

July 1, 2016

B-08

To: Village of New Paltz Planning Board
From: New Paltz Bicycle Pedestrian Committee (BPC)
Re: Zero Place

The New Paltz Bicycle and Pedestrian Committee wishes to make the following recommendations regarding cyclist and pedestrian issues around the Zero Place development:

1. On-street parallel parking on Chestnut/32:

We are in favor of the proposed plan for parallel parking on 32, given that the applicant's proposed design allows for a 6-foot shoulder between parking areas and traffic lanes. We feel that if a 6-foot shoulder exists, the parallel parking area would increase driver awareness, serving as a signal to inbound motorists that they are entering an area of increased population density.

2. Bulb-outs/curb extension at north and south ends of on-street parallel parking area:

The BPC recommends that bulb-outs (curb extensions) be constructed at either end of the proposed parallel parking areas. Such bulb-outs would offer a safe area for pedestrians waiting to cross the street, and a safe vantage point from which to look for—and be seen by—oncoming cars.

3. Sidewalk extension to Mulberry and curb construction at SW corner:

We recommend that the applicant's proposal expand its proposed sidewalk to include a ramp leading into the northwest intersection of Mulberry and Chestnut/32 and, in compliance with NYSDOT rules, should construct a receiving ramp on the southwest intersection of Mulberry and Chestnut/Rt. 32.

4. Re-routing of the Rail Tail Link connector trail:

We recommend that the link connector trail, traveling westbound on Henry W. DuBois, turn right at Church Street, and left at Mulberry, before making the crossing at Chestnut/32 to connect with the Wallkill Valley Rail Trail—rather than continuing westbound on Henry W. DuBois to turn right at Chestnut/Rt. 32.

5. Multiple nearby crosswalks on Chestnut/Rt. 32:

While we understand the concern that the close proximity of the proposed Mulberry crosswalk and the Stewart's/bus stop crosswalk would be a potential frustration to motorists, we feel it is unnecessary to eliminate one or the other crosswalk. We can point to multiple instances in the village of New Paltz where crosswalks exist at close intervals and we feel strongly that such intervals on Route 32 would serve to slow inbound traffic to safe speeds.

6. Location of loading dock and perpendicular parking in relation to the Wallkill Valley Rail Trail entrance:

The BPC has serious reservations about the location of the loading dock in the proposed plan. Specifically, we are concerned that deliveries by large trucks at the loading dock would obstruct cyclist and pedestrian access to the HVRT on Mulberry Street and would increase the likelihood for collision between loading trucks and cyclists/pedestrians. We recommend that the proposal move the loading dock from the south side of the building on Mulberry to the north side of the building, facing the parking lot. Barring this, we recommend that appropriate signage be proposed to alert truck drivers and parking motorists of the presence of cyclists and pedestrians entering and exiting the Wallkill Valley Rail Trail.

7. Complete Streets

The BPC feels strongly that the development of this site should conform to Complete Streets standards. Such standards have been adopted and implemented at the County and State level, as well as in neighboring communities (i.e., Kingston). We view new development projects such as Zero Place as an opportunity to showcase the very best in Complete Streets planning.