

# Ulster County 2021 Climate Smart Communities Recertification Documentation

## PE6 Action: Complete Streets Policy

**Background:** The Ulster County *Non-Motorized Transportation Plan* (2007) recommended that the County adopt a “Complete Streets” policy and included a proposed draft, entitled the “Ulster County Non-Motorized Transportation (NMT) Policy”, that could be adopted by the Ulster County Transportation Council or the County Legislature.

The Complete Streets policy was adopted by the County Legislature via resolution in 2009, entitled the “Pedestrian and Bicycle Policy”. The Policy is actively being implemented and information and press releases for two projects that demonstrate this is included.

### Documentation:

- Ulster County [Non-Motorized Transportation Plan](#) (2007)
  - The Complete Streets proposal is included under General Policy Recommendations (pp. 1-6)
- NYS Department of Transportation
  - Complete Streets – Municipalities with Resolutions /Counties with Complete Streets Resolutions or Policies webpage:  
<https://www.dot.ny.gov/programs/completestreets/Counties%20and%20Municipalities%20with%20Resolutions>
  - [Ulster County](#) Policy: Ulster County Resolution No. 229, July 8, 2009: Establishing a Pedestrian and Bicycle Policy \*
- Ulster County Projects:
  - Route 299 improvements: <https://ulstercountyny.gov/news/executive-press-releases/county-executive-mike-hein-addresses-major-infrastructure-improvements>
  - “Building a Better Broadway” study: <https://ulstercountyny.gov/planning/broadway-corridor>

*\*Included in documentation*

**Establishing A Pedestrian And Bicycle Policy**

The Public Works and Capital Projects Committee (Chairman Loughran and Legislators Decker, Hochberg, Sheeley, Fabiano, Felicello and Roberts) and Legislators R.S. Parete and Terrizzi (members of Ulster County Trails Advisory Committee) and Legislator Zimet offer the following:

WHEREAS, bicycling and walking are important forms of transportation and recreation in our community, and walking and bicycling contribute to health, fitness, and economic development, and

WHEREAS, cost effective roadway and facility improvements can be provided as both "stand alone" projects and integrated into projects and programs, and

WHEREAS, the NYS Department of Transportation (NYSDOT) has affirmed the need to integrate pedestrian and bicycle facilities in NYSDOT's policy, planning, implementation, and operations efforts through its Bicycle and Pedestrian Policy adopted October 1996, and

WHEREAS, Ulster County's Non-Motorized Transportation Plan recommended in 2008 that Ulster County adopt a "Complete Streets" program, with "Complete Streets" defined as facilities that are "designed and operated to enable safe access for all users," including pedestrians, bicyclists, transit riders, children, the elