

APPENDIX B

WRITTEN PUBLIC COMMENTS



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marks18a@aol.com
05/19/2010 09:23 AM

To wto@co.ulster.ny.us
cc
bcc

Subject input re County transportation planning

For Follow Up:  Normal Priority

History:  This message has been replied to and forwarded.

Hi, Bill.

I don't think I'm going to be able to attend the public meetings re the UCTC Year 2035 Long Range Planning, but I did want to have a little input.

I am no expert on buses or bicycles, though I think more use of these would be great, but I do feel that at least in New Paltz, most major roads -- including County roads, like South Putt (part of Cty 17) are definitely not bike-friendly. I do hope that long-range planning will try to make all roads (State, County, town) -- or as many as possible -- in the County as bike-friendly as possible.

My main concern is still for cars, since living a couple of miles away from the Village of New Paltz, that is my principal means of transportation. As for County roads, my main issue is striping. Two things:

First, I know that years ago a decision was made to have every mile of every County road have only double yellow lines (or at least it's that way for the County roads I've traveled on). This does occasionally result in being behind someone going way under the speed limit. As I am sure I have written elsewhere, this leaves two alternatives: road rage (whether internalized or externalized) or illegally passing. The latter has happened to me when I was going *at* the speed limit.

Humans are what they are, and being behind someone going 30 mph in a 45 mph zone -- for several miles -- can be very difficult.

Passing is safe in certain places, so couldn't the dotted yellow lines be re-established at those places?

Second, whatever striping we do have should be repainted more regularly and/or with longer-lasting paint than now (though I do think things are *much* better under David Sheeley than they were before he became Commissioner).

This includes the yellow lines and the white lines (or fog lines, as I think they are also called). I have sometimes come down Mountain Rest Rd. from Mohonk at night and it is hard to see where the edge of the road is. This is even more of a problem when it's rainy or foggy.

Permanent reflectors could be helpful too at many points on County roads, but keeping the striping -- yellow and white -- fresh and visible would be a very good start.

Thanks, Bill!

All the best,

Mark

Mark Sherman
ph. (845) 255-8633



Gregg Swanzey
<gswanzey@gmail.com>
08/05/2010 03:55 PM

To wtob@co.ulster.ny.us
cc
bcc
Subject Comments on the 2035 Long Range Transportation Plan and
draft TIP for 2011 to 2015

Mr. Bill Tobin
Principal Transportation Planner
Ulster County Planning Board
County of Ulster
244 Fair Street
P.O. Box 1800
Kingston, NY 12402-1800

Re: Comments on the 2035 Long Range Transportation Plan and draft TIP for 2011 to 2015

Dear Bill,

Thank you for the opportunity to comment at the public meeting for the Year 2035 Long Range Transportation Plan on August 3rd. As promised I am sending along some brief comments.

Wallkill Valley Land Trust and Open Space Conservatory have acquired an additional 11.5 miles of the former Wallkill Valley Railroad in Ulster County. This acquisition has almost doubled the length of the Wallkill Valley Rail Trail which occupies the former railroad bed. The highlight of this purchase is the iconic 940-foot-long Rosendale Railroad Trestle, perched 150 feet over the Rondout Creek in Rosendale.

The Year 2010 non-Motorized System Map (Figure 4-11) can be corrected to reflect this purchase with an extension of the existing multi-use trail on the old Wallkill Valley Rail bed into the Town of Rosendale and on to the City of Kingston line. A portion through the Williams Lake property is the primary gap (I think it just under a couple miles) that remains and this is under discussion currently. In addition, some of the statistics, such as on page 9-6 could reflect the additional multi-use trail mile currently developed from 28.1 to approximately 39.6.

In addition to the comments regarding the Rail Trail, I am concerned about the implications of the statistic on page 4-18 that relates the Census data showing that journey to work data for walking and bicycling in Ulster County has declined by more than 23% since this could infer a decreased general demand for infrastructure to support such uses by the general public. An alternate hypothesis would be that the decline has developed since roadways are not conducive to safe use by pedestrians and cyclists - all the more reason to make better accommodation in future projects.

As for the TIP comments, on page 10 in the Transportation Improvement Program for FFY 2011-2015, item 28, pin 875913, "Route 32: Golden Hill Drive to Greenkill Avenue Pedestrian Rehabilitation" could include accommodation for bicycling and a "Complete Streets" approach.

This would be especially critical in light of the fact that the Wallkill Valley Rail Trail comes in at the City line just south on 32 near Rockwell Lane and it would be ideal, in my opinion, to provide a safe route from the rail trail all the way in to Broadway as soon as practical.

Any references to the current initiatives underway in Kingston for "Complete Streets" and "Safe Routes to Schools" might be appropriate, at your discretion.

Thanks for the opportunity to comment. It looks like a great plan. I can see you've put a significant amount of work into it. Congratulations on bringing it in to the final stages. Let me know if I can help in any way and please put me on the email list for future public meetings, etc.

Best regards,

Gregg

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August 20, 2010

Mr. Bill Tobin, Principal Transportation Planner
Ulster County Transportation Council
244 Fair Street
PO Box 1800
Kingston NY 12402-1800

RE: Ulster County Long Term Transportation Plan-TIP 2011-2015

Dear Mr. Tobin,

I am the Vice Chairperson and Treasurer of Kingston Land Trust and am making comments pertinent to the scope of my organization's mission concerning open space and non motorized transportation as well as some general comments on my own behalf concerning public transportation. Generally, my comments concerning non motorized transport support the statement on Page 4-25 of the Long Term Transportation Plan to the effect that system fragmentation needs to be replaced with a seamless, contiguous network with continuity and echo to some the text in the UCTC June 23, 2010 Technical Meeting Presentation.

I attended the August 3, 2010 Transportation Meeting and Presentation and commented at that time on the Non Motorized portion including the importance of bringing the Wallkill Valley Rail Trail (WVRT) into the City of Kingston which due to acquisitions by Wallkill Valley Land Trust and Open Space Conservancy now reaches the Kingston City line. The 2010 Non Motorized System Map Figure 4-11 and any related statistics showing the length of the WVRT should be amended to reflect this.

It should be noted that the gap portion of the WVRT through the Williams Lake property (aka Canopy Development) is presently under consideration. I helped lead an historic preservation tour group at the Williams Lake location last October and found that the developer's representative had placed rail trail signs on the property approximately along the location of the old rail route through to the historic quarry area and indicated that the formerly proposed reroute of WVRT at Breezy Hill Rd in Rosendale was no longer a consideration. This needs to be confirmed, followed up and finalized.

TIP Map Reference 26 PIN 875904 Kingston Rail Trail O&W

It should be noted that Kingston Land Trust is presently working on closing title to a small parcel directly adjoining a portion of the NY Ontario & Western Rail Trail (O&W RT) in the City of Kingston and is most interested in partnering with the City of Kingston, Ulster County, Town of Ulster and other interested parties in planning and implementation to make the section from Hurley to Kingston accessible and well maintained. We understand that a portion of the Kingston section of the O&W RT is under present consideration.

TIP Map Reference 26 PIN 875913 Route 32 Golden Hill to Greenkill Ave Rehabilitation

This ties in to the comments above on WVRT and the comments made on August 3, insofar as WVRT needs a safe route into the City of Kingston from its present terminus at Route 32 near to Rockwell Lane to provide continuity to the trail system. I made comments to this effect in 2008 on the Non Motorized Transportation Plan and also commented briefly on August 3, 2010 on this before the City of Kingston

Common Council. I would suggest utilizing a Complete Streets approach on the Route 32-Greenkill Ave section which could serve the purpose of providing bicyclists and pedestrians from Kingston access to the Golden Hill facilities and to the WVRT and vice versa. The possibility of using all or portions of the presently closed old rail bed through or in the vicinity of the transfer station to the area near Greenkill Ave. or Pine Grove Ave should be considered. Kingston Land Trust is interested in working in partnership with Wallkill Valley Land Trust, OSI, the City of Kingston, Ulster County, Town of Ulster and other interested parties in planning and implementation to bring the WVRT section into Kingston as soon as possible. Figure 4-12 (Year 2035 Non Motorized System Map) may need more detail in the City of Kingston portion to present exactly where the multi use trail is intended to be located.

TIP Map Reference 49 PIN 881097 I587-Albany Ave & Broadway

On behalf of Friends of Historic Kingston, I prepared a preliminary list of historic resources and stakeholders which was submitted to UCTC and your consultants Fitzgerald & Halliday. I will defer comment on that project at this time.

TIP Map Reference 45 PIN 880862 Wurts St. Bridge Painting

I was glad to see that this important historic resource is scheduled for maintenance. Thank you.

Ulster & Delaware, City of Kingston

Note that the NMTP in 2008 showed the section in the City of Kingston from near Kingston Hospital proceeding downtown to be a multi use trail. Assuming it is unsuitable for use by the trolley museum for its trolleys, this could provide continuity with proposed WVRT route into Kingston especially if a Complete Streets approach is used.

Proposed Next Phase Project Legacy Trail north from Kingston

It is possible that part of this project could start sooner than next phase using local and county roads and existing rights of way. Additionally, with the cooperation of the owners of properties proposed to be developed on the Kingston-Ulster waterfront, the sections through such properties may possibly be opened earlier.

Long Term Transportation Plan –Public Transportation

Pages 4-25 et seq discuss public transportation. Greater coordination of services and schedules between providers needs to be implemented including Kingston Citibus, UCAT and Adirondack Trailways. I believe this is discussed in the Fixed Route Analysis done some years ago. I concur with the statement on Page 4-32 that the City of Kingston needs an Intermodal Terminal which would help implement the elimination of this service fragmentation. The Intermodal is noted as TIP Map # 56 PIN 8T0449. Since we are discussing long term planning, better access to the MetroNorth station in Poughkeepsie via expansion of the Ulster Link should be considered. With the build out of the Kingston waterfront properties expected during this long term time range, thought should be given with regards to extending the Ulster-Poughkeepsie Link into Kingston from its present terminus in Rosendale.

Thank you for permitting me to comment.

Very truly yours



Kevin McEvoy

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