

PUBLIC MEETING 2 DESIGN COMMENTS

PIN: 8762.48
 TITLE: H.W. Dubois Drive Pedestrian and Bicycle Improvements
 LOCATION: Town/Village of New Paltz
 COUNTY: Ulster
 DATE: 6/25/2021

Action Code	A	B	C	D
	Designer will Comply	Designer to Evaluate	Delete Comment	No Action Required
Comment #	Page / Section	Comments on materials and proposed plan presented on June 8, 2021	Action Code	Comment Response
A. Kamilla Nagy				
A.1		I'm concerned about the proposed pinch points - while they are designed to slow down vehicular traffic I fear they will cause confusion and accidents. If drivers and cyclists are often not honoring stop signs, I fear that a yield sign will not do the trick.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. At stop signs, some drivers feel comfortable just yielding rather than coming to a complete stop. At a pinch point, vehicles must yield to on coming traffic since space for only one vehicle is provided but are not required to stop.
A.2		Also, the notion that fast cyclists/electric bike users could use the road instead of the bike path is promoting accidents to happen. Expecting cars maneuvering around bikes (or the other way around) creates dangerous situations.	D	Due to NYS law, the project cannot prohibit bicyclists from choosing to ride on the roadway.
A.3		The volume of traffic on Henry W. Dubois will also increase significantly with the proposed and under way developments on 32/Chestnut, creating bottle necks and backed up traffic.	D	The traffic expected from the proposed developments were included in our traffic analysis.
A.4		I like the raise cross walk idea and the pedestrian island at Mulberry sq. I used to live there, and crossing HWD, especially at night, didn't feel very safe.	D	Comment noted.
A.5		Is there proposed lighting at that particular crossing? It would be beneficial for both cars and pedestrians.	D	Lighting is not proposed for this project.
A.6		This is an addition to comments I've submitted earlier, but still concerns the pinch point idea and the raised concrete barriers/other type of separation between the road and bike/pedestrian path. According to the Highway Superintendent, winter maintenance/plowing will be problematic at/around these new elements. It is unclear who is responsible fro plowing outside the pinch points and around the barriers. Pinch points haven't been used in much in the North East - is there available data about their safety?	D	Plowing operations will not be affected by the pinch points or other elements, as the traveled roadway width is wide enough to handle plowing operations. Maintenance of the sidepath is a requirement of the funding source. The Town has specialty equipment to handle snow removal if there are concerns with using a small plow truck.
A.7		Night time visibility is another problem on HWD, does the plan address that, without creating light trespass to adjacent properties?	D	Addressing nighttime visibility is outside the scope of this project. However, pavement markings and signs will have high reflectivity increasing the positioning of the roadway within the surrounding landscape.
B. Bonnie Bogumil				
B.1		I've lived in New Paltz for 20 years and in that time it has become harder and harder to drive 5 miles from my house to the grocery store. Sometimes it can take 20-30 minutes if the bridge is backed up past Walkkill farm. There is no planning in this town for growth and tourism. You want the tourists but what we need for these additional people & card is a second bridge across the Walkkill. The walking biking trail is nice but let's get realistic about traffic up our one road through town.	D	Comment noted.
B.2		Traffic in this town is crazy and yet you are spending money on a bike path. You encourage tourism but yet people who live here spend 30 minutes trying to drive to the grocery store. Sometimes Route 299 is backed up past Libertyville road so in my opinion we need a second bridge across the Walkkill more than we need a bike path. Think about it. Plan better.	D	Comment noted.

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C. Gina Guarente				
C.1		I wasn't able to attend last night but I really want to know if there is going to be a shared path or a sidewalk and bike path?	D	There will be a shared use path on the south side of Henry W. Dubois from Route 32 (N. Chestnut) to N. Putt. Recordings of the public meeting and the various breakout sessions are posted to the website at https://walkbikehwd.weebly.com/documents.html All of the graphics from the meeting are available on the website as well.
D. Tom Reingold				
D.1		I'm interested in bike infrastructure, traffic calming, and road safety.	D	comment noted.
E. Stephen O'Shea				
E.1		I am a big supporter of the HWD Bike Lane project. Please let me know what I can do to help facilitate the process. We really need it! I walk and bike HWD and it isn't safe right now. I wanted to attend the meeting but I had to teach a class this evening. Is it possible to see a recording of the meeting ?	D	Recordings of the public meeting and the various breakout sessions are posted to the website at https://walkbikehwd.weebly.com/documents.html
F. Judy Mage				
F.1		Enforcement will be critical. Cars must be monitored, and speeders first warned and subsequently ticketed.	D	Comment noted.
F.2		Warning signs on the bike trail should alert cyclists going downhill that those struggling up the steep portions of the uphill trail may not be able to stay in a straight line, especially kids.	D	Comment noted.
F.3		Safety will have to be everyone's concern, and we don't need hotshot cyclists trying to set records coming down the trail	D	Comment noted.
G. J Buy				
G.1		I am DEEPLY opposed to the destruction of my BEAUTIFUL road for non-law abiding bicycles which I constantly see blowing through stop signs. I stand with the residents of this street which want to protect their land, trees, and flowers.	D	Comment noted.
G.2		Main street is a better route to promote the businesses and restaurants. Your project IS NOT WELCOMED on Henry W Dubois. Find a more acceptable route off my beautiful street.	D	Comment noted.
H. Kemp Minifie				
H.1		What plans are in place to protect pedestrians from fast-moving bikes on the downhills of Dubois? There's 2 way bike/ped traffic on the path, but a pedestrian heading downhill will not feel very safe with a bunch of bikers barreling down behind her/him.	B	We are considering additional signage and pavement markings to discourage higher speeds and increase awareness of other users.
I. D. K. Haler				
I.1		Pinch points are a very "bad" idea. There must be a steady flow of traffic. This road is only going to become more busy over time.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presence of the one remaining pinch point will calm traffic but will not cause significant vehicle delays or queueing.
J. Kathleen Rivera				
J.1		Grated I have met a couple people who are in favor of the Pitch points, which will be on DuBois side of my property, I am not in favor of this part of the whole road project. I feel it will lead to much confusion, anger and accidents. You feel it will slow or calm the traffic I feel it will not calm anything! So many residents find DuBois an easy & local access to avoid main street and not so willing for such a change. I feel one accident is one too many. Yes, I have heard people say, "so a accidents, they'll get use to the change."	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presence of the one remaining pinch point will calm traffic but will not cause significant vehicle delays or queueing.
J.2		People take turns fairly well, if there are two to four cars at this four-way stop, but if there are many cars backed up there will be accidents due to their impatience.	D	Comment noted.
J.3		What about the speeder who is moving so fast that he comes to the pitch point too quickly. I do not have an alternate suggestion and have been told, no one will care to listen to me unless I have a plan!	D	Additional traffic calming is planned before and after the pinch point to reduce speeds prior to encountering the pinch point.
J.4		We may need more police patrols or more warning signs or even warnings of cameras, to slow people down. Of course this must also include bikes that go threw stop signs!	D	Comment noted.

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J.5		I have heard of walkers being hit by bikes in the new wide paths, both on 299 and friends in Staten Island. Think some more. I feel the bike path should have been designed for a less populated and rural road.	D	Comment noted.
K. Stephanie Basch				
K.1		I am very concerned about safety and unintended consequences with proposed "traffic calming pinch points" plan. My family and I are avid walkers, bikers as well as drivers and generally support efforts to make our community more friendly to all three when they are safe.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presense of the one remaining pinch point will calm traffic but will not cause significant vehicle delays or queueing.
K.2		I live just North of HWD on N. Manheim and must either cross or use HWD daily. As is, at busy times in the 4-way intersection with stop signs, it is a challenge to enter traffic as drivers often do not adhere to right-of way. For example, just two weeks ago a car heading North went through the Stop sign and crashed through my neighbor's fence on our corner.	D	Comment noted.
K.3		"Community education" cannot be relied on as we are a tourist destination, and many proposed development projects will very much impact usership of our roads.	D	Additional signage will installed along the roadway to notify motorists of upcoming roadway conditions.
K.4		I am not an expert but a look at traffic calming techniques elsewhere suggests speed zones, speed bumps, signage and generally avoiding singular measures that will scatter traffic into nearby dense streets as well as cause unintended consequences.	D	Correct. Singular measures are not as effective. Various traffic calming measures have been proposed throughout the corridor. Potential for traffic to divert to other local streets has been considered.
K.5		Our own Highway Superintendent has stated that he feels pinch points are a safety concern as well a problem for plows.	D	Comment noted.
K.6		I asked at the 6/8 meeting if there are successful comparable examples of pinch points and the response was that this solution is uncommon in NYS. I do not want us to become the poor example of unintended consequences in our region. I urge you to find another solution.	B	The pinch points are similar to one-lane bridges that are present all across the state. There is data that supports the effectiveness of pinch points (aka chokers or choke points) that can be found in the links below: https://nacto.org/wp-content/uploads/2015/04/investigating_effectiveness_of_traffic_calming_strategies_corkle.pdf https://www.researchgate.net/profile/Glen-Koorey/publication/277037262_The_Effectiveness_of_Traffic_Calming_Pinch-Points/links/55bfef7608aec0e5f4476c1c/The-Effectiveness-of-Traffic-Calming-Pinch-Points.pdf
L. Karen Gavin				
L.1		There are currently just too many cars on this road for a safe bike/ped path.	D	Comment noted.
L.2		I like keeping the car lanes narrow to discourage speed and I LOVE the idea of the pinch points. I hope, in time, people will stop using this street as a bypass because of the pinch points (yay!)	D	Comment noted.
L.3		I think that the creation of this bike path, with the proposed traffic calming, could help be a factor in bringing this neighborhood closer to what it was before it was destroyed by connecting Rt 32 to N Putt on it.	D	Comment noted.
L.4		Now if you could only get the town to enforce the no thru truck signs at either end of this road.....	D	Comment noted.
L.5		I think it would better serve the people using the path by having a crosswalk on Millrock. For a few reasons: 1) N Oakwood is a dead end road, not many people walk on it 2)since that intersection has only a 3 way stop, it is not as safe as Millrock to cross HWD 3)I see many more people and families walking on Millrock, most likely because it connects to the Millbrook Preserve	A	The crosswalk has been removed from North Oakwood Terrace and a crosswalk has been added to North Manheim.

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L.6		Regarding traffic calming, the residents on and around HWD do not seem to be asking for any new laws, merely that the existing laws be enforced. We know there are stop signs, speed limit signs and No thru Truck signs on the road, however we see that these are often ignored and seldom enforced, creating the safety concerns we all share.	D	The scope of this project is limited to the design aspects of the roadway. Comments regarding enforcement have been shared with the Town and Village.
L.7		Has any law enforcement; state, county and/or town, been involved in this plan? Have they been asked specifically by you, Alta, the Empire Trail or the DOT, to enforce these laws?	D	The Town and Village have been working with the enforcement side of the project with regards to traffic. As with any plan, engineering, education, and enforcement are critical components. When education and enforcement aren't enough, then engineering becomes a critical component. We are responsible for the engineering side of this equation and the Town and Village are responsible for the other two elements; education and enforcement, as these elements are outside of our scope for the project and limit of influence.
L.8		Did I hear correctly that the DOT has final say over these traffic calming suggestions? Are alternate plans in the works if DOT does not sign off on any part?	D	Since the project includes federal funding, DOT must approve the design. If DOT does not approve of some of the traffic calming measures, alternatives will be considered and discussed with DOT.
M. Chris Marx				
M.1		As I said in the meeting all I am concerned about is the maintenance. If I have a say I would go with the galvanized box beam. If I remember correctly the galvanized was ok and not the type that rusts.	D	Comment noted. Maintenance is an important factor. Galvanized is the preferred material for the barrier due to its weather and salt resistance.
M.2		Speaking only from a money aspect the Town cannot afford the wooden beam and the maintenance it will bring. I know the cost is part of the project but as grants run and as you know after the building/construction is complete it then becomes the Towns headache. Unfortunately, with the way my budget goes down each year, repairs will become more and more difficult.	D	Comment noted.
M.3		The pinch points are also of great concern. The way people drive these days and with town full of young drivers from the college as well as the elderly drivers going to and from the facilities and the area in its entirety, I believe they are going to be more trouble than a benefit.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained.
N. Lisa Zulk				
N.1		This proposal does not seem safe nor appropriate with the amount of volume of traffic that runs along Henry W. and North Manheim. In fact I can't seem to find a single study that was shown that a pinch lane in such a high volume area is a solution. I have utilized pinch lanes for small, very untraveled rural roads. This is not at all what Henry W. and North Manheim are. In fact, from the diagrams there does not seem to be any "right of way" for people turning onto Henry W from North Manheim. Those coming down from Henry W. towards 32, those people coming off of Milrock. In fact all I can see is a huge pile up of cars on both Henry W. and North Manheim from where everyone is coming off of Main Street using North Manheim as the "cut through".	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained.
N.2		The bigger problem I think that this proposal needs to address is the issue with the increased amount of volume traffic wise, in the town, and village. Henry W. has now become the Main Street bypass and is constantly being utilized by everyone trying to get away from long stretches of traffic in the village. And North Manheim is the cut through from Main Street that drivers constantly use to get to Henry W.	D	The traffic was evaluated as part of this project. The traffic study included all known approved and proposed developments at the time.
N.3		I am not in favor whatsoever of this pinch lane proposal. It looks to only add more congestion, not alleviate it.	D	Comment noted. Vehicles will not be required to stop at the pinch points, just yield temporarily to on-coming traffic. The presence of the one remaining pinch point will calm traffic but will not cause significant delays or queueing.
N.4		I also think more infrastructure work needs to go into the town and village due to the increase in residents over the year. I ask you this: How many new road or alternative driving routes have been created with all of the increase in the number of students attending SUNY New Paltz, new residents with the new houses that are built, which includes Woodland Pond, and new businesses (soon to be in place)?	D	The scope of this project is limited to Henry W. Dubois.

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O. Feebe Greco				
O.1		The sheer volume of traffic and the speed at which cars and bicycles fly down our road, not to mention the parade of semi-trailers that illegally ply the street, are reason enough to question the judgment of those encouraging increased bike and pedestrian traffic on HWD. But that's nothing compared to what we'll face now that Stewart's is open, the traffic light installed, Zero Place near completion, the new fire station/police station/town hall are underway, once the rescue squad is relocated, the storage facility is expanded, CVS and Five Guys open their doors, not to mention other projects in the pipeline along this corridor.	D	The traffic expected from the proposed developments were included in our traffic analysis.
O.2		It is incumbent upon our local officials to commission a traffic study to measure the impact of all these projects before recklessly re-routing pedestrians from Main Street onto a road with so many variables at play with unknown outcomes. Instead our local officials came up with the genius idea of encroaching on properties and cutting down majestic old trees to widen the road and encourage increased bike/pedestrian use in the face of exponentially more traffic. The grant was approved predicated on the Town's disingenuous tearjerker about wanting to make this a neighborhood again, reuniting the Village on the South side of the road with the estranged Town on the North side.	D	The traffic expected from the proposed developments were included in our traffic analysis. The scope of this project is limited to considerations for Henry W. Dubois.
O.3		And what's been done to accomplish that goal? Maybe it's the hideous guardrail slated to be installed the length of HWD creating, quite literally, a wall between the Village and the Town. A guardrail that will only reinforce the notion that this is a bypass and nothing more – more accurately, we're being upgraded to a highway.	D	Additional crosswalks across HWD have been provided throughout the corridor to promote safer crossings from north to south along Henry W. Dubois.
O.4		The pandemic has adversely and irrevocably impacted citizen overview and participation in shaping the trajectory of this project. We implore the Town and Village to pause the 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 volumes were collected prior to the pandemic and increased to account for growth.
P. Emi Disciullo				
P.1		I would like to hear what considerations are being made to address the impact on the side streets that will connect to the shared path. Specifically relating to the condition, wear and tear on the existing sidewalks on N. Oakwood Terrace. Currently, the responsibility to maintain these lies within the homeowner, however the condition of these are inconsistent and will likely continue to deteriorate as community members use this route to access the path. Consideration to upgrade these paths using other funds is requested.	D	The request is noted and has been shared with Town and Village officials. Improvements to adjacent sidewalk connections is outside the scope of this project. Sidewalk deterioration is primarily do to age and weather, not use by pedestrians.
Q. Amy Benedict				
Q.1		Are we considering small landscaped traffic slowing circles? Smaller and more simple than a rotary, similar idea.	D	Neighborhood traffic circles were considered but were determined to be inappropriate on this roadway due to the rolling terrain.
R. George Profous				
R.1		"There are several major thoroughfares used to access and egress Route 299 (Main Street) by residents and visitors, especially due to the decades long problem with congestion on Main Street and the failure to agree upon and address the situation before the situation becomes totally untenable. These streets are as follows and will need special attention if this project moves forward: 1. Prospect Street at the base of the steep hill will require special STOP signs and or lights warning cyclists that they must stop and follow all vehicular traffic laws (THIS MEANS YOU kind of thing), which is not the case as bikers take advantage of the long downhill grade.	D	Comment noted. Enhancements to stop signs at certain locations will be considered to encourage stop compliance.
R.2		2. North Mannheim Boulevard is a major access to the college and Main Street and again the turn will need a clear stop sign and warnings for the bikes, as the signs for the cars are not enough. Among the various proposals for a village bypass was a traffic school at the Middle School on 299, which has the potential for even more future impacts - should it ever happen.	D	Comment noted.
R.3		3. A major issue at Colonial Drive will be very similar to the dangerous situation at Mulberry Square - a steep downhill from both directions which leads the majority of cyclists to ignore any stop signs, so a flashing light and STOP sign will be needed there, particularly due to the density of the development - it must be treated as a major thoroughfare.	B	We are considering additional signage and pavement markings to discourage higher speeds and increase awareness of other users.
R.4		4. The same issue of a steep hill on the east side of Henry W. Dubois Drive is the Duzine Road T-intersection, which does not have stop signs in all directions (not sure why). This will be an issue mainly on the downhill side.	D	Comment noted.

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R.5		5. Lastly, Meadowbrook Drive is not impacted by steep slopes on Dubois Drive, but has a high concentration of residences and cars, as well as children, and should be again clearly STOP-signed...for bikes.	D	Comment noted.
R.6		Could someone explain the rational behind placing a bike path on a major bypass (whether you'd prefer it not to be is not the point- it is- because of its close proximity to the congested village) when at least some of it could have been rerouted through other areas, e.g. Old Mill Road, Hummel Road, and the Preserve trails to the Rail Trail. However, you probably thought of that in the initial planning stages and wanted people to be able access the village amenities as well as Huguenot Street, the rail trail closer to the village, and the Mohonk trail.	D	Comment noted. The intent to use Henry W. DuBois as a bicycling route has been documented in various studies since the 2006 New Paltz Land Use/Transportation Plan. It was also referenced in the 2008 Sidewalk Master Plan for the Village and Town of New Paltz, the 2011 New Paltz Pedestrian/Bicycle Non-Motorized Accessibility Plan, the 2014 Safe Routes to School Action Plan, and also supports the goals of other local and regional plans including the 1995 Town of New Paltz Comprehensive Master Plan, the Village of New Paltz's 2013 adopted resolution for Complete Streets, the 2014 Millbrook Preserve Concept Plan, and the Mid-Hudson Regional Economic Development Council (REDC) Strategic Plan. This project is the completion of these various planning efforts.
R.7		So now the intersections need additional attention to make them safe now and in the future. Thank you for the opportunity to comment..	D	Comment noted.
S. James Taylor				
S.1		After reviewing the plan proposed by Alta design I'm pretty much in agreement with what they have proposed. I think the 10-ft combined bike and pedestrian Lane on the south side of Henry Dubois is going to be the safest choice for lots of people and I'd like to thank them for also balancing the needs of the residents for minimal intrusion. I'm very concerned about traffic calming and I hope the pinch points and the raised crosswalks are able to do that and I hope that they are acceptable to the DOT and Emergency Services. I feel that calming bike speed and enforcing bike safety are also very important and I'd like to see some signs and enforcement to limit the speeding bicycles and electric bikes particularly at Prospect St	D	Commented noted. Additional treatments are being considered to manage speeds of bicyclists on the shared use path.
		Lately I've seen a lot of comments on the New Paltz Community Moderated Facebook page from people who are not residents of HWD or maybe even of NP anymore. They are opposed to the pinch points (We and my neighbors are all in favor) because it would slow down their commute or bypass of Main Street. I would hope that their input would be weighted versus the people who live in this mess everyday. By the way there was a traffic accident at HWD and North Putt today which emphasizes the need for traffic calming as a priority.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained.
		When Alta held meetings in 2019 one of the big topics was the poor drainage in several areas of HWD. At the bottom of the hill at Prospect heavy rain overwhelms the storm drain and floods my garage and yard. Last night 6/21/21 we had a huge thunderstorm which did exactly that. Today the DPW guys are cleaning the drain but too little too late. Why did drainage which was identified last year as a priority get left out of this new plan entirely. I see nothing that will make this any better and adding extra blacktop or pavement will only make it worse. Please respond. What are you doing about it Neil?	D	The project plan includes proposed drainage to mitigate any impacts of the proposed shared use path. As the scope and budget allows, existing drainage issues will be addressed or potential future solutions will be discussed with the town.
T. Jade Kurta				
T.1		I am strongly opposed to the pinch point design. It will cause many problems, especially near the N Manheim intersection as that is arguably the most popular cut-through intersection of the path. As a lifelong resident who uses HWB frequently, I hope you will consider an alternative to pinch points.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. At stop signs, some drivers feel comfortable just yielding rather than coming to a complete stop. At a pinch point, vehicles must yield to on coming traffic since space for only one vehicle is provided but are not required to stop.

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U. Lisa Zulk				
U.1		<p>I just watched the YouTube of your meeting from last week. I would first like to say I am in support of the bike and pedestrian walkway. I feel that Henry W needs to have much more pedestrian and bike access because Main Street as a pedestrian or cyclist is just way too noisy congested and dangerous. I also feel that your presentation was well run, but I am very very very concerned about the location of the pinch point you have in the plans for North Manheim. I currently reside at 36 N. Manheim. I'm not sure if you're aware of how much traffic goes down North Manheim both to Main Street and away main street turning onto and turning off of North Manheim in either direction Henry W. The reason I'm saying this is that a pinch point at that location near North Manheim I can only see a huge back up resulting on North Manheim. As so much traffic is generated on that street because everyone is using it as a Cut through from Main Street, as Henry W. is now considered the Main Street bypass...the pinch point is not a sustainable or viable solution to mitigating traffic. It only will result in what I see as more traffic and more congestion with a pinch point as the cars waiting to turn onto or off of Henry W are going to be stuck with this pinch point. I'm asking you to look into pinch points that have such a busy intersection so close to them before you decide to put this in without any research of where this has been successful. When you find a successful pinch point at such a congested intersection of what I would say constitutes 2 major traffic roads, please feel free to reach out to me so I can see it. Furthermore from the images the residence at the corner of North Manheim and Henri W are going to have a ton of cars all day long piled up waiting to get through that pinch point in front of them I really don't think that's a fair way for them to live. I do understand eminent domain, but I feel that putting in that pinch point is not eminent domain and that actually is something you really really need to research and where pinch points have been successful... with all of the horrendous traffic problems in New paltz a pinch point right at the intersection of what I feel is one of the busiest intersections in the village is not the solution. Where I have seen pinch points are where there is little traffic flow so occasionally cars can let one another go. Last thing and as this has more to do with the village of Newport's than the actual bicycle pathway is the town and village traffic issues. That is what really needs to be addressed.</p>	D	<p>Comment is noted. The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. At stop signs, some drivers feel comfortable just yielding rather than coming to a complete stop. At a pinch point, vehicles must yield to on coming traffic since space for only one vehicle is provided but are not required to stop.</p>
V. Kenneth Casamento				
V.1		<p>The Concept of a PINCH point that will allow people to decide on their own who goes first is nuts. People unfortunately can't decide if they go first at a stop sign and we expect people to stop for and wait for a bike or person coming the other way?? All this for a TREE? PLANT ANOTHER ONE!</p>	D	<p>The pinch point has been proposed as a traffic calming measure. Reducing the need for tree removal has been accomplished through other design elements.</p>
W. Rebecca Wong				
W.1		<p>I'm curious with the fire department at Putt Corner intersection of HWD how does an alternating one direction road account for emergency vehicles? Especially when also accounting for traffic flow , pedestrians and bikes?</p>	D	<p>Emergency vehicles will have priority through the pinch point. The length of the pinch point is less than a parking stall (20'), so there should be minimal, if any issues with emergency services passing through the point. Pedestrians and bicyclists are accommodated on the shared use path - unaffected by the pinch point.</p>
X. Marlene and Joel Alfieri				
X.1		<p>As a senior, living in senior housing, living approximately one block from Henry W. DuBois, I am very Concerned. We have 26 seniors living in this complex. We are frequently in need of emergency services. How will this impact response time for the Fire Dept, Police and ambulances which are here frequently? I think it's just a bad idea in general. I'm not looking forward to the increase in accidents and lack of response time for emergency vehicles.</p>	D	<p>The proposed traffic calming will help to decrease average travel speeds along the roadway for vehicles. Because emergency vehicles are often larger and have priority, the proposed traffic calming will have a minimal affect on their travel times to emergencies.</p>
Y. Susan Lodge				
Y.1		<p>I do not support the pinch points or any part of this 2 million dollar development. It is not a trail. Presently we are seeing the effects of this being on GPS as a bypass for motorcycles, trucks and no-stop bikers. This bypass is in trouble and is in for more.</p>	D	<p>Comment noted.</p>

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Z. Vincent Stone				
Z.1		I don't know what research could have gone into traffic patterns on HWD to decide single lane pinch points would be a good idea but the traffic alone would be an absolute nightmare, even before any safety concerns. On top of being a school bus route, HWD is a widely locally known alternative to Main Street/299 traffic and turning it into one lane would cause extreme congestion especially on weekends with New Paltz being a big tourist destination. Friday afternoons with the combination of weekend traffic and school buses sounds unusable.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presense of the one remaining pinch point will calm traffic but will not cause significant delays or queueing. The combination of the proposed traffic calming strategies is likely to discourage cut through traffic.
AA. Gregory Cannon				
AA.1		I would like to register my objection to this project as it is currently envisioned, especially with regard to the proposed 'pinch points.' These work in Europe on relatively lightly trafficked roads, where they are part of an integrated system of roundabouts and other low-impact traffic control/calming measures. They make no sense here, where the State has just installed a traffic signal at the bottom of Henry W. DuBois Drive. Nothing creates more traffic like a lighted signal. Now that drivers know that they can use HWD as a Main Street bypass without having to worry about being struck indefinitely trying make a dangerous left, traffic down HWD will certainly increase. The volume of traffic in both directions will make pinch points untenable and the inevitable source of road rage incidents, rather than having the intended effect of calming traffic. Add to this additional traffic from the giant new apartment block and the new and enlarged Stuart's, and it's a recipe for disaster.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presense of the one remaining pinch point will calm traffic but will not cause significant delays or queueing. The combination of the proposed traffic calming strategies is likely to discourage cut through traffic.
AA.1		I oppose this project overall, because it will impede on private property, cut down mature trees, and pave more land, all in the name of environmental improvement. Also, most of the residents of HWD don't want it. I don't think NIMBYism should be allowed to spoil any project that has the potential to enhance the public good, but when almost every impacted resident is opposed to the project, you are going to have a hard time creating any good will out of the significant expenditure of public tax dollars. Finally, and most to the point, who will use this trail? Probably not too many of the New Paltz residents who are most directly paying for it. It's great that the Empire trail will run from NYC to Canada, but virtually no one will use more than a short section of it at a time. People cycling to New Paltz from Poughkeepsie or Highland will likely want to stop in the village for a meal or a beer before returning home. Yet this plan takes them away from downtown How many people does Alta estimate will ride from POK or Highland, down HWD, across 32, and onto the rail trail before continuing on to Gardener or Rosendale? As someone who cycles around the region a lot, my guess is very few. Certainly not enough to justify the expense. None of the cyclists I know, myself included, who regularly use HWD want a dedicated lane. This is a classic example of a project being done simply because there's funding's available for it, not because it meets an expressed need or desire of the residents of New Paltz. Thank you.	D	The project will be constructed within the existing Town right-of-way. Tree removal has been mitigated by minimizing the number of trees to be removed and proposing a 1 to 1 replacement.
AB. William Weinstein				
AB.1		I am pleased to see that the project is moving along to discussions about safety concerns and the design factors that address safety. Having listened to the discussion and reviewed the project again, I remain convinced that the bike-ped amenities along HW DuBois will provide tangible, long-term benefit to our community. It will make our quality of life better. It will encourage many more people to be out on the bicycles. My thanks to Alta and the Village/Town governments for moving this forward.	D	Comment noted.
AC. Simone Edwards				
AC.1		We highly support this project. We walk Henry Dubois dailey with kids and a dog. People fly up and down it. Something needs to be done ASAP to protect everyone.	D	Comment noted.
AD. Richard Feuer				
AD.1		Instead of pinch points for cars where there is not enough width, make pinch points for the bicyclists. Make the BIKE PATH narrower, not the road. Like on pedestrian bridges where you are instructed to "walk your bike". That makes much more sense than forcing vehicular traffic to alternate thru a one lane pass. No one will be happy about that plan since HWD Street is a major bypass for residents. Inconvenience the bicyclists a little, not the cars. I am an avid bicyclist using the Empire Trail every week.	D	The remaining pinch point and other traffic calming features are proposed to mitigate speeds along the roadway. These are not proposed to allow additional width for the shared use path.

