

DESIGN REPORT COMMENTS

PIN: 8762.48
 TITLE: H.W. Dubois Drive Pedestrian and Bicycle Improvements
 LOCATION: Town/Village of New Paltz
 COUNTY: Ulster
 DATE: 2/3/2021

Action Code	A Designer will Comply	B Designer to Evaluate	C Delete Comment	D No Action Required
Comment #	Page / Section	Comments to draft PSR/FDR, dated November 2020	Action Code	Comment Response
A. Rena Blumenthal				
A.1	General	I strongly oppose the proposal to raise the speed limit to 35 mph. If the average speed on the road is now 38 mph, increasing the speed limit to 35 will only push average traffic speeds above 40. This is much too fast for a residential road.	D	The project does not propose to raise the speed limit to 35 mph. The reference to 35 mph in the design report is the category referenced for design criteria and was determined based on the existing 85th percentile speed of the cars traveling on Henry W. Dubois. Changing the design speed to 30 mph would only change the minimum curve radius, the maximum vertical grade, and the minimum stopping sight distance required, all of which are not being changed by this project.
A.2	General	Also, I strongly supported the idea, expressed at the public meeting in October, of putting in raised walkways at the intersections. This would not only make it safer for pedestrians and bicyclists to cross the road, but it would also mitigate traffic speeds even when no one is crossing. However, this idea does not seem to have made it into the proposal.	D	The location and type of traffic calming is somewhat dependent on the preferred alternative selected. Since the primary purpose of the design report is to select this preferred alternative, detailed recommendations were not made at this time. The traffic calming elements will be selected during detailed design and presented to the public at that time.
B. Feebe Greco & Mark Beaumont				
B.1	General	Alta failed to provide any other means to provide public comment on the final design. Most of our neighbors are seniors, and more than a few do not have internet access or aren't comfortable using technology.	D	There will be additional opportunities for public engagement throughout the design process. The designs in the design report are preliminary. Many additional details will be included and refined through the design process. The pandemic has restricted opportunities for in-person coordination. Should the rules and regulations change throughout the process, we will be able to have more in-person interaction.

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B.2	General	Letters sent by regular mail and email in advance of board meetings were never read into public comment as requested. More recently, Alta and the Town have opted to turn off our video and audio completely during meetings, silencing our voices entirely. We were permitted only to submit questions via the chat feature where the vast majority of questions went unanswered with no public record of the questions retained once the meeting was ended.	D	The public meeting was for informational purposes to share the status and information about the project. The webinar format is a best practice when the number of participants exceed a certain amount for this style of meeting. All questions were answered live during the session or after in the frequently asked questions. The full recording of the video including the Q&A session is available on the project website for viewing to all. It can be accessed here: https://altaarchive.egnyte.com/dl/2L1Dj8if2r Password: H58EkuUb6RSr
B.3	General	We join our neighbors in calling for a moratorium on this project until the traffic impact on HWD of more than a half dozen projects in the pipeline can be studied and until such time that our local governing bodies are no longer in violation of open meeting laws.	D	Traffic will not be impacted by this project, as no new trip generators are proposed and there are no changes to traffic control devices or intersection configurations. All previously approved projects were included in the traffic analysis as discussed in Section 2.3.1 of the design report.
C. Save Dubois				
C.1	Exhibit. 2-7 on pg. 2-9	"...what was very evident is the proposed increase in the speed limit from 30 to 35 mph under "Critical Design Elements" (ex. 2-7, pg. 2-9). Even at the current speed limit of 30 mph, the operating speed acknowledged in "Speed Data" is 38.6 mph. Increase the limit to 35 mph and drivers will crank it up over 45 mph."	D	The project does not propose to raise the speed limit to 35 mph. The reference to 35 mph in the design report is the category referenced for design criteria and was determined based on the existing 85th percentile speed of the cars traveling on Henry W. Dubois. Changing the design speed to 30 mph would only change the minimum curve radius, the maximum vertical grade, and the minimum stopping sight distance required, all of which are not being changed by this project.
C.2	General	"The project shall seek to include traffic calming measures, where feasible..." states the report. Where feasible? That's a giant loophole to end up doing nothing. The sole traffic calming action we could find seems to be the addition of "stop bars" to intersections, something we only discovered in the fine print of the drawings appendix, but not included in the written report. Why the obfuscation?	D	The location and type of traffic calming is somewhat dependent on the preferred alternative selected. Since the primary purpose of the design report is to select this preferred alternative, detailed recommendations were not made at this time. The traffic calming elements will be selected during detailed design and presented to the public at that time.

