



WALKKILL VALLEY RAIL TRAIL
COMMUNITY OPPORTUNITY PLAN
INFORMATIONAL MEETING | NEW PALTZ, NY | JUNE 6, 2019

AGENDA

WALLKILL VALLEY RAIL RAIL COMMUNITY OPPORTUNITY PLAN

PROJECT SCOPE + PROCESS

STUDY AREA

GOALS

PROJECT TIMELINE

TECHNICAL ADVISORY COMMITTEE

ULSTER COUNTY TRANSPORTATION COUNCIL

VILLAGE OF NEW PALTZ

WALLKILL VALLEY LAND TRUST

HISTORIC HUGUENOT STREET

BUSINESS OWNERS

RESIDENTS

PRECEDENTS | TRAILS AND LINEAR PARKS

EXISTING CONDITIONS

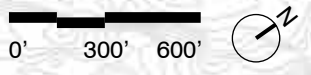
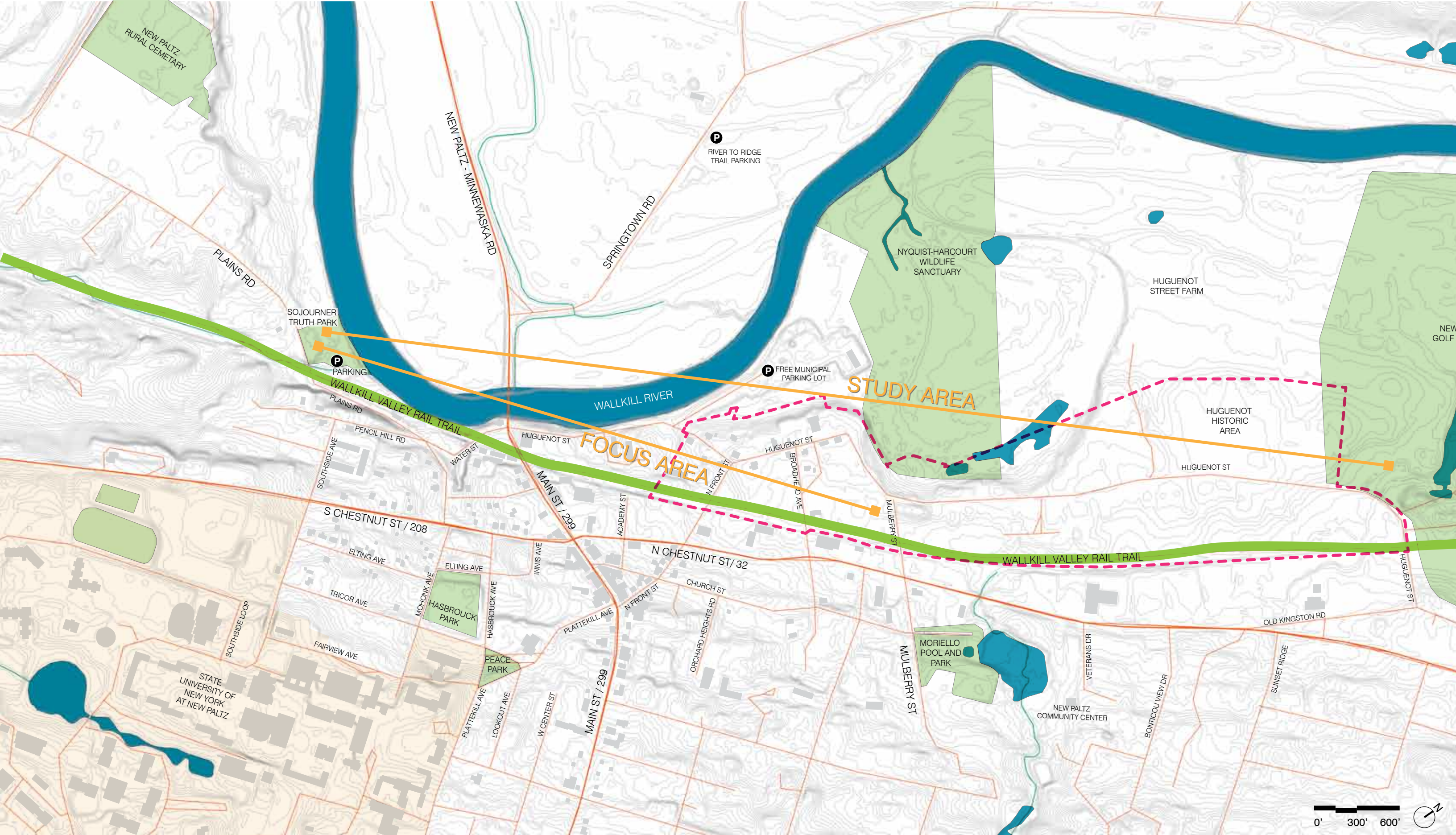
WALLKILL VALLEY RAIL TRAIL

REGIONAL TRAILS

DISCUSSION



WALLKILL VALLEY RAIL TRAIL AND MAIN STREET, LOOKING SOUTH



GOALS

- **DEVELOP PLANS** FOR THE WALLKILL VALLEY RAIL TRAIL NEW PALTZ SECTION TO HELP **SECURE GRANT FUNDING**
- IMPROVE FUNCTION AS A **TRANSPORTATION RESOURCE**
- **ENHANCE CONNECTIONS** TO ADJACENT OPEN SPACES, TRAILS AND USES
 - HISTORIC HUGUENOT STREET
 - RETAIL ESTABLISHMENTS
 - OTHER SUGGESTIONS?
- PROVIDE **RESPECTFUL AND APPROPRIATE EDGE TREATMENT** AT ADJOINING LAND USES
- IDENTIFY OPTIONS TO **OPTIMIZE MULTIMODAL ACTIVE TRANSPORT**
- **IDENTIFY OPPORTUNITIES** FOR OPEN SPACE AND RECREATION IN MORE HEAVILY USED ZONES AT HEART OF VILLAGE
- **DEFINE AND MAKE WVRT DISTINCTIVE** WITHIN CONTEXT OF **BURGEONING REGIONAL AND STATEWIDE TRAIL SYSTEM**



PROJECT TIMELINE

- **PUBLIC ENGAGEMENT**

- INFO MEETING THURSDAY, JUNE 6, 2019
- SITE VISIT SUNDAY, JUNE 9, 2019
- WORKSHOP TUESDAY, JUNE 18, 2019
- WEBSITE ONGOING

- **INVENTORY AND ANALYSIS**



CIVIL ENGINEERING

JUNE/JULY 2019



ENVIRONMENTAL STUDY

JUNE/JULY 2019

- **CORRIDOR VISION AND CONCEPT PLAN**

FALL 2019

- PUBLIC INPUT

- **FINAL PLAN**

SPRING 2020



PUBLIC ENGAGEMENT | OPPORTUNITIES

“WALKSHOP” SITE VISIT

Sunday, June 9, 2019 at 11AM
Sojourner Truth Park



DESIGN WORKSHOP

Tuesday, June 18, 2019
4-6pm and 7-9pm
New Paltz Community Center



WEBSITE CONTACT

Ongoing



WALKKILL VALLEY RAIL TRAIL COMMUNITY OPPORTUNITY PLAN WEBSITE:

<https://ulstercountyny.gov/transportation-council/active-studies/walkkill-valley-rail>



REGIONAL TRAIL NETWORK

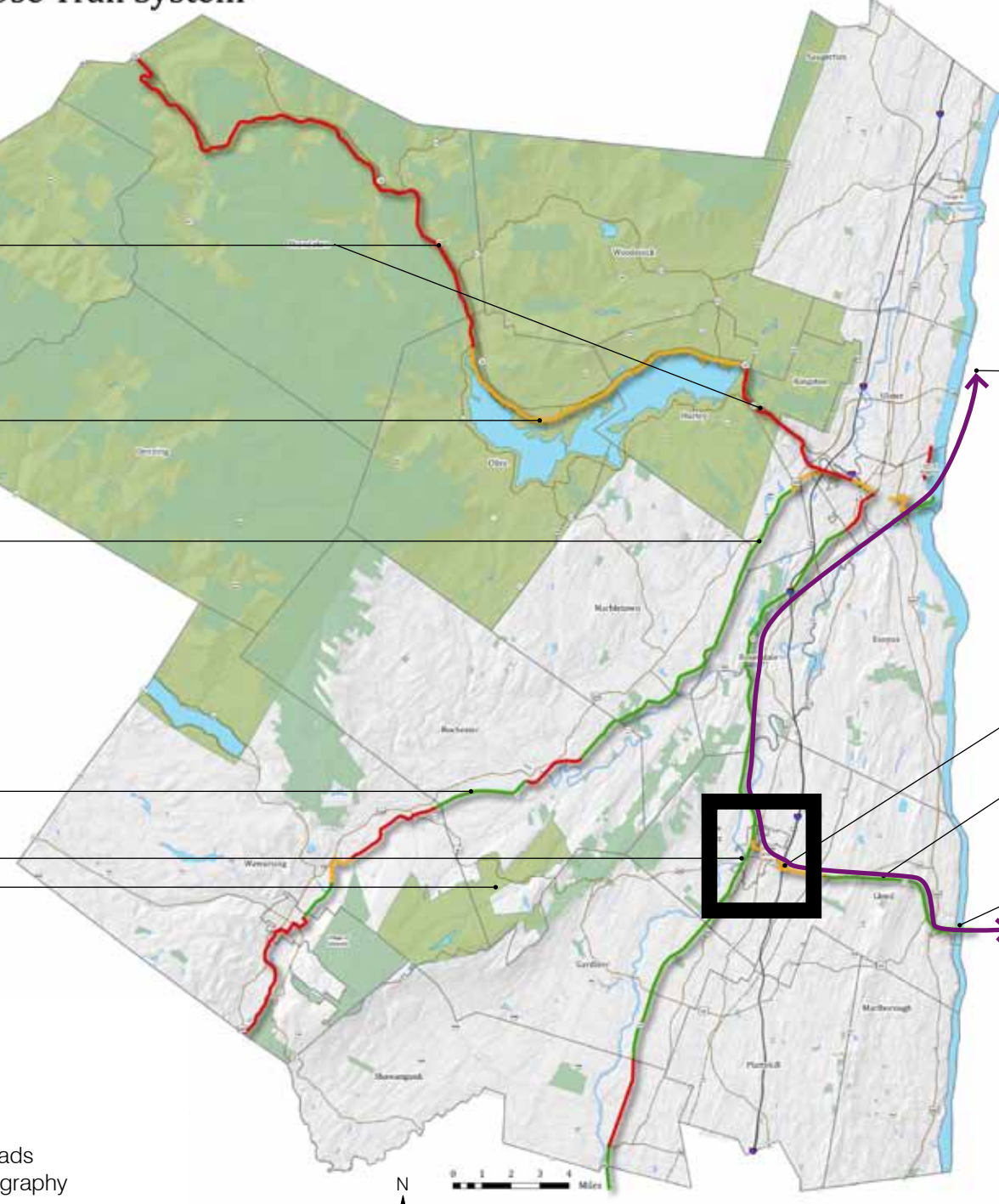
Ulster County Multi Use Trail System

- Catskill Mountain Rail Trail
- Ashokan Reservoir Trail
- O&W Rail Trail
- D&H Heritage Trail
- River to Ridge Trail
- Minnewaska State Preserve

