kits for coordinating vehicles; Provide training on the START system (train EMS on new protocols, collaborate on the development of programs)

OBJECTIVES: Improve communication pathways between EMS and the Departments of Transportation/Highway Management when activating emergency plans and/or construction

plans; Distribute SEMO information to Regional EMS Councils and county emergency management offices for web based notification programs such as NY-Alert

PM: Number of local and regional EMS systems receiving web based notification of road hazards, closures or emergencies from the SEMO alert system (provide access to web-based emergency notification programs for local EMS agencies)

OBJECTIVES: Develop and implement a culture of safety relating to EMS principles of traffic safety; Develop and distribute educational and resource materials to the EMS community; Develop a database that will track ambulance crash-related severity, fatalities and injuries as well as other reportable incidents; Partner with NYS Department of Motor Vehicles (NYSDMV) to identify ambulances by vehicle type, rather than registration type; Decrease the number of ambulance-related traffic crashes

PM: Review NYSDMV annual ambulance crash data; Maintain an EMS incident database; Number of ambulance-related traffic crashes (increase priority dispatch system, increase education for EMS to understand dangers, develop ambulance safety protocols, research modalities to see if they contribute to accidents, incentivize adoption of traffic safety measures for EMS, driver awareness/education campaigns regarding emergency vehicles.

OBJECTIVES: Continue to improve the timeliness, accuracy, consistency, completeness, accessibility, and data integration of the state's major traffic records systems

PM: Number and types of enhancements and improvements made to state's traffic records systems (expand electronic capture of ticket/accident data from police, enhance accident information system, code non-reportable property damage, improvements to driver's license file.

NOTE #2 | NYS Highway Safety Strategic Plan (Focuses on Safety and Security Elements)

SHSP Program

The overall goals of New York's highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of the injuries suffered.

Impaired Driving Program

Reducing the numbers of alcohol-impaired driving fatalities and injuries on the state's roadways are the primary goals of New York's impaired driving program.

Police Traffic Services

The goal of the Police Traffic Services program is to decrease crashes, fatalities and injuries resulting from unsafe driving behaviors including speeding and other aggressive driving behaviors; distracted driving, including cell phone use and texting; and failure to comply with the state's seat belt law.

Motorcycle Safety Program

The primary goals in the area of motorcycle safety are to decrease motorcyclist fatalities, un-helmeted motorcyclist fatalities and the number of motorcyclists injured.

Pedestrian, Bicycle, In-Line Skating, Non-Motorized Scooter and Skateboarding Safety Program

The primary goals of the pedestrian, bicycle, in-line skating, non-motorized scooter and skateboarding safety programs are to reduce the number of pedestrians, bicyclists and participants in other wheel sports killed and injured in crashes.

Occupant Protection Program

The primary goals of the occupant protection program are to increase the observed statewide seat belt use rate and decrease unrestrained occupant fatalities in passenger vehicles.

Traffic Records Program

The primary goals of the efforts undertaken in the area of traffic records are to improve the timeliness of the data entered into the state's crash and citation data bases.

Community Traffic Safety Programs

The Community Traffic Safety Programs area focuses on local programs that address traffic safety issues identified at the community level as well as the implementation of initiatives that address statewide highway safety priorities through the local traffic safety network.

Program Management Strategies

The GTSC will meet the performance targets set for the management of New York's FFY 2015 highway safety program through the implementation of the following strategies: the preparation of New York's Highway Safety Strategic Plan; training opportunities; planning and administration; plan for public information and education; highway safety presentations and workshops; and driver behavior and attitudinal surveys.

APPENDIX B: PUBLIC/STAKEHOLDER INVOLVEMENT

Throughout the LRTP development effort, UCTC hosted a variety of public and stakeholder involvement opportunities both in-person and virtually. This appendix includes (1) notes from each of the meetings held from March through May of 2015, (2) a summary of these in-person meetings, and (3) a summary of the implementation and results of the online public engagement platform rTown made accessible from May 1, 2015 through June 12, 2015.

Meeting Notes

This section includes meeting notes for the following sessions held in conjunction with the UCTC LRTP development effort:

- Public Meeting: New Paltz - May 11, 2015
- *Public Meeting: Kingston - May 12, 2015 (No summary included due to low attendance at both morning and evening sessions)*
- Stakeholder Group: Non-Motorized Transportation - March 31, 2015
- Stakeholder Group: Environmental Conservation - March 31, 2015
- Stakeholder Group: Public Transit and Human Service Transportation - March 31, 2015
- Stakeholder Group: Business, Tourism and Goods Movement - April 1, 2015
- Stakeholder Group: Transportation Safety, Wednesday - April 1, 2015

Public Meeting: Monday, May 11, 2015, 6-8PM BOCES Conference Center in New Paltz, NY

Attendees:

- Tom Weiner, NYSDOT
- Harry Ellis, New Paltz Transportation Implementation Committee
- David Toman, Mohunk Preserve
- Gail Gallerie, New Paltz Transportation Implementation Committee
- Bill Weinstein, New Paltz Bike-Pedestrian Committee
- Rebecca Rotzler, Village of New Paltz

As attendees arrived at the meeting, they were encouraged to fill out Post-it Notes to provide answers to three questions. Questions and answers are shown below:

1. Ulster County will change in many ways over the next 25 years. How do you think we can make this a better place?

Things I would like to keep:

- Keep New Paltz as a "rural community" as long as possible.
- Traditional main streets.
- Villages and small village businesses.
- Scenic viewscapes.
- Agriculture.
- The culture of environmental concern, especially when it comes to air and water quality.
- Local food.

Things I would like to change:

- Increased public transportation (For example, UCAT service to Shawangunk Ridge.)
- Encourage pedestrian activity.
- New NYS Thruway interchange at Route 32, in order to reduce New Paltz traffic.
- Increase road capacity over the Wallkill River in New Paltz.
- More parking in New Paltz.

2. People travel by car, bicycle, bus, rail, water, and on foot. Goods move by truck, rail, and water. How we can we change transportation in Ulster County to make things work better?

- Changes along Route 299:
  - Reduce speed limit to 45mph on 299 from Village of New Paltz to Butterville.
  - Increase capacity of Carmine Liberta Bridge (over Wallkill River along 299) to 4 lanes.
  - Bicycle shoulder lanes along 299 from west from the Wallkill River to Mohunk.
  - Follow through on proposed improvements at the 299/Manheim Blvd. intersection.
- Bicycle/pedestrian:
  - Appropriate parking to access rail-trails and other trails.
  - Obtain easements from properties abutting rail-trails to permit easier, more comprehensive access.
  - Build a bicycle-pedestrian bridge across the Wallkill River from the Gardens of Nutrition to the Village boat launch.
- Fairgrounds traffic:
  - Require those who use fair grounds for events to mitigate traffic and parking issues.
- More UCAT service to County Fairground events.

3. Big things sometimes change the landscape of how we live. The future may bring self-driving cars on your street. Locally sourced food in your pantry. 3-D printers in your home. Online education at your fingertips. How will big ideas change Ulster County by 2040?

- Personal rapid transit (like in Morgantown, West Virginia) connecting various towns.

A PowerPoint presentation then followed, delivered by Dennis Doyle, Brian Slack, and Steve Gayle. After the presentation, attendees asked questions and provided comments, summarized below:

- Traffic growth in the New Paltz area:
  - In ten years, New Paltz will be a big mess from a traffic point of view, given increase in hotels, large retail chains (e.g., CVS).
  - Various events at the County fairgrounds lead to traffic nightmares.
  - More tourists mean a lot more traffic, which needs to be alleviated.

- Consider possible traffic solutions:
  - New Thruway interchange at Route 32.
    - It was noted that the Thruway Authority studied this in the 1980s and did not consider it viable.
    - However, possibly converting existing Exit 18 Thruway interchange to EZ Pass-only might alleviate some traffic congestion.
  - Lower speed limits on some roads from 55 to 45 mph.
    - It was noted that without enforcement, this type of change would have little to no effect.
  - Increase vehicular capacity on the Carmine Liberta Bridge.
    - It was noted that this is unlikely to have much effect, since the traffic problem is not capacity on the bridge.
  - Consider not making improvements to improve traffic congestion – this might cause traffic to redistribute on its own.
- Consider better pedestrian crossings on Route 299.

Stakeholder Group: Non-Motorized Transportation, Tuesday, March 31, 2015, 9AM-10:30AM

Project Team Attendees:

- Brian Slack (UCTC)
- David Staas (UCTC)
- Arnie Bloch (Fitzgerald & Halliday, Inc. (FHI))
- Shawn Callaghan (FHI)

Stakeholder Attendees:

- Carl Pezzino (O&W Rail Trail)
- Karl Beard (NPS Rivers & Trails)
- Shelden Quimby (O&W Trail)
- Nick Mercurio (Cycling stakeholder)
- Steve Noble (City of Kingston)
- Julie Noble (City of Kingston)
- John Grossbohlin (City of Kingston Complete Streets)
- Steve Rice (Trails Advisory Committee)
- Bill Weinstein (New Paltz Bicycle & Pedestrian Committee)
- Kurt Seitz
- Kevin Smith (Woodstock Land Conservancy/Friends of Catskill Mt. Rail Trail)
- Kathy Nolan (Catskill Mt. Keeper/UC Trails Advisory Committee)
- Bob DiBella (UCAT)

Arnie Bloch conducted an ice-breaker exercise where he asked participants to write down their answers to: "In 2040, my vision for non-motorized transportation in Ulster County is _____." The answers to this exercise are included below.

In 2040, my vision for non-motorized transportation in Ulster County is:
Transportation for everyone
A system that utilizes current and existing assets to their highest potential
Less than 5 minutes from my door
For it to be as easy to get around town without a car as it is with a car
The default method of transport to not only be cars
Possible for all age groups
Full acceptance by all motorists of rights of pedestrians and cyclists
Is a major component of Ulster County's Greenhouse Gas Emissions policy, with a high percentage of trips by bike/ped
A connected network of safe, accessible trails, walkways, bike lanes in an environment open to everyone
Inter-connected trail system throughout the county, properly signed, maintained and promoted
Link communities and education facilities with bike/ped routes
A seamless system of off-street bikeways reaching all main communities
A vibrant, interconnected network reaching all parts of Ulster County – including connectivity both within and between cities as well as connecting people with a) other forms of transport; b) commercial and recreation purposes, and c) natural resources
An interconnected network of greenway trails that connect all communities
Easy access to trails and dedicated roads for non-motorized
Healthy, sustainable, universal access
Road equity
Continuous and connected
Seamless
Safe streets all county streets
Connected non-motorized county-wide route
Specific Improvements
Bike racks/parking in shopping areas
Off-street connection from Uptown Kingston to Ulster shopping areas
Complete the Greenline
That the 1996, 2003, 2007 plans will be completed
Protected bike lanes on all highways

Brian Slack conducted introductions around the room for all participants.

Facilitated discussion follows:

The group was asked "How can UCTC best capture the range of needs for all modes of non-motorized transportation?"

Stakeholder responses included:

- The message about non-motorized transportation in Ulster County should be the following:
  - Safety is biggest impediment to bike usage and pedestrian activity.
  - People want convenient access.
  - There should be socioeconomic equality.
  - There should be universal accessibility.

    - The priority for funding bicycle and pedestrian needs should be as high as for other modes.
- Drivers need education that everyone belongs on the road – this is a critical principle.
- Non-motorized modes should be used for all types of trips: commuting, recreation, health, and tourism. This will have multiple benefits and serve multiple purposes.
- Get kids to school safely via alternative modes.
- Using ROWs for bicycles:
    - County has hodgepodge on roads in terms of safe bicycling; would like to see complete streets policy for all roads and streets.
    - Need an appropriate approach to work with landowners, especially in in rural areas where there are longer connections needed.
    - County roads need to have shared, safe bicycle use. "Scary to ride on county roads, especially in the winter when snow eliminates shoulders."
    - Lucas Tpke. (County Rt. 1) has no shoulder.
    - Rt. 26 & 26A – 8.5' lanes and no shoulder.
    - On many roads the sight lines bad due to vegetation & grading, future roadwork should open that up, especially on trailheads and driveways.
    - Glasgow Tpke. & 212 – bad potholes are dangerous for bicycles.
    - Construction on Ulster Ave. needs to have access for bicycles and pedestrians, otherwise there will be lost opportunities once it is built
    - Town-owned ROWs should be considered as well.
    - "It's not a questions of ownership, but of motivation." For example, in New Paltz, along South Putt Corner Rd., local impetus has led to ROW being acquired for non-motorized use. Very successful effort.
    - Consider integrating stormwater ditches with trails over them.
    - It's time to require overhead utilities move underground and use surface for bicycles.
- There is a real issue with the transition between municipalities in terms of connectivity of sidewalks and bicycle access.
- Lack of sidewalks is a real problem:
    - In Kingston, for example, some neighborhoods have no sidewalks. Many people walk in the streets.
    - This is a real problem for safe access to schools.
    - This is also a problem for buses, which find it difficult to stop for riders along Rtes. 9W and 28 due to lack of sidewalks.
    - Even with sidewalks, problems of disrepair, snow, and illegal parking make walking difficult.
- It was acknowledged that the East Coast Greenway was getting better.
- "We need to get more word out about non-motorized modes. People don't understand or know why it's important."
    - Need to network more so voice gets out there.
    - Concerned parents need to be called upon as advocates for safe routes to schools.

        - Issue at Bailey School: dangerous for kids with buses/cars picking up and dropping off in a confusing manner. There is no crossing guard there anymore.
        - Students are not even allowed to bike to school at Rondout Valley Central School complex.
    - Larger numbers of people are getting older, graying population; they need to be heard. Council for Aging should be part of the discussion.
    - "We need to beat up legislators to gets plans enacted."
- No more ghost bikes – i.e., painted area on roads where a biker has been killed
    - Pedestrian fatalities happen; professor killed on Lucas Ave last year, driver not ticketed
- Non-motorized transportation and the economy:
    - Want people to stay or move here but need amenities for bike/ped.
    - Better-paved roads – for vehicles and bicycles – is an economic necessity, not a luxury.
        - Road surfaces – materials make huge difference for bicycles (i.e., rolling resistance). What are we paving roads with?
- When road improvements are planned, we need to include folks that represent non-motorized option
    - Sullivan and Ulster counties have no shoulders but other counties do.
    - Highway Superintendents need to be included; New Paltz has a great one.
    - In Phoenicia and other rural areas, Complete Streets doesn't always include sidewalks.
- Other:
    - Park to walk – don't need to park close as possible to destination.
    - Scenic byways – There is a conflict between open views and shoulders.
    - Town of Marbletown striped roads (in part to make it safer for bicycle use) and this angered Town residents.
    - County needs to help with signage.

Final question "What is the <u>one thing</u> that could be done to be sure that bike/ped becomes a more seamless part of the county transportation network?"

Stakeholder responses included:

- Complete trail network.
- Put bike/ped policy/funding on par with other modes.
- Map showing non-motorized access throughout the county.
- Raise federal gas tax and use money on bike/ped projects.
- Build pilot projects with all the good complete street elements to show what can work.
- People and government needs to see bike/ped are transportation, just like automobiles.
- Finish Kingston Point rail-trail to high quality, AASHTO standards (like Hurley rail trail).
- Funding availability needs to change.
- Better and more sidewalks and drainage.

- Bike consciousness signs.
- Change law so motor vehicle/non-motor vehicle accidents are the motorists fault, with serious legal consequences.
- Need more public advocacy.
- Complete Streets approach, show model at roadway connector, *but don't include roundabouts*.
- Start educating now to get equal respect for bike/ped.
- Cars should be shown as the alternative transportation.
- Bike racks on the buses = great accomplishment.

Stakeholder Group: Environmental Conservation, Tuesday, March 31, 2015, 11AM–12:30PM

Project Team Attendees:

- Brian Slack (UCTC)
- David Staas (UCTC)
- Arnie Bloch (Fitzgerald & Halliday, Inc. (FHI))
- Shawn Callaghan (FHI)

Stakeholder Attendees:

- Trevonne Gillard (A2B Taxi)
- Jaime Cathcart (A2B Taxi)
- Steve Noble (City of Kingston)
- Julie Noble (City of Kingston)
- John Grossbohlin (City of Kingston Complete Streets)
- Steve Rice (Trails Advisory Committee)
- Kathy Nolan (Catskill Mt. Keeper/UC Trails Advisory Committee)
- Kurt Seitz
- Kevin Smith (Woodstock Land Conservancy/Friends of Catskill Mt. Rail Trail)

Arnie Bloch conducted an ice-breaker exercise where he asked participants to write down their answers to: "In 2040, my vision for the environment in Ulster County is _____." The answers to this exercise are included below.

In 2040, my vision for the environment in Ulster County is:
Conservation is Critical
To preserve existing resources and increase access for the community
Conservation of the environment is fully considered in all planning, policy & programs
My vision is for the environment in Ulster County to be a self-sustaining environment that respects the beauty that is our county
Is healthy and resilient
Not ancillary but at the forefront of concerns
A major driver for economic development

Unobstructed, self-sustaining, self-purifying, and nurturing to human and non-human realms
Is accessible to all, no matter their income or where they live
Ulster County is a model for environmental conservation, including both climate change adaptation and mitigation
Transportation
Has created a robust transportation system (including non-motorized), connecting natural resources and people
Better/more non-motorized transportation infrastructure
A switch of focus from fossil fuels to renewable sources
Transportation corridors better/faster/cheaper
Better internet to facilitate telecommuting
Air
Clean air standards enforced
Water
Clean waterways
Better stormwater management
That Ulster County is leading the way to utilize green infrastructure to help stormwater, reduce energy and lead by example
Fauna
Bee kill ended
Wildlife habitat development/rehabilitation
More logging for habitat
Fracking
Fracking to be no more!

Brain Slack conducted introductions around the room for all participants.

Facilitated discussion as follows:

The group was asked "Sustainability is important to Ulster County. How do you see transportation contributing to or detracting from creating a sustainable place?"

Stakeholder responses included:

- Sprawl:
  - Ulster County is characterized by sprawl due in part to the transportation system, but now it's time to leverage our transportation system for better planning.
  - Land trusts should be brought into the planning process.
  - Do not incentivize or encourage sprawl. The county can play a role by looking to possible eliminate some county roads.
  - Need marketing campaign about non-sprawl development and build that mindset in our youth.
  - Certain communities are given a death certificate with road construction.
  - Incentives to develop in certain areas.
  - The county can require environmental elements in developments.

    - Farmlands are gone, woodlands are mature and there is a need to develop wildlife areas away from roads. Should look to overcome political barriers to taking down mature trees. Cutting some tress is the healthy way to manage the forest lands to make successional forests. There would be more cover and food, which would lead to fewer road accidents with deer.
    - Ulster County has 350 years of history with crazy roads that didn't have much planning. It's a big constraint to the county.
- Resiliency:
    - Need to get smarter and make infrastructure more resilient. With floods and the extreme weather, that is where the funding should go.
- Complete Streets and Roads:
    - Look to increase shoulder for bike/ped and traffic calming. Stop spending money on auto-centric roads and think "complete streets".
    - We have to accept the automobile, but let's use roadways and the right-of-way (ROW) to implement sustainable solutions, such as:
        - Ways to maintain stormwater on-site (e.g., green infrastructure)
        - Road diets
        - LED lights
        - Underground utilities.
    - Need to think holistically. Roads are a barrier to wildlife and waterways, with many wildlife strikes. Human elements need to be in harmony with nature.
    - Local highway supervisors are not all knowledgeable or supportive of Complete Streets.
- Environmental Alternatives for/to Motor Vehicles:
    - Need an integrative approach across all government agencies. For example, can all agencies use greener vehicle fleets?
    - Upgrade the county vehicles with efficient vehicles with a smaller environmental footprint.
    - Natural areas are great, but now you can only get to them with cars. There's a need to connect people to natural resources in non-motorized ways.
    - To reduce county trucking use, we should use more local food sources.
    - The county should look to incentives, for example:
        - Energy efficiency,
        - Vehicle type,
        - Mass transit.
    - Bus should be free or low cost, and need to make the system easy and reliable.
    - Need policies to combat fossil fuel use, for example: mass transit, more bikes, electric cars, carpooling.
    - A gas tax could pay for bike/ped elements.
    - Build out high speed internet system and people will have to use transportation less.
    - Best practice: California uses 1.5% of their transportation budget for non-motorized modes.
    - Look to commuter rail.
- Who Pays For Improved Environment?

    - Users should pay for the system, and there's a need to reconsider how the system gets funded.
    - Don't view bicyclists or pedestrians as "freeloaders". Transportation funding should be for all modes for all users.
    - Need to link in energy providers and tax by electrons for electric vehicles.
- Other
    - County government should push to make utilities work with local transportation folks.
    - Ulster County quiet zone study was paid for by the railroad.
- Rail to trail as an emergency or secondary route.

Stakeholder Group: Public Transit and Human Service Transportation, Tuesday, March 31, 2015, 2-3:30 PM

Project Team Attendees:

- Dennis Dolye (UCTC)
- Brian Slack (UCTC)
- David Staas (UCTC)
- Arnie Bloch (Fitzgerald & Halliday, Inc. (FHI))
- Shawn Callaghan (FHI)

Stakeholder Attendees:

- Michael Berg (Friends of Woodstock)
- Vicky Gore (Gateway Community Industry)
- Tom June (U-GARC)
- Shelley O'Riley (U-GARC)
- Carol Hargrove (UCAT)
- Rosalie Calcagno (OFA)
- Gloria Ferraro (Ulster County Network Connects)
- Trevonne Gillard (A2B Taxi)
- Jaime Cathcart (A2B Taxi)
- Kathy Nolan (Catskill Mt. Keeper/UC Trails Advisory Committee)
- Cathy Canzian (RSVP)

Arnie Bloch conducted an ice-breaker exercise where he asked participants to write down their answers to: "In 2040, my vision for the public transit and/or human service transportation in Ulster County is _____." The answers to this exercise are included below.

In 2040, my vision for the public transit and/or human service transportation in Ulster County is:
Bigger & Better Than Today
Environmentally friendly
Cost effective as well as environment friendly

Cover more areas of Kingston and Ulster County
More routes
Comprehensive coverage across Ulster County
Universal access
A system that promotes for all individuals the ability to reach destinations based on their needs
Centralized, combined
Does not require an automobile to travel effectively throughout the county
An expanded system
Far reaching
Total public awareness of transit services
Seamless
Widespread
"Jetsons"
Public transportation is the primary form of transportation for all and free
High speed vacuum tube transit
Connected and Coordinated
Total coordination between services
Easier to connect between UCAT and City bus

Brian Slack conducted introductions around the room for all participants.

Facilitated discussion:

Question posed to the group "How well do existing public and human service transportation services meet the needs of residents of Ulster County?"

Stakeholder responses included:

- Transit is an afterthought, and it should be thought about when development is happening. For example, don't build senior/low income housing far from centers.
- Coordination:
  - Would like it loop around to more communities for rural people; then take bus to a central location and connect to others.
  - Coordinate Trailways, city bus, county bus to make connections. Streamline the system and make connections better.
  - Choose one location and have the bus be there every hour.
  - If we don't coordinate we don't get funding.
  - Cost sharing: an example is people from Catskills can't get past Saugerties.
  - Cost sharing with Green County, shared service all the way.
  - No rules written on how to share services and how to divide the funding. Should form a co-op with rules and guidelines.
- School buses:
  - Use existing school buses for senior mobility.
  - Think about mixing pick-ups of children and adults.
  - Using school buses, no need to bus more transit buses.
- Many people are not able to own a car due to lack of money or disabilities.

- UCAT paratransit service is great. UCAT does great at picking up some houses.
- Low income riders no longer have to travel to Kingston for food stamps; they do it electronically.

The next question: "Are there specific, unmet needs in the county and regional transit network? How might these change over the next 25 years?

Stakeholder responses included:

- Not meeting the needs of adolescents. It is hard for them to get a job, and it's especially hard for them to connect between UCAT and City buses.
- People can't conduct business without a car. To go to social services literally takes an entire day.
- Older people:
    - More elderly folks in the county and they are living longer. They will need more transportation in the future throughout the county.
    - Buses should stop at senior centers.
    - Currently:
        - Have to wait too long for transfers.
        - Not all of the stops have shelters.
    - People don't know how to use the system, so they are training the elderly to use it.
- Need to educate many people about routes/services.
- Ulster Garden facility not serviced well. (The road around Ulster Garden is private, but will be improved in the future.)
- People are moving south for better jobs. Low income jobs and population will increase.
- Will need to adequately serve Hudson Landing (AVR development) in Kingston and Ulster: About 1,700 housing units will be built.
- Program where kids go to ski resort for activities. Pick up at the local grocery store and take a bus to the ski report, with the resort paying for transportation.
- Need centralized calling system, so anyone can find out the best way to get to their destination.
- Other:
    - Can new technology mean that travel demand can be met by such applications as Uber, Lyft, Zip-cars, etc.?

Final question: "If there is one transit-related change you would like to see in the 2040 Plan, what would it be?

Stakeholder responses included:

- Free fare.
- Fully integrated system using all resources. Affordable at all income levels.
- Around the clock service.
- Make the bus fleet greener.
- An app to help people plan their trips.

- Universal transit payment card: allow transfers to and from Trailways; Disabled riders would get a set $ amount per month, removing the stigma of paying in other ways.
- Universal knowledge of public transportation services.
- More training on how to use the bus (not just for seniors).
- Wi-Fi on buses so people can work.
- Work with employers to set flexible work times (with incentives).
- More transit means more invested in the community.

Stakeholder Group: Business, Tourism and Goods Movement, Wednesday, April 1, 2015, 11 AM–12:30 PM

Project Team Attendees:

- Dennis Dolye (UCTC)
- Brian Slack (UCTC)
- David Staas (UCTC)
- Arnie Bloch (Fitzgerald & Halliday, Inc. (FHI))
- Shawn Callaghan (FHI)

Stakeholder Attendees:

- Kathy Nolan (Catskill Mt. Keeper/UC Trails Advisory Committee)
- Nick Mercurio
- Gregg Swanzey (City of Kingston)
- Trevonne Gillard (A2B Taxi)
- Jaime Cathcart (A2B Taxi)
- Cathy Canzian (RSVP)
- Bob DiBella (UCAT)

Arnie Bloch conducted an ice-breaker exercise where he asked participants to write down their answers to: "In 2040, my vision for the business environment – including tourism and the movement of freight – in Ulster County is _____." The answers to this exercise are included below.

In 2040, my vision for the business environment – including tourism and the movement of freight - in Ulster County is:
Need for Supporting Infrastructure
Green infrastructure
Multi-modal and synchronized
Self-sustaining Economy
More "clean" manufacturing
Self-sustaining economy that sets a priority on local goods and small, locally-owned businesses
Tourism
Ulster County becomes a magnet for cycling tourism as a hub for roads and trails
Ecotourism – trails/water/non-motorized transport

Driverless tourism throughout the county (mass transit)
All tourists able to use multi-modal and environmentally sound methods of transportation

Brian Slack conducted introductions around the room for all participants.

Facilitated discussion follows:

The group was asked "How well does the transportation network in Ulster County meet the needs of local businesses?"

Stakeholder responses included:

- "Water" tourism:
  - "Hudson River is the Rhine River of the United States."
  - Include water in more prominent way (Hudson River, the Rondout, & other waterways).
  - Rondout is busy in the fall and summer, with a huge potential for large yachts to dock. This would stimulate land development too.
  - Passenger ferry link in Reinbeck could do a water loop. Maybe a canoe ferry or a rental ferry with kayaks?
  - Tourism should include water transportation to the county. People who want to come from Poughkeepsie, Rhinecliff, Albany, and Stewart Airport have difficulty making that last leg to Kingston. That last leg needs to be consistent, reliable and when people want it. Maybe people coming from Rhinecliff may be able to take a ferry to Kingston.
  - Folks can kayak once they are here.
  - Could float down waterways from Saugerties.
  - Tour boats bring leaf tours in the fall.
  - Need waterfront infrastructure and other investments. We have bulkhead space. We need:
    - Places for buses and taxies to meet boats.
      - Need more weekend bus service.
      - There is the potential to put the bike on the front of the bus and go through the county.
    - Rental bicycle facilities.
      - Bike share program handled by public or private sector would be great.
      - Should do marketing like groupon and offer a cycling package. This would require public and private collaboration.
- Other Water Uses:
  - Boat builder and Heritage Energy at the Port of Kingston.
  - If Kingston becomes a bigger port, don't allow petroleum/haz mat deliveries, because it doesn't work with tourism.

        - If Port of Kingston starts to move goods there is a concern about increased traffic in neighborhoods.
        - The Port is cutoff from rail and truck access.
    - Other potential business opportunities:
        - Opportunities at Callaghan Quarry site, which is already an industrial area.
        - There could be a role for industry to play in the Town of Esopus, especially with CSX in close proximity.
        - Williams Lumber installed a rail siding and bought land, but the rail cars blocked intersections and couldn't get their lumber moved. The business failed.
    - Other tourism issues:
        - Catskills and the Ashokan Reservoir are already a draw, so we can build off of these for tourism.
        - Rail service for tourists:
            - CSX has said that passenger rail is not going to work because freight is a money maker and it would interrupt that business.
        - Bus service for tourists:
            - Provide reverse service on LINK to bring in tourists from Poughkeepsie to Ulster County.
                - Private business can pay for this service, just like the Town of New Paltz and SUNY New Paltz pay for transit service.
            - Need a clear and comfortable experience to get tourists from Poughkeepsie to Kingston.
            - Tourists should be able to get a card online that allows them access to all transit; i.e., all-inclusive pricing through a county-level pass.
                - Should be compatible with the Metro Card.
                - Be able to use on a smartphone also
    - Identify a private sector plan in the Transportation Plan.

Final question: "What would be the one transportation investment that would best help the Ulster County economy?

Stakeholder responses included:

- A transportation management service.
- See all businesses on Main Street work together.
- A reliable way to get tourists into Ulster County.
- Use technology to get people to Kingston.
- Infrastructure investment (water/sewer, internet, port, etc.).
- City should help to make Ulster County attractive to businesses.
- A larger investment in public transit so we can increase bus frequency and coverage.

Stakeholder Group: Transportation Safety, Wednesday, April 1, 2015, 2-3:30 PM

Project Team Attendees:

- Brian Slack (UCTC)
- David Staas (UCTC)
- Arnie Bloch (Fitzgerald & Halliday, Inc. (FHI))
- Shawn Callaghan (FHI)

Stakeholder Attendees:

- Dave Corrigan (NYSDOT)
- Trevonne Gillard (A2B Taxi)
- Jaime Cathcart (A2B Taxi)
- Cathy Canzian (RSVP)
- Shelley O'Riley (UGARC)

Arnie Bloch conducted an ice-breaker exercise where he asked participants to write down their answers to: "In 2040, my vision for transportation safety in Ulster County is _____." The answers to this exercise are included below.

In 2040, my vision for transportation safety in Ulster County is:
Programs
Safe Routes to Schools
Systematic identification and treatment of problematic areas
Eliminate roadside hazards
Solve distracted driving
Universal driver training
More stringent license requirements
Fatalities
Vision Zero: No traffic related fatalities
Technology
Computer assisted smart cars to minimize for human error
Countywide radio system

Brian Slack conducted introductions around the room for all participants.

Facilitated discussion follows:

The group was asked "Where are safety improvements most needed in Ulster County?"

Stakeholder responses included:

- Intersections are the least safe part of the road network.
- Safety issues at "5 Corners" in Kingston; a roundabout would be good there.
- Broadway/Albany Avenue is a bad intersection. (There will be a roundabout there next year.)

- On I-587 a woman uses a motorized wheelchair, which is very dangerous.
- At Kingston Plaza people won't use the sidewalks (which are in terrible shape), so wheelchairs and the elderly are in the street, which is very dangerous.

Next question "What are the most pressing safety needs in Ulster County across the "4E's" of traffic safety: Engineering, Education, Enforcement, and Emergency Response?"

- Education
  - Education for pedestrians, especially at a young age.
  - Bike safety should be taught, so that kids and others understand the rules of the road. This should be brought back as part of the curriculum in schools.
  - County should survey the public about locations that are safety hazards; many people don't report incidents so the current accident data doesn't capture everything.
  - Education and driving simulators are coming to Ulster County for high school kids.
- Enforcement
  - Red light cameras are slowing people down.
  - School bus drivers should report cars that disobey "stop sign" rule; currently there is no real follow through.
  - Traffic related repeat offenders often have a little fine to pay and/or plea down their tickets to a lower offense. They really aren't going to change behavior without consequences. Instead of being able to plea down tickets, it should be made real for people by making them go to class or volunteer at a hospital.
  - Camera on the bus to prove wrongdoers.
- Engineering
  - Rumble strips along the median dividing line on state highways is good. This was just done on Rt. 9W.
  - Shoulders on the county roads should have:
    - No trees
    - Softened slopes
    - Increased clear zones
  - South Puck Corners Rd. is a current shoulder project.
  - Spot intersections should be widened to improve safety.
    - Rt. 209 needs to be widened to 2 lanes in each direction. Currently, vehicles get stuck behind slow vehicles and attempt to make dangerous passes.
  - Computers in cars now so the insurance company can pull that data and raise your rates. This tracks things like when you're not wearing a seatbelt.

Next question: "Which is the most important group in Ulster County to focus on?

Stakeholder responses included:

- Kids:
  - Kids are the most vulnerable, so we need to reach them at school.
  - Make kids' education fun and interesting.
  - Do an assembly at schools throughout the county.

- Elderly:
  - The elderly population is increasing. It is difficult when they cannot safety drive anymore.
  - On foot traffic roads there should be benches provided for the elderly to rest. You can also move traffic to other roads and add more traffic signals.
- Bicyclists:
  - Educate them: bikes are not allowed on sidewalks
  - Bicyclist offenders should be made to go to a safety class.
- Drivers
  - They should be made to take a refresher driver course.
  - Have a *yearly*, required, one-hour refresher course for drivers where they can choose one topic each year.
  - Increase the driver's license fee for all drivers to pay for the course.

Final question: "Are there any technological advances that you consider beneficial for increased safety?

Stakeholder responses included:

- Blind spot cameras in automobiles.
- Directional signal lights on automobile side mirrors to show when cars are turning.
- Vehicle back-up cameras.
- Fix current broken pedestrian signals.
- There needs to be a balance between technology and human action. Just don't let technology replace education and common sense. That human aspect is important to keep.

Summary of Public and Stakeholder Group Meetings

- People recognize the importance of tourism as an important part of the county's economy, but are concerned about how it will continue to worsen traffic conditions in the future, particularly in the New Paltz and Woodstock areas.
  - What seem to some like "obvious" improvements to the highway system – expanded capacity, a new Thruway exit, lowered speed limits – are not seen by transportation professionals as realistic or helpful solutions.
  - Some feel that various festivals and events should sponsor traffic mitigation programs.
- Some see eco-tourism as a real draw for the county. They would like the transportation system to respond to this, in ways such as:
  - Safer roads for bicycles.
  - Vehicular parking near trail systems to encourage usage by long-distance travelers.
  - Access to rural sites and the County Fairgrounds via public transportation.
  - Attract tourism access to the county via water modes and reverse-LINK service from Dutchess County.
- Kingston's future can be enhanced as a desirable place to live and work by such actions as:

  - Better coordination of bus services.
  - Improved transit connections (e.g., routes, frequency, and days/hours of service) between residential areas and main shopping areas at the edge of town.
  - Improved sidewalks and pedestrian safety conditions.
- There is interest in better options to travel both within and beyond the county, including to/from New York City, by local bus, intercity bus, and passenger rail.
- People are increasingly concerned about the ability of two population groups to maintain (or even achieve) full access to the county's various economic, educational, recreational, health, and other opportunities:
  - The elderly, an increasing share of the population, who are living to an older age with less potential for personal auto use. They note that some people who have second homes in Ulster may convert them to their primary residence when they retire; but then create new demands as they age.
  - Young people, for whom non-motorized transportation could be a better option but for road safety concerns.
- Some ask whether existing taxi services or potential "shared economy" driver systems like Uber have a significant role to play in filling transportation gaps.
- Technology could play a more important role in meeting future transportation needs via:
  - Cashless, free-flow EZ-Pass access along NYS Thruway interchanges.
  - Timely information about transit service availability and service.
  - Better and timelier information (e.g., alternative routes, parking locations, alternative modes, etc.) about transportation options for tourists and special event attendees.

Online Public Engagement Tool

To supplement the public outreach effort for the long-range planning effort, UCTC used RSG's custom interactive web mapping tool, rTown, to solicit input on a proposed design corridor and park concept. The tool was set up as a link on the existing 2040 LRTP website and was active for a six-week period from May 1 through June 12, 2015.

rTown provided an interactive mapping tool through which participants were able to zoom in and out to the Ulster County planning area to identify areas where transportation features work well or cause problems. Users were also able to comment on one another's feedback or "vote up"/"vote down" comments.

In the six weeks posted, the rTown map received a total of 181 comments (159 original comments and 22 responses/feedback comments). Of the original comments, the majority (52%) related to non-motorized transportation. Table B-1 provides a breakdown of the comments/feedback by mode:

Table B-1: rTown Comments, Responses, and Votes by Mode

Mode	Comments	Replies	Sum of Up/Down Votes
Driving	22	5	78
Biking	49	8	13
Walking	34	2	15
Traffic Safety	19	2	54
Transit	23	5	12
Travel Congestion	12	0	31
Total	**159**	**22**	**203**

Tables B-2 (Biking), B-3 (Driving), B-4 (Traffic Safety), B-5 (Transit), B-6 (Travel Congestion), and B-7 (Walking) summarize rTown comments and responses by mode. The following categorization scheme applies to the "Rank" criterion shown in the third column of each table:

- 5 - This has a very negative effect on me
- 4 - This has a somewhat negative effect on me
- 3 - This has no effect on me
- 2 - This has a somewhat positive effect on me
- 1 - This has a very positive effect on me

Table B-2: Biking Comments, Responses, and Votes from rTown Feedback Tool

SUBJECT - BIKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Complete Street	Make Albany Ave more accessible/safer for bikes and peds	4	6	0	6
Re: Complete Street	A reduction to one lane of traffic with dedicated turning lanes and bike lanes would calm traffic. It'd be nice if the Town of Ulster and City of Kingston put together some design guidelines to upgrade the strip commercial-ness of Ulster Avenue/Albany Ave	-	1	0	1
Kingston Greenline	Please incorporate the plans for all sections of the Kingston Greenline into the plan. See www.kingstongreenline.org	5	7	0	7
Connect Rail Trails	Need to ensure a safe, accessible and effective connection between the WVRT and the HVRT	5	11	0	11
Re: Connect Rail Trails	Definitely! Another "no-brainer" like my suggestion about bicycle access to the Ulster County Fairgrounds.	-	4	0	4
Ropuite 9W as a NYS Bike Route	Can we designate 9W as a NYS bike route? Or make whatever improvements are necessary to do so?	5	1	0	1
Access to Ulster County Fairgrounds	I'll be blunt: I think it is terrible that there is no safe way to bike or walk to the Ulster County Fairgrounds. There should either be bike shoulders on County Road 7 and/or a bridge over the Wallkill River to allow access from the Rail Trail. Non-motorized access to the fairgrounds seems like a no-brainer that would reduce traffic and promote healthy and fitness.	1	11	0	11
Re: Access to Ulster County Fairgrounds	Thank you for posting this project. It has been a priority item in the New Paltz Transportation plan for several years. Let's hope it gets funded soon.	-	3	0	3

SUBJECT - BIKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Re: Access to Ulster County Fairgrounds	Pedestrian and bike access to _both_ the Fairgrounds and the Mohonk Preserve Foothills area from New Paltz would get a lot of use and expand the sense of connection between the community and its' adjacent natural resources!	-	3	0	3
Road has sunken	The north bound lane has sunken to the point that there is a significant depression. The "white line" is well above the driving lane and the shoulder is in very poor to non-existent condition. This presents a danger as there is no place to go when vehicles are passing in opposite directions.	5	1	0	1
poor sight lines	The embankment on the southbound side of the road obstructs driver sight lines and vehicles passing in opposite directions have had near head-on collisions while I was cycling there as the south bound driver swerves to avoid me.	5	1	0	1
limited sight lines	The embankment on the south bound side obstructs the driver sightlines and this is dangerous for the many cyclists that use this road.	5	1	0	1
limited sight lines	Embankment on south bound side obstructs driver sight lines.	5	1	0	1
need shoulders	There are little in the way of shoulders on this narrow stretch of road and this endangers cyclists and pedestrians	4	2	0	2
Need shoulders	Rte 212 needs shoulders for use by cyclists. The rough road and lack of shoulders makes this road off limits to many cyclists due to the risks involved.	5	2	0	2
Need shoulders	Rte 375 needs shoulder improvements for cyclist safety.	5	2	0	2
Re: Need shoulders	Route 375 needs shoulder improvements for both bikers and walkers.	-	0	0	0
sight lines and shoulders	This road has brush right up to the white line in some areas and there is a deep drainage ditch right at the white line in a curve with limited sight distances.	5	1	0	1
sight lines and shoulders	Lucas Ave needs shoulder and sight line improvements. The road is rather narrow in some of the curves and having limited sight lines and no shoulders creates a serious hazard for cyclists.	5	2	0	2
Need improved road connections	There needs to be improved on-road, or off-road connections to get from one segment of the O&W rail trail to the other. The lack of shoulders on Lucas Ave and riding along Rte 209 discourages users from continuing on the rail trail.	5	1	0	1
Trail crossing Rte 213	This crossing needs to be improved as there are very steep grades going both north and south on the O&W trail from Rte 213 that are not rideable and the site distances are short to the west.	5	1	0	1
Wallkill Valley Rail Trail crossing	The Wallkill Valley Rail Trail crossing at Springtown Road needs safety improvements. Sight lines are difficult so it is important that vegetation be cut back and signs maintained.	4	2	0	2
Drivers Fail to Yield	When trying to cross here walking my bike, the majority of drivers fail to yield. If heading north, a cyclist must first cross Washington Ave before the traffic circle and cross Rt 28 after the circle. I have found it is much faster (and I feel safer) riding through the traffic circle, rather than using the bike path & crosswalk.	4	0	0	0
Better Shoulders	Twisty roads, fast drivers & tiny shoulder make this section of Rt 32 very unfriendly to cyclists.	4	0	0	0
Bike Lanes on Broadway	Please put clearly marked bike lanes on Broadway.	5	2	0	2
Bike lanes on Albany Ave.	Please add bike lanes on Albany Ave. I'm intimidated to ride my bicycle here.	4	3	0	3

SUBJECT - BIKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Add Bike Lanes to this stretch of 9W	Please add bike lanes to this heavily congested road.	4	2	0	2
Bike Lanes	The lack of bike lanes/shoulder/sidewalks make this part of 213 very difficult to bike or walk. The curves are so tight and cars go fast enough that it feels like they wouldn't have enough time to stop if they came upon a cyclist or walker. It feels dangerous when I've biked it.	4	1	0	1
Pedestrian crossing	NYSDOT has suggested that a signed crossing would be appropriate here so that pedestrians going to the Post Office and UCAT bus stop, and bicyclists on the proposed UCNMTP bike route can cross safely.	5	0	0	0
Catskill-Shawangunk Greenway Trail	A signed crossing here would make the proposed Catskill-Shawangunk Greenway Trail possible, connecting the rail trail to Colony Farm and Catskill Park.	5	0	0	0
Bike/Walking Route to Kingston	There should be a clearly routed path from the end of this rail trail to midtown Kingston	4	2	0	2
Re: Bike/Walking Route to Kingston	"The winding nature of Linderman already has a traffic calming effect and keeps speeds moderate. " Disagree. If this is going to be the recommended route, need to make a larger shoulder or do something about the blind sections between Elaine Dr & Twin Ponds Dr.	-	0	0	0
Re: Bike/Walking Route to Kingston	The route Rockwell Lane to Linderman to Fair is already used. The winding nature of Linderman already has a traffic calming effect and keeps speeds moderate. This route often frequented by local exercise walkers already. It needs to be made safer now.	-	0	0	0
Bike Racks at Ulster BOCES New Paltz-	Bike Racks at Ulster BOCES in New Paltz --- THERE ARE NONE !!! Ulster County Non-Motorized Transportation Plan says county buildings should have bike racks.	4	3	0	3
Bike sharrows needed along Kings Highway	Shared highway signage/ printing needed on this highway to notify motorists of a shared highway. Complete Streets.	5	0	0	0
Support the Rail Trail	I believe that this county-owned corridor should be used for the creation of a rail trail, not private tourist train use. The benefits of connecting the Ashokan Reservoir with Kingston and subsequent opportunity for recreation, tourism and active lifestyle amenities is far greater than any benefits that occasional themed train rides can ever provide residents. Build the trail.	5	2	-1	1
Signage	Intersection involving Water Street, Water Street Market entrance/exit and the most heavily travelled section of the rail trail. Has poor visibility, poor and/or no signage nor warning about a highly-used pedestrian and bike crossing.	5	1	0	1
Signage	Caution/warning signs needed well before the crossing to effectively alert drivers of a need for a stop. Speed limit of 45 is routinely exceeded here with trail users having limited line of sight of vehicles on the road.	5	0	0	0
Signage	Portuese Lane is a private road, yet users do not stop for the public-use rail trail.	5	0	0	0
Signage	No properly marked crosswalk at a heavily used rail trail crossing. Events at the Women's Studio Workshop and at the Trestle in Rosendale draw crowds on foot and on bike at this location. No warning signs about the pedestrian crossing an appropriate distance from the crossing.	5	0	0	0
No bike lane or signage	Ulster County 26 is a frequently used corridor between the Wallkill Valley Rail Trail and the O & W Rail Trail, yet is is without a single caution sign to share the road with bicyclists. It is frequently used by	5	0	0	0

SUBJECT - BIKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	runners and even pedestrians late in the day. Needs to have a bike lane eventually, but needs caution and/or warning signs asap.				
Restore the Old Route to High Falls & Awostin	Often referred to as the "Road to High Falls" or on the other side of the ridge, as "Clearwater Road," this was an old road regularly used to connect New Paltz with the other side of the ridge. Following a natural break in the ridge, it is likely one of the Indian trail referred to by George Smiley when he first visited the property he was to buy and now Mohonk. I directly connects the Wallkill Valley Rail Trail Minnewaska via this route to Cedar Drive to Laurel Ledge to either Undercliff or Overcliff to Trapps Road and into Minnewaska and Awosting. (The old Smiley Carriage Road will take you to Sam's Point.) This route should be returned to public use as it connects the public-use rail trail with a public park and provides a safe non-motorized route.	5	0	0	0
very dangerous place for bikes	Route 375 is a key corridor connecting Woodstock to Hurley and Kingston and due to its lack of shoulder and curves and utility poles close to the pavement etc. is a very dangerous place to ride a bike, walk or run. This key road needs shoulders or even sidewalks to and from the school, Hurley Ridge Market and so on.	5	0	0	0
Re-route southbound bike traffic	Southbound bicycle traffic should be re-routed onto the O&W Rail Trail/Long Path where it intersects Berme Road in order to avoid the 5 right angle turns on Berme Rd. around Port Ben. Bicyclists then routed seamlessly onto Towpath Rd. would have a clear choice between turning right to the Catskills via the Long Path/Port Ben Road or left onto the Rail Trail to continue south. Tourists would not miss seeing the Port Ben Railroad Station like they currently do. It would be a sort of interchange for bicycle traffic to the Catskills like the interchange for cars proposed for Port Ben by NYSDOT in the 1960's.	1	0	0	0
Napanoch Bicycle Boulevard	The UCNMTP suggests a bike route here. A bicycle boulevard should connect the O&W Rail Trail to the shops of the hamlet of Napanoch, now that the sidewalk plan has been defeated, on Institution Rd. Plank Rd. and Main St. It would provide access to the rail trail for Napanoch residents.	5	0	0	0
Bicycle Interchange	At the turn in Towpath Road, southbound bicyclists re-routed off Berme Road (to avoid dangerous curves) and onto the Long Path would have a clear choice to turn west to the Catskills or south onto the rail trail.	5	0	0	0
Bike Path	A bike path along Foordemor Road could connect the large parking area at the Rondout Creek Bridge to the rail trail. It would not have to be in front of any homes, even if it continued on to Rt 209 and Colony Farm. It could be located on the abandoned lots designated as "open space" and the Central Hudson and NYS lands. The razed homes from the aqueduct leak provide an opportunity to create the Catskill-Shawangunk Greenway Trail as a bike path. The Greenway Trail is endorsed by UCTAC. Colony Farm could then be a Rt. 209 trailhead for the O&W Rail Trail.	5	0	0	0
Connection to Rte 209 biking and walking path	Developing and connecting a trail from Washington Avenue (nearby the tourist caboose) to the well-established Route 209 adjacent waling/biking trail that starts in Hurley would be of great benefit to residents and visitors to the area.	4	0	0	0
Convert use of Wurts Street bridge	Consider making the Wurts Street bridge a one-lane, one way vehicular bridge with a dedicated bicycle and pedestrian lanes - or simply do away with motorized vehicles altogether. The 9W bridge has rendered this crossing obsolete, and it cold easily be repurposed.	3	0	-1	-1

SUBJECT - BIKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Re: Convert use of Wurts Street bridge	This bridge is still heavily used by vehicular traffic and provides a direct connection into the city streetscape. The causeway acts almost like a bypass and adds to local travel times.	-	0	0	0
No Cycling Accommodation on Rte 209	from the point where the M-Town Rail Trail diverges from its adjoining location, NYS Rte 209 is very dangerous for cyclists w/ minimal shoulders poor sight lines, high traffic incl. commercial trucks, etc. Should 1) widen shoulders &/or create bike/ped lanes on 209; 2) expand numbers of connectors btw rail trail & Rte 209 corridor.	5	0	0	0
Rte 375 Lacks Width to Accommodate bike/ped	The main thoroughfare btw Woodstock & Rte 28 and Kingston parts of Hurley, Olive: Rte 375 has many pedestrians & bikes AND high traffic moving w/ 40 mph limit. It is extremely dangerous, especially south of Maverick Rd/Witchtree Rd where it is narrower w/ little or no shoulders (and ditches), many curves and poor sight lines, Hurley Ridge, etc. North of Maverick/Witchtree should widened to include a wide shoulder or ped/bike lane. At Maverick/Witchtree, create ped/bike lanes on these roads to connect to Rte 28 (west via Maverick; east via Witchtree/Vandebogart/Van Dale/Zena Rd.	5	0	0	0
Route 212: Major Bike/Ped Corridor	Route 212 is the major E-W transportation corridor in Wdst for cars, pedestrians, cyclists. The numbers pedestrians & cyclists using it to shop, get to work, recreate continues to increase dramatically every yr. In the Village, there are sidewalks for pedestrians but once out of the village, they are on the shoulders at all times of day and night (incl. workers returning from work in restaurants late at night). The Bearsville -- Woodstock Corridor needs to be widened to safely accommodate all users, the speed limit should be lowered.	5	0	0	0
Route 28 "No-Go Non-M Zones": Convert the U&D	In the highest density use & auto traffic areas w/ hundreds of intersections/driveways (especially in the eastern section), Rte 28 is a "no go zone" for all but the most experienced cyclists and those who have no other means of transport. The County purchased/owned U&D Corridor should be utilized to create an affordable, safe, enjoyable bike/ped transportation corridor parallel to the very dangerous Rte 28 corridor. The consistent, gentle grade and safety of the U&D connected to the UC non-motorized network will vastly increase the numbers of pedestrians & cyclists using it to travel to and from Kingston and other locales for work, shopping, social and recreation.	5	0	0	0
Bike-ped path: Cross Creek to SUNY New Paltz	A bike-ped path from Cross Creek to SUNY New Paltz would open a bikeable-walkable route from Harvest Hills, DuBois Road, Sarafian Road and Jansen Road into the center of New Paltz. The community could avoid the terribly unsafe and poorly repaired Route 208 and still use non-motorized means to get to the village.	5	0	0	0
Bike-ped path: DuBois Rd to Lenape Elem Schl	A bike-ped path from DuBois Road to Lenape Elementary School would permit families along DuBois and Sarafian Roads to use non-motorized means to bring their children to school. The current alternatives -- Jansen Road and Route 32 -- are unsafe for travel by bicycle with children. We model the wrong lesson every day by motoring our children to school. We need to show them we don't have to rely on motorized transport for every daily activity, and that non-motorized transport is viable and preferable.	4	0	0	0
Bicycle-pedestrian bridge across the Wallkill	The location at New Paltz's Gardens of Nutrition is ideal for a bicycle-pedestrian bridge. It would connect to the Village Boat Landing, which could then be further developed as a park. It would immediately connect to the Mohonk Preserve via the new Open Space Institute path. It opens	3	0	0	0

SUBJECT - BIKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	connections to Mountain Rest Road and Springtown Road as well. It is easily accessible from the Wallkill Valley Rail Trail and is next door to the historic Huguenot Street houses. It can become an essential linkage from the Walkway Over the Hudson to the Mohonk Preserve. It would be a terrific amenity for local walkers, hikers, skiers and bicyclists and could become a destination in itself, showcasing the Wallkill River.				

Table B-3: Driving Comments, Responses, and Votes from rTown Feedback Tool

SUBJECT – DRIVING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
What do we have an Interstate here?	Is there really a need for a US Interstate here? Why can't we just make this a local road?	4	1	0	1
Re: What do we have an Interstate here?	Yes. Tree-lined boulevard with sidewalks and bikelanes and an intersection to access Kingston plaza.	-	1	0	1
Re: What do we have an Interstate here?	This road is totally over built for the volume of traffic and should be opened for bicycle and pedestrian use.. with a speed limit reduction to 45.	-	1	0	1
Broken Traffic Signal	I bet a roundabout would work well here rather than a signal.	4	1	0	1
Road diet for 9W	Though it may have made sense in the late 1970's, today there is no need for a 4-lane divided highway bisecting the Rondout. I realize this is a radical notion, but we should reduce the width of 9W from Port Ewen in the S to the intersection with 32/Flatbush Rd. Let's reclaim this area for other community needs!	5	4	0	4
Re: Road diet for 9W	Tim: Brilliant! I have long thought that 9W should be a tree-lined boulevard with bike lanes and sidewalks.	-	2	0	2
rail crossing	This crossing is very rough and needs to be rebuilt.	4	0	0	0
rail crossing	This rail crossing is very rough and needs to be rebuilt.	4	1	0	1
Lanes Disappear	Please add or design a better lane system. Many times I have had people pass me on both sides of my car weaving from one lane to another. I've seen cars practically drag race to get to their preferred lane.	5	1	0	1
Re: Lanes Disapear	Here here!	-	0	0	0
Re: Lanes Disapear	The UCTC Broadway study has found that vehicles travel faster here than at any other location on Broadway.	-	0	0	0
Official Back Road	Please design a better back access road. I'm amazed I don't see more accidents in this 90 degree/zig-zag cut through to the stores in this plaza.	4	1	0	1
worst pavement in the world?	check out the pavement on Berme road. its truly bad, and the road is very narrow.	4	0	0	0
Need stop line	The stop sign is set well back from the intersection and there is no stop line. Drivers often don't stop at the sign and roll right out onto Ohayo Mtn Rd.	5	0	0	0
truck by-pass	DOT is installing bollards at main and Partition. Large trucks will get	4	0	0	0

SUBJECT – DRIVING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	hung up and need an alternate route. Northbound trucks should turn here.				
Ceremonial Gateway Roundabout	Replace the traffic light at this intersection with a roundabout to create a ceremonial gateway to the Rondout Valley and the Catskill-Shawangunk Greenway for tourists coming from Minnewaska and the Walkway Over The Hudson. Let tourists know that they have arrived at a special destination, a parkland nestled in the mountains.	4	0	0	0
Glasco needs repaving btwn 212 & Rock City	Glasco is in terrible shape after Irene, Sandy and some very snowy winters. Shoulders are tiny, nonexistent or worse in many places and the patching the County has done, while somewhat helpful, will probably not last the summer. This stretch of road needs to be prioritized. The rest of Glasco either has been or is currently being repaved - why not this section?	5	1	0	1
Brush makes it hard to see safely	Would be helpful to dramatically cut back the brush growing on either side of Ricks Rd at 212 as visibility is really bad in all but the winter months.	4	0	0	0
Route 375 needs lower speed limit	There are constant accidents on this road, mostly motorists who hit telephone poles or trees because they're taking curves too fast. There need to be curve slowdown signs and lower speed limit.	5	0	0	0
Road Conditions	Large sections of Ulster County 7 (Springtown Road) were heavily damaged by this winter. It is very frequently used road by bicyclists as well as farm vehicles making it the road damage all the more to negotiate. Needs rebuilding with the addition of a paved shoulder for all the bike riders.	5	0	0	0
One Way Weird	The section of James Street between Madeleine and 32 is little used because is it one way. It should have at least a "sharrow" lane for bikes to use it legally as a route to 32 or across to Lower James Street.	4	0	-1	-1
congestion	Improvements to Main St. (Rte.299) and Manheim must continue to be a priority.	5	0	0	0
fair grounds generated traffic	Sponsors of events at the Fair Grounds should be required to submit a traffic mitigation plan as a condition of event approval.	5	0	0	0
Create a rotary	A roundabout was recommended for this location in the 2009 "City of Kingston Uptown Stockade Area Transportation Plan." This would be an effective solution in reducing traffic accidents and directional confusion, and create safer pedestrian street crossings (reversing the direction of Wall and Fair Streets would help with this, too). See page 48 of the linked pdf report: http://ulstercountyny.gov/sites/default/files/documents/planning/stockade_final.pdf	5	0	0	0
Streetscaping	The streetscape along this segment does a great job of slowing down speedy drivers along 9w and provides many pedestrian amenities. We need more treatments like this throughout the county.	1	0	0	0
Truck Access and Congestion	Reconfigure the intersection of Malden Turnpike with Route 9W by going through the Cody industrial property (Erica Guerin) on Malden Turnpike and the current tire recycling property on Route 9W, thereby eliminating the dangerous left turn for tractor-trailers entering Route 9W north from Malden Turnpike. This should also create better access for trucks coming south to the Thruway and reduce truck traffic in the village of Saugerties.	3	0	0	0
Truck Access and Congestion	Upgrade Malden Turnpike to state highway standards to improve truck traffic access to and from the NYS Thruway from this highway.	3	0	0	0

Table B-4: Traffic Safety Comments, Responses, and Votes from rTown Feedback Tool

SUBJECT – TRAFFIC SAFETY	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
No Crosswalks	There are no crosswalks here....very dangerous!	5	1	0	1
Terrible Intersection	Having separate turn lanes at stop signs, the strange one-way configuration of Fair St, and blocked site lines, make this intersection confusing and dangerous. Heavy commuter route for workers and elementary school children.	5	3	0	3
recently installed bumpouts	These create a major hazard for pedestrians and a dangerous obstruction for firefighting apparatus.	5	0	0	0
Sight distance problem	The sight distances at Dewitt Mills Rd and Rte. 32 are too short given that drivers routinely ignore the reduced recommended speed. Perhaps a "hard" speed limit reduction between the top of the hill north of Dewitt Mills Rd to Main St in Bloomington would help make this safer.	4	0	0	0
Maverick Rd joins Rte 28 at acute angle	I've had several close calls at this intersection as drivers enter Rte 28 from Maverick Rd. The acute angle approach to Rte 28 confuses drivers and limits sight distances. I've had a driver stop dead in the middle of Rte 28 right in front of me nearly causing a 3 car accident with that car and an east bound car.	5	0	0	0
Stop line and sight distance problem	There is no stop line and the sign is set well back from the intersection. The sight distances are poor here... especially since the church was sold and the new owners created a "fence" and have allowed brush to grow up.	5	0	0	0
Brush sticking out into the road	There is a lot of brush growing out over the guardrail and into the driving lane all along this section of switchbacks. Combined with the already narrow road and drivers do not stay on their side of the road through the switchbacks. It is particularly bad when bicyclists are encountered on this stretch along with oncoming traffic.	5	0	0	0
Limited sight distances	Too much vegetation and other things at this intersection.	4	0	0	0
by-pass	need southbound truck by-pass Needs widening at 9W and 32	4	0	0	0
Bus Expansion on Main/Prospect St. New Paltz	As a longtime resident of the village of New Paltz - I find the plan for the bus station expansion ridiculous, not well thought out, intrusive, and unnecessary. No need to disrupt a lovely, family oriented, peaceful village neighborhood with traffic, and a parking lot that is completely unnecessary! As there is more than enough parking at the park & ride near the thruway (a current trailways bus stop), the current bus parking lot, & street. If parking is the issue - create a stop on RT 32 - equal in distance from downtown NP - a perfectly suitable spot that's already paved and on a major thoroughfare. No need to promote MORE nightly out of town bar goers to park and DRIVE - post their evening out drinking- and using a quiet residential neighborhood which houses over a dozen children under the ages of 13 as their major thoroughfare. This plan must be extinguished! Tourist come to New Paltz to get away from corporate America, cars (parking lots), & mass transportation congestion - Don't ruin the integrity, esthetic, and peace of a incredible Hudson Valley community! I conclude with a quote from a beloved Jodi Mitchel tune "...Don't it always seem to go	5	0	0	0

SUBJECT – TRAFFIC SAFETY	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	That you don't know what you've got Till it's gone They paved paradise And put up a parking lot" PLEASE MAINTAIN OUR PIECE OF PARADISE - HERE ON NEW PALTZ!				
Bus Station Proposal - BAD	Bus Station Proposal - BAD for Business, BAD for Community At first I was amazed to find out about how such well-prepared materials had been presented to the Village few. They must have taken months to prepare, I thought. I found out from a neighbor, who found out from the newspaper. We're all busy I thought. Then I realized none of the neighbors on Prospect Street who own and occupy their houses knew about the New Paltz bus station meeting. FULL DISCLAIMER: I'm a fellow NYC bus commuter. I don't have time for politics. I vote to occasionally elect the right people to push things fwd and watch after things. I'm raising my family on Prospect St. I run several companies so I understand and value business interests, paid media placements. I know how much money and effort is required to launch a successful marketing campaign. I know how long it takes to prepare an elaborate PowerPoint presentation, to pay for drawings, architects, etc. I also know a bad idea when I see it. BAD for Community A bus station in the middle of busy street like Main St is already a problem. The UCAT Bus Stop at the corner of Main and Prospect, which blocks the view of cars coming down Main Street, is a serious accident waiting to happen. Whoever had a pleasure of getting stuck, driving a car or walking the sidewalk behind a bus on Main St. knows the fumes, the noise, understands why we need to SOLVE the traffic congestion problem in this cute Village of ours, NOT ADD TO IT. And then a well-compensated planning company decides to alleviate Main Street congestion by adding multiples of buses and suggests sending traffic down Prospect Street as a solution. But let's back up a step. The law is being broken each and every day and has been happening for years. UCAT buses, Trailways drivers trying to save on time, trucks of all sizes, even our beloved LOOP all use Prospect Street daily, flagrantly ignoring a big sign NO THRU TRUCKS AND BUSES at the beginning of Prospect Street, a sign that tells us about zoning, that a separation of residential and business districts does exist. As a NYC commuter I often hear bus drivers traveling Main Street past Stop N Shop, past Convenient Deli, of being afraid of pedestrians on the sidewalks, who often disregard buses. And, that's a BUSINESS district. Prospect Street is a RESIDENTIAL street with many, many young kids using the crosswalks to ride their bikes, play, kick the ball, often crossing the street while visiting neighborhood houses. Are we in the right state of mind to allow those heavy Trailways buses to skip business district and ride down Prospect?! Or any bus or truck?!	5	3	0	3

SUBJECT – TRAFFIC SAFETY	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	Whoever came up with idea must not live in our village and not possess any forethought. BAD for Business I must add, I was once a SUNY New Paltz student. I clearly remember days when I had to drag heavy bags and cross busy Main Street on the way to bus station and now that I understand a bit of business, let me offer couple constructive ideas: - make a deal with SUNY New Paltz - help the students and increase LOOP ROI (Return-On-Investment) by picking up kids and taking them to and from bus station on 32 and/or Park-n-ride by the NYS Thruway. - offer a TRAFFIC SOLUTION, not add to the problem - do NOT lower residential quality of life by sending business traffic through residential districts - do NOT scare away tourists - they come to walk our quiet streets and shop, not stand in traffic - enhance quality of air, help lower noise levels, think of ways to contribute to the peace and prosperity of our village - stimulate the local economy - help cab drivers' business by having bus stations/stops in multiple locations - the center of a growing Village deserves more innovative and lucrative business than an oversized bus station Last but not least, be more transparent - keeping interests behind the idea private, hiding behind some unclear laws are not best practices in 2015. Big decisions like this demand more than one Village meeting and MAJOR announcements. No one wants to find out that his or her neighborhood is about to change forever from a neighbor, who read it in the paper. That's shady. I understand public comments are due 6/5 so please help me expedite my input.				
Need Sidewalks Here	Sidewalks would be a welcome addition to the stretch from Washington Ave to Golden Hill Dr. and further south to Rockwell. Many individuals walk this stretch in areas without adequate shoulders or sidewalks. Sidewalks with a marked bike lane to help complete the connection of the Wallkill Valley RT to Midtown would be great. This should be pursued by the City as a federal aid project.	5	1	0	1
Confusing 2 way roundabout	While I like roundabouts and support their construction in favor of signalized intersections, I believe this one was poorly designed. Lane re-configuration to implement a one-lane roundabout should be considered here; the two lane facility causes driver confusion.	5	0	-1	-1
bike lanes	New Paltz desperately needs bike lanes.	5	0	0	0
Sight Distance Problem	Despite a reduced speed limit at this section of 32, drivers routinely drive	5	1	0	1

SUBJECT – TRAFFIC SAFETY	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	at 50 mph. This is a proposed crossing for the WVRT and it will never be safe under the present conditions. Either a pedestrian bridge or a signal will be required to make this safe.				
Water Street/Plains road/Pencil Hill area	There should be a "no right turn" sign at the base of Mohonk, and "no left turn" on the Water Street/Mohonk intersection. There is not enough room to make either of these turns without going completely in the other lane. Couple that with people texting or on cell phones, and/or people who are just trying to circumvent the traffic light on 299 and 208, and you have "an accident waiting to happen". Also, with all the car/bike/carriage/skating/jogging that goes on on Plains Road, it would be great if there were "No Through Traffic Signs at Water street and Main, and Cedar and 208. Again, this road is used as a short cut to cars going west on 299 and south on 208. The people who use this as a short cut tend not to obey the speed limit.	5	0	0	0
Proposed Bus Station Expansion	The proposed New Paltz bus station expansion does not make sense as it will negatively impact the bordering neighborhoods precious quality of life as well as create traffic chaos and pedestrian safety risk on Main and Prospect Streets. The plan outlined so far identifies entrances into a commuter parking lot at 123 Main Street through alleyways opening up onto Main St. The noted alleyways have been the subject of multiple and planned traffic studies which all indicated as an ingress and egress the alleyway idea is not safe as there is no viable viewpoint for traffic onto Main Street as you enter or exit, and, pedestrians are at risk as they cannot be seen by drivers in the alleyways. From what I recall It has been documented by the Village in the past, while examining other proposed developments on the site, that a firetruck could never fit through the alleyway in an emergency and that the dimensions of the alleyway are not a legal size for entrance onto a state road which is Main St. An alleyway is an alleyway - these alleyways were never designed as an entrance or exit into a parking lot. The parking lot at 123 Main St. used to be a woods and the alleyways had only led to the back of the buildings on Main Street. The use of 123 Main Street as a parking lot currently is not an approved parking lot. I am woken up regularly by people in the parking lot coming out of the bars and it is unacceptable to me to imagine this situation of 123 Main as a parking lot being legitimized as it already has seriously negatively impacted my quality of life and that of my neighbors. 123 Main St. is landlocked and borders on residential neighborhoods and has never been approved by any Planning or Village Board in New Paltz for multiple reasons including the noise, light, and air pollution nuisance factors. If approved the lot would also be used by more than commuters and would increase the nuisance factors immeasurably affecting the bordering neighbors quality of life. The current idea of an egress lane onto Prospect St. is preposterous. Prospect Street is a residential street and promoting a design that would create volume traffic is contradiction to the character of our community and would create serious safety issues for the children who play on Prospect Street and well as negatively impact quality of life for neighbors on Prospect. I feel the children's safety should get priority over the idea of commuters having a place to park their cars. I vote for moving the new bus station to the former STS site which sits next to an existing park and ride. The 32N corridor is in a business district and is the better option. Thank you for providing this forum to express my thoughts.	5	5	0	5

SUBJECT – TRAFFIC SAFETY	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Dangerous Intersection	This is an offset intersection with poor sight lines and speeding traffic. Pedestrian crossings are long due to the offset. Left hand movements from Broadway onto Prince/Grand often fail to see pedestrians crossing Prince/Grand. Movements turning left from Prince/Grand fail to yield to through and right movements from Pine Grove. A reconfiguration of the intersection should be considered.	4	1	0	1
Speeding	Area is a 30 mph zone in a residential neighborhood. Excessive speeds have caused residents to put up their own 30 mph signs in their yards in an effort to increase driver awareness. A formal treatment should be considered.	4	0	0	0
Re: Terrible Intersection	Roundabout Please!	-	0	0	0
Re: Terrible Intersection	Yes. Agreed. UCTC completed a study; it concluded that a roundabout would work well. Current lane configuration causes confusion and should be reconsidered at a minimum. If federal aid is available, the city should consider installation of a roundabout.	-	1	0	1

Table B-5: Transit Comments, Responses, and Votes from rTown Feedback Tool

SUBJECT – TRANSIT MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Day liners to NYC	Explore the feasibility of reestablishing a dock for commercial day liners from NYC to Kingston Point, or for special charter service. Also periodically review feasibility of ferry service to Amtrak in Rhinecliff.	5	2	0	2
Ugly Bus Station	This bus station does not make me want to take the bus. ever. I would like to see Trailways and the City invest some funding into improvements of this dilapidated old service station and turn it into a transit facility that we can be proud of.	5	2	0	2
Tourist Bus	UCAT should coordinate with Metro-North to create a tourist bus. Because of traffic, this bus route could run along Dubois Dr., Plattekill Ave., or even through the SUNY campus. The route doesn't have to end in the Village. It can go to Mohonk. Connections with something like Zipcar allows people to go to other places like apple orchards, Woodstock, etc. New Paltz can become a jumping off point.	2	0	0	0
ROUTE 209 HAS LOTS OF PEDESTRIAN TRAFFIC	I frequently see folks walking along 209 in Wawarsing to get to the Walmart, shop rite, and hospital. These locations are only safely accessible with a motor vehicle. There should be sidewalk between all the hamlets in Wawarsing along 209, or at least a wide, safe shoulder	4	0	0	0
Re: ROUTE 209 HAS LOTS OF PEDESTRIAN TRAFFIC	Why not build a bike path along Rt. 209? They are more useful, and since there is no sidewalk we have the opportunity to do it right the first time!	-	0	0	0
pedestrians on sams point road	Cragsmoor folks walk on Sams Point road to get to Minnewasksa, Sams Point area. the road is very narrow, poorly paved, and has a 40 mph speed. seems very dangerous....	4	0	0	0

SUBJECT – TRANSIT MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Bus Stop	Bus stop required on Partition Street northbound at Dock Street. Many new businesses around this location.	1	0	0	0
New Paltz Bus Station Expansion	The current Trailways station on Prospect Street functions well in terms of walkability and convenience. For people who drive, there are typically parking spaces available on Prospect Street, and there is a big parking lot at the Trailways stop at the Thruway Park and Ride as well. The proposed expansion plan will have a very negative effect. Buses already have some difficulty getting on to Main Street -- a 100-car parking lot with cars exiting on Prospect will create more problems. Additionally, Prospect is a residential street with many children running back and forth to each other homes. Turning Prospect into a major thoroughfare for a huge parking lot compromises safety and destroys the character of the neighborhood. The whole neighborhood is opposed to the Prospect bus expansion and 100-car parking lot exiting onto Prospect.	1	0	0	0
Prospect Street Bus Station Expansion	I believe that the idea of expanding the Trailways bus station at Prospect and Main, and adding parking spaces for UCAT buses, along with 100 spaces for parking is in the wrong place. Prospect is a residential street that shares a bus station. It should be expanded outside of a neighborhood. There is no reason to destroy buildings, evict residents and use eminent domain in such a heavy handed way. A commercial endeavor such as an expanded bus station is useful, but only in an area of town that is not surrounded by houses and children. What is needed is a more thorough examination of other locations. Please do not bring this awful development to Prospect Street. Also, the question below asks about "existing conditions." Neighbors do not mind the bus station as presently construed. There is rarely a problem turning on to Main Street for residents, commuters have more than enough parking for FREE, and we do not need parking for multiple buses.	2	4	0	4
New Paltz Bus Station Expansion Plans	I was very upset to hear about plans to enlarge the New Paltz bus terminal at Prospect Street and Main, especially since none of the numerous families with young children who live on Prospect Street, most within the first block off Main Street closest to the bus station, were informed. One would think that any planning that would so drastically impact a single, close-knit neighborhood would solicit and consider the views of those property owners, but instead it seems that without any such consensus, the planner would move forward with that option. One fatal problem with that option namely expansion in situ, is that in both plans such a metastasis would require increased traffic along Prospect Street, a street whose pedestrian safety must be paramount, whether for young children chasing balls and riding bikes and scooters; for adult neighbors jogging or walking their dogs; or for college-age renters walking to class or returning home at night from local bars on foot, occasionally obliviously intoxicated. Adding traffic to this lovely Village street, either from buses or automobiles exiting onto Prospect from the vacant lot behind the Citgo station [at Main and Prospect] which would be transformed into a parking lot with more than 100 spaces to serve the bus station is a dangerously bad idea. Prospect Street is sensibly designated a "no-thru" street to trucks and buses for safety reasons, and those are the same reasons that a 100-car garage serving bar patrons at night and emptying onto Prospect Street would be disastrous.	2	5	0	5

SUBJECT – TRANSIT MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	The bus station, at its present size, has been a good neighbor. I suspect that someone may be trying to solve the Village's parking shortage using federal grant money earmarked for genuine transportation issues to build a parking garage in the heart of the Village, but perhaps we actually need a huge new bus station (40,000 square feet with bays for six buses? Really?). If so, I hope the new Park & Ride site on Rte. 32 across from Stewart's, along with the former STS property, might be reconsidered. As much as I would miss having the convenience of a bus to the city just steps from my door, the ramifications of the proposed expansion options are too high a price to pay, and surely there are many village and town residents west and north of the present location who would enjoy benefitting from such proximity. In fact, I might still walk to a bus station on 32 North, as it's not that far, which means others parking at any new bus station parking lot could also walk into the Village from there to eat and shop, all without adversely affecting the traffic problems we have on Main Street. And all without routing dangerous traffic onto one of the most child-friendly streets in town. Please, think again.				
Bus Station; Prospect St. New Paltz	The various proposals for the expansion of the existing bus station presently located at the intersection of Main St and Prospect Streets in New Paltz all make a bad situation even worse. Destroy the safety of the residents of several streets in a residential Village setting? Why do that when relocation will still allow for a "walkable" bus station elsewhere. There may not be a perfect site, but I'm certain any other site is better then the expansion of the present site. How about the North Chestnut Street (Rte 32 North) corridor? Still will be walkable and/ or "Loop Bus-able". Within a short, walkable distance of over 6 large apartment complexes and an abundance of smaller apartment houses, a senior housing complex, subsidized housing, an adults with disabilities work center.... Having a bus station off Main Street will help to alleviate the ever increasing through traffic.. Your own traffic studies indicate that. Please do the logical thing. Do not expand the bus station at it's present site. Relocate it to a site that will help to expand the entire area and positively effect the Village AND the Town residents, not exacerbate the traffic problems in Main Street and it's immediate side streets. We should keep what little residential areas we have, not help destroy them.	5	5	0	5
Re: Bus Station; Prospect St. New Paltz	It is not at all clear that there is "public support" for the proposal. I was at the first meeting, in which there were 50 or so people. At that meeting, people liked the bus station where it was, And as it was -- without a huge expansion. As it is now, people can walk to it, and drivers can get on the bus at the Thruway Park and Ride. If indeed there is a need to expand, the 32 North site is a great deal more suitable -- no building would need to be razed, there is already a large parking lot, buses can more easily exit onto 32N than Main Street, and many residents can walk to that site as well. The Prospect proposal is coupled with a plan for a 100-car parking lot in the empty land at 123 Main Street. Cars must cross over busy sidewalks both entering the lot and exiting from it. And the exit is on Prospect, a residential street with many families with children. Thus, this parking lot creates a dangerous situation for pedestrians, adds to the traffic on Main Street, and turns a residential street into a major thoroughfare.	-	1	0	1

SUBJECT – TRANSIT MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Re: Bus Station; Prospect St. New Paltz	I agree. I think the new Bus Station should be located on the former STS Garage property. It is already a dangerous situation to just be able to get into the gas station from Prospect Street and Main (a necessary maneuver when the gas cap is on the drivers side). Also, there is already an (underutilized) park and ride lot at the Rt 32 location.	-	5	0	5
Re: Bus Station; Prospect St. New Paltz	I cannot believe that the "results" from two poorly publicized meetings 1.5 years apart with "public support" to expand the bus station on Prospect Street put into motion a huge project that will forever alter the Main Street and Prospect Street negatively. The project's scale is too big for the space AND traffic will increase. I have lots of questions and few answers. I hope that our elected officials can shed some light. Certainly, we plan to ask them! This plan should be shelved. There are other areas in the village that are more suited.	-	5	0	5
Bus station expansion plan	As a resident of Prospect Street in the Village of New Paltz, I am disturbed by the plan being considered to expand the Trailways bus station at its current location. I am concerned not only because of its negative effects on the traffic patterns, safety and character of the lovely neighborhood where I have owned a home for more than 20 years, where our children and those around us play outside nearly every day, and where traffic is already problematic and even dangerous at times, but also because it seems a more suitable location is not seriously being considered. There is also the underlying question: Is a bus station expansion truly necessary at this time? If that is proven to be true, then why not consider a location that already has ample parking and space, and would seem to have less impact on residential streets? The under-used park-and-ride on Route 32 and the now vacant adjoining lot seems a more suitable choice -- or at least one that merits study (if indeed a bigger bus station is necessary at all). While I recognize any plan or location will have potential negative effects on nearby residents or businesses, this spot along a busy state highway that is still within the village (offering easy accessibility) needs to be seriously considered. For me, this is not a case of Not In My Backyard; rather, it is about making the best choice for the long run, about putting safety first and about not paving any more land in the village if it can be avoided. Planners and public officials need to listen to the voices of New Paltz residents. Please. Thank you.	4	5	0	5
proposed Bus expansion full of hot air	The proposal to expand the bus station at the present location is a tragedy waiting to happen. The amount of traffic that will ensue will not only affect the quality of life for all residents of Prospect Street but also of those of us at Orchard Heights. Our property backs up to the proposed parking area for the expanded bus station. This will heavily impact our residential area by the amount of noise and lights coming from the cars, as well as added exhaust fumes emanating from those cars and coming right into our windows and backyards. This is a very unhealthy situation. It also is an accident waiting to happen, with the added congestion in and out of Main Street and Prospect Street. A much better alternative would be to place the bus station on rte.32 next to the already in place park and ride	5	5	0	5
Bus Station Expansion in New Paltz	This proposed project scale is far too big for the site. Additionally, how can two meetings 1.5 years apart with the last meeting having only a handful of attendees voting for this location expansion be considered valid? All of this flies in the face of reason. The site on 32 north is so much better.	1	4	0	4

SUBJECT – TRANSIT MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Re: Bus Station Expansion in New Paltz	I have lived on Prospect Street since 1978, and despite enormous growth in the village, Prospect Street is still a tree-lined residential street with families and children. On any summer's day, some of the enterprising kids will have a lemonade and home-made jewelry stand. It seems as if decisions being made without understanding our community. How did the notion for this giant expansion get started?	-	1	0	1
Against Bus State Expansion - New Paltz	I have lived on Prospect Street for almost thirty years, and am a regular customer of Adirondack Trailways both for business and personal purposes. The present location of the bus station is most convenient for me. Additionally, I understand that long distance bus service to the Hudson Valley has become far more frequent since I moved into New Paltz in 1968; that is, the station gets far greater use than in decades past. As an elected official in county government I advocated for mass transit; local service (UCAT) has since been established and extended. And yet the New Paltz bus facility has remained the same size. All this notwithstanding, it is my view that the station's expansion in its current location is not in the interest of our neighborhood or the broader community. Our street has passed through a period of major generational change. Many young families have moved in. Properties have been improved at considerable cost of money and effort. Neighbors are social friends and routinely help each other during the course of daily life. Children wait for the school bus, play outside, cross the street to visit with each other continuously and in general enliven and enrich daily life. I fear the consequences for their safety, and therefore the willingness of my neighbors to remain resident on Prospect Street, if the bus station is expanded as proposed. Moreover, in a town in which may single family homes have been converted to rooming houses for students, with attendant challenging daily life effects (e.g. beer bottles on the lawn on a regular basis, boisterous street noise at 3 A.M.) the presence of these families assures the fundamental home-owning residential character of our neighborhood and our village. An expanded bus station at the foot of our street, with a major parking lot, would likely ruin the family, residential character of our street and further seriously damage the essential character of our already challenged community. I would prefer improvement of the station at its current location within the existing footprint, or an alternative location already identified within walking distance of the village core but more suited to this business use and with land available for parking or parking already developed. Alternatively, bus company customers who require parking might be accommodated by expansion of the Thruway park and ride facility, perhaps with an overnight paid parking option.	2	4	0	4
Future transit needs	Inter-modal transportation system is needed	4	0	0	0
Restoring modern transit	Restoring modern rail transit to this destination will be a step in preparing to meet the future needs of non-automotive owning tourists and visitors from the world's 5th largest economic sector. Many will bring bicycles, camping gear, and other equipment that is suitable for rail traveling. Conditions that were common to the vacationer in 1915 are approaching a modern version in 2015.	2	0	0	0
Restore Connection	Restore the rail connection to prepare for future needs.	2	0	0	0

SUBJECT – TRANSIT MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
New Paltz Bus Station Expansion - a poor idea	Regarding the plan to expand the Main St. Trailways bus station, as shown in the presentation, we've been told that the option of sending buses down Prospect St., when traffic is bad on Main St., has allegedly been ruled out, but the fact is, buses are still using Prospect St. as an alternate route now. On Saturday morning, May 23, a Trailways bus went down Prospect St. Although, in a subsequent call from a Trailways representative, the company has since denied that the bus used Prospect St., even though residents observed it. On May 30, it happened again. Although this bus was, fortunately, traveling very slowly and was able to stop for the John St. stop sign. This is a key problem with the expansion at Main St. plan, even though the company may deny that the buses will use Prospect St., the buses already, improperly, use this street as an alternative route, and have done so for years. This poses a real threat to safety of the residents of the street and their children. A Trailways bus is very big and heavy, and, when moving, has a lot of momentum. Most people don't fully appreciate this, that a bus cannot stop like a car, and they underestimate the distance it takes for a bus to stop. A few weeks ago a woman was killed by a bus in New York City, when she crossed mid block, in front of an approaching bus, and the bus was not able to stop in time. I have personally observed buses coming down Prospect St. begin to slow down for the John St. stop sign, and, being unable to stop, roll through the sign. This is also hazardous for the cyclists and skateboarders coming down John St., who are also unable to stop. With all of the children, who live and play on Prospect St., the idea of doing anything, which would increase the bus traffic on the street is a serious mistake. When traffic is bad on Main St., to the point where it's barely moving, that is when the buses most use Prospect St. as an alternate route. As difficult as Main St. traffic is now, traffic studies have shown that in the next twenty years it will continue to get worse. More and more the Main St. traffic will tend to be unmanageable, exceeding the carrying capacity of the street. Under these circumstances, expanding the bus station at its current site is not forward thinking. It's a plan that makes no sense.	4	2	0	2
Proposed Bus expansion behind Main St. stores	The land behind the row of stores at 123 Main Street is being considered as a site for the proposed Trailways bus expansion. As a resident of the Orchard Heights condos located directly behind the this area, I'd like to share my concerns with this option and also to encourage you to revisit the STS Tire and adjacent Park & Ride properties located on North Chestnut Street (NY 32) as an alternative site. Previous development options for the area behind 123 Main Street experienced opposition from Prospect Street families and people living at Orchard Heights for many reasons, including the following: Air pollution from diesel busses or gas-powered vehicles Noise pollution from vehicles and increased levels of usage activity Light pollution from vehicle headlights, illumination from buildings and	5	2	0	2

SUBJECT – TRANSIT MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	parking lights Additionally, with the proposed Trailways expansion behind 123 Main Street, we have the following concerns: Due to the compromised sight lines generated by parked cars along Main Street and the frequently heavy pedestrian foot traffic, ingress into the proposed parking area requires caution and an unnecessary degree of risk to drivers entering the parking area and to pedestrians walking on the sidewalk. The additional length of a transit bus will increase this level of difficulty and the heightened amount of ingressing vehicles will increase the level of risk. Downtown New Paltz derives much of its popularity through its unique topography, and the distinctive aesthetic and charm provided by the historic buildings and varied businesses lining Main Street. Why denude and interrupt the shopping and dining experience for visitors, residents and students with the noise and fumes of buses and cars ingressing into the parking lot when an alternative is available? We understand that it is important to keep Trailways as a local business that can be accessed by SUNY students, visitors and residents. We are, however, concerned that the STS Tire and adjacent Park & Ride option is being dismissed as being too far for SUNY students. In order to get to Trailways from the SUNY campus, students presumably cut through the campus and exit near Old Main Building, at S. Oakwood Terrace and Plattekill Avenue, and head along S. Oakwood Terrace to reach the bus station: a walk of approximately 8 minutes from the Old Main exit point. If Trailways is moved to the STS Tire and adjacent Park & Ride location, the walk time is increased to approximately 20-23 minutes. Although a longer walk, it is easily navigable for most of the young, energetic students who live on the SUNY campus. Many SUNY students do not live on campus. A large student population lives along and off Church Street and it is an easy walk for them to get into town or to get to the Park & Ride. We know this because they take shortcuts through our property on a daily basis and are quite capable of sprinting quickly to finals, meetings with friends, etc. We encourage you to reconsider the STS Tire and adjacent Park & Ride location option for the following reasons: Commercial/Industrial buildings already exist along this area of the NY32 corridor. The closest residential area is buffered by both the Wallkill Valley Rail Trail and a green forested strip. It is an open and readily accessible area to pedestrians, buses and cars alike which increases the safety factor for all. The pedestrian traffic in this area is not dedicated to browsing or looking for a restaurant. Instead, it is dedicated to accessing the few spread-out commercial locations in the area. There are no parked cars along Route 32 to inhibit sight lines. It is an easy, flat walk into downtown New Paltz for residents and visitors. I do not want our daily quality of life to be compromised by a location that also affects the caliber of the downtown experience for visitors,				