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C.3	General	Meanwhile, the report factored for a 1% increase in traffic per year, but due to the pandemic, the data used was from 2017—out of date to say the least for all those who live on HWD and know the traffic has worsened significantly in the three years since then.	D	The use of readily available traffic data was discussed with the NYSDOT given the overall reduction in traffic nationwide as a result of the pandemic. The traffic data was grown by increasing the traffic volumes 1% every year. The traffic was then grown again from 2020 to 2021, and then again from 2021 to 2031 using the same growth factor. This growth rate is consistent with growth within the area
C.4	General	Given all the above, we demand an extension to the comment period until early January and a moratorium on the project until the new buildings and offices mentioned above are completed and a new traffic study can be done.	D	Traffic will not be impacted by this project, as no new trip generators are proposed and there are no changes to traffic control devices or intersection configurations. All previously approved projects were included in the traffic analysis as discussed in Section 2.3.1 of the design report.
D. Kemp and Bill Minifie				
D.1	General	You assured us that you were looking into traffic mitigation, but I don't see any real attempt at traffic mitigation in the report. In meetings you mentioned: pinch points, a one-way section of road, speed bumps, a lower speed limit, enforcement of the truck restrictions, radar speed signs, and raised crosswalks. What happened to all those suggestions?	D	The location and type of traffic calming is somewhat dependent on the preferred alternative selected. Since the primary purpose of the design report is to select this preferred alternative, detailed recommendations were not made at this time. The traffic calming elements will be selected during detailed design and presented to the public at that time.
D.2	Appendix	The [stop] bars might encourage more people to make a full stop at stop signs, but that doesn't mean the bars will slow down the speed of cars and trucks on the road. And they won't discourage drivers from continuing to use HWD.	D	Stop bars are the painted pavement markings at stop-sign controlled intersections. This is a standard design element that is included in the design of the signage and striping of the roadway and not intended as a traffic calming device. Other traffic calming measures will be implemented during detailed design.
D.3	Exhibit. 2-7 on pg. 2-9	In the "Critical Design Elements" table (exhibit. 2-7 on pg. 2-9) there is listed an increase in the design speed limit from 30 to 35 mph. This is insane. Exhibit 2-3 (Speed Data) shows that with the current posted speed at 30 mph now, vehicles are going 38.6 mph. Increase the posted speed limit and vehicles will be going over 45 mph.	D	The project does not propose to raise the speed limit to 35 mph. The reference to 35 mph in the design report is the category referenced for design criteria and was determined based on the existing 85th percentile speed of the cars traveling on Henry W. Dubois. Changing the design speed to 30 mph would only change the minimum curve radius, the maximum vertical grade, and the minimum stopping sight distance required, all of which are not being changed by this project.

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D.4	General	The report mentions that N Manheim and Colonial Drive have 25 mph speed limits. HWD would benefit greatly from a reduction to 25 mph. Pedestrians and bicyclists on the shared path would feel much more secure with slower-moving vehicles next to them. Better yet, enforce it during peak seasons and New Paltz could make a lot of money off of fines, while also frustrating drivers and thus hopefully discouraging them from using the road.	D	Comment noted
D.5	General	Will there be a posted speed limit for bikes? If so, how will it be enforced?	D	There will not be a posted speed limit for bikes.
D.6	General	The plan states that the Village has a truck exclusion order for trucks over 2.5 tons on one section of the road, and that the Town is "looking into the possibility" of enacting a similar ordinance at their end of the road. Why the use of the word "possibility?" Why not say definitely that the Town will do this? Meanwhile, the signs mean nothing if they are not enforced and they need to be enforced!	D	This decision is up to the Town and is outside the scope of this project.
D.7	General	The drawings show that the box beam railing begins just east of Prospect, but I don't see it between Millrock and N Manheim. Why? Am I missing something? The box beam then starts up again east of Aviv Soussan's driveway, I believe. Why is there an 18-inch concrete barrier near Duzine Road in the drawings?	D	Between Millrock and N. Manheim a box beam median rail is not proposed. This section is very narrow and requires the narrowest section we can safely implement. It will include an 18" concrete curb barrier to provide the vertical element needed to separate the motorized traffic from nonmotorized traffic.
D.8	2-17	On page 2-17 the report states that "the separation barrier to be selected will be determined during final design." Will the residents have a say/vote in what the separation barrier will be? As it stands now, we think the box beam is ugly and does not look "residential."	B	Public opinion will be considered; however, the selection of the vertical element (aka barrier) will be determined primarily between the Town and the Department of Transportation. There are several factors for determining the barrier selected including, safety, cost, maintenance, visual prominence, and aesthetics.