- Empire State Trail Route
- Hudson Valley Rail Trail
- Hudson Valley Rail Trail Phase 3 + 4
- Walkway Over the Hudson

Legend

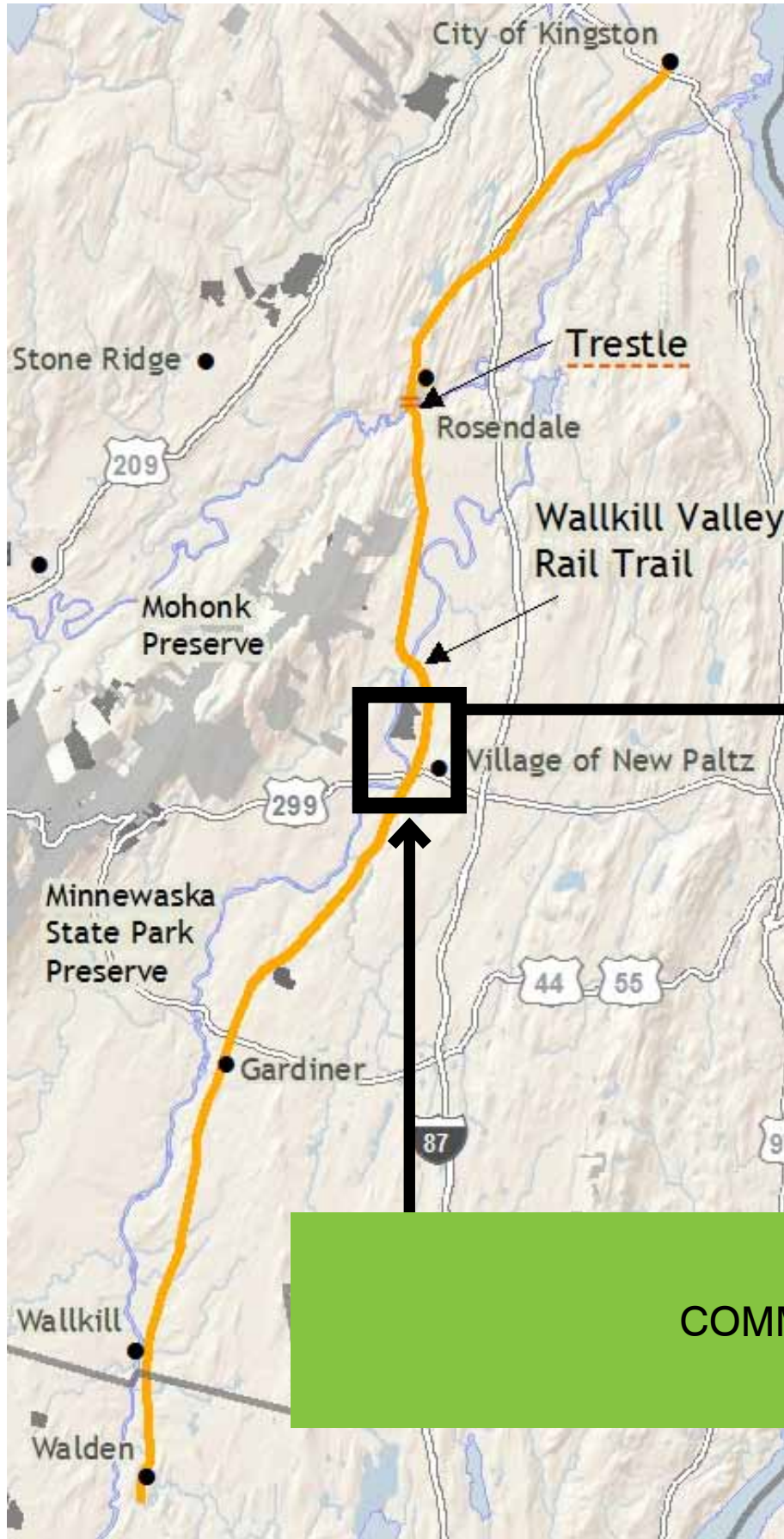
Trail Status	Roads	Railroads
Existing	Locals	Hydrography
Active Development	Country Routes	Protected Open Spaces
Future Development	Interstate Highway	Parks and Forests
	U.S. and State Routes	Water Bodies



PREPARED BY
ULSTER COUNTY
TRANSPORTATION COUNCIL
4/30/2019

Data Sources: NYSDOT, USGS
UCTC Non-Motorized Transportation Plan,
Ulster County Planning Department, and
Ulster County Information Services