SUBJECT – TRANSIT MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	students and residents and introduces increased safety risks. Instead, I implore you to consider the STS Tire and adjacent Park & Ride properties as an excellent solution to the expansion of Trailways.				
Bus expansion should be on Rt. 32!	As a resident of New Paltz, I am dismayed that County planners would rely on the opinions of a handful of people at one meeting in selecting the Prospect St. site for a major bus terminal expansion. Even though the Prospect St. site is closer to my home, I recommend the Rt. 32 site for the following reasons: 1) It will not remove shade trees and buildings for a parking lot right in the middle of our village; (2) It will route buses with their noise and emissions to an existing corridor and major road out of town rather than increasing their presence and congestion in the center village; (3) It will use an existing parking lot and vacant lot rather than removing shade trees and shrubs (4) It will align with plans to develop the Chestnut St./Rt. 32 corridor for village commercial expansion; (5) It will not disrupt a village street and the families--particularly the children--who live and play there. The choice is clear to me and to every one of my neighbors that Rt. 32 is the logical option. We strongly support the Prospect St. group who oppose the Prospect St. plan.	5	0	0	0
Bus expansion at Prospect St. a bad idea	Please consider moving the bus expansion location to Route 32 at the previous STS location. Similar towns such as Rosendale have their bus stations located outside of town for a reason: a larger bus station would be an eyesore in the middle of town and the narrow streets can barely handle congestion at the high tourist season as it currently exists. The Route 32 location is easily accessible from town or campus by the rail trail or sidewalks and is conveniently across from Stewart's and next to a pizza place. An expansion at Prospect Street would negatively impact residents of the area and be especially dangerous for children.	5	1	0	1
College Interns from Marist & Suny New Paltz	Please add more times, reliable transportation to bus routes in Ulster for college interns, students etc. to work in the area. Yearly transportation is an issue with our college interns ex. who can hardly get enough credit hours in some cases to fulfill internships because of reliable transportation. Most do not have cars on campus. Many are eager to work it would be a good thing.	4	0	0	0
Route 32 option is the logical choice	As a New Paltz resident, I strongly oppose the proposal to expand the bus station at its Prospect St. location. The proposal, which involves removing mature trees and creating a huge parking lot in the middle of our village, will increase traffic congestion, noise, and pollution, and create a large and unsightly transit thoroughfare right in the middle of our village. Studies of walkable villages and towns refer to the streetscape "fabric" --the continuity of buildings and greenery along sidewalks and walkways. Why would we want to contribute to the already problematic traffic and congestion caused by exhaust-spewing buses in our village center? The Route 32 option seems so much more logical: using an existing vacant lot with an already existing commuter parking lot on an existing major roadway with direct access north and access to the Thruway via an alternate route to Main St--Henry W. Dubois--which is already slated for sidewalk improvements? The Route 32 site also offers room for future expansion which the Prospect St. option does not. Please take into account the potentially harmful impact of this important decision and choose the option that is least disruptive to our community's character and quality of life.	5	1	0	1

Table B-6: Travel Congestion Comments, Responses, and Votes from rTown Feedback Tool

SUBJECT – TRAVEL CONGESTION	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Rondabout Here?	Is it true that NYSDOT will put a roundabout at this location? It's very congested during certain parts of the day and not a pedestrian-friendly location	5	2	0	2
Heavy traffic	During rush hours this bridge becomes a drag race of cars trying to get in front of each other. Then everyone screeches to a halt for the red light.	5	1	0	1
New Paltz Bus Station Expansion Plans	This is from a letter to the editor of our local newspaper pointing out why erecting a new large bus station on Main Street in New Paltz would overburden an already heavily traveled road. And noting there is a better location if it is decide to move forward with the expansion. Three facts to consider in the bus station expansion plans To the Editor: In the last three weeks there have been two major stories and many letters to you, the editor, about the bus station expansion on Prospect and Main Streets. Here are three facts to consider. 1. Little Known Fact SUNY New Paltz has constructed a new large bus shelter across the street from the Student Union Building on Route 32 South. Students can get the bus right on the campus regardless of where a new bus station might be built. 2. Ignored Fact There is already too much traffic on Main Street/Route 299. It is the main artery from the New York State Thruway going to all points west for access to numerous villages and towns as well as to nature's bounty including our own Gunks with recreational activity that attracts all ages and abilities. 3. Overlooked Fact If this bus expansion were to happen there is a perfect location on Route 32 North next to the New Paltz Park & Ride and former STS property (which was destroyed by fire). This is an already zoned business district with plenty of room for development of new businesses while alleviating downtown parking concerns. This was the second of three final choices (honed down from 70 in the town and village) explored by the design team working for the Ulster County Transportation Council. We have only begun exploring the actual need for any expansion but first things first. No matter what may evolve, the wrong location is Prospect and Main Streets.	3	0	0	0
Bus station expansion creates more congestion	I read with dismay the story in the New Paltz Times on expansion plans for the bus station on Main and Prospect Street. The article characterized that among the very small group of a dozen or more attendees, there was favorable opinion on expanding the existing station at the current location while adding a parking facility in a now vacant lot nearby.	5	5	0	5

SUBJECT – TRAVEL CONGESTION	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	Unfortunately, many residents of the impacted neighborhood, who are raising families in the neighborhood, were unable to attend that meeting due to helping the kids with homework, making dinner, washing dishes, putting the little ones to bed and more. Upon reading the article, I can say with certainty that the expansion at the current location, on the scale outlined, would be highly destructive to the neighborhood surrounding the station. For one, this expansion plan does not take into account the number of children living in the area, who are the future of New Paltz. It does not take into account the increase in air and noise pollution that would most definitely impact the area. It does not answer the ongoing debate about the traffic problems confronting the village but rather would only add to the existing nightmare. It does nothing to ease the congestion along Main Street, in fact adding much more while creating yet another bottle neck. The streets near and surrounding the bus station are filled with families, which is becoming a rarity in the village. These families are not transients but have made New Paltz their full time home. At present, Prospect Street is a drag strip where cars constantly speed down the block, where buses and trucks routinely use the street despite it being a No Thru Street that bans trucks and buses, where intoxicated patrons at nearby bars walk freely down the street in the middle of the night loudly talking, arguing, cursing, urinating, vandalizing, trespassing, littering, et al. This is all taking place on a street that is home for dozens of kids who deserve a neighborhood where they can play with their friends and grow into fine contributors to this community. To add a structure and facility as described would ruin an important component not measured in traffic statistics, analysis or research. It would ruin the very character of a family neighborhood that is dedicated to the community. Perhaps a better course of action is to locate the station along the Chestnut Street corridor, a blighted area so often discussed, since there is already a Park and Ride facility and a vacant lot large enough to support the plans. Failing that option, the Thruway Park and Ride has plenty of room to fill the bill. Both these options would be far less costly and be far less disruptive and damaging. Either alternative is really not that physically unreachable and could help support the struggling UCAT bus system with proper implementation. To adversely alter the corner of Prospect and Main is in many ways a tipping point for further decline in the quality of life found in the village.				
Construct a three-level parking garage	A 200 to 250 stall parking garage could be constructed on County-owned land behind the County Office building. Ground floor retail space could be created on the Main Street facades, with vehicle ingress/egress possibilities for Main Street, Clinton Ave., and/or Pearl Street. The central location to the Uptown Stockade Historic (and shopping, dining, business) District makes this an ideal candidate for an efficiently-designed parking structure, which could pay for itself through generated revenue and the required bond in 20 or 30 years.	4	1	0	1
Change direction of traffic	Current traffic patterns into, around, and through the Historic Stockade District make little sense, hurt businesses, and stifle smart development and parking patterns. Implement ALL of the recommendations of the	5	0	0	0

SUBJECT – TRAVEL CONGESTION	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	2009 City of Kingston Uptown Stockade Area Transportation Plan Final Report, including reversal of the one-way section of Main Street from Washington Avenue. See page 45 of the linked pdf report: http://ulstercountyny.gov/sites/default/files/documents/planning/stockade_final.pdf				
New Paltz Bus Station Expansion-a poor idea.	I am addressing an article published on May 18th regarding the New Paltz bus station expansion/renovation plans in which two proposals were put forth by consultants Beehan and Associates on behalf of the Ulster County Transportation Council. Unfortunately, these proposals underscore how individuals and organizations with the best of intentions can create plans that may meet preferred criteria but which result in alternatives that simply represent bad choices for the village as a whole, and our residential neighborhoods specifically. There are myriad traffic issues that plague our village, among them strangling congestion on Main Street, a lack of parking, poor air quality on days of high traffic and rapid rates of speed on residential streets that put pedestrians, other vehicles, and children at risk, Prospect Street has been a crucible for dealing with these issues, as it is a street that cuts through from Main Street to Henry W. DuBois Street and which functions as a defacto bypass around Main Street congestion. As a result, our street sees periodically high levels of traffic piloted by frustrated drivers travelling far too quickly . This has been an ongoing concern, as has been the use of Prospect Street by commercial traffic from the standpoint of noise, air quality, and just plain physical space as huge vehicles weave through parked cars, especially on the North end of the street. Both alternatives of this plan ignore any of these existing concerns and propose increased traffic on the street, greater impervious surface and stormwater run off, unknown increased emissions from commuter traffic and idling buses and will fundamentally change the character of the center of the village by adding 100+ parking spaces . Most planners and residents would agree that it's never a great idea to make the core of your village a massive parking lot. Though SUNY New Paltz adds much to our community, it should not be the driving force behind an otherwise flawed proposal for the location of a regional transportation hub. The proposal for the bus station in both of its alternative forms, specifically at the scale currently proposed, is a bad idea for this village by needlessly complicating an already difficult traffic situation and altering the core of the village from a mix of residential and commercial uses to a regional transportation hub servicing commuter parking and student travel needs. These changes will come at the expense of the quality of life for residents, and will compromise the visitor experience of our village . I note that this proposal to reconstruct an already outmoded transportation hub is also a mere four blocks from an apparently discarded option, a currently underutilized Park and Ride adjacent to a vacant lot which formerly housed, ironically, a bus garage. Options A and B for the transportation hub, both located adjacent to a residential neighborhood and the high-density, pedestrian-friendly and mixed use historic Main Street district should be of concern to anyone who cares about the future of our village. There must be a a mixed	2	3	0	3

SUBJECT – TRAVEL CONGESTION	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
	residential and commercial center consisting of picturesque historical structures among thoughtful new development that attracts travelers, promotes livability and is not simply another characterless place to park with access roads choked by traffic, This leaves us with the question of how those of us who see these plans as an inadequate compromise register our concerns. We need to make sure that impacts to environmental safety and health will be addressed, specifically those involving traffic, particulates, VOCs and noise and light pollution. To that end all village residents need to have a clear understanding of timeline of this review and approval process, including a complete and thorough State Environmental Quality Review with adequate documentation of expected impacts, reasonable mitigation measures (and their costs), and viable alternatives. Sincerely, Peter H. Bayer				
Grid lock	Weekend traffic and rush hour major delays too much development in corridor.	5	0	0	0
Grid lock	Traffic delays regularly on weekends	5	0	0	0
Park and Ride	The Thruway Park and Ride lot is frequently at capacity and experiences a high level of demand. Parkin in the lot is limited to 16 hours and is enforced. This is very inconvenient for individuals carpooling or taking Trailways on trips longer than 16 hours. A designated paid area should be set up for longer term parking with access to Trailways.	4	0	0	0
intersection	afternoon peak serious congestion especially weekends	4	0	0	0
Fat Cats at City Hall	No walkable city? Isn't that a pity! Roundabout? How bout a walkabout? Road diet? You should try it!	3	0	0	0

Table B-7: Walking Comments, Responses, and Votes from rTown Feedback Tool

SUBJECT – WALKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
Pedestrian Safety	A sidewalk or some sort of pedestrian walkway is needed from the Spring Lake area to Forsyth Park. Frequently used, it is not a safe corridor for walking.	4	2	0	2
Ped crossing over CSX tracks	This is a major pedestrian crossing that currently poses significant safety issues, which are likely to get worse over time. A ped bridge over the tracks here would be a good solution. See the Kingston Greenline conceptual plan at www.kingstongreenline.org	5	1	0	1
Ulster County Rail Trail	This section of the U&D railroad corridor should be converted to a multiuse trail. It would provide an important non-motorized transportation link between midtown neighborhoods and commercial/government facilities in uptown, and farther along to recreation opportunities at the Ashokan Reservoir, Onteora Lake, Catskill Park. See www.kingstongreenline.org	5	5	-1	4

SUBJECT – WALKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
crosswalk signals not operational	I know this intersection is scheduled to be upgraded soon, but these comments would apply to any other non-operational walk signals. It would be helpful if the signals and or buttons were covered up if they are not functional. Since they currently are lit orange, I'm sure I'm not the only person to press the button and wait multiple cycles for the walk signal to change before attempting to cross. As a driver, it can be frustrating to see pedestrians jumping out into the intersection when the walk signal is clearly red and buttons are visible at each corner.	4	3	0	3
Re: crosswalk signals not operational	p.s. City of Kingston DPW has been aware for over a year.	-	0	0	0
Truncated Domes are Required Here	Why hasn't the City installed truncated domes/tactile warning strips on any of the corners at this intersection? The curb is 8 inches high at the crosswalk -- it is completely inaccessible for anyone with a disability.	5	0	0	0
Right Turn on Read	Drivers do not stop and/or yield to pedestrians even when pedestrian signals indicate they can cross.	5	1	0	1
Need cross walks	There are no pedestrian cross walks at this intersection. With the many transportation users going to and from Kingston Plaza this intersection it is a serious problem.	5	1	0	1
need side walk	The orthodox Jewish parishioners, and school children, have to walk in the street along this stretch of road. The parishioners do not drive on the Sabbath so they are walking on this road in the dark.	4	1	0	1
Cross walks and signs needed	There are many transportation walkers along this stretch of Rte 28 and many do so in the dark in the winter months.	4	1	0	1
sidewalks needed	There are many pedestrians, some with baby strollers/carriages, on this stretch of road that go to Gateway Industries and the medical practice.	4	0	0	0
Cross walks and signals needed	There are many transportation pedestrians using this stretch of Washington Ave and there are generally no sidewalks, cross walks or signals.	4	1	0	1
need sidewalks	There are many transportation pedestrians using this section of Washington Ave, particularly employees of nearby hotels, restaurants and other businesses.	4	2	0	2
snow removal	The City and Town of Ulster need to enforce the removal of snow from the sidewalks. There are many transportation pedestrians on this road that use the route to get to work.	4	1	0	1
Need sidewalks	Very hazardous for pedestrians going to and from the mall.	4	2	0	2
need sidewalks	Very hazardous for pedestrians going to Wal-Mart, Sam's and other stores located in this plaza.	4	1	0	1
need sidewalks	Many transportation pedestrians use this stretch of road and having sidewalks and cross walks on the ramps would be a huge safety improvement.	4	2	0	2
Stop for Pedestrians	Put up "Stop for Pedestrians" signs and enforce. I have seen people waiting to cross Broadway in Port Ewen for long periods of time and/or jumping out to cross in heavy traffic.	4	2	0	2
dangerous road for pedestrians	dangerous road for walking, biking,	5	0	0	0
Pedestrian Safety	These motels are where social services send people for temporary housing. A lot foot traffic along Route 28 originates from these motels. Mostly its people going to and from Washington Ave, but sometimes into Kingston, too.	5	1	0	1
Hiking Trails	With such a large park with varying terrain, there should be some hiking trails available	3	0	0	0

SUBJECT – WALKING MODE	COMMENT	RANK	UPVOTES	DOWNVOTES	UP/DOWN VOTES
No shoulders	Many people walk and bike along this road daily yet there is no room for it. The road lacks sidewalks and has no shoulders. Terrain may be an issue, but it'd be nice if there was an effort to make improvements given the amount of daily foot traffic along Connolly Road.	4	1	0	1
sidewalks and crosswalks	Needed along Frank Sottile from the former Caldor Plaza and into both Walmart/the mall roads. Cross walks at the lighted intersection are needed as well. There are many people who attempt to walk and bike this road daily.	2	0	0	0
long path routed on road	the long path goes along this road. needs a better crossing at 209(as mentioned in another post) and could use more shoulder, lower speed limit, and signage	4	1	0	1
Crosswalk	Crosswalk needed at this location!	5	0	0	0
Crosswalk	Crosswalk required at this location!	5	0	0	0
Walk path	Walk path/ sidewalk required for walking/ biking over NYS Thruway bridge. Currently people are walking on the highway to cross.	3	0	0	0
Crosswalk	Drivers don't give pedestrians enough time/room to safely cross Lucas Ave.	4	1	0	1
Speed limit on Glasco Tpke is way too high	Combined with the road bed being in such bad shape, the shoulders being nonexistent from erosion and rough winters, the fact that it's a twisting road with hills, many driveways (cars exiting and entering) and everyone exceeding the 40 mph limit, it's downright dangerous for people walking, running and biking.	5	1	0	1
Sidewalks overgrown and not maintained	There should be a sidewalk all along one side of Tannery Brook road from the Millstream to Tinker Street but instead there is the faintest suggestion of a sidewalk that's been overgrown, eroded and in one spot, is now used as someone's parking spot. this is a major tourist route and is currently dangerous and uninviting.	4	1	0	1
Signage	Missing pedestrian cross walk paint on street. Caution/warning signs needed before the crossing to effectively alert drivers of a need for a stop.	5	0	0	0
Signage	Crossing is not painted on the road surface and poor lines of sight prevent runners and bikers from seeing cars coming. Caution/warning signs needed before the crossing to effectively alert drivers of a need for a stop.	5	0	0	0
Sidewalk needed	Echoing other comments made on this stretch of the Boulevard/County Route 32, a new sidewalk and crosswalks are in critical need between Amy Kay Parkway and Klingberg Ave. Parents with strollers, children, and the elderly are left with walking on the breakdown lane along a busy and poor visibility stretch of road, with trucks and buses traveling >40mph.	3	0	0	0
sidewalks and crosstrips	Connect Mall and hotels to Walmart/Sams club with pedestrian access. None currently exists and is very dangerous for the many people who do actually attempt this crossing daily	5	0	0	0
Skiing	Very unhappy with the conditions up here this past winter!	5	0	0	0
Re: Stop for Pedestrians	Yes, I see pedestrians almost every day positioned at cross walks that are hesitant to cross because they don't get signals from motorists that they'll be safe in the crosswalks. Especially the one nearest the post office, which is especially important for town residents who don't drive.	-	0	0	0

APPENDIX C: COMMENTS ON DRAFT PLAN

A public presentation of the Draft UCTC Year 2040 Long Range Transportation Plan was provided on August 20th. The plan was made available for public review on August 19th, 2015 and open to comment through September 18th, 2015.

