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ULSTER COUNTY TRAFFIC SAFETY BOARD

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Dedicated to Injury Prevention
Eric Knight
Chair

RESOLUTION ADVANCING THE LONG-TERM GOAL OF THE DEVELOPMENT OF A SAFE NON-MOTORIZED TRANSPORTATION ROUTE BETWEEN WEST HURLEY, SHOKAN, BOICEVILLE, SHANDAKEN AND KINGSTON

WHEREAS, the New York Vehicle and Traffic Law §1675 authorizes the Traffic Safety Board to study traffic conditions on streets and highways, study and analyze reports of accidents and causes thereof, and recommend to the appropriate legislative bodies, departments or commissions, such changes in rules, orders, regulations and existing law as the board may deem advisable; and,

WHEREAS, the Ulster County Charter §C-120 indicates that the Traffic Safety Board shall advance traffic and transportation safety, including pedestrian and non-motorized transport, through study, advocacy and public education in accord with the provisions of the New York State Vehicle and Traffic Law; and,

WHEREAS, the Ulster County Charter §C-120 further states that the board prioritize safety concerns based on relative risk to people using major modes of transportation such as walking, cycling and/or other non-motorized and motorized transport; and,

WHEREAS, the county owns a single track railroad corridor, known as the Ulster & Delaware (U&D) corridor, that extends between Basin Road and the City of Kingston, running parallel to Route 28, which is currently being evaluated for its highest and best use by the Ulster County Legislature; and,

WHEREAS, there is a significant population center in the hamlet of West Hurley that could easily cycle to and from the City of Kingston if a safe, protected route for non-motorized transportation were to be established; and

WHEREAS, the 85% percentile vehicle speed on NYS Route 28 midway between Basin Road and Kingston is 56 mph, according to the NYSDOT Traffic Data Viewer, and crashes involving a vehicle and pedestrian occurring at 58 mph are associated with a 90% likelihood of death of the pedestrian according to the AAA Foundation for Traffic Safety's "Impact Speed and a Pedestrian's Risk of Severe Injury or Death" report published in 2011; and

WHEREAS, the 2045 Long-Range Transportation Plan (LRTP, UCTC, 2020) identifies the section of the U&D Corridor between the City of Kingston and the Ashokan Rail trail for "Future Development" of Multi-Use Trail; and,

WHEREAS, the Town of Woodstock and Town of Hurley have both adopted Complete Streets policies and are jointly pursuing a safe non-motorized transportation route between the hamlet of West Hurley and the hamlet of Woodstock, which would further extend a safe non-motorized route from the hamlet of Woodstock to the City of Kingston; and,

WHEREAS, developing a separate, protected route for non-motorized transportation would significantly enhance safety,

NOW, THEREFORE, BE IT RESOLVED, that the Ulster County Traffic Safety Board, hereby finds there is a compelling and immediate need to develop a safe and protected non-motorized transportation route in this corridor; and

BE IT FURTHER RESOLVED, that the Ulster County Traffic Safety Board recommends that Ulster County officials utilize the county owned U&D corridor to provide a safe and protected, AASHTO-compliant, non-motorized transportation route between the City of Kingston and Basin Road, connecting to the Ashokan Rail Trail and by extension the Hamlet of West Hurley, Hamlet of Woodstock and at the end of the Ashokan Rail Trail, the Hamlet of Boiceville; and,

BE IT FURTHER RESOLVED, that the Ulster County Traffic Safety Board views that there is an urgent need for a protected non-motorized transportation route in this corridor in the interest of pedestrians, bicycle riders and those with mobility challenges; and

BE IT FURTHER RESOLVED, that a copy of this resolution shall be transmitted to the County Executive, County Legislature, Commissioner of Planning and other officials and stakeholders as appropriate to effectuate this resolution.

**RESOLUTION APPROVED BY THE ULSTER COUNTY TRAFFIC SAFETY BOARD
APRIL 7, 2025**