STUDY AREA

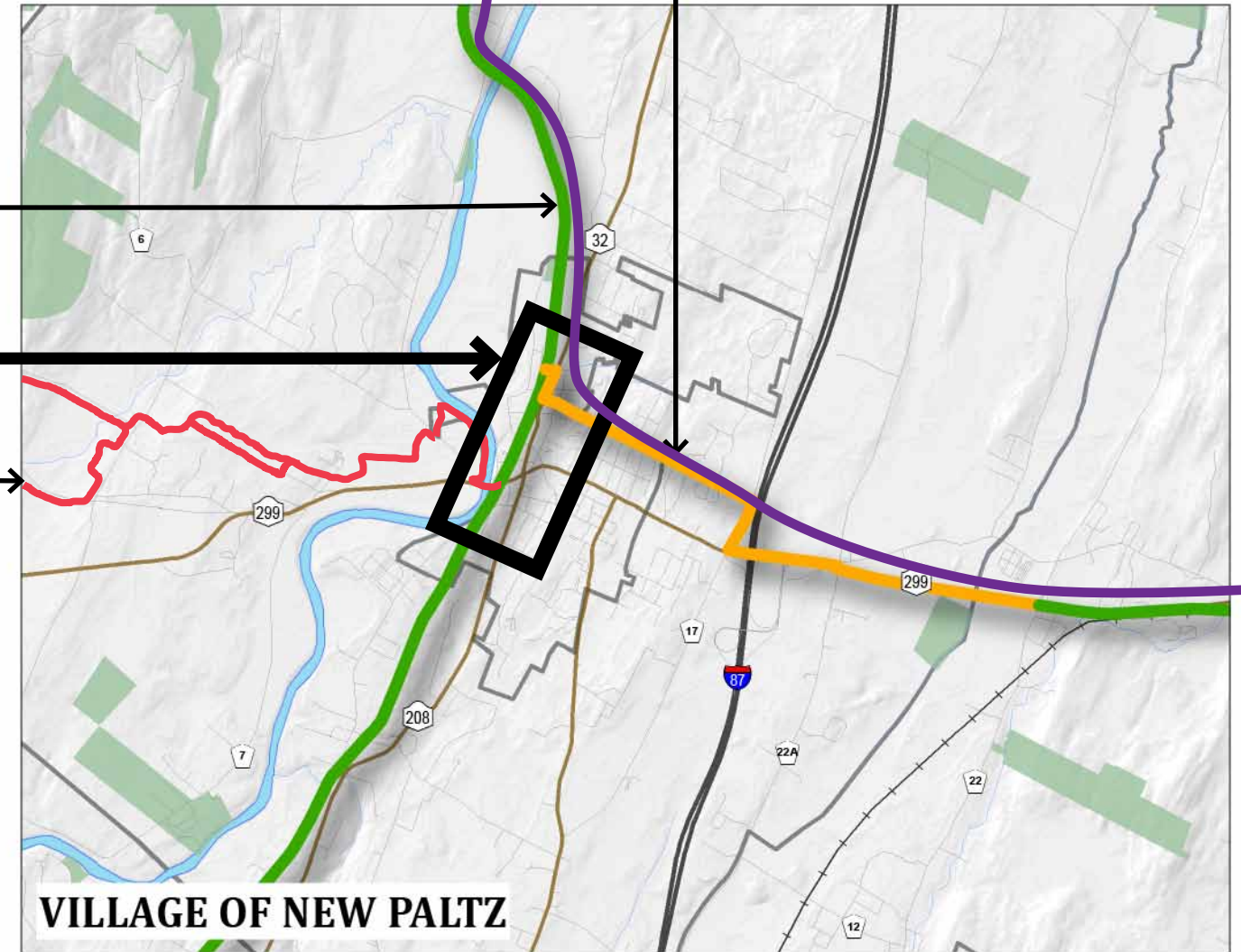


WALLKILL VALLEY RAIL TRAIL
COMMUNITY OPPORTUNITY PLAN:
NEW PALTZ

WALLKILL VALLEY
RAIL TRAIL

RIVER TO RIDGE TRAIL

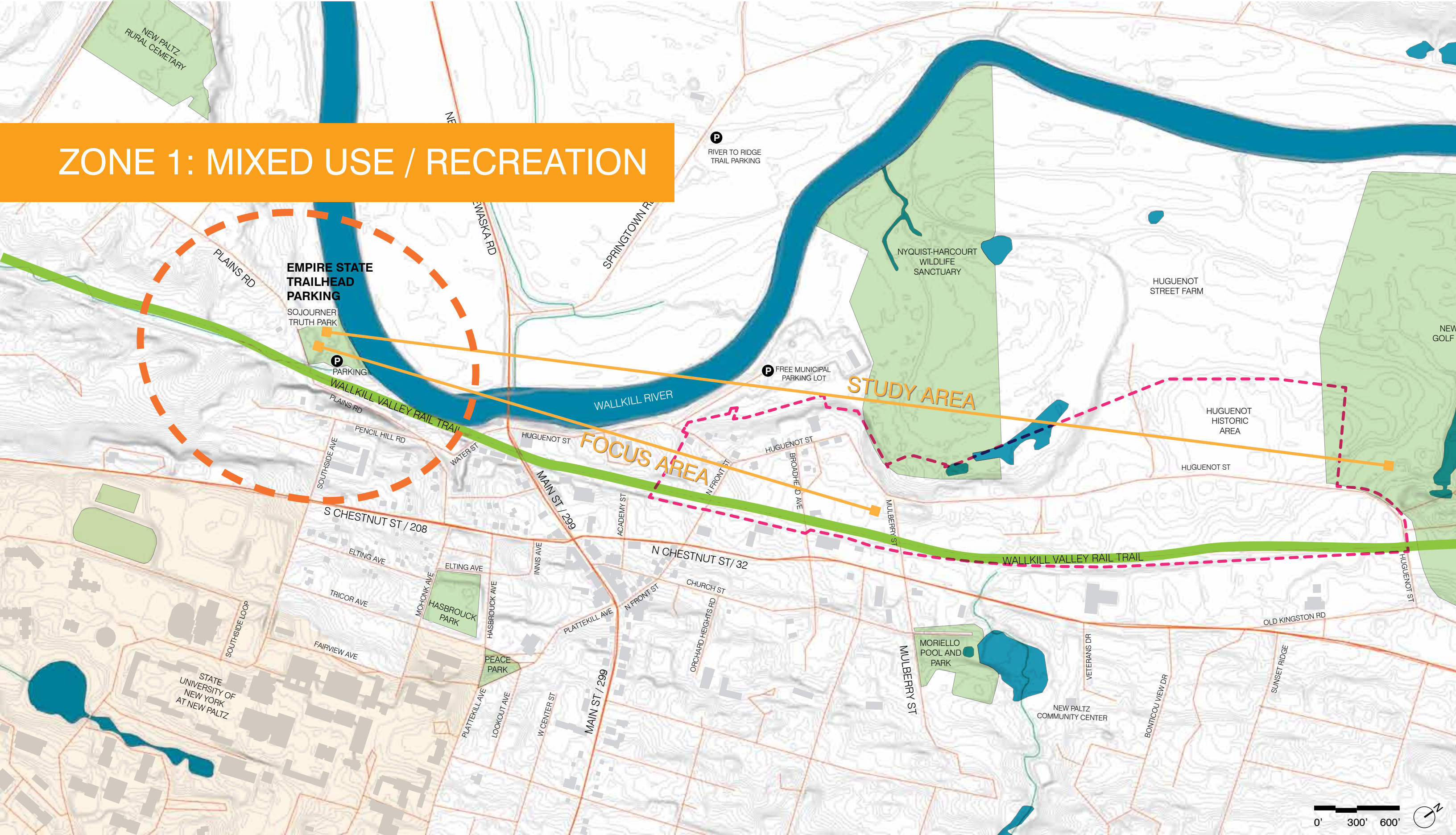
HUDSON VALLEY RAIL
TRAIL PHASE 3 + 4



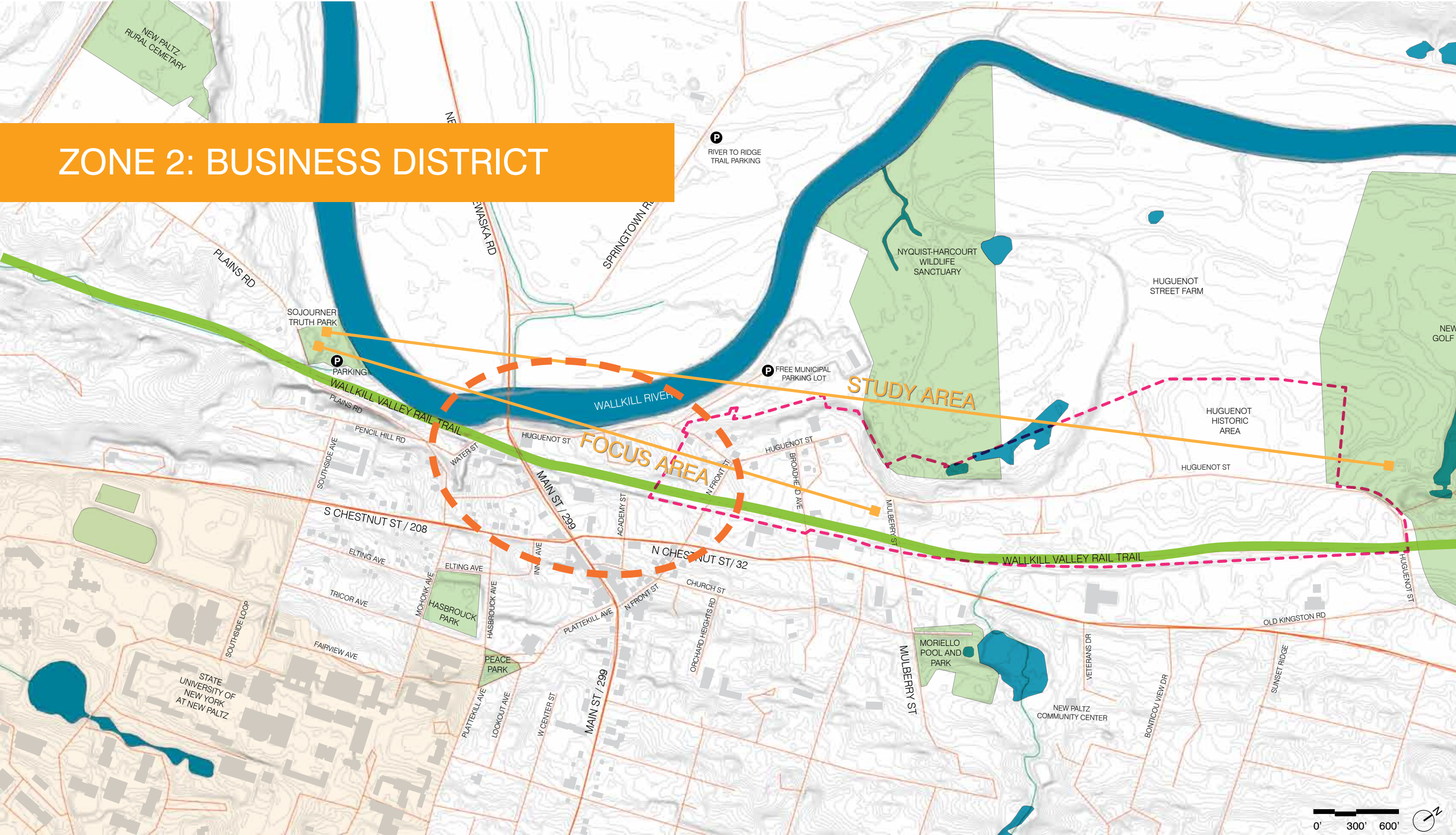
STUDY AREA



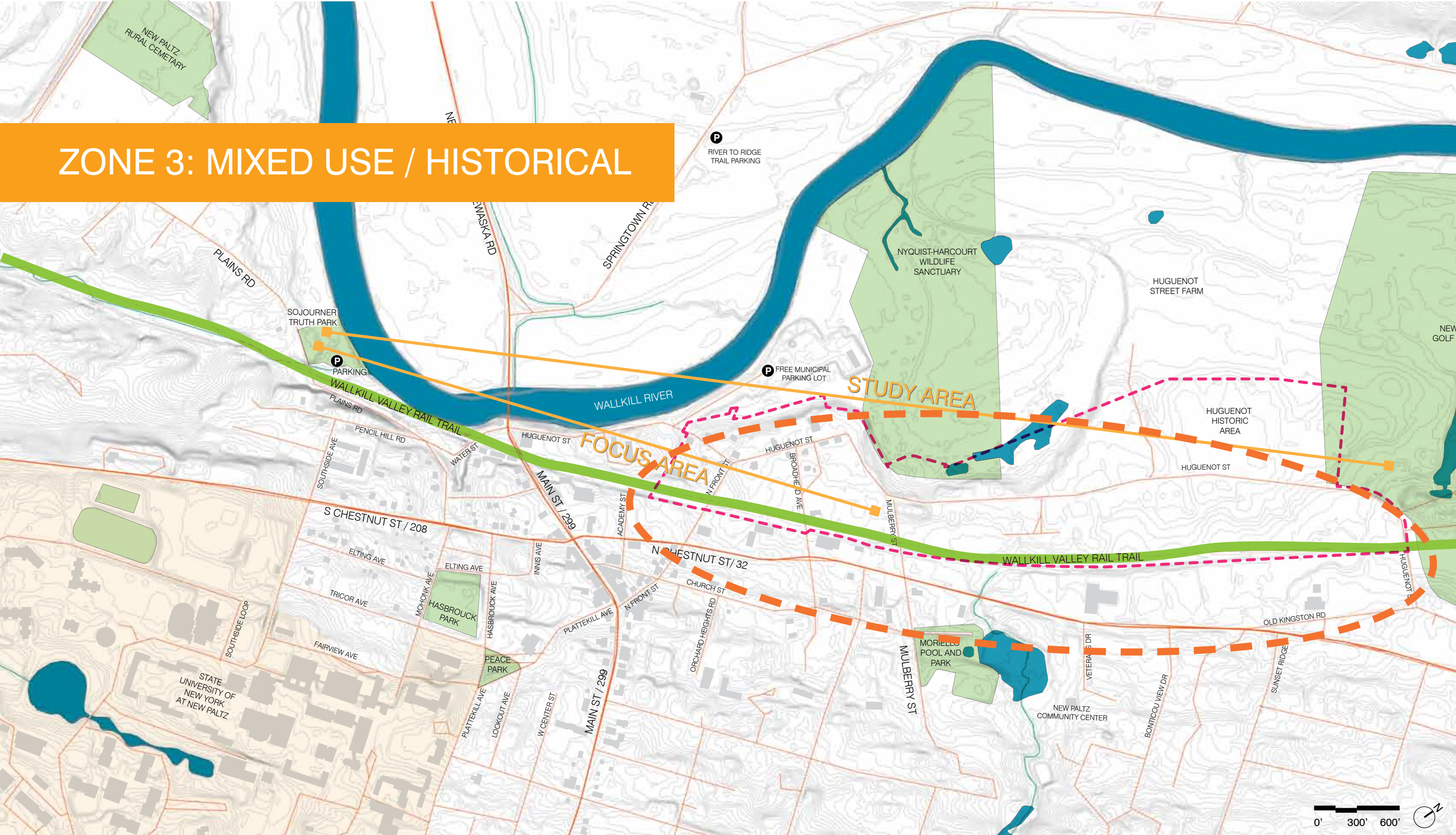
ZONE 1: MIXED USE / RECREATION



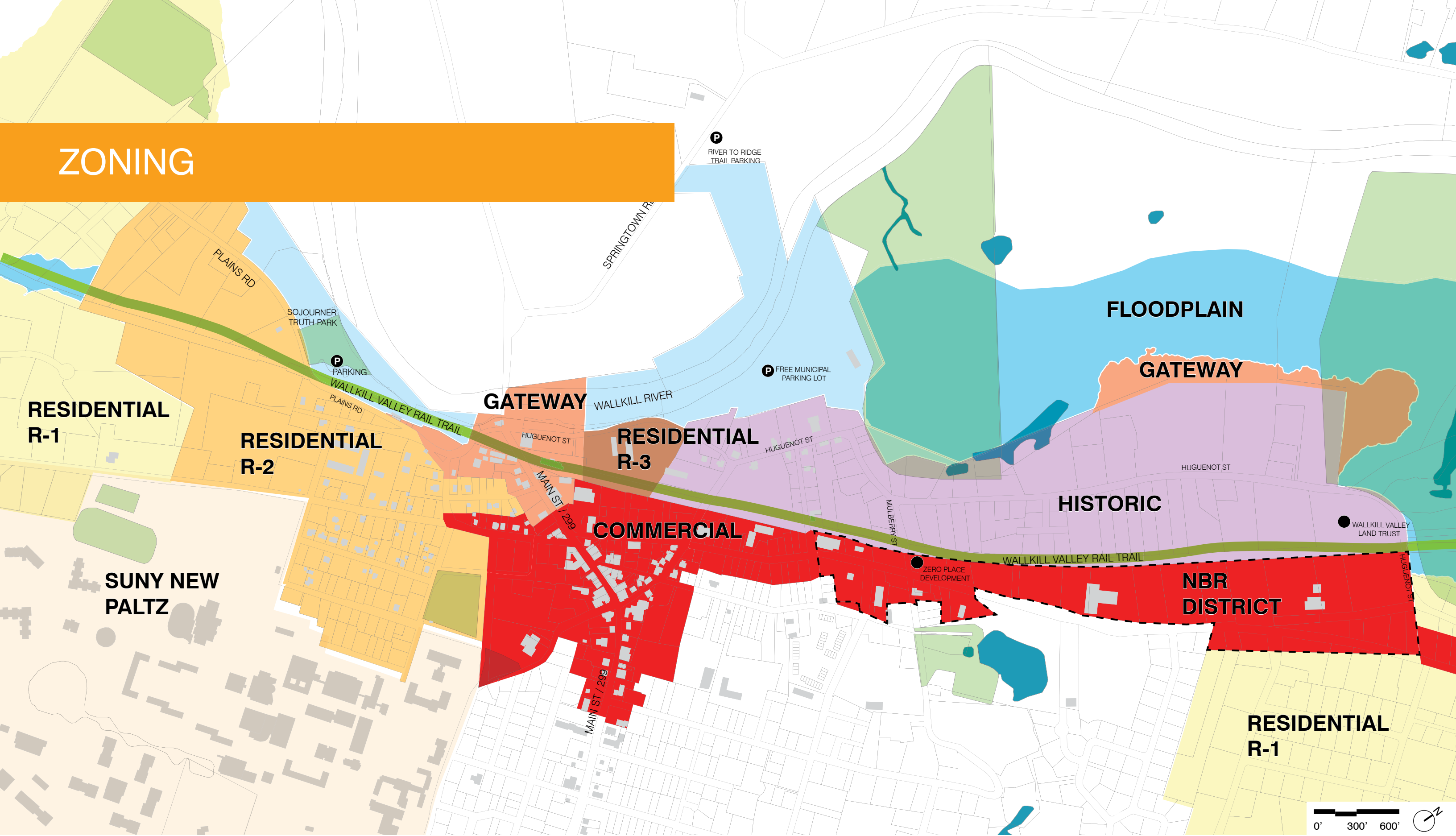
ZONE 2: BUSINESS DISTRICT



ZONE 3: MIXED USE / HISTORICAL



ZONING



Open Space	Residential R-1	Historic	Flood Plain
Water	Residential R-2	Gateway	NBR District (Neighborhood Business Residential Mixed Use)
Commercial	Residential R-3	SUNY New Paltz	



FOCUS AREA DESTINATIONS



EXISTING CONDITIONS | SUMMARY



SAFETY

● CHALLENGES:

UNEVEN SURFACES / EDGES
STEEP TOPOGRAPHY
STREET CROSSINGS
OVERGROWN VEGETATION

★ OPPORTUNITIES:

MULTIFUNCTIONAL SECURITY
FEATURES
ENHANCED WAYFINDING
INTERPRETIVE SIGNAGE



DRAINAGE

● CHALLENGES:

EROSION
DRAINAGE PATTERNS
CULVERTS

★ OPPORTUNITIES:

STORMWATER MANAGEMENT
WATER QUALITY



MAINTENANCE

● CHALLENGES:

UNEVEN SURFACES / EDGES
STEEP TOPOGRAPHY
STREET CROSSINGS
OVERGROWN VEGETATION

★ OPPORTUNITIES:

VARIED MATERIALS DEFINE SPACES



VIEWS

● CHALLENGES:

SENSITIVITY TO DIFFERENT USES

★ OPPORTUNITIES:

HISTORIC AND NATURAL FEATURES
DOWNTOWN CONNECTIONS
LANDSCAPED AREAS

INVENTORY + ANALYSIS | DRONE MAPPING



ZONE 1 | MIXED USE / RECREATION

PLAINS ROAD TO WATER STREET

BRIDGE AT PLAINS RD / SOJOURNER TRUTH PARK ENTRANCE

PLAINS RD INTERSECTION LOOKING SOUTH

MEMORIAL BENCH SOUTH OF PLAINS RD



WATER STREET INTERSECTION LOOKING SOUTH

LOOKING SOUTH TO PLAINS RD FROM WATER ST





● CHALLENGE:
STEEP TOPOGRAPHY,
LIMITED SHOULDER

★ OPPORTUNITY:
RIVER VIEWS

● CHALLENGE:
DRAINAGE ISSUES

● CHALLENGE:
STEEP TOPOGRAPHY,
EROSION PROBLEMS

PLAINS RD INTERSECTION LOOKING SOUTH

● CHALLENGES	■ VIEWS	■ SAFETY
★ OPPORTUNITIES	■ DRAINAGE	■ MAINTENANCE

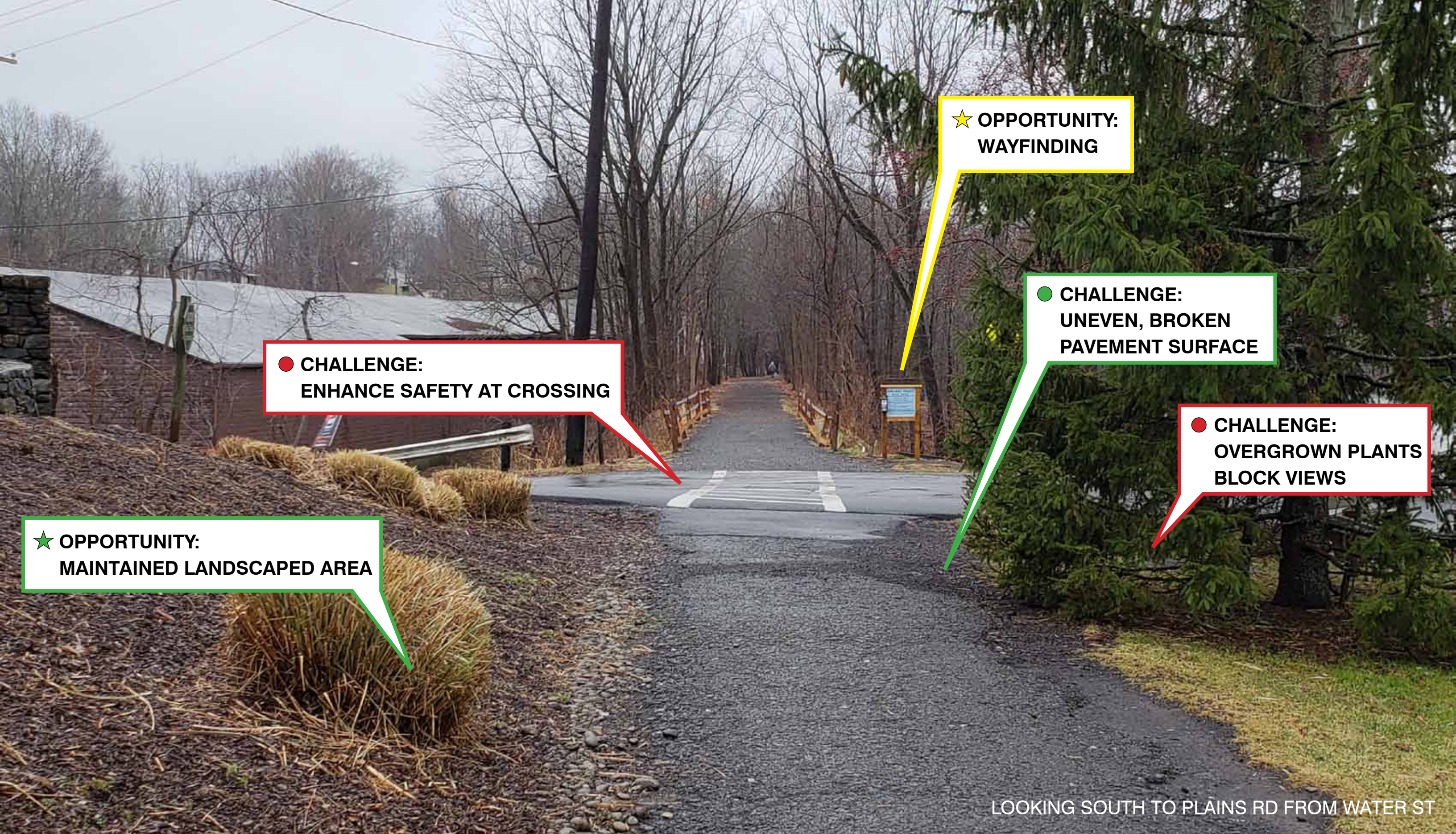




● CHALLENGE:
FENCE NEEDS REPAIR

● CHALLENGE:
ENHANCE SAFETY AT CROSSING,
ADA TRUNCATED ZONE MISSING

WATER ST INTERSECTION LOOKING SOUTH



● CHALLENGE:
ENHANCE SAFETY AT CROSSING

★ OPPORTUNITY:
WAYFINDING

● CHALLENGE:
UNEVEN, BROKEN
PAVEMENT SURFACE

● CHALLENGE:
OVERGROWN PLANTS
BLOCK VIEWS

★ OPPORTUNITY:
MAINTAINED LANDSCAPED AREA

LOOKING SOUTH TO PLAINS RD FROM WATER ST

ZONE 2 | BUSINESS DISTRICT

WATER STREET TO MAIN STREET



MAIN STREET INTERSECTION LOOKING SOUTH

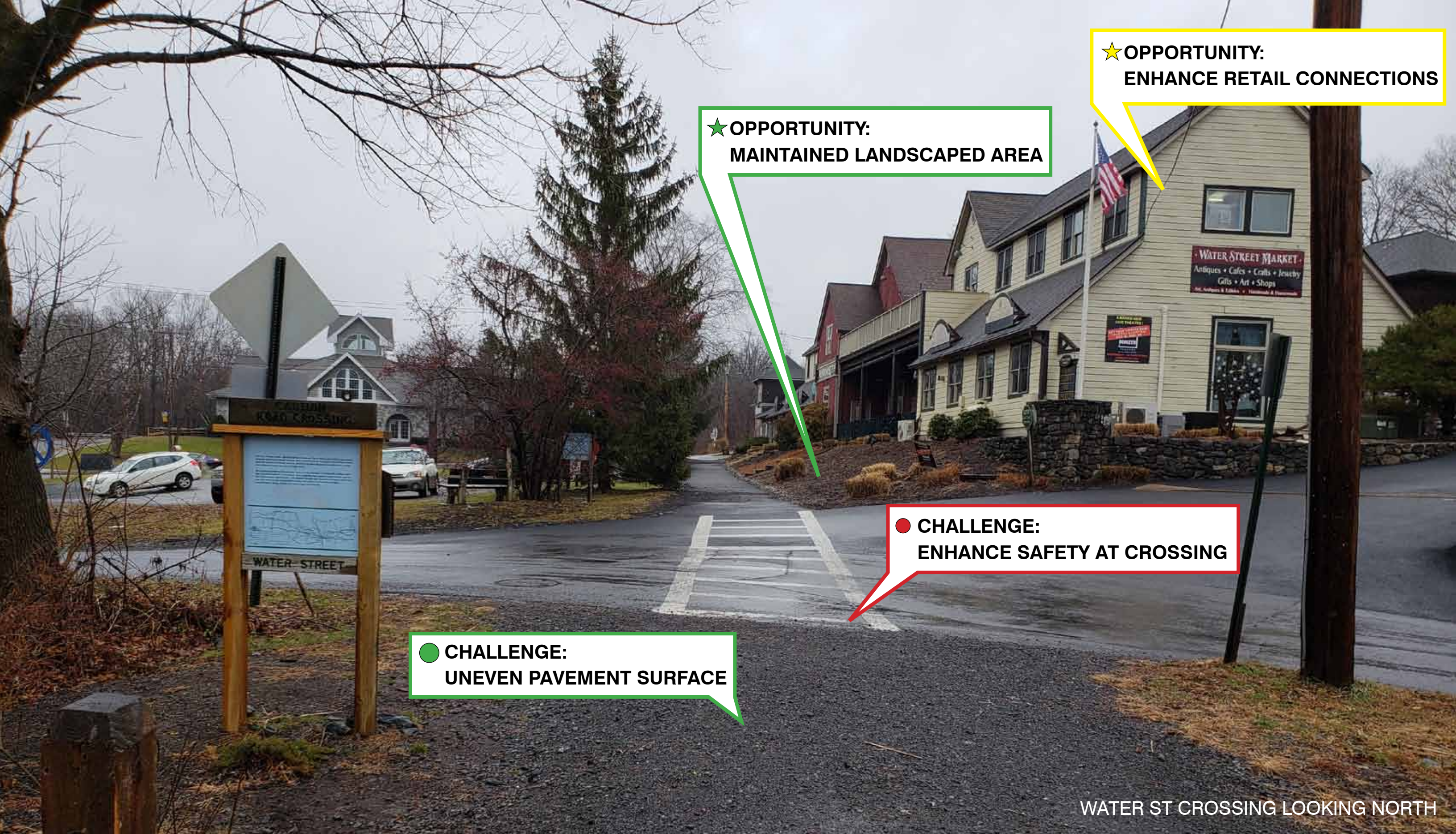
WATER STREET CROSSING LOOKING NORTH

TRAIL AT SALVATION ARMY LOOKING NORTH



● CHALLENGES	■ VIEWS	■ SAFETY
★ OPPORTUNITIES	■ DRAINAGE	■ MAINTENANCE





★ OPPORTUNITY:
ENHANCE RETAIL CONNECTIONS

★ OPPORTUNITY:
MAINTAINED LANDSCAPED AREA

● CHALLENGE:
ENHANCE SAFETY AT CROSSING

● CHALLENGE:
UNEVEN PAVEMENT SURFACE

WATER ST CROSSING LOOKING NORTH

● CHALLENGES	■ VIEWS	■ SAFETY
★ OPPORTUNITIES	■ DRAINAGE	■ MAINTENANCE





★ OPPORTUNITY:
WAYFINDING SIGNAGE TO
HIGHLIGHT HISTORIC STATION

● CHALLENGE:
DRAINAGE ISSUES

● CHALLENGE:
PAVEMENT SURFACE /
EDGE CONDITIONS

THE STATION LOOKING NORTH



● CHALLENGE:
MAINTAIN REQUIRED
CLEARANCES

● CHALLENGE:
DRAINAGE ISSUES

TRAIL AT SALVATION ARMY LOOKING NORTH

● CHALLENGES	■ VIEWS	■ SAFETY
★ OPPORTUNITIES	■ DRAINAGE	■ MAINTENANCE



ZONE 3 | MIXED USE / HISTORICAL

NORTH FRONT STREET TO BROADHEAD AVE



N FRONT ST INTERSECTION LOOKING NORTH



N FRONT ST INTERSECTION LOOKING SOUTH

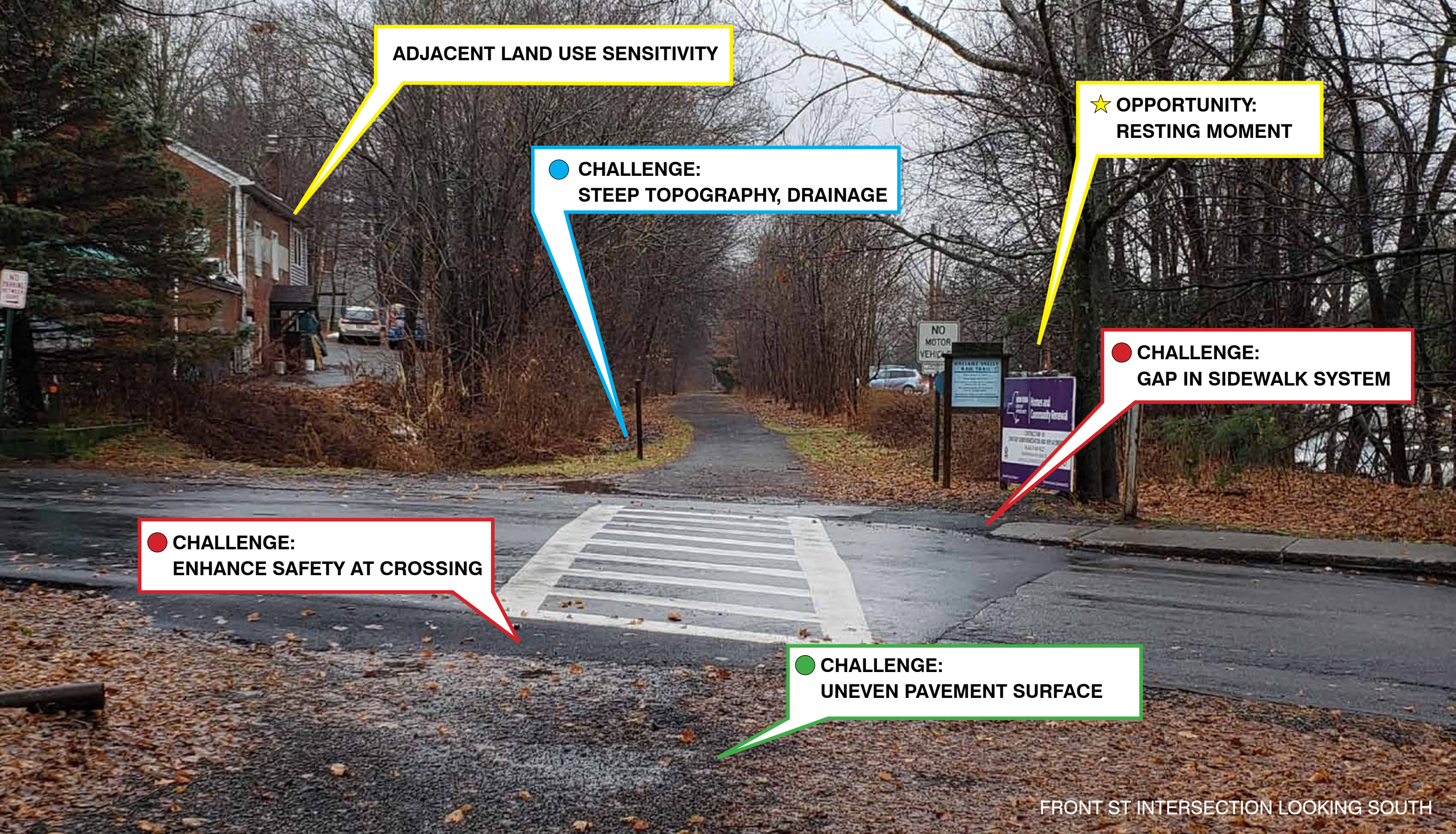


EXISTING SIGNAGE



HISTORIC STONE WALL NORTH OF THE STATION, LOOKING NORTH





ADJACENT LAND USE SENSITIVITY

**● CHALLENGE:
STEEP TOPOGRAPHY, DRAINAGE**

**★ OPPORTUNITY:
RESTING MOMENT**

**● CHALLENGE:
GAP IN SIDEWALK SYSTEM**

**● CHALLENGE:
ENHANCE SAFETY AT CROSSING**

**● CHALLENGE:
UNEVEN PAVEMENT SURFACE**

FRONT ST INTERSECTION LOOKING SOUTH

● CHALLENGES	■ VIEWS	■ SAFETY
★ OPPORTUNITIES	■ DRAINAGE	■ MAINTENANCE



★ OPPORTUNITY:
HIGHLIGHT HISTORIC
FEATURES

HISTORIC WALL NORTH OF THE STATION

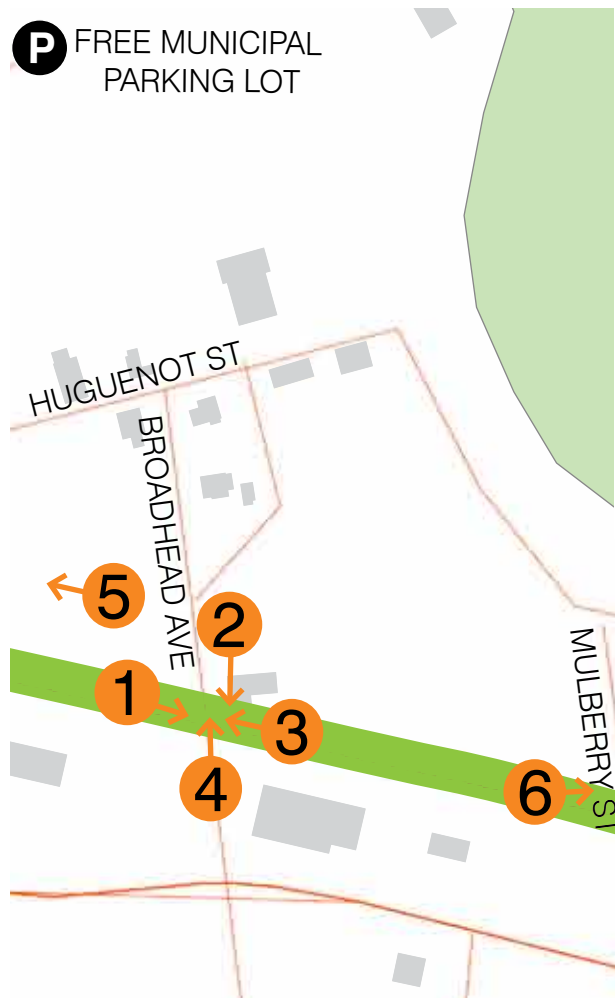
● CHALLENGES	■ VIEWS	■ SAFETY
★ OPPORTUNITIES	■ DRAINAGE	■ MAINTENANCE



ZONE 3 | MIXED USE / HISTORICAL

BROADHEAD AVE TO HUGUENOT STREET

P FREE MUNICIPAL PARKING LOT



BROADHEAD RD INTERSECTION LOOKING NORTH



BROADHEAD RD INTERSECTION LOOKING EAST



BROADHEAD RD INTERSECTION LOOKING SOUTH



BROADHEAD RD INTERSECTION LOOKING WEST



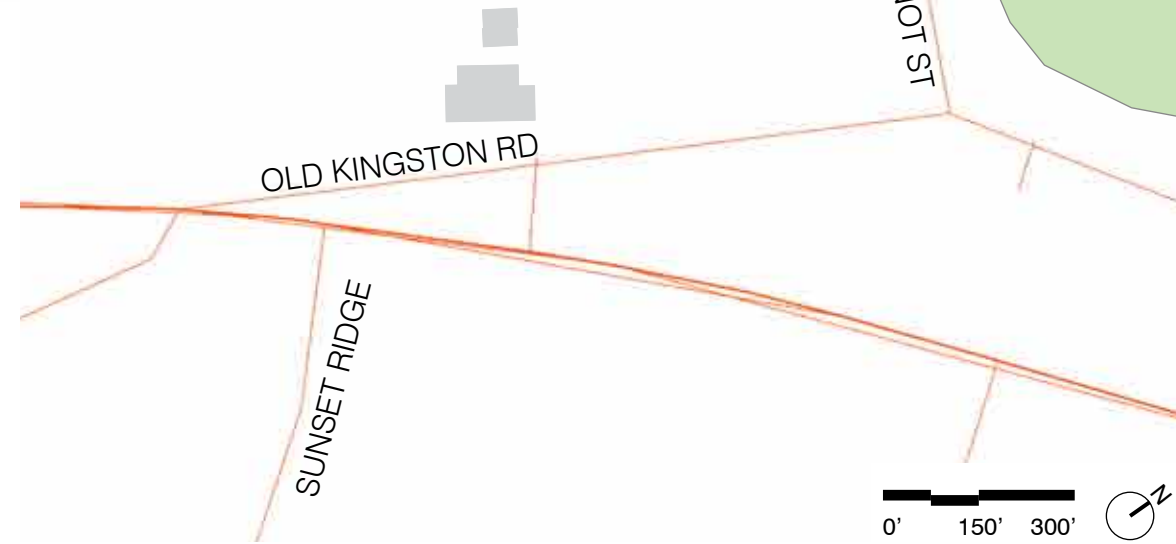
MEMORIAL AREA, HISTORIC HUGUENOT ST PARKING



MULBERRY ST CROSSING LOOKING NORTH



HUGUENOT ST CROSSING LOOKING NORTH



● CHALLENGE:
SIDEWALK SYSTEM CONNECTION

★ OPPORTUNITY:
HIGHLIGHT CONNECTIONS
TO HISTORIC AREA

● CHALLENGE:
ENHANCE SAFETY AT CROSSING

● CHALLENGE:
UNEVEN PAVEMENT SURFACE

BROADHEAD RD INTERSECTION LOOKING SOUTH

● CHALLENGES	■ VIEWS	■ SAFETY
★ OPPORTUNITIES	■ DRAINAGE	■ MAINTENANCE



TRAIL GUIDELINES

GENERAL DESIGN PRACTICES

A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic. These off-road travelways generally provide routes and connections not provided by existing roadways. Most shared use paths are designed for two-way travel of multiple user types.

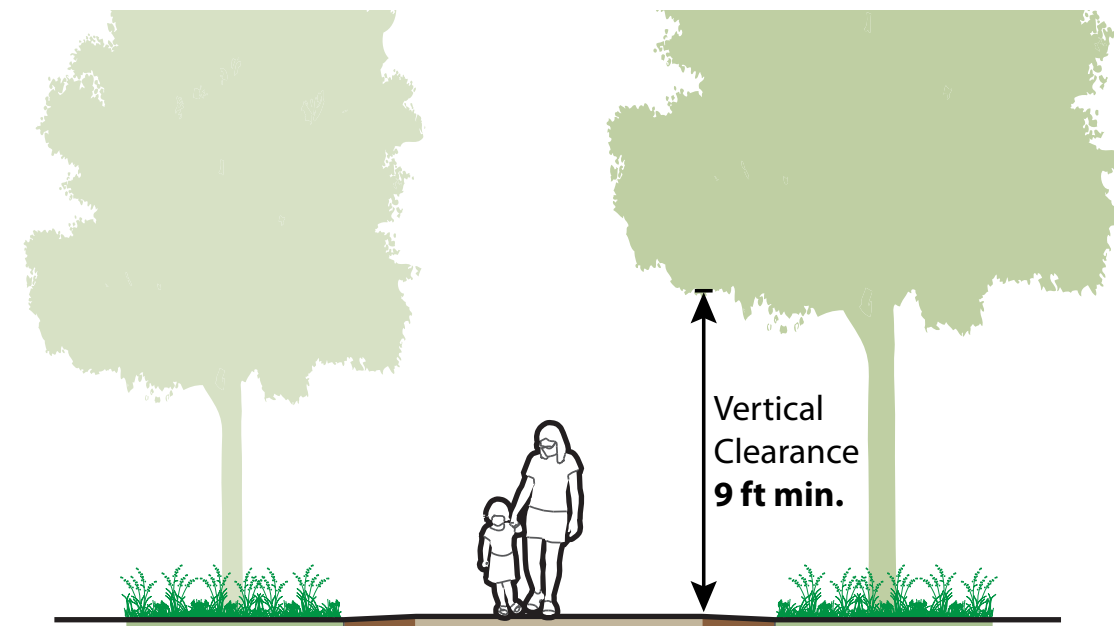
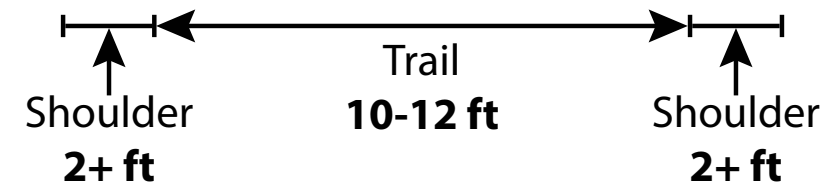
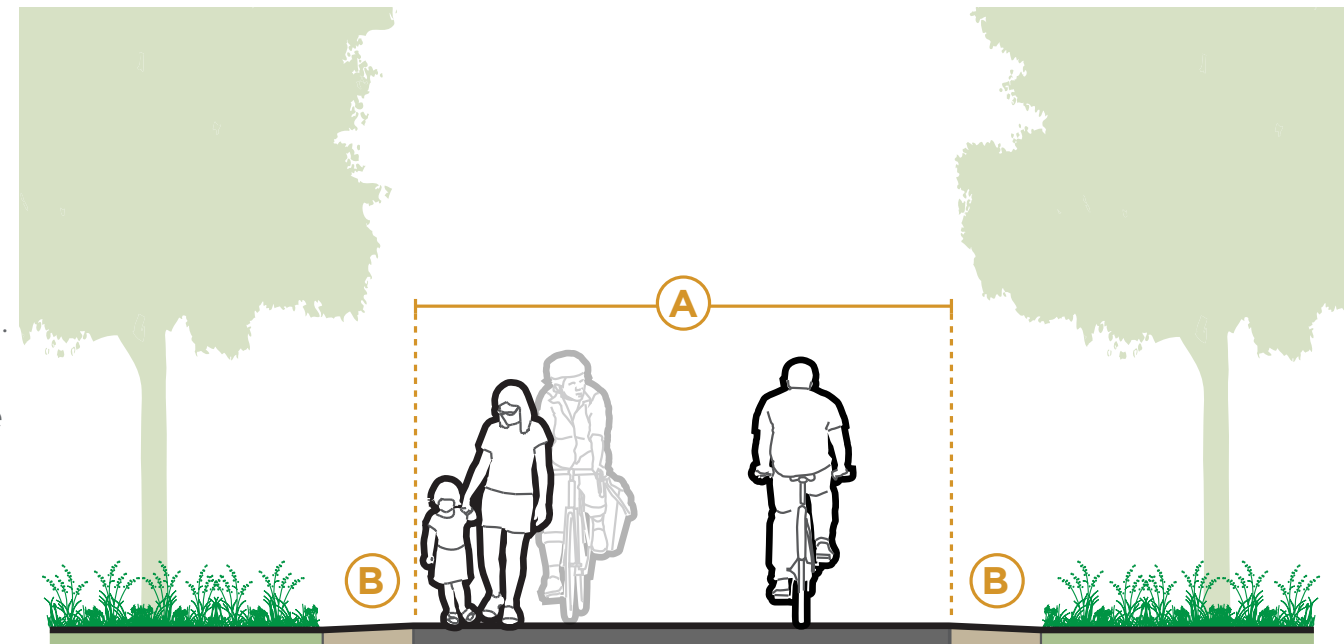
TYPICAL APPLICATION

Shared use paths are typically located in independent rights of way, separate from roadways.

Refer to guidance on sidepaths for information on shared use paths adjacent to roadways.

DESIGN FEATURES

- Standard shared use path width is 12 ft (3.6 m), which is suitable for heavy-use with high concentrations of multiple user types. This width is needed to enable a bicyclist to pass another path user going the same direction, while another path user is approaching from the opposite direction. Where volumes are extremely high, a separate path of 5 ft (1.5 m) can be provided to separate pedestrian circulation.
- The minimum width of a shared use path is 10 ft (3.0 m), which is adequate for moderate use, or a low level of mixing between bicyclists and pedestrians (AASHTO Bike Guide Section 5.2.1).



Source: Empire State Trail Design Guide

TRAIL GUIDELINES | SPACE REQUIREMENTS



PEDESTRIANS

Pedestrians have a variety of characteristics and the transportation network should accommodate a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception. Children have low eye height and walk at slower speeds than adults. They also perceive the environment differently at various stages of cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing.

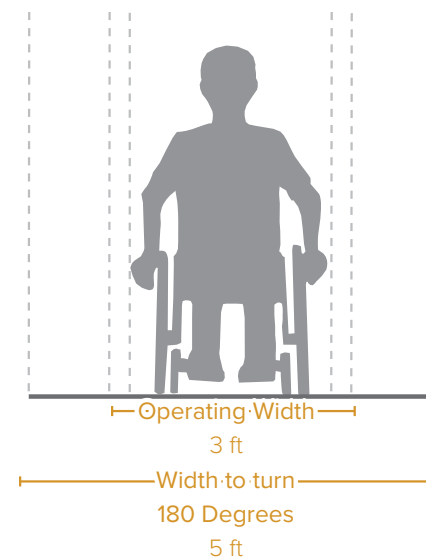


USERS OF MOBILITY DEVICES

A mobility device is designed to assist walking or otherwise improve the mobility of people with a mobility impairment. Wheelchairs or mobility scooters are used for more severe disability or longer journeys which would otherwise be undertaken on foot.

Key Consideration

- Maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is a required element for accessible design.

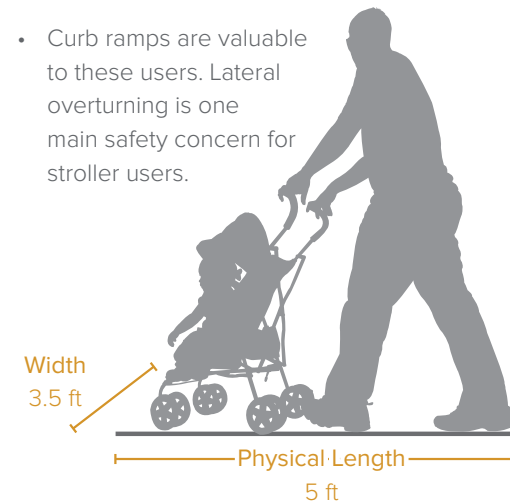


STROLLER USERS

Strollers are wheeled devices pushed by pedestrians to transport babies or small children. Stroller models vary greatly in their design and capacity. Some strollers are designed to accommodate a single child, others can carry three or more. The design needs of strollers depend on the wheel size, geometry and ability of the adult who is pushing the stroller.

Key Considerations

- Strollers commonly have small pivoting front wheels for easy maneuverability, but these wheels may limit their use on unpaved surfaces or rough pavement.
- Curb ramps are valuable to these users. Lateral overturning is one main safety concern for stroller users.



BICYCLISTS

Bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a shared use path should consider expected bicycle types on the facility and utilize the appropriate dimensions.

Key Consideration

- The expected speed that different types of bicyclists can maintain under various conditions also influences the design of facilities such as shared use paths.

Four Types of Bicyclists

Strong and Fearless

Willing to ride on any roadway. Comfortable taking the lane and riding in a vehicular manner on major streets without designated bike facilities.

Enthusiastic and Confident

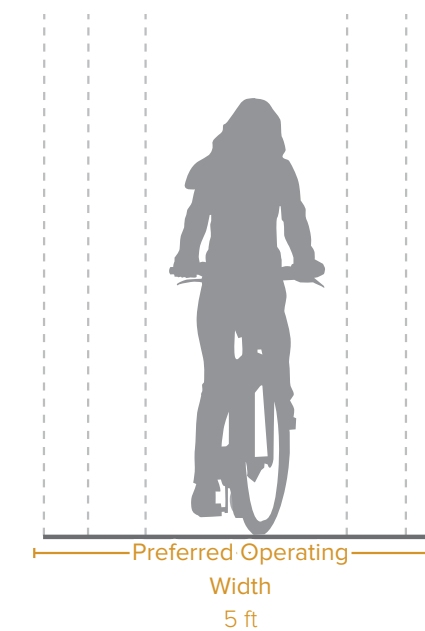
Confident riding in most roadway situations but prefer to have a designated facility. Comfortable riding on major streets with a bike lane.

Interested But Concerned

Cautious and has some inclination towards biking but are held back by concern over sharing the road with cars. Prefer separated pathways or low traffic neighborhood streets.

No Way No How

Residents who simply aren't interested at all in biking, may be physically unable or don't know how to ride a bike, and they are unlikely to adopt biking.



Source: Empire State Trail Design Guide

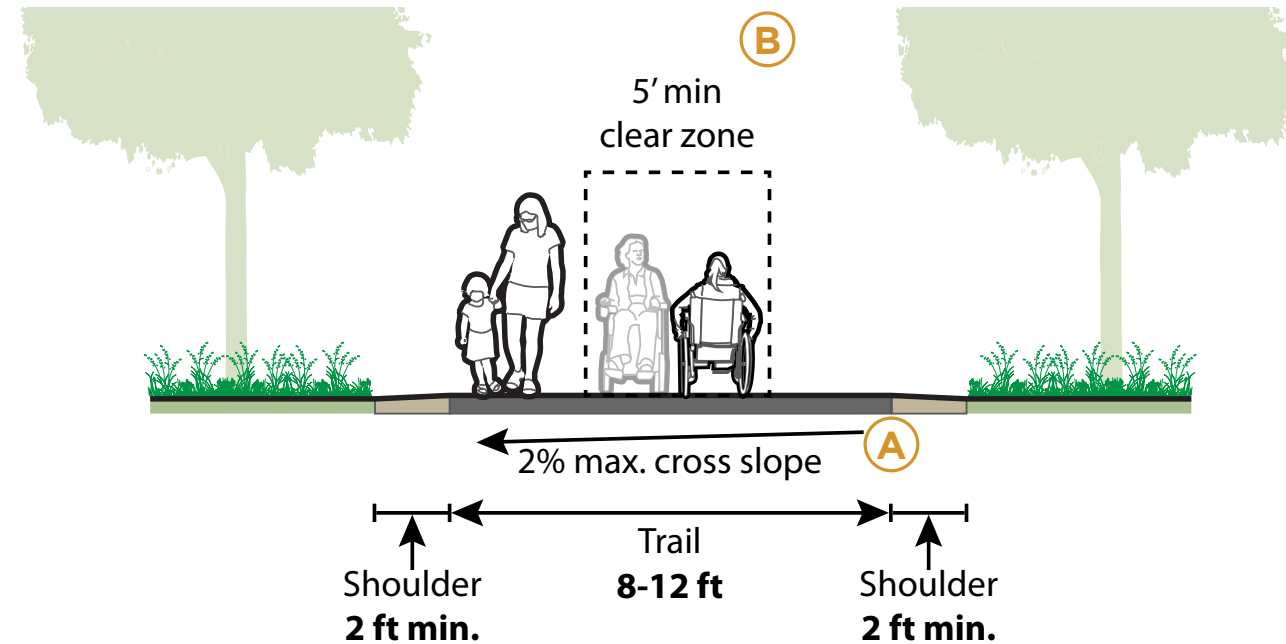


ACCESSIBILITY OF SHARED USE PATHS

New shared use paths must meet accessibility guidelines to ensure that paths, street crossings, signals, and other facilities for pedestrian circulation and use are readily accessible to and usable by pedestrians with disabilities.

TYPICAL APPLICATION

Constructing outdoor shared use paths and trails may have limitations that make meeting ADA guidelines difficult and sometimes prohibitive. Prohibitive impacts include harm to significant cultural or natural resources; a significant change in the intended purpose of the trail; requirements of construction methods that are against federal, state, or local regulations; or terrain characteristics that prevent compliance.



DESIGN FEATURES

- Path surfaces must be firm, stable surfaces, and are generally limited to hard surface such as asphalt, concrete, wood, compacted gravel. Some surface materials must be periodically maintained to meet accessibility requirements.
- The path running slope must be less than 5% without use of landings. Design with a 4.5% running slope target is recommended to account for variation in construction tolerances. Where the shared use path is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.
- Ⓐ The path cross slope must not exceed 2%. Design with a 1.5% cross slope target is recommended to account for variation in construction tolerances.
- Ⓑ Paths must provide a 5 ft (1.5 m) minimum clear width to serve as an accessible pedestrian access route. A minimum clear width is 4 ft is acceptable if passing spaces are provided every 200 ft. Most shared used paths designed for bicycle access will meet this requirement (PROWAG 2011).
- On trails designated as accessible, provide rest areas or widened areas on the trail, optimally at every 300 feet.

Source: Empire State Trail Design Guide



Some gravel and crusher fine trail material types are considered to be ADA compliant (Source: National Trails Training Partnership)



Trails should always use materials and be constructed such that they are well drained and dry as much as possible (Source: National Trails Training Partnership)

FURTHER CONSIDERATIONS

- Trailhead signage should provide accessibility information, such as trail gradient/profile, distances, tread conditions, location of drinking fountains, and rest stops.
- At trailheads there should be at least one accessible parking area per every 25 vehicle spaces.
- Trail amenities, drinking fountains and pedestrian-actuated push buttons should be placed no higher than four feet off the ground.

MAINTENANCE

The trail surface should be solid, free of obstacles and tripping hazards. Trail edge vegetation/screening, and signage should be maintained and located so as not to present obstacles for visually impaired trail users.

REFERENCES

United States Access Board. Public Rights-of-Way Accessibility Guidelines (PROWAG). 2011.

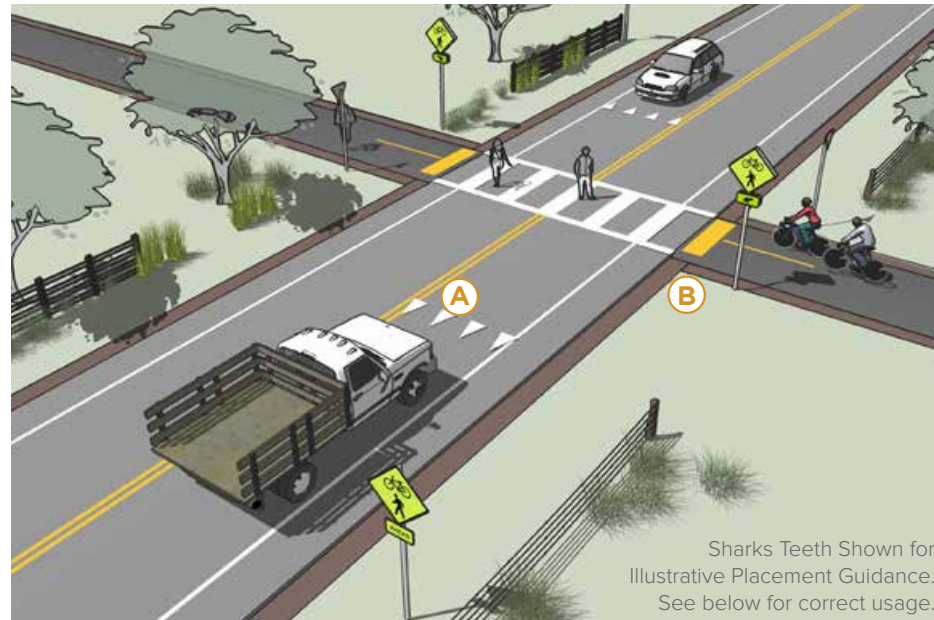
Source: Empire State Trail Design Guide



TRAIL GUIDELINES | ROAD CROSSINGS

MARKED CROSSWALK WITH YIELD LINES

Where additional awareness and regulatory instruction is desired at marked path crossing, advanced yield lines and yield signs remind people to yield to crossing path users.



TYPICAL APPLICATION

Where a shared use path crosses a road with higher volumes, higher speeds, or more lanes than is desirable for a marked crosswalk only installation.

Refer to the EST Crossing Treatment Selection Table in this guide, and the NYSDOT Pedestrian Safety Action Plan 2016 for guidance on identifying recommended treatment packages,

DESIGN FEATURES

In addition to a high visibility crosswalk and crossing sign assemblies described in the Marked and Signed Crosswalk treatment package, enhancements include:

- A** Advance yield line (sharks teeth - currently only used on multi-lane roadways)
 - Yield Here to Pedestrian sign (R1-5) should be used in urban areas.
 - Parking should be restricted between the yield line and the crosswalk.

BOLLARD ALTERNATIVES

The routine use of bollards and other similar barriers to restrict motor vehicle traffic is not recommended (AASHTO Bike Guide p. 5-46). Bollards are often ineffective at preventing undesired motor vehicle access to shared use paths, and create obstacles to legitimate trail users.

Alternative design strategies use signage, landscaping and curb cut design to reduce the likelihood of motor vehicle access.

TYPICAL APPLICATION

At the entrance to shared use paths, or at roadway crossings, where motor vehicle use is prohibited and should be discouraged.

Where the need for bollards or other vertical barriers in the pathway can be justified despite their risks and access issues, refer to the guidance on Bollards in this guide and the AASHTO Bike Guide Section 5.3.5.



DESIGN FEATURES

- A** "No Motor Vehicles" signage (MUTCD R5-3) may be used to reinforce regulatory access rules.
 - Design path entries to not be mistaken for vehicle access point, and to make intentional access my motor vehicles difficult.
- B** At intersections, split the path tread into two sections separated by low landscaping. Each tread should be 7 ft (2.1 m) to allow for side-by-side riding, while appearing too narrow for motor vehicle access.
 - Emergency vehicles can still enter by straddling the landscaping median.
- C** Vertical curb cuts may be used to discourage motor vehicle access.
 - Consider targeted surveillance and enforcement at specific intrusion locations.
 - Planting should be low and/or ground cover to permit emergency vehicles access.

Source: Empire State Trail Design Guide

PRECEDENTS | TRAILS AND LINEAR PARKS

PUTNAM VALLEY RAIL TRAIL



Existing Conditions



Proposed Conditions
(Construction pending)

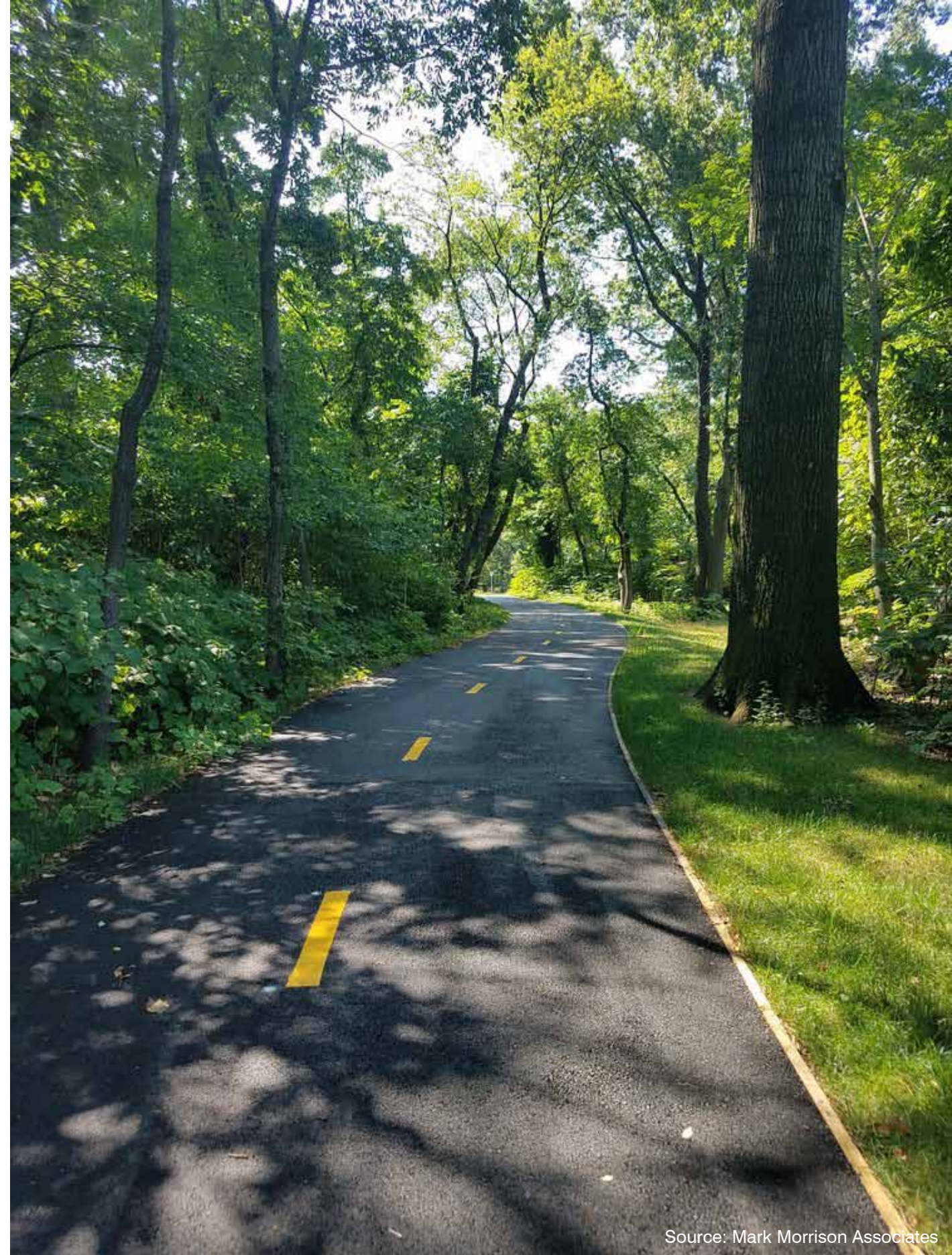
Source: Mark Morrison Associates



RIDGEWOOD RESERVOIR







BRONX RIVER GREENWAY

Source: Mark Morrison Associates

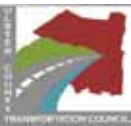




HUDSON VALLEY RAIL TRAIL PHASE 3 + 4



Source: Ulster County Planning





MINNEWASKA STATE PARK PRESERVE

Source: Ulster County Planning



ASHOKAN RESERVOIR



Source: Ulster County Planning



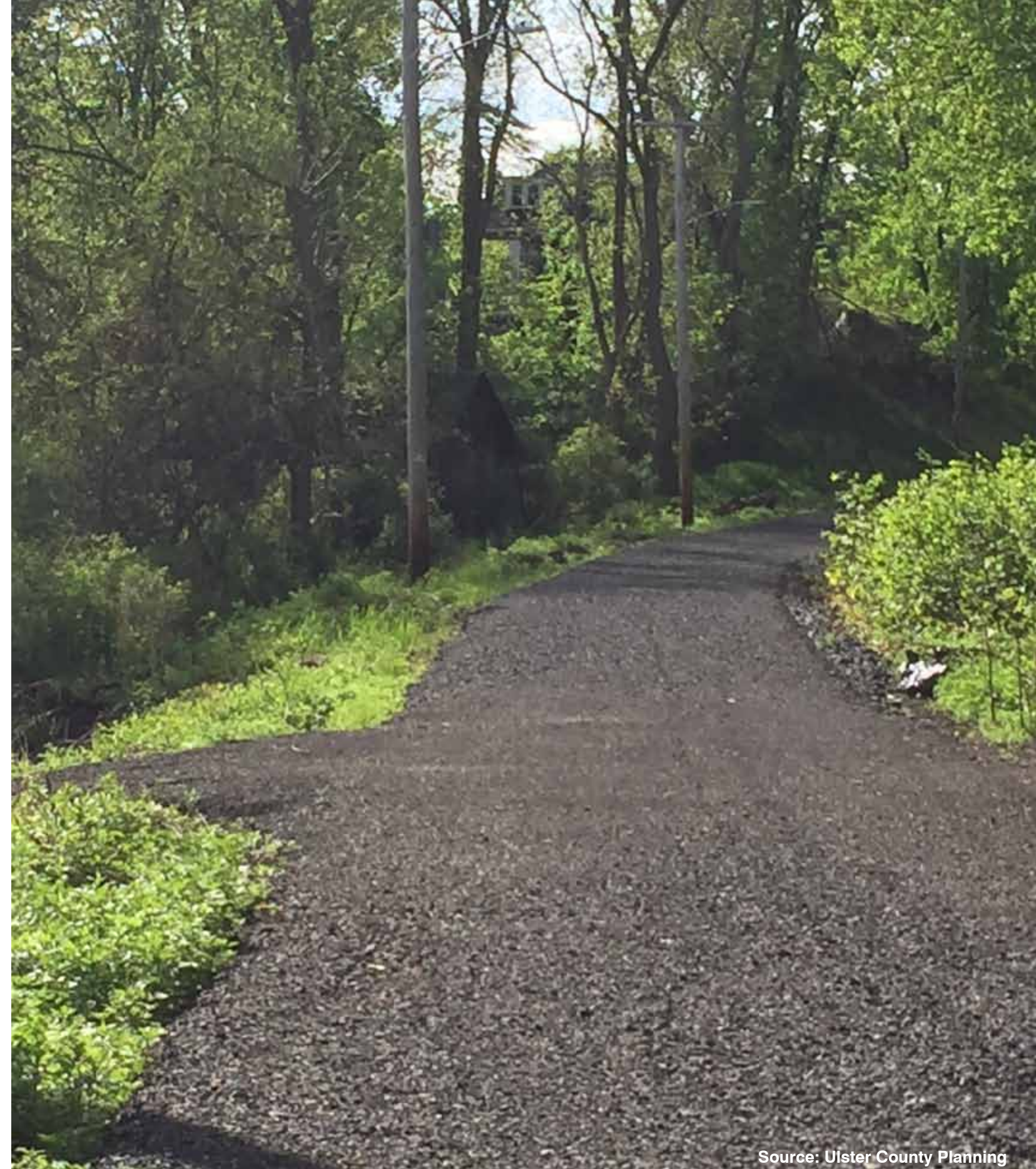


Source: Ulster County Planning





MIDTOWN LINEAR PARK, KIINGSTON, NY



Source: Ulster County Planning





PUBLIC ENGAGEMENT | OPPORTUNITIES

“WALKSHOP” SITE VISIT

Sunday, June 9, 2019 at 11AM
Sojourner Truth Park



Newark Riverfront Park, Newark NJ

DESIGN WORKSHOP

Tuesday, June 18, 2019
4-6pm and 7-9pm
New Paltz Community Center



Harlem Children's Zone, NY

WEBSITE CONTACT

Ongoing



WALKKILL VALLEY RAIL TRAIL COMMUNITY OPPORTUNITY PLAN WEBSITE:

<https://ulstercountyny.gov/transportation-council/active-studies/walkkill-valley-rail>



PUBLIC ENGAGEMENT | “WALKSHOP” SITE VISIT



NEWARK RIVERFRONT PARK, NEWARK NJ

Sunday, June 9, 2019
at 11:00am
Sojourner Truth Park
55 Plains Rd

PUBLIC ENGAGEMENT | DESIGN WORKSHOP



HARLEM CHILDREN'S ZONE, NY

Tuesday, June 18, 2019
4-6pm and 7-9pm
New Paltz Community Center
3 Veterans Drive

PUBLIC ENGAGEMENT | CONTACT INFORMATION

<https://ulstercountyny.gov/transportation-council/active-studies/walkill-valley-rail>



English | Español



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HOW DO I?

Ulster County

Home > Transportation Council > Active Studies

Transportation Council

Active Studies

- Traffic Count Program
- Kingston Citibus/UCAT Integration
- Kingston Signage & Wayfinding Plan
- Kingston Traffic Signal Evaluation
- **Walkill Valley Rail Trail Opportunity Plan**

EXECUTIVE NEWS

Walkill Valley Rail Trail Opportunity Plan

Ulster County Transportation Council (UCTC), in partnership with the Village of New Paltz, Walkill Valley Land Trust, and Historic Huguenot Street, is pleased to announce the beginning of a planning and community engagement process addressing the future use and design of the Walkill Valley Rail Trail in the Village of New Paltz.

The *Walkill Valley Rail Trail Community Opportunity Plan* will develop options to optimize multimodal active transport, open space and recreational enhancement on the heavily used part of the trail within the heart of the Village of New Paltz. The Plan will focus on how to reimagine this important regional trail hub and community asset.

UCTC has hired landscape architecture experts Weintraub/Díaz to lead the planning and design process. The W/D team focuses on

TRAIL STUDY

THIS SECTION OF THE WALKILL VALLEY RAIL TRAIL WILL BE THE FOCUS OF A DETAILED PLANNING AND COMMUNITY ENGAGEMENT PROCESS ADDRESSING THE FUTURE USE AND DESIGN OF THE TRAIL. PUBLIC MEETINGS AND SITE VISITS BEGIN IN JUNE 2019. TO PARTICIPATE AND LEARN MORE, PLEASE VISIT:

<https://ulstercountyny.gov/transportation-council/active-studies/walkill-valley-rail>



CONTACT

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IN ASSOCIATION WITH THE FOLLOWING ORGANIZATIONS:



weintraubdiaz



DISCUSSION

RAILS TO TRAILS CONSERVANCY