Attendees:

Ulster County Transportation Council
Rethinking Transportation: Plan 2040
Sign-In Sheet
August 20, 2015

Name	Affiliation (if applicable)	Email (optional)
Kathy Nolan	UC Trails Advisory Committee UC Tourism Advisory Committee	kathynolan@earthlink.net
Thomas June	UGARC	tomj@ugarc.org
Maria Maritsas		
Nick Maritsas		
LEE KAUSH		
Christine Marmo	New Paltz	
Kevin Smith	Friends of Catskill Main Rail Trail Woodstock Land Conservancy	kevinsmithwlc@gmail.com
James B Sexton		JDRSexton@live.com
Luke Sexton	Boy Scouts Troop 135 of America	lisexton@live.com
Kristen Wilson	CCEU	kew67@cornell.edu
Laura Sexton		LMRSEXTON@HOTMAIL.com

1

Summary of key comments raised during the August 20th meeting:

<u>Public Outreach</u>. The public input process can be skewed if the entire public is not properly informed and allowed to participate. Local planning projects and long range planning projects need to be better advertised at the local level in a timely manner so that all members of the public have an opportunity to provide their input.

<u>Response</u>: It is the policy of UCTC to advertise all project-related public meetings at least one week prior in Ulster County's official newspaper of record, Ulster Publishing (Kingston Times, New Paltz Times, Saugerties Times, Woodstock Times and Almanac). The appropriate publications are chosen depending on the geographic scope of the project. In addition UCTC issues a press release regarding details of the project, geographic scope and meeting agenda.

Direct email messages are also sent out notifying the public of meetings and draft materials in advance. These are obviously limited to those email addresses that UCTC has on file. Sign-in sheets at meetings request attendee email addresses; UCTC will then use these email addresses to forward relevant information to respondents. The public is also able to automatically sign-up for UCTC email notifications through a link on its main page. In addition, UCTC uses social media, specifically Facebook, to advertise public meeting events and issuance of draft publications. The ability to easily "share" this information with the public presents a distinct advantage, although the platform is limited to users who chose to "follow" UCTC and its affiliates (Ulster County Planning Board, local municipalities, associated groups or individuals). UCTC also utilizes local municipal stakeholders in an effort to leverage traditional outreach mechanisms in concert with UCTC's. Print flyers are distributed and placed in public locations in and around the project study area. Direct mailings are considered on a case-by-case basis depending on cost and anticipated effectiveness. Project materials, including drafts, presentations, and other related information are posted on the project website immediately following the meeting or event.

In all cases, the outreach process is adapted to be suitable to the location and scope of the project. Local project sponsors are always consulted first to determine the appropriate outreach methods. UCTC will continue to explore methods that can be used to improve its public outreach process.

<u>Social Justice</u>. Social justice issues relevant to transportation in Ulster County Environmental Justice communities should be explicitly identified in the Goals of the plan. Alternative modes of transportation – including non-motorized transportation and transit – are a distinct need for marginalized citizens in any community, and the Plan should recognize that.

<u>Response.</u> A core tenant of Rethinking Transportation is recognition of environmental justice principles, as detailed on page 6 of the document. A comprehensive review of the document was conducted by project staff to identify opportunities by which EJ principles and concerns can be explicitly stated, clarified, or otherwise addressed throughout the document.

<u>Hazardous Shoulders on area roads</u>. The traditional approach to road resurfacing and reconstruction in Ulster County has done little to improve road shoulders for bicyclists; doing so would be an efficient and cost-effective method for improving the regional bicycling infrastructure. Many roads have

dangerous drop-offs between the lane and the shoulder. The chip-stone method of establishing shoulders which is widely used in Ulster County creates a shoulder that does not weather well over time. A linked system of roadways with safe shoulders should be established throughout the county so that cyclists can travel on a safe network. Such a network should be established in concert with other multi-modal forms of transportation.

Response. To date, complete streets policies have been promulgated by the City of Kingston, County of Ulster, Town of Saugerties, Town of Wawarsing and Villages of Saugerties and Ellenville. The County is also advancing several shoulder widening projects on the TIP and continues to develop a more explicit approach to addressing shoulder condition through its routine maintenance and paving programs. These LRTP notes these efforts and needs.

Other comments raised during the August 4 public meeting addressed subjects germane to local transportation issues and concerns or other site-specific planning projects and were generally raised for discussion purposes. Those subjects included the advancement of cycling in Ulster County, cycling safety, and the need for accurate cycling counts on area trails; parking concerns in Uptown Kingston; concerns regarding the Build a Better Broadway project findings, and environmental considerations of the transportation system, including stormwater management.

Official comments submitted in writing to UCTC between Aug 20 and Sept. 18 are provided below:

From: Evan Jennings <[redacted]@tmny.org>
To: uctc <uctc@co.ulster.ny.us>
Date: 08/19/2015 05:22 PM
Subject: Feedback for the Draft UCTC Year 2040 Long Range Transportation Plan

Has any thought been given at the county level for the future potential of electric trolley service on the Kingston Waterfront?

Currently the Trolley Museum of New York operates a single diesel trolley car on 1.5 mi of track on a seasonal weekend schedule. However the museum would like to extend and electrify the line if funding can be found to do this. Extending the trolley tracks would bring it to more parts of Kingston (even into Town of Ulster if extended far enough through Hudson Landing) and electrifying the line will allow the museum's historic collection of electric trolleys to operate that are quiet and pollution-free. With an extended, electric trolley operation, it would make sense to operate it more days of the year. As such, the trolleys could become a viable alternative mode of transportation that people utilize along the trolley corridor instead of merely being an excursion to and from the museum.

Furthermore this concept clearly touches on three of the primary plan goals:

Vitality -- an alternative transportation mode with unique historic ambiance that attracts tourism

Accessibility and Connectivity -- a permanent connection to existing and new communities along and near the waterfront with access to areas of the waterfront not accessible by road

Environmental Protection -- electric trolleys emit no pollution and by virtue of the track route affords views of nature and of the Hudson River not available to motor vehicles

I also offer these links to concept documents from the trolley museum. The first shows the current and potential connections along the trolley line, and the second gives some design ideas specific to the extension to Sailors Cove and Hudson Landing.

http://tmny.org/connections2015.pdf http://tmny.org/trolley_ideas_NorthSt.html

-- Regards,
Evan Jennings

Response: Explicit identification or analysis of the feasibility of electric trolley service in the City of Kingston has not been conducted as part of *Rethinking Transportation*. The area specified in the public comment has been partially detailed in Figure 4.13: *Multi-Use Trails in Ulster County*. It should be noted that the area identified has been the focus of significant planning and implementation for non-motorized transportation and other residential/commercial development projects which are presently underway by the City of Kingston. There are no known plans or projects identified to implement the electric trolley concepts identified in the public comment above, although those plans and projects currently underway would not necessarily preclude the future electrification of the corridor(s) mentioned. UCTC will continue to support eligible plans and projects that may be eligible for Federal Transit Administration or Federal Highway Administration Transportation Alternatives funding or other similar enhancement or non-traditional Federal transportation dollars.

From: Bill Baird <[redacted]@gmail.com>
To: bsla@co.ulster.ny.us
Date: 08/28/2015 03:12 PM
Subject: Bicycle Connection @ Kingston Rhinecliff Bridge

Brian,

I live in Kingston and work in Rhinebeck. I have been commuting by bike more than usual this summer. To get from the City of Kingston to the Kingston Rhinecliff Bridge, I either have to approach via NY-32 or NY-199. 199 is pretty miserable on the bicycle. There are drivers going 65+ mph and gravel/glass/garbage in the bicycle lane. 32 is a little better, but still not ideal as the speed limit is 55. I can't imagine anyone who isn't a dedicated cyclist riding these routes.

Every time I cross the bridge, I see the paved path that goes from just west of the bridge down to Ulster Landing Road. If this was open, when heading home I could quickly turn off of NY-199 after crossing the bridge and onto a road more suited to cycling. After riding south on Ulster Landing Road, I would only have to be on NY-32 for a few hundred feet before turning towards East Kingston on Main Street (becomes 1st Avenue).

Is there any chance or this becoming a real connection? It totally slipped my mind when you were looking for feedback via the rTown map.

Thanks for reading and hope you have a good weekend!

--Bill

Bill Baird

[redacted]
3 Valentine Court
Kingston, NY 12401

Response: The facility in question adjacent to Ulster Landing Road is not identified in the UCTC Non-Motorized Transportation Plan; is appears to be an access road to a NYS Bridge Authority maintenance facility. Further investigation as to the feasibility of utilizing this segment as an alternative for cyclists may be warranted. No update of the Non-motorized Plan is anticipated at this time; however, an update will likely occur at some point in the next 5 years, as resources allow and in-line with other competing priorities.

524 Mountainview Ave.
Hurley, NY 12443
September 7, 2015

RECEIVED
SEP 10 2015
ULSTER COUNTY
PLANNING DEPARTMENT

Mr. Brian Slack
Ulster County Transportation Council
P.O. Box 1800
Kingston, NY 12402

Dear Mr. Slack:

Attached are a few comments on your Long-Range Transportation Plan. I trust they will receive consideration. The issues involved are very important to me.

Sincerely,

Virginia Starke

Virginia Starke

Comments on the Ulster County Long-Range Transportation Plan

Background: I am 80 years old and live on a steep street in Old Hurley. I have looked over your plan and appendices and offer the following comments:

Taxis: Nowhere in this plan did I see any mention of taxicabs which really should be included in any public transportation plan. As far as I can determine, there is no country regulation of taxis. Apparently anyone can put a sign on a car and call himself a cab driver. A while ago I went to Kingston City Hall to check this out. I found with the help of the City Clerk that outside the City of Kingston there were no regulations. In Kingston cabs can only charge so much; outside of Kingston they can charge whatever they wish. One time I tried to take a cab home from the Kingston bus station. The only cab available looked as if its back end was falling off, the driver didn't look much better, and he asked for an absolutely outrageous sum to drive me exactly three miles. I called a friend instead.

For years I have been contacting various public officials to try to get taxis regulated in Ulster County and gotten exactly nowhere. If New York City can have a Taxi and Limousine Commission, there is no reason under the sun why Ulster County cannot. I'm told it's impossible to regulate cabs. Nonsense! You require registration of potential cab drivers and their vehicles. You require meters and/or county zoning with pricing according to the zones. For the safety of customers you require a background check on drivers. Why is that so difficult?

UCAT: Recently there has been an improvement in UCAT scheduling through Hurley. However, I still can't utilize the service. To do so would mean I'd have to walk a mile to the Hurley Post Office to get the bus to Kingston Plaza and Hannafords. Then I'd have a limited amount of time to get the return bus and if I missed it, I'd be sunk. Even if I did catch the bus I'd still have to walk a mile mostly uphill with bags of groceries. As I said, I'm 80 years old.

Meanwhile, the Office for the Aging has been touting its UCAT service to take seniors to medical appointments. This, as far as I am concerned, is a total farce. Since it's supposed to be such a great deal, last spring I tried it. I followed what few rules there are and signed up with the Office. A few weeks before an appointment in West Hurley I called UCAT as instructed. I was told that appointments that day were from 8-2. I said that'd be fine, that my appointment was for 8:30 so 8 a.m. would be ideal. I was then told that the drivers only signed in at 8 and no one could be in Hurley before 9. I asked

if there was an alternative. I was told "not here". Why not? And if not, where? I notified the Office for the Aging of my problem, but again, I had to rely on a friend. It would be very helpful if rules were issued about using this service, rules including how many months one has to sign up before an appointment.

Sidewalks: Hurley has something like 50 miles of roads and exactly one-quarter mile of sidewalks. Roads are very narrow, traffic is increasing and there are no plans for any more sidewalks. The county just repaved Hurley Avenue (my car thanks you) but why couldn't a sidewalk have been installed at the same time?

The Myer School in Hurley is on Schoolhouse Lane, an extremely narrow street that is even considerably narrower whenever it snows. The O&W Rail Trail is a relatively few feet away from the school, yet there is no way for children to safely get there. Nor can they go the few feet to Main Street in Hurley. Years ago the Hurley Rail Trail Committee requested a sidewalk there and got nowhere. Children have to go by bus the one-half mile from my house to the Myer School because there are no sidewalks. How does this accord with the "Safe Routes to School" program?

In addition, the Rolling Meadows section of Hurley is completely isolated from the center of town if you don't have a car. The Hurley Conservation Advisory Council has been asking for a walking/bike path from Rolling Meadows to Main Street. This should be in the county transportation plan.

Thank you for considering my suggestions. I hope they are useful.

Virginia Starke
524 Mountainview Ave.
Hurley, NY 12443

vstarke@hvc.rr.com

Response: UCTC will begin to update its Ulster County Coordinated Public Transit -- Human Services Transportation Plan in 2015. A locally developed, coordinated public transit-human services transportation plan is developed with input from representatives of public, private, and non-profit transportation and human services providers and participation by members of the public. These plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. Taxi services and the roll that taxis play in filling the transportation needs for citizens in Ulster County – particularly the elderly and disabled – will be explored.

Concerns and comments regarding transit service have been forwarded to UCAT and Ulster County Office of the Aging officials. These issues will similarly be considered as UCTC updates its County Coordinated Public Transit -- Human Services Transportation Plan, which is developed in concert with UCAT and Kingston Citibus.

Regarding sidewalk provision, UCTC offers a number of mechanisms that can be used by municipalities to identify gaps in the local sidewalk network and to develop methods to address those gaps. The UCTC Safe Routes to School (SRTS) Program is one such mechanism. The SRTS program worked with local municipalities to develop local 'Action Plans' that identified barriers to walking or biking to school in a community. Gaps in the local sidewalk network are always addressed. To date, the municipalities of Lloyd, New Paltz, Kingston, Saugerties, Marlborough, and Shawangunk have participated in the program. The Non-Motorized Plan can also be used to identify gaps in the existing sidewalk network, particularly gaps that may serve to connect a population center with an existing trailhead. Those projects are then prioritized on a regional level based on their ability to address system-level connectivity across the county. While the 2008 Non-Motorized Plan identifies Hurley as a prime candidate for SRTS and other similar mobility planning work, UCTC has not received any recent requests from the Town to initiate such work. In addition to these two planning resources, a neighborhood circulation, access and parking plan could similarly serve the purpose of identifying mechanisms that can encourage mobility and create efficiencies on the existing transportation system. UCTC regularly considers new planning proposals from its member municipalities on an annual basis through its Unified Planning Work Program and would welcome such proposals from municipalities in the future.

APPENDIX D: RESOURCE AGENCY COMMENTS

This Appendix includes letters from the following resource agencies that provided comments and feedback to assist UCTC's long-range planning process.

- The New York State of Parks, Recreation, and Historic Preservation, December 31, 2014
- The New York State Department of Health, January 14, 2015
- The US Environmental Protection Agency, Region 2, January 15, 2015
- The US Department of the Interior: Fish and Wildlife Service, Northeast Regional Office, March 25, 2015

New York State Office of Parks,
Recreation and Historic Preservation

Albany, New York 12238
www.nysparks.com

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

RECEIVED
JAN 09 2014
ULSTER COUNTY
PLANNING DEPARTMENT

December 31, 2014

Brian C. Slack, Senior Transportation Planner
Ulster County Transportation Council
224 Fair Street
PO Box 1800
Kingston, NY 12402

Dear Mr. Slack,

The Office of Parks, Recreation and Historic Preservation (OPRHP) is pleased to consult with the Ulster County Transportation Council (UCTC) as you embark on your long-range transportation plan.