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AE. Allison Loyer				
AE.1		The concept of a pinch point on Henry W has me concerned. I understand the need for traffic calming, but forcing just 1 lane for traffic on this road which is shared with many school buses at the approximate location of the pinch point near Meadowbrook condos in combination with the new Fire Dept & Police Stations being relocated nearby...I just think there are safer measures that could be used for traffic calming (like a speed hump, for example). A single lane will be confusing to drivers and will be dangerous. I truly hope this pinch point will not be implemented.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadow Brook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presense of the one remaining pinch point will calm traffic but will not cause significant delays or queueing. The combination of the proposed traffic calming strategies is likely to discourage cut through traffic.
AF. Rena Blumenthal				
AF.1		As a very frequent pedestrian in New Paltz, I really wish that street lights were included in this plan. Although walking on Dubois during the day will be much safer with this path - and I am very grateful for that - coming home at night will still not be safe because it is very very dark. I realize this was probably not part of the scope of your project, but I hope someone is reading this who can do something about it. Thank you!	D	Comment noted.
AG. Susan Raney				
AG.1		Please no widening of Henry DuBois for a bike lane. Speeding bikers are already a hazard on the rail trails of New Paltz for walkers. It seems they have no regard for pedestrians, and do not slow down or announce their presence. I think we should Just use the designated lane for bikes, or walk your bike from the lane to Rte. 32. Bikers need to SLOW DOWN, not find a way to Speed Up.	D	Comment noted.
AH. Lou Aubain				
AH.1		"I raised this point at the meeting and am not satisfied with the answer. The only possible egress from my house (walking, biking, and car) is directly onto HWD (notwithstanding the 1 ft. shoulder/drainage swail that's narrower than most peoples shoulders). The proposed path with railing is on the opposite side with the closest opening to enter the path at our neighbors driveway or next closest at the No.Oakwood street corner. This is an unacceptably dangerous situation for any pedestrian or biker departing from my house to have to walk over 120 ft in the road before scurrying to the safety of the path at the driveway or 300+ ft to reach No.Oakwood. Topographically, the No.Oakwood intersection is about the highest point on HWD and heading west from the stop sign there, past my house, it is common to see and hear cars & motorcycles accelerate from that stop sign and on down the hill, regardless of the fact that there is a stop sign at the bottom. To make matters worse, in the summer evening sun is in westbound drivers faces. So my suggestions to mediate this dangerous situation (in no particular order) 1. open a section of the railing across from my driveway, 2. install a traffic calming raised section across the street near my driveway, maybe somewhat towards my neighbor to the west with the same problem, with appropriate signage for cars, 3. a pedestrian crosswalk light at my driveway that only shows red when I activate it (ha ha!) Seriously, the primary idea of the protected path was pedestrian and bike safety, and every time for those exact cohorts (young and old), leaving from my house will become more dangerous under the current proposal." "	D	There is no box beam median barrier proposed across from your property. The separation alternative through this section is a concrete curb.
AH.2		I may have missed the reference, but I'm wondering what is the proposed height of the railing along the path?	D	The railing height is 27" above the existing roadway. This is a standard height for this type of barrier.
AI. Tom Jelliffe				
AI.1		I am very concerned about the safety of pedestrians on the downhill segments of the shared pathway. Are there traffic calming approaches to slow down bicyclists on the pathe and/or to get the speed demons to use the roadway?	B	We are considering additional signage and pavement markings to discourage higher speeds and increase awareness of other users.
AI.2		2. Many people mostly with pets cross HWD at Harrington St going to and from the undeveloped area on the north side. Plus, this is a heavily used deer crossing. The project needs to figure out how to get motorists and bikes to control their speed here and be very aware of crossing people and animals.	D	Comment noted. While this traffic pattern does occur, it is an unofficial crossing with no improvements on the north side to receive additional enhancements. The project will not preclude future connections or improvements at this location.
AJ. Martha Tait-Watkins				
AJ.1		Please keep as many trees as possible.	D	Comment noted.

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AK. Razan Sadeq-Keyes				
AK.1		We would love to have a walk/bike lane on the street! We use it often to go to run errands around town and having a lane for bikes would make it a lot safer. Thank you!	D	Comment noted.
AL. David Santner				
AL.1		"I think it is a mistake to locate the shared bike/pedestrian path on the south side of HWD. Almost all of the vehicle interactions, turns onto and from HWD, occur at the intersections on that side of the road. Why add new pedestrian and bicycle activity to those intersections when they could occur on the north side where there is very minimal vehicular activity. Far fewer turns are made onto or off of HWD on the north side of the road making it far easier for riders and walkers to negotiate and less complicated for drivers who are already dealing with the difficulty of four way stop signs at busy intersections."	D	Alternatives on the north and south side of Henry W. Dubois were considered prior to completing the design report and as part of the alternatives analysis. Locating the shared use path on the southside of Henry W. Dubois resulted in far fewer impacts to trees, adjacent properties, and eliminated the need for right-of-way acquisition.
AM. Rita Toohey				
AM.1		I have a comment and a question. I am a local biker who has rode on Henry Dubois. When I am riding West on the bike trail to my home on Colonial Dr. I am going downhill and have to stoop to cross over to my road. It can be dangerous if a car is coming up behind me and I need t turn left, and it can be dangerous if a car is traveling East and does not see me. Can something be put there to alert cars of bike crossing?	B	Additional signage is being considered to notify turning vehicles of pedestrians and bicyclists on the shared use path.
AM.2		Also on N Putt the cars go at a fast speed and even with the sign and crossing, some cars just don't bother to stop. Can a traffic light be put there?	D	Volumes at this intersection do not warrant the installation of a signal.
AN. David Keyes				
AN.1		I bike from my home on Huguenot Street along this road to get up to Tops or even some closer stops on Main Street. It's a scenic ride, but it sure could be safer. I love the idea of a dedicated bike lane to get me up through town, and I hope to see it happen.	D	Comment noted.
AO. John Witter				
AO.1		Leave it the way it is.	D	Comment noted.
AP. Michele Taylor				
AP.1		I am in favor of the Alta plan for HWD to make it safer for everyone. There is way too much traffic. Cars and bikes speed and run the stop signs all the time. This has gotten much worse recently due to all the tourists on the weekends and people trying to bypass Main Street. I think the pinch points will help a lot in getting people to slow down and maybe even take another route around town. I also think the DOT should do another traffic survey on HWD to show what the real 2021 numbers are. They will get worse when Zero Place and other planned developments are finished.	D	The projected traffic volumes from all proposed developments were included in our anlysis. Recent traffic counts completed for other projects show that, generally, traffic volumes have not reached pre-pandemic levels.
AP.2		I am also concerned that the drainage issues that were brought up last year, acknowledged by Alta and local government are now ignored in the plan. Making HWD wider can only make them worse. It's too bad no one cares.	D	The project plan includes proposed drainage to mitigate any impacts of the proposed shared use path. As the scope and budget allows, existing drainage issues will be addressed or potential future solutions will be discussed with the town.
AO. Kemp Minifie				
AO.1		"I am for the pinch point at N Manheim except for one concern: How do we stop frustrated drivers from deciding to turn left or right onto N. Manheim (or Millrock if heading in the opposite direction) and going around the block, such as going to John St or Ulster to avoid the pinch point?Increased traffic on N Manheim or Millrock would be a dangerous outcome and an extremely upsetting unintended consequence to the pinch point. This possible consequence HAS to be addressed.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presense of the one remaining pinch point will calm traffic but will not cause significant delays or queueing.
AO.2		Additionally, I am extremely concerned that there is no plan to paint a line down the middle of the bike/ped path to delineate eastbound travelers from westbound travelers. Everyone NEEDS reminders to stay to the right, and the combo of eastbound and westbound bikers and pedestrians on the same narrow path without a visible line reminder would lead to some nasty accidents. We should not wait for the crisis to happen before acting on this."	B	We are considering additional signage and pavement markings to discourage higher speeds and increase awareness of other users.
AP. Ami Hirschstein				
AP.1		I think the "pinch points" sound dangerous.	D	Comment noted.