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D.9	Appendix E	In Appendix E, a box beam is not shown in any of the drawings, just a slight raised curb to separate the path from the road. Why were these drawings included?	D	<p>Concepts 1A and 1B show bike lanes and therefore do not require a vertical element between cars and bicyclists.</p> <p>Concept 2A has more than 5 feet of width between the edge of the roadway and the edge of path, therefore it also does not require a vertical element.</p> <p>Concepts 2B, 3A, and 3B do not include a guiderail, as curb can be used as the vertical element in place of a barrier.</p> <p>All of the cross sections were developed prior to having detailed topographic survey and a confirmed highway right-of-way boundary as part of our kick-off meeting with the steering committee. They were included to document the steering committee meeting topics and discussions.</p>
D.10	Appendix E	In appendix E drawings, under Concept 2A Sidepath, it shows pedestrians walking in one direction and a biker heading in the other. But if this path is for bikes and pedestrians going in both directions, how is that going to work in reality? As a pedestrian I'd be terrified a bike would hit me from behind. As a biker I'd be afraid a child would suddenly wander into my path. The path itself has the potential to be very dangerous and that's not taking into account vehicles right alongside the path on this narrow, hilly road.	D	There are rules of the trail that follow similar road rules. Each user stays to the right. If passing on the left, notification by a bell, voice, or some other device should be used to notify the individuals being passed. Other trails in the area follow the same guidance. Due to the hilly terrain and possible speed differential between bicyclists and pedestrians, pavement markings and signage will be used to reinforce this etiquette.
D.11	2-3	On page 2-3 the plan states that "while the project does not specifically preclude bypass traffic, the project will not promote the continuation of HWD as a bypass for Route 299 in consideration of the increase in non-motorized users." We vehemently disagree: between the box beam and new and wider lane markings, the road will appear to be even more of an artery and less like a residential neighborhood road.	D	The travel lanes are proposed as 10' wide which is the same as existing. The motorized traveled way width will remain the same or become narrower as a result of this project.

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D.12	General	The report states that there will be warning signs alerting drivers to bike/ped traffic. But there also need to be warning signs to drivers about each driveway. There are 31 driveways that open onto HWD. The report states that "the reduced shoulder width will provide a narrow roadway corridor that visually gives the vehicle drivers the perception of a narrow corridor." With a reduced shoulder resulting in a more narrow roadway corridor, it will be more difficult to get in and out of driveways safely. What are your plans to make it safer for us?	D	In this residential condition, driveway entrances are expected for motor vehicles. Driveway entrances will be reestablished as they are today and in accordance with NYSDOT design standards. No additional signage at driveways will be implemented. Drivers entering or exiting driveways are expected to yield to trail users, just as they would pedestrians on a sidewalk, bicyclists in a bike lane, or vehicles on the roadway.
D.13	Exhibit. 1-5	In Project Costs (exhibit 1-5), there is a line for guard rail/median barrier. Will there be guard rails all along both sides of the road? I could not determine that from the drawings.	D	Where guiderail exists today, it will remain. The only addition of guiderail/median barrier is between the sidepath and the road. Guiderails are not proposed on both sides of the roadway.
D.14	Appendix E, PDF page 2	Under the "Paths" heading, "Harrington/Manheim may be a connection." What does that mean?	D	There is an existing pedestrian hiking connection from Henry W. Dubois. Over time, that connection may become more formal if desired by the Town and the landowner to provide access to the Mill Brook Preserve.
D.15	1-3	From page 1-3: "It is the intention of this project to return Henry W. Dubois to a neighborhood street that allows the locals to use the corridor in whatever transportation mode is desired, whether it be vehicle, on foot, or on a bicycle." Wishful thinking again! We don't see how the ped/bike path will make this more of a neighborhood street. The box beam by itself is off-putting. Instead, you will need to enforce a truck ban, keep google from directing drivers to HWD as a bypass to Rt 299, add pinch points with landscaping, lower the speed limit, and enforce the speed limit along with full stops at stop signs.	D	Comment noted. Please see the following response numbers with regards to: Box Beam: response to comment F.1 Truck Ban: response to comment D.6 Traffic Calming: response to comment D.1
E. Thomas Olsen				
E.1	General	The steel barrier is essential to the plan, to let parents of young walkers and bikers feel safe that their kids would not drift into traffic.	D	Comment noted

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E.2	General	I would really like to see the project at 85 North Chestnut grant an easement to allow the trail to connect directly into the [W]VRT in the most direct way possible. I will be working with the mayor and planning board on this detail and hope you can lend some support, too.	D	There are plans to provide this direct connection from Henry W. Dubois directly to the Walkkill Valley Rail Trail. The timing of this connection is currently unknown.
F. Grace Gehman				
F.1	General	The industrial barrier is an eyesore and totally unnecessary, or wanted in our residential neighborhood. Please respect the families who live on the street and the citizens of New Paltz, and integrate the path in a natural, organic way.	D	A vertical element is required when the distance between the roadway and the path are less than five (5) feet. The selection of the vertical element (aka barrier) will be determined primarily between the Town and the Department of Transportation. There are several factors for determining the barrier selected including, safety, cost, maintenance, visual prominence, and aesthetics.
G. June Sanson				
G.1	General	We request that the bike path be placed four feet south on this stretch, to maintain the small distance of shoulder buffer that we currently have. In other words, please minimize the intrusion into our front yard by placing the entire path on the village side, which on this stretch has more space without buildings near the road.	D	Due to the linear nature of the roadway, limited available right-of-way, and presence of mature trees, the centerline placement of the roadway will not be adjusted. The placement of the proposed centerline maximizes the available right-of-way width while minimizing impacts to adjacent properties.
G.2	General	Additionally, we see none of the traffic-mitigating designs that were described in the meetings. These are critical to the safety of all who may use the path. The car and truck traffic needs to be slowed down and managed for the safety of all. We request that you add the designs that were described to us. It was these measures that made us hopeful that the bike path would be an overall improvement on HWD. Please find a way to add these to the plan, as they may, in fact, be life-saving measures.	D	The location and type of traffic calming is somewhat dependent on the preferred alternative selected. Since the primary purpose of the design report is to select this preferred alternative, detailed recommendations were not made at this time. The traffic calming elements will be selected during detailed design and presented to the public at that time.
H. Kitty Brown				
H.1	General	Are there any lessons to be learned from this accident on the future leg of The EST to help avoid a similar tragedy on the HWD section?	D	The accident referenced occurred at a signalized intersection where a cycle track was installed. Henry W. Dubois will be a shared use path that crosses stop controlled intersections. We will follow best practices for crossings under these conditions.

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I. Kathleen Rivera				
I.1	App-C 2.5:	To the question 'Is the highway affected by special events (e.g.) fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? You wrote 'No.' Every local & some visitors use HWD when there is a parade, county fair, holiday weekend or leaf peepers driving on main street. The traffic is extremely heavy, fast, busy and dangerous on HWD for all concerned.	D	Comment noted. While the roadway may experience increased volume during these events, the capacity of the roadway for vehicular traffic will remain the same.
I.2	App-C 3.4:	What is the posted speed limit? It should not be different in different areas of the road because this area is residential. So please do not post 25 here, 30 there and 35 another place on the road. It all should be 25 mph, then maybe drivers would slow down a little.	D	The speed limit will not be changed as part of this project. The roadway is posted at 30 mph.
I.3	App-C 3.12	Heavy trucks take short cuts from route 32 & 299 onto HWD, to avoid Main St until they get to an appropriate cross street, closes to their assigned drop off.	D	Comment noted.
I.4	General	Bikers must be warned that they are subject to the same traffic laws as cars: They need to be reminded to stop at all stop signs!!!	D	Comment noted
I.5	General	<p>There needs to be an extension on the date (Nov. 25th) of getting replies to your project statement because:</p> <ol style="list-style-type: none"> 1. Your e-mail was only sent to persons whom have contacted you in the past, not everyone involved on HWD. 2. Thank you for involving The Village on line news-which posted the Alta plan, just today. 3. The majority of the public is distracted & involved in many serious developments over the past few weeks & months 	D	The comment period is consistent with the consulting industry and was aligned with the review time by the Department of Transportation. The project was posted to the Town and Village websites, social media pages, the project website, through word of mouth from Steering committee members, and via email from the design team via the contact list that has been compiled. Future notifications will occur using the same platforms.

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J. Janelle Peotter				
J.1	General	I see the advantages of placing both cyclists going in either direction and walkers all being on the south side of HWD with a physical barrier or strip between them and cars. I believe we need to minimize the cutting of trees which I think everyone is motivated to do. I would encourage a route that might not always be a straight line next to the road if it can skirt some of the larger or more mature trees by winding through them.	D	Comment noted
J.2	General	Please provide more opportunities for people to see the plans more as they evolve. I fear the whole opposition campaign got going (the Lorax speaks for the trees, etc) because people just didn't know the facts. It is tough for the average person to be expected to go on websites and navigate a huge long document. I would suggest doing You Tube press releases on a regular basis with a camera walking down HWD showing people exactly what is being proposed.	B	Comment noted. There will be additional opportunities for public engagement throughout the design process. Additional ways of reaching the community will be considered moving forward.
J.3	General	Finally, when this project gets to the build stage, please plan to use low carbon concrete. I suggest going to this seminar https://www.youtube.com/watch?v=AO-qx3xK5M0&t=1018s to learn more. It is really important to have local government take leadership on this issue.	B	While treatments like this can be considered, cost and approval from NYSDOT are critical factors. We will consider this for the segments of concrete curb proposed.
K. Tom Jelliffe				
K.1	General	I believe that the combined pathway will prove to be unsafe. The steep hills on both sides of Manheim will lead to excess speeds by cyclists headed downhill and make them a hazard to pedestrians, especially if the pedestrians have their backs turned. The box beam divider may well make things worse by limiting the cyclists' ability to maneuver.	D	Comment noted. A vertical separation element is required between the path and the roadway when separation is less than 5 feet. While we understand the hesitation around the box beam median barrier, some device will be installed, as it is required.

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L. Stephanie Basch				
L.1	General	Why doe the DOT recommend the existing 30mph and your proposal is for 35?	D	The existing speed limit is 30mph which is not recommended or in any way tied to the NYSDOT. This speed is set by the Town and Village of New Paltz. The project does not propose to raise the speed limit to 35 mph. The reference to 35 mph in the design report is the category referenced for design criteria and was determined based on the existing 85th percentile speed of the cars traveling on Henry W. Dubois.
L.2	General	I was concerned to see the prospect of speed limit increasing to 35. As it is people go above the speed limit. The village is 30mph, it should not be above that.	D	Comment noted. See response above
L.3	General	A two week comment period near holidays does not seem enough. Also, the wider community has not been informed in the newspaper or otherwise.	D	The comment period is consistent with the consulting industry and was aligned with the review time by the Department of Transportation. The project was posted to the Town and Village websites, social media pages, the project website, through word of mouth from Steering committee members, and via email from the design team via the contact list that has been compiled. Future notifications will occur using the same platforms.
L.4	General	I'd like to know how conversations with emergency services have gone.	D	Coordination with emergency services is in early stages and will continue throughout the project process and through construction.
L.5	General	I'd like to know the thinking of how all the projects happening--Stewarts, the traffic light projected, Zero place have been considered.	D	Coordination with Stewart's Shops, their consultant, Maser Consulting, the NYS Dept. of Transportation, the Village, and the Town is ongoing to ensure that the projects are consistent with one another. This process will continue through construction of the Stewart's project.
L.6	General	My kids cross from the North dude to the bus and dodge cars--what about raised or even marked crosswalk?	B	At a minimum, painted crosswalks will be included in the plan. Where feasible, raised crosswalks will be implemented. The vertical grades of the roadway make the installation of raised crosswalks challenging. These determinations along with all traffic calming elements will be evaluated and determined during detailed design.

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M. Lou & Naomi Aubain				
M.1	Exhibit 2-3	Regarding general vehicle traffic speed assumptions and goals: Exhibit 2-3 correctly identifies the current speed limit on Henry W as 30 mph, while also stating an operating speed of 38.6 Eastbound and 36.6 Westbound (and wow! at 85% percentile, speeding is an issue!). But then in Exhibit 2-7 Critical Design Elements for Henry W, a critical design element of yours is to propose raising the limit to 35mph ("Proposed Condition", note 2 'a non-standard feature'). If I've interpreted this correctly, then won't drivers push that limit so that operating speed will (assuming a linear response) end up being 41.6 to 43.6? This does not seem safer.	D	The project does not propose to raise the speed limit to 35 mph. The reference to 35 mph in the design report is the category referenced for design criteria and was determined based on the existing 85th percentile speed of the cars traveling on Henry W. Dubois. Changing the design speed to 30 mph would only change the minimum curve radius, the maximum vertical grade, and the minimum stopping sight distance required, all of which are not being changed by this project.
M.2	Exhibit 2-11 on pg 2-11	But did I get that all wrong because in Exhibit 2-11 on pg 2-11 Primary Design Values for ...from NY Rte 32 to N.Putt Corners Rd. the design speed proposed value is 25 mph? Confusing, and potentially definitely not more safe. Which is it?	A	Exhibit 2-11 is the "Primary Design Values for Paved Shared-Use Path [along] Henry W. Dubois from NY Route 32 to North Putt Corners Road". This is the design criteria for the path only, not the roadway. The table title has been revised for clarity.
M.3	General	The street-property drawings in the Appendices indicates 18" stop bars at stop signs covering the lane of the on-coming traffic. Seems like a good idea. If I'm understanding the 'stop bar' as a raised speed bump, then I understand the speed mitigation effort because drivers would be inclined to really stop at a stop sign, rather than roll through. Yet, there is no mention (none, zip, zero, zilch) of stop bars in the proposal!!? Please explain.	D	Stop bars are the painted pavement markings at stop-sign controlled intersections. This is a standard design element that is included in the design of the signage and striping of the roadway. Since the primary purpose of the design report is to select this preferred alternative, detailed recommendations were not made at this time regarding traffic calming elements. The traffic calming elements will be selected during detailed design and presented to the public at that time.

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M.4	General	The idea of considering a short stretch conversion of two-way to one-way street at the Manheim to North Oakwood section was mentioned by Alta, almost from first contact with the Henry W homeowners, but there is no mention of it in the current proposal, not even in section 1.3 Project Alternatives '... Found to Be Not Reasonable'. This just feels like it was never really a serious idea.	D	Yes, this proposal was brought up to residents first, to gather reactions to the idea. After hearing positive feedback from residents it was then discussed further with other professionals within our industry, the fire department, and the steering committee. There was significant concern about placing traffic on other narrower streets within the Village jurisdiction by implementing this treatment. While it hasn't been ruled out, there was enough concern regarding the traffic stress on the overall transportation network that it is unlikely that this will be included in the final plan. Other traffic calming elements will be considered during detailed design.
M.5	General	What are the considerations of selecting W or box railing? Personally we feel any rail makes a road look more like a 'highway', but we understand the safety afforded by a physical barrier. Is it possible to consider a wooden railing commonly found in parks? Or a combination of metal posts and wooden rails? This would present an environmental and visually pleasing addition.	B	The selection of the vertical element (aka barrier) will be determined primarily between the Town and the Department of Transportation. There are several factors for determining the barrier selected including, safety, cost, maintenance, visual prominence, and aesthetics. Please note that NYSDOT has concerns regarding wood elements such as those within parks, as they have been deemed a spearing hazard when impacted by vehicles.
M.6	General	Your drawings continue to show Naomi's name as Naomie. Our deed does not have this spelling so we are wondering where this info is being pulled from? We worry about any past, related, or future legal issues arising from this appearing on any legal document.	A	As noted in earlier conversations, this was a result of human error inputting the survey data. It has been since resolved.
M.7	General	The Appendix street drawings frequently depict small triangles spaced along a dark wavy line near the road. What do they mean? Though the rest of the drawing has great detail and headings it would be very helpful to have a legend for these maps, especially if the public is expected to fully understand the information given.	D	These plans will eventually get included in to an overall set that provides a legend. The triangle lines show where some earth will be removed and where topsoil and new grass seed will be planted. The amount of removal near the line is 0'.

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N. Susan Lodge				
N.1	General	The speed of bikes on a shared path should be 10 mph. Otherwise they should go with the cars. The speed for cars should be lowered to 25 mph because this is not a highway and is already way beyond its capacity.	D	The proposed design speed for the path is determined by the 2012 AASHTO Guide for the Development of Bicycle Facilities. In accordance with this guide, paths "with hilly terrain and sustained steeper grades (6 percent or greater), the appropriate design speed should be selected based on the anticipated travel speeds of bicyclists going downhill." Further, it notes that "for most paths in relatively flat areas (grades less than 2 percent), a design speed of 18 mph (30 km/h) is generally sufficient...". Given the terrain, the design speed was selected to ensure the path is designed to accommodate a bicyclist that may be traveling beyond the 18mph common design speed.
N.2	General	There should be driveway signs where people have driveways abutting the road.	D	In this residential condition, driveway entrances are expected for motor vehicles. Installing many signs will desensitize drivers of the presence of driveways. Should any locations of blind driveways meeting the criteria for a driveway warning sign be determined during detailed design, a sign will be implemented.
O. Carol Ward				
O.1	General	Please don't remove trees. The entire reason people move to this area is the because of the trees and the beautiful environment.	D	Comment noted. The project will require some trees to be removed. A minimum 1:1 mitigation ratio is proposed to replace any trees removed with new trees

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P. Karen Gavin				
P.1	General	I am appalled that this does not mediate the traffic concerns voiced by the residents, as you said you would "look in to", but instead suggests raising the speed limit to 35.	D	<p>The project does not propose to raise the speed limit to 35 mph. The reference to 35 mph in the design report is the category referenced for design criteria and was determined based on the existing 85th percentile speed of the cars traveling on Henry W. Dubois.</p> <p>The location and type of traffic calming is somewhat dependent on the preferred alternative selected. Since the primary purpose of the design report is to select this preferred alternative, detailed recommendations were not made at this time. The traffic calming elements will be selected during detailed design and presented to the public at that time.</p>
P.2	Appendix C Page 185	These numbers are not even remotely accurate because they were gathered on a Tuesday morning during a Pandemic	D	The date noted on the traffic analysis reports documents the date that the traffic was analyzed by our engineering staff, not the date that the traffic was counted. Traffic counts were completed in 2017 and a 1% growth rate applied to project volumes for the years noted in the report.
Q. Jim Taylor				
Q.1	1.2.1	Having any high speed bikes pedal or electric without better speed control in a mixed path seems reckless.	D	Comment noted. There are rules of the trail that follow similar road rules. Other trails in the area follow the same guidance. Due to the hilly terrain and possible speed differential between bicyclists and pedestrians, pavement markings and signage will be used to reinforce this etiquette.
Q.2	2.2.1	We need a universal truck ban for HWD.	D	Comment noted. This decision is up to the Town and is outside the scope of this project.
Q.3	2.2.1	The Town also needs posted speed limits on the cross streets along HWD. The fact that I see people drive much too fast in a residential neighborhood seems even more reckless when the Town allows up to 55 near houses where children play.	D	Comment noted. This decision is up to the Town and is outside the scope of this project.

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Q.4	2.4.2	The existing storm drain on the NE corner of Prospect and HWD is woefully inadequate for the volume of storm water during severe thunderstorms which are becoming more prevalent. The water routinely overwhelms the drain and floods my driveway and my neighbors yards.	D	Comment noted.
Q.5	2.5.1	No where on here does it reference the severe sunglare/sunblinded hills on HWD during the Fall mornings. It also happens on Main Street but not as badly.	A	Comment addressed.
Q.6	Exhibit 2.7	Exhibit 2.7 The proposed increase from 30 to 35mph is the single most terrible and reckless proposal I have seen in this plan. It seems ludicrous that a Grant that was awarded and a plan being championed by our local leaders for safety reasons would also propose increasing the speed limit. This is reckless because the reality of the way people now drive when the limit is 30 they drive 35+ (as referenced in Exhibit 2.3) and when the limit is 35 they will then drive 40+ in a residential neighborhood where kids play. Shameful.	D	The project does not propose to raise the speed limit to 35 mph. The reference to 35 mph in the design report is the category referenced for design criteria and was determined based on the existing 85th percentile speed of the cars traveling on Henry W. Dubois. Changing the design speed to 30 mph would only change the minimum curve radius, the maximum vertical grade, and the minimum stopping sight distance required, all of which are not being changed by this project.
Q.7	2.5.4	While I don't have an answer for this I just want to highlight that this plan has NO plans to address two of the bigger safety concerns on HWD which are Stopping Sight Distance and Maximum Vertical Grade. On top of that increasing the speed limit will make these two safety concerns loom even larger.	D	Stopping sight distance is a function of the roadway grade (aka vertical grade). Without reprofiling the roadway, increasing this sight distance and reducing the vertical grade of the road is not possible. Additionally, there are homes that are within close proximity to these curves, that would be impacted by changing the roadway profile. Further, addressing these issues is beyond the scope of this project.
Q.8	2.6.5	In the winter during many storms cars cannot make it up the hill between Prospect and North Oakwood. Adding a Stop sign on HWD East at North Oakwood would mean all cars have to stop on that hill during a snow storm which will be chaotic and very unsafe.	B	Comment noted. The intersection has an unusual configuration. The intersection will be reviewed again in detailed design to determine the most appropriate treatment.
Q.9	2.6.5	Having no traffic control devices, measures or remediation for bikes will be a problem in my opinion.	B	Comment noted. These treatments will be determined during detailed design.

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Q.10	2.6.10	It would help tremendously if Town residents were afforded the same ability to have a 6' privacy fence or screen like those residents in the Village now do. We can only have a 48" fence now.	D	Comment noted. This decision is up to the Town and is outside the scope of this project.
Q.11	General	In earlier meeting Traffic Mitigation was discussed and was deemed an essential part of this plan. We talked about One-way, Increased stop signs, lower speed limit, speed humps, and crosswalks raised and normal. In this draft I see nothing about Traffic mitigation other than the Light at Route 32 (not part of this plan) and the proposed Stop Sign HWD E at N Oakwood. All the other items seem to have been dropped and the only other item that would affect Traffic Mitigation (negatively I might add) is the increase in speed limit. What happened to Traffic Calming? Did I miss something?	D	The location and type of traffic calming is somewhat dependent on the preferred alternative selected. Since the primary purpose of the design report is to select this preferred alternative, detailed recommendations were not made at this time. The traffic calming elements will be selected during detailed design and presented to the public at that time.
Q.12	Page 27 Exhibit 2-7	[T]he Design Speed for HWD says Current posted is 30 and the Proposed is 35. I feel that with the safety improvements coming from the buffered bike path you would like to sneak the speed limit up and cut down transit times and make access faster to allow more traffic	D	The project does not propose to raise the speed limit to 35 mph. The reference to 35 mph in the design report is the category referenced for design criteria and was determined based on the existing 85th percentile speed of the cars traveling on Henry W. Dubois. The project seeks to reduce vehicle speeds through traffic calming.
Q.13	Page 27 Exhibit 2-7	I am very upset that you have been talking about the need for Traffic Calming all along yet nothing is being done and that was peoples number 1 concern.	D	Comment noted. See response Q.11
Q.14	Appendix B on Page 178 Paragraph 3	"Several requests to the Town of New Paltz highway superintendent, the Town of New Paltz engineer of record, and the Village of New Paltz DPW director for record or as-built information resulted in no information being provided." This is important information that will help with forming a drainage remediation plan and it's hard to believe they couldn't provide this info.	D	Comment noted. While it is unfortunate, the project will address drainage impacts as they relate to the bicycle and pedestrian improvements of this project.

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Q.15	Appendix C Page 183 Question 3.7	<p>"Are there opportunities (or has the community expressed a desire) for new/improved pedestrian level lighting, to create a more inviting or safer environment?"</p> <p>All along I have been concerned about the impact of intrusion, privacy and quality of life that this project will bring and have asked several times about lighting changes along the path. At my meeting with Alta and the Supervisor I asked this question and was told it was not part of this plan but it seems like an inevitable follow on. I asked that lighting changes be minimal and low lumen down focused fixtures so as not to impact adjacent properties.</p>	D	Comment noted. The project is not proposing additional lighting along the corridor.
Q.16	Appendix C Page 185 Traffic numbers.	<p>These numbers were apparently gathered on a Tuesday during a pandemic before traffic patterns returned to more normal volumes. Also since the peak use of this road for bikers and pedestrians is on weekends especially Saturdays that would seem to be relevant and critical information to include in this report. The existing DOT numbers go back to 2016 and I believe that traffic is much higher now than those numbers represent and none of these paint an accurate or realistic picture of traffic volumes on HWD currently. Clearly this has been a peak year and to write the high usage off because of the pandemic ignores the fact that this is the new normal.</p>	D	<p>The date noted on the traffic analysis reports documents the date that the traffic was analyzed by our engineering staff, not the date that the traffic was counted. Traffic counts were completed and a 1% growth rate applied to project volumes for the years noted in the report. The AM and PM weekday traffic volume peaks were analyzed instead of the Saturday midday peak, as the weekday peaks represent the higher traffic peak therefore, presenting a more conservative traffic analysis.</p>
Q.17	Pages 206, 208, 210	<p>The traffic increase from 2013 to 2020 on pages 206 and 210 seems incredibly low based on my observations. If the 2013 numbers are based at all off of the 2013 to 2020 growth as shown then they would also be plucked from the sky.</p>	D	<p>Traffic volume calculations were checked and apply the 1% growth rate per year accurately. The volumes also included traffic generation from proposed and planned approved developments. Further, the traffic analysis follows standard procedures.</p>
Q.18	Page 216 Accident Summary Sheet	<p>I see nothing in this report that honestly addresses or factors in all that growth and the impact in vehicular traffic on HWD. It seems to me the Town/Village want to make HWD safer so they can increase volume as Main Street becomes more congested and create a new business center on Rt 32N at the expense of HWD and our neighborhood.</p>	D	<p>The proposed project does not increase vehicular capacity and will include traffic calming to reduce vehicular speed.</p>

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Q.19	Appendix Page 256	Adjacent residents are concerned with vehicle volumes, vehicles peeds, and lack of stop sign compliance along the corridor" yet nothing in this draft proposal addresses those concerns.	D	The scope of this project is to provide safer bicycle and pedestrian accommodations along Henry W. Dubois Drive. Within the confines of this scope, the project intends to address as much of these concerns as possible through the use of traffic calming elements.
Q.20	Appendix Page 358	What are the Traffic Calming proposals? I see none in this Draft.		Traffic calming will be addressed during detailed design with the opportunity for public comment.
Q.21	Appendix Page 281	Project Goals and Objectives to "Reduce vehicle speeds by the implementation of traffic calming measures, where appropriate." The 'where appropriate' leaves a lot of wiggle room to do nothing in my opinion.	D	Comment noted. The location and type of traffic calming is somewhat dependent on the preferred alternative selected. Successful implementation of traffic calming requires an understanding of the existing grades, proposed grades, available space, among other attributes. The road corridor is challenging horizontally and vertically. In light of this, implementation must be thoughtful and be a mix of both horizontal and vertical elements to be successful. These factors in consideration of the project budget will also determine what options can be implemented.
Q.22	Appendix Page 283	The Feedback for that meeting shows that Traffic concerns were the largest portion of the feedback.	D	Comment noted.
Q.23	Appendix Page 285	This is further evidenced by the fact that #1, #4 and #4 concerns were all about Traffic. I know they highlighted that Bike and Ped concerns were 46% of the Number 1 votes (which fits their narrative) it would seem that Traffic concerns may have been a higher percentage or equal.	D	Comment noted. We agree that traffic is a significant concern of adjacent residences.

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R. Tom & Doris Jelliffe				
R.1	General	So, this plan foresees grading down from the path to our property, with the grade line drawn on our side of our fence. That means the work will require removal/replacement of our fence, correct? But will there also be impacts on the trees we have close to the lie, but which were not recorded on your drawings perhaps because they are behind our fence. The grading line also runs very close to another tree which is on your drawings further east, also running through a small clump of pines. You didn't mark them for removal, so they stay?	B	The placement of fill near your fence will require the removal and resetting/replacement of your fence. The impacts to the trees can and will be evaluated during detailed design, as our surveyor was unable to gain access behind the fence to survey any trees. As with all property owners affected by this project, we will coordinate with you individually on your parcel needs as we proceed into detailed design.
S. John Gotto				
S.1	General	I would like for the Steering Committee to consider a possible revision to the plan that would at least save about 12-15 mature trees along the proposed pathway. I am referring to the row of stately trees that line the property of the Meadowbrook Farm apartment complex along HWD between North Putt Corners and Duzine Street. These trees provide a very desirable visual boundary and contribute greatly to the overall appearance of this section of HWD, and their loss would have a very dramatic negative visual impact. I suggest that there may be a way to prevent this, by moving the trail a small distance to the south of this row of trees in this section. Of course this would put this section of the trail in the private property of Meadowbrook Farm, but I don't think this makes it impossible.	B	This option could be considered east of the Meadowbrook driveways. The Town and Alta will consider an alternative route pending discussions with the landowner and NYSDOT due to the real estate impacts to the project.
T. Town of New Paltz Environmental Conservation Board				
T.1	General	The EnCB encourages the replacement of any removed trees with climate change-ready species along this same route (placed inside or outside the public right-of-way) in a ratio of greater than 1.0 (more replacement trees than removed trees), in consultation with the adjacent property owner.	B	Comment noted. The project will reach a minimum 1:1 mitigation ratio for tree loss and will strive to exceed this ratio as best as possible.
T.2	General	Further, each of the replacement trees should be mature (as nursery stock will allow) and individually selected and placed for more probable success.	B	Comment noted. Individual selection may not be possible due to project funding, but sizes and placement can be determined ahead of construction.

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T.3	General	The EnCB encourages Alta Planning + Design, the Town and other project champions to continue this thorough planning and design process with special consideration for the protection of waterways and water quality during construction.	D	Comment noted.