As you may be aware OPRHP prepares a number of planning documents that deal with state, region and park-wide issues. Many times this includes transportation methods used by patrons to access state park and recreational facilities.

My recommendation to you is to review the following documents:

- Statewide Comprehensive Outdoor Recreation Plan (SCORP) - http://www.nysparks.com/inside-our-agency/documents/201419StatewideComprehensiveOutdoorRecreationPlan.pdf
- Statewide Trails Plan - http://www.nysparks.com/recreation/trails/statewide-plans.aspx
- Minnewaska State Park Preserve Master Plan/FEIS - http://www.nysparks.com/inside-our-agency/master-plans.aspx (scroll down until you see the heading).

If you require more detailed information, I encourage you to contact Diana Carter of the Resource and Facility Planning Bureau (Diana.Carter@parks.ny.gov or 518-474-8288).

Sincerely,

Tom Alworth, Deputy Commissioner for Natural Resources and Partnerships

An Equal Opportunity Employer/Affirmative Action Agency

NEW YORK
state department of
HEALTH

Howard A. Zucker, M.D., J.D.
Acting Commissioner of Health

Sally Dreslin, M.S., R.N.
Executive Deputy Commissioner

January 14, 2015

RECEIVED
JAN 20 2015
ULSTER COUNTY
PLANNING DEPARTMENT

Brian C. Slack
Senior Transportation Planner
Ulster County Transportation Council (UCTC)
244 Fair Street
P.O. Box 1800
Kingston, New York 12402

Dear Mr. Slack:

This letter is in response to your recent communication to Acting New York State Commissioner of Health Dr. Howard A. Zucker M.D., J.D. regarding Ulster County's long range regional transportation plan. We understand that developing such a comprehensive plan that forecasts population and economic trends, assesses community needs, and sets the priorities for long range transportation investments is a considerable undertaking. As you know, the Department's Medicaid transportation program has expertise in transporting its enrollees to a variety of medical service venues in all the state's varied demographic and geographic area. We look forward to sharing this expertise with you as UCTC proceeds with its county-wide plan.

The Department, along with our transportation manager Medical Answering Services (MAS), have identified a few initiatives that may be helpful in your long range transportation planning initiative. Within Ulster County, MAS is coordinating utilization by Medicaid enrollees of both city-based and rural fixed route transit modalities. This level of coordination did not previously exist and will maximize utilization by the Medicaid program of local public transportation. The Department is also coordinating with the New York State Department of Transportation to improve quality standards of Medicaid-enrolled taxi vendors that include evaluation of cleanliness, promptness, safety, and service performance.

Further, funding has been requested by the Department for inclusion in the 2015-16 state budget to study and propose strategic maximization of mobility management for the disabled population within a selected region, most likely including rural areas and a major population center. The contractor procured for the study would assess local needs and determine the level of coordination necessary to ensure that individuals with disabilities receive services in the most integrated setting. The contractor would also identify existing state barriers to effective implementation of coordinated services, including statutes and policies that may limit the full coordination of services among state agencies and partner organizations.

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If you have any questions or concerns, please contact Bob Schmit, of my staff, at (518) 473-2160 or via email to MedTrans@health.ny.gov.

Sincerely,

Mark Bertozzi, Director
Bureau of Administration
Division of Program Development & Management
Office of Health Insurance Programs

cc: Mr. Schmit

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 2
290 BROADWAY
NEW YORK, NY 10007-1866

JAN 1 5 2015

RECEIVED
JAN 20 2015
ULSTER COUNTY
PLANNING DEPARTMENT

Brian C. Slack
Senior Transportation Planner
Ulster County Transportation Council
244 Fair St, P.O. Box 1800
Kingston, NY 12402

Dear Mr. Slack:

Thank you for your letter of December 23, 2014, requesting the U.S. Environmental Protection Agency's input on Ulster County's 2040 long range transportation plan. The EPA appreciates your interest in addressing environmental issues of immediate or long-term concern that bear a direct relation to transportation. I would like to take this opportunity to let you know about several programs and initiatives that could help inform your planning effort specifically related to smart growth, sustainable transportation and climate adaptation and resiliency.

Climate change is a real concern and both climate change mitigation and adaptation intersect with the transportation planning process in several ways. To mitigate climate impacts, investing in smart growth and sustainable communities can reduce vehicle miles traveled, directly leading to lower greenhouse gas emissions. Also, incorporating sustainable material management concepts into transportation project design reduces the greenhouse gas emissions associated with raw material processing, manufacturing and project construction and should be part of a long-term planning strategy.

Even with the mitigation of greenhouse gas emissions, transportation facilities can be impacted by climate change related effects, such as extreme heat or precipitation events and rising water levels. The ideas of transportation system adaptation and resiliency should be a cornerstone of any long range planning effort, as these effects are expected to become more severe over time. One specific facet of resiliency where the EPA provides a number of tools is Green Infrastructure, which refers to using natural hydrologic features to manage water and provide environmental and community benefits. Green Infrastructure can be a part of a long-range plan's priorities, with the concepts being incorporated into the design of future transportation projects.

The EPA and our sustainable community partners, the U.S. Department of Transportation (DOT) and the U.S. Department of Housing and Urban Development (HUD), have several tools available to assist the Ulster County Transportation Council with learning about and implementing the above ideas and concepts. The following list is not all-inclusive, but should be enough to get you started:

Internet Address (URL) • http://www.epa.gov
Recycled/Recyclable • Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 50% Postconsumer content)

- EPA's Smart Growth website: www.epa.gov/smartgrowth
- EPA's Climate Change website, which includes examples of climate adaptation in the transportation sector: www.epa.gov/climatechange
- EPA's Infrastructure website, with information on Green Infrastructure: www.epa.gov/infrastructure
- EPA-DOT-HUD Partnership for Sustainable Communities: www.epa.gov/smartgrowth/partnership
- Federal Highway Administration climate change website, with information on adaptation and resiliency in the transportation sector: www.fhwa.dot.gov/environment/climate_change/

I want to thank you again for considering EPA's concerns on the environmental issues impacting long-term transportation planning. If you have any further questions or concerns, feel free to contact Matt Laurita of my Air Programs staff at 212-637-3895, or laurita.matthew@epa.gov.

Sincerely,

Judith A. Enck

Judith A. Enck
Regional Administrator

EMailed 3/25/15

United States Department of the Interior

FISH AND WILDLIFE SERVICE
3817 Luker Road
Cortland, NY 13045

March 25, 2015

RECEIVED
MAR 30 2015
ULSTER COUNTY
PLANNING DEPARTMENT

Mr. Brian C. Slack
Senior Transportation Planner
Ulster County Transportation Council
PO Box 1800
Kingston, NY 12402

Dear Mr. Slack:

This responds to the Ulster County Transportation Council's (UCTC) letter dated December 23, 2014, to the U.S. Fish and Wildlife Service (Service), Northeast Regional Office regarding the Final Year 2035 Long-range Regional Transportation Plan (LRTP) and your request for agency-specific information. We understand that the U.S. Department of Transportation's Federal Highway Administration (FHWA) is involved with funding the LRTP.

The Service is providing the following comments on the LRTP pursuant to our authorities under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d), and the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat. 755).

Endangered Species Act

As you are aware, there are three federally-listed species known to occur in Ulster County. These species include the endangered Indiana bat (*Myotis sodalis*), the threatened northern wild monkshood (*Aconitum noveboracense*), and bog turtle (*Clemmys [=Glyptemys] muhlenbergii*). In addition, the proposed endangered northern long-eared bat (*Myotis septentrionalis*), a species proposed for listing under the ESA, is known to occur in Ulster County, New York. A listing determination is expected in April 2015.

These species and their habitats should be addressed in your LRTP along with an assessment of how activities covered in the LRTP may potentially affect them. We understand from your letter that project-level impacts will be analyzed through the NEPA process during project development and that consultation pursuant to Section 7 of the ESA, if applicable, will be conducted on a project specific basis.

For individual project reviews, we encourage you to follow the process on our website at *http://www.fws.gov/northeast/nyfo/es/section7.htm*. There you will find the Service's

Information, Planning and Conservation System (IPaC), a decision support system and a conservation planning tool for streamlining the environmental review process. It provides project proponents with the ability to explore the landscape and help you to plan your projects in a way that minimizes conflicts with federally listed species and other natural resources. Through IPaC, you can obtain a preliminary Service species list, links to species life history information, the Service's Migratory Bird program, Bald and Golden Eagle Protection Act information, and more. Essentially, IPaC will help you with your project specific effects analysis identified in the LRTP.

The following information is provided to assist you in early planning. Note that these recommended measures may or may not be applicable, depending upon final project plans. If any of the above mentioned listed or proposed species are determined to occur in or near a proposed project area, we generally recommend that the following avoidance and minimization measures be incorporated into the project design to reduce the likelihood of adverse effects to these species:

Indiana bat and Northern long-eared bat

1. Conduct presence/absence surveys for bats
2. Create a GIS database of surveyed areas for project reviews
3. Conduct tree removal while bats are hibernating (October 1- March 31)
4. Delineate tree removal areas using orange construction fencing
5. Refrain from using copper sulphate in stormwater detention/retention ponds

Bog turtle

If projects are proposed in or near wetlands and streams:

1. Hire a bog turtle specialist to conduct Phase 1 habitat surveys in wetlands to determine if the wetland provides suitable habitat for bog turtles
2. Conduct Phase II surveys on wetlands identified as suitable for bog turtles
3. Create a GIS database of surveyed areas for project reviews
4. Install a double row of silt fence between construction areas and the wetland area, hire a bog turtle monitoring biologist
5. Protect water quality of the wetland

Northern wild monkshood

If projects are proposed in the vicinity of northern wild monkshood:

1. Install temporary fencing around the plants, including a 100 foot buffer
2. Prevent sediments from entering the protected area
3. Use natural stream design methods instead of hard armor to prevent erosion in the Beaver Kill and protect habitat

As a reminder, Section 9 of the ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) prohibits unauthorized take[1] of listed species and applies to both federal and non-federal activities. Additionally, Section 7(a)(2) of the ESA, requires all federal agencies (i.e., FHWA), in consultation with the Service, to ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of designated critical habitat. An assessment of the potential direct, indirect, and cumulative impacts is required for all federal actions that may affect listed species.

The most recent compilation of federally-listed and proposed endangered and threatened species in New York is available for your information. We recommend that you check our website every 90 days to ensure that listed species presence/absence information for the proposed project is current.* We look forward to working with you as you implement the LRTP and provide technical assistance as requested.

The above listed species (except for the northern long-eared bat) are also listed by the state of New York. Any additional information regarding the LRTP project and its potential to impact listed species should be coordinated with both this office and with the New York State Department of Environmental Conservation's (NYSDEC) Albany Office.

Conservation Planning Assistance

The mission of the Service is to work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people. The New York Field Office will provide technical assistance to UCTC regarding long range transportation planning that meets the needs of the people and considers our trust resources as well. The LRTP provides a unique, landscape level, holistic approach to meet infrastructure needs while minimizing impacts to fish and wildlife resources.

The Service is available to provide technical assistance on avoiding and minimizing impacts to fish and wildlife resources, as well as wetlands, rivers, and streams. In general, we encourage UCTC to consider designing new structures or upgrading outdated structures (such as bridges and culverts) to provide and protect floodplains, reduce flood damage, and provide aquatic species migration and connectivity. In addition, we encourage using natural stream design methods in right-of-ways, maintaining or planting riparian buffers on streams and rivers, protecting water quality, and reducing sediment and erosion by using such controls as biofilters or bio-engineered stormwater retention ponds, and placing staging areas and access roads away from aquatic areas.

Long term transportation using a "green-infrastructure" approach will also ensure protection of fish and wildlife resources as well as the traveling public. Providing safe passageways (green space) for wildlife to travel (both terrestrial and aquatic) from varying habitats has been shown to reduce wildlife collisions and mortality. The LRTP should include identification of areas where human/wildlife collision rates are medium to high, and consider installing wildlife crossings,

[1] Take is defined in Section 3 of the ESA as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct.

signage, or detectors that are based on the wildlife species at risk. The Service recommends that the county avoid mowing in areas that provide migratory bird habitat by conducting mowing between April 15 and August 30th. In addition, we recommend that pollinator habitats that include host plants such as milkweed which is essential for monarch butterflies be preserved to benefit pollinators, as well as other species. We also recommend time of year restrictions to protect fish and other aquatic species that may potentially be impacted by transportation projects. Please contact your regional NYSDEC office for recommended in-water work windows.

Bald and Golden Eagle Protection Act

As you are aware, bald eagles (*Haliaeetus leucocephalus*) were federally-delisted in 2007, but remain protected under the MBTA, the BGEPA, and by the state of New York as a threatened species. The Service recommends that the UCTC follow the National Bald Eagle Management Guidelines found on our website and contact the Service and NYSDEC to determine if permits are required.

Thank you for the opportunity to comment on the LRTP. If you have any questions regarding this letter, please contact Sandra Doran, of my staff, at 607-753-9334 or Sandra_doran@fws.gov. Future correspondence regarding the LRTP should reference project file 2009-TA-0133.

Sincerely,

for Patricia Cole
David A. Stilwell
Field Supervisor

*Additional information referred to above may be found on our website at:
http://www.fws.gov/northeast/nyfo/es/section7.htm

cc: NYSDEC, Albany, NY (Env. Permits, Wildlife Diversity)
NYSDOT, Albany, NY (D. Nelson)
USFWS, Headquarters Office, Washington, DC (C. Liller)

4

APPENDIX E: TECHNICAL DETAIL

The following charts supplement data found in Chapter 3

Table E-1: Population Change in Ulster County, 2000-2010 (refer to Figure 4.1)

Municipality	2000	2010	% Change	Change as a % of Total Net County Population Change
Wawarsing	9,806	9,022	-8%	-7.1%
Woodstock	6,241	5,884	-6%	-3.2%
Shandaken	3,235	3,085	-5%	-1.4%
Rosendale	6,352	6,075	-4%	-2.5%
Marbletown	5,854	5,607	-4%	4.9%
Hurley	6,564	6,314	-4%	-2.3%
Olive	4,579	4,419	-3%	-1.5%
Esopus	9,331	9,041	-3%	-2.6%
Kingston (town)	908	889	-2%	-0.2%
Ulster	12,544	12,327	-2%	-2.0%
Ellenville Village	4,130	4,135	0%	0
Saugerties Village	3,908	3,971	2%	0.6%
City of Kingston	23,456	23,893	2%	4.0%
Saugerties (town)	14,913	15,511	4%	5.4%
Rochester	7,018	7,313	4%	2.7%
New Paltz (town)	6,796	7,185	6%	10.6%
Plattekill	9,892	10,499	6%	5.5%
Marlborough	8,263	8,808	7%	-2.2%
Denning	516	551	7%	0.3%
Gardiner	5,238	5,713	9%	4.3%
Lloyd	9,941	10,863	9%	8.4%
New Paltz Village	6,034	6,818	13%	7.1%
Hardenburgh	208	238	14%	0.3%
Shawangunk	12,022	14,332	19%	20.9%
Total	*177,749*	*182,493*		

Town figures exclude village population

Table E-2: Ulster County Jobs by Industry Sector[i]

	2011	Ulster County Change since 2006	% of Total	New York State % of Total
All NAICS Sectors	56,310	-4.7%	100.0%	100.0%
Agriculture, Forestry, Fishing and Hunting	877	2.8%	1.6%	0.3%
Mining, Quarrying, and Oil and Gas Extraction	105	-37.1%	0.2%	0.1%
Utilities	183	-5.7%	0.3%	0.5%
Construction	1,987	25.0%	3.5%	3.5%
Manufacturing	3,696	-21.3%	6.6%	5.5%
Wholesale Trade	1,550	-8.2%	2.8%	4.0%
Retail Trade	7,942	-5.1%	14.1%	10.5%
Transportation and Warehousing	1,788	-8.8%	3.2%	3.4%
Information	761	-20.8%	1.4%	3.3%
Finance and Insurance	1,315	-28.8%	2.3%	6.0%
Real Estate and Rental and Leasing	776	0.4%	1.4%	2.3%
Professional, Scientific, and Technical Services	1,471	-4.0%	2.6%	6.9%
Management of Companies and Enterprises	391	-14.3%	0.7%	1.6%
Administrative and Support and Waste Management and Remediation Services	3,567	5.1%	6.3%	5.2%
Educational Services	7,045	-5.9%	12.5%	10.8%
Health Care and Social Assistance	8,941	3.7%	15.9%	17.0%
Arts, Entertainment, and Recreation	746	9.9%	1.3%	1.9%
Accommodation and Food Services	5,941	1.3%	10.6%	7.3%
Other Services (except Public Administration)	1,876	-9.2%	3.3%	3.9%
Public Administration	5,353	10.2%	9.5%	5.8%

[i] Cornell Program on Applied Demographics, Ulster County Profile 2013, Table 9.6: Jobs by industry sector. U.S. Census Bureau - Public Use Quarterly Workforce Indicators (QWI) – annual averages.