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AQ. Jonathan Perl				
AQ.1		I am a fan of the general project for HW Dubois, including the idea of traffic calming. Some of my neighbors are worried about unintended consequences from the proposed "Pinches" - I myself think it sounds good, but maybe a little further look at that particular method is in order. But it should not derail the project which I think is a big positive for New Paltz	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presense of the one remaining pinch point will calm traffic but will not cause significant delays or queueing.
AR. Kristine Harris				
AR.1		<p>"Thank you for such a thoughtfully designed plan for improving Henry B Dubois for pedestrians and cyclists. The smooth pathways, safe crossings, and beautiful landscaping are sure to be a great asset for New Paltz and the Empire State Rail Trail for many years into the future.</p> <p>I was unable to attend the public meeting on Weds June 16, but based on a review of the March 2021 Final Project Scoping Report / Design Report and the renderings presented at the meeting, I wish to offer three points of feedback in case it is helpful:</p> <p>1. Could you also please add a crosswalk across Dubois at Millrock Road? Local cyclists and pedestrians, especially people walking their dogs, cross Dubois at Millrock - because in this area north of Dubois, there is actually a convenient "loop" formed by Ulster Rd. as it connects Millrock and N. Manheim.</p>	A	The crosswalk has been removed from North Oakwood Terrace and a crosswalk has been added to North Manheim
AR.2		<p>2. The Final Report (sec. 2.6.5) mentions the caution sign on Dubois eastbound at the intersection of N. Oakwood, and alludes to the possibility of changing this to a stop sign. Please do pursue this possibility, also taking into account the narrowness of N Oakwood at that intersection and how this affects traffic and pedestrians as vehicles turn on and off it.</p> <p>We've lived on North Oakwood for twenty years, and have observed an increase in traffic as the university enrollment and e-commerce delivery trucks as N Oakwood is the only through-street in the village (other than N. Manheim) that runs straight between HW Dubois, Main St., and Platekill Ave./SUNY New Paltz. Also, as you know, this intersection had a major accident only a few years ago involving two vehicles and multiple fatalities. While that involved westbound traffic, the intersection itself has some particular conditions that merit some additional attention:</p> <p>Vehicles eastbound on Dubois tend to ignore the caution sign, and instead speed up the hill to maintain momentum. This makes it difficult for pedestrians to cross the street safely and for cars to turn on and off Dubois safely. It can be especially challenging during the mornings of spring and fall when the sun is rising directly in the sightline of eastbound vehicles.</p> <p>The momentum/speed of uphill traffic on Dubois at this juncture compounds the structural issue of N Oakwood -- in which the street gradually narrows along the stretch from John St northward to Dubois. It's a two-lane street, for vehicles driving north on Oakwood toward the intersection with Dubois, whenever there are one or more cars parked on the east side of N Oakwood, the street essentially becomes just one lane wide, forcing vehicles to maneuver in unsafe ways as they turn on and off Dubois at N. Oakwood.</p> <p>Ideally a stop sign would allow for everyone to turn and cross more safely at this narrow intersection. If for some reason the grade prohibits a stop sign, then please introduce some more traffic calming measures (like the flashing beacon option?) and ensure that the design of the corner allows both vehicular and pedestrian traffic to pass safely throught the intersection. Additionally, as there is bound to be some adjustment to parking signage on all the side streets leading into Dubois, some coordination with the village in adjusting the parking rules and sidewalks on this particular stretch of N. Oakwood could help improve safety for pedestrians and traffic alike.</p>	D	Due to the steep grades of Henry W. Dubois heading eastbound at this location, a stop sign is not suggested. However, to reduce confusion surrounding the non-traditional intersection control configuration, the westbound stop sign will also be removed, configuring the intersection into an expected condition.

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AR.3		Ideally a stop sign would allow for everyone to turn and cross more safely at this narrow intersection. If for some reason the grade prohibits a stop sign, then please introduce some more traffic calming measures (like the flashing beacon option?) and ensure that the design of the corner allows both vehicular and pedestrian traffic to pass safely through the intersection. Additionally, as there is bound to be some adjustment to parking signage on all the side streets leading into Dubois, some coordination with the village in adjusting the parking rules and sidewalks on this particular stretch of N. Oakwood could help improve safety for pedestrians and traffic alike.	B	We are considering additional signage and pavement markings to discourage higher speeds and increase awareness of other users.
AR.4		I understand that the Final Report builds out data for Level of Service and Traffic Volumes over the next ten years based on some data from 2019 and prior years. I wonder whether those calculations / predictions take into account that the density (and thus also the traffic) in New Paltz Village could potentially increase faster than predicted if the Village Board's proposed Accessory Dwelling Units (ADU) law is enacted. The ADU proposal, which promotes the construction of secondary smaller houses on lots that already have existing homes, is in its early stages, so examining the potential relationship between such a development and the traffic along Dubois could be useful at this stage.	D	Any proposed developments, such as Zero Place and Stewart's, has been included, but not the full build out of any zoning changes.
AS. Rob Witte				
AS.1		This road serves as a bypass for 299 today. Sacrificing this functionality to improve bike traffic is absurd. While I recognize the importance of safe bicycle and pedestrian routes, I do not favor the pinch point partial one-way that this creates. This design will create a hazardous environment for vehicles, bicycles and pedestrians alike and will likely result in more traffic on 299. It is a terrible idea and I oppose it.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presence of the one remaining pinch point will calm traffic but will not cause significant delays or queueing.
AT. Kathleen Hickey				
AT.1		I have reviewed the Henry W. plan and STRONGLY OPPOSE the one-way pinch points proposed at the end of Millrock/N. Manheim and near Old Mill Road. These are incredibly confusing and will result in head-on collisions. It will also drive thru traffic to John St. which runs parallel to Henry W. from Colonial Drive to Prospect St, putting more speeding traffic inside the neighborhood area. Further, we locals use Henry W. to avoid Main Street and get through the village during busy weekends. This will cause incredible traffic backups and more speeding drivers down side roads like Millrock and N. Manheim, which is already a huge problem. Please reconsider these ideas, which are truly terrible for those who live here. Thank you.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presence of the one remaining pinch point will calm traffic but will not cause significant delays or queueing.
AU. Gary Banks				
AU.1		The one-way pinch points proposed for Henry W. Dubois at the end of Millrock Road, N. Manheim and near Old Mill Road look like a terrible idea. These will be incredibly confusing and result in head-on collisions. The design will also force traffic to John St. which runs parallel to Henry W. from Colonial Drive to Prospect St, putting more speeding traffic inside the residential neighborhood areas, as drivers seek to avoid the pinch points. Further, we locals use Henry W. to avoid Main Street and get through the village during busy weekends. This will cause traffic backups and more speeding drivers down side roads like Millrock and N. Manheim, which is already a huge problem. Please reconsider these ideas, which are truly bad for those who live here. Thank you - Gary J. Banks, P.E.	D	The pinch point at North Manhem is being removed from the plan. The pinch point to the west of Meadowbrook Circle will be maintained. Vehicles will not be required to stop, just yield temporarily to on-coming traffic. The presence of the one remaining pinch point will calm traffic but will not cause significant delays or queueing.

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AV. Michael Reade				
AV.1		<p>PEDESTRIAN – ONE WAY TRIP?</p> <p>However, there is a glaring shortcoming at all the crossroads. It's well known that every intersection is a place of conflict for all users, all the time. Most especially for pedestrians, who for nearly a century have been progressively shunted, hounded and criminalized for using the public rights of way for their own needs. To wit, in the current rendering there is a solitary north-south crosswalk, not two. Being law-abiding pedestrians and mindful of NYS Vehicle and Traffic Law for Pedestrians - Article 27, Section 1156 (b), which requires that where there are no sidewalks, pedestrians must walk only on the left side of the roadway and facing traffic. Which means someone walking from their home north of Henry W. Dubois, say on North Oakwood, they would use the crosswalk and continue south and on the left, traffic=facing side of North Oakwood. But on their return, again walking on the left, there is no crosswalk and would have to cross North Oakwood to the southeast corner, then cross Henry W. Dubois and then cross North Oakwood to the northwest corner to continue their journey on the left side of the street. The same is true at other intersections where there is a single crosswalk across Henry W. Dubois.</p> <p>This means that the pedestrians, the most vulnerable in collisions with cars, have to cross the intersection three times instead of just once. The goal with having the crosswalk and signage is to increase visibility, and that visibility is enhanced with equal treatment on both east and west sides of those intersections. It tells all users that this a full intersection for everyone. Without a crosswalk on both sides, pedestrians are likely to do what they have been doing, crossing where it's shortest and easiest. Without a crosswalk, a pedestrian struck there is at fault, not the driver, even when a driver has run the stop sign.</p>	D	<p>In New York State, pedestrians have the right of way at crosswalks and at intersections, marked or unmarked: https://www.ny.gov/pedestrian-safety/additional-information. The marked crosswalks are encouraged crossing locations.</p>
AV.2		<p>NEW WAYS OF INFRASTRUCTURE NEW WAYS OF INFRASTRUCTURE</p> <p>Changing the infrastructure of Henry W. Dubois will undoubtedly change current patterns of use and of behavior. Having the safety of a protected route will encourage greater use, and as such nearby Millbrook Preserve may become more of a destination. The relocation of Stewarts will likewise create changed use. The traditional trek by families and young kids from Moriello to Stewarts for an ice cream will likely continue but have a longer walk. Also a vastly riskier one. NYSDOT's new signalized intersection at Henry W. Dubois, should end those t-bone crashes there, however the addition of an unwarranted right-turning lane only creates a different kind of threat and again to the most vulnerable. While the light seems to protect pedestrians as they use the crosswalk heading south, the reality is that drivers allowed to turn right on red, do increasingly without stopping. Meaning they are craning their necks to the left, watching for northbound cars on 32 while drivers on Henry W. Dubois roll or speed through the crosswalk and hardly ever look to their right for those trying to cross in front of them. If you doubt this, try crossing Main Street and Putt Corners North during the day. Then head on over to the Ohioville crossing to see how well right-on-red works. The only way to get rid of this problem at this intersection – one very likely heavily used by children -- is to get rid of the right turn lane altogether. The traffic signals alone should be allowed to do the job of getting cars through the intersection. In fact, the northeast corner would be an excellent place to do a bump out to shorten the distance for the pedestrians.</p> <p>In short, making life better and safer for our most vulnerable, makes us all better. Thanks to everyone involved for a great job. Michael Reade"</p>	D	<p>The signal and improvement at the intersection of Rt 32 and Henry W. Dubois is outside the scope of this project; however, trail users will be encouraged to cross Rt 32 between the SE and SW corners, avoiding the NE corner as noted in the comment.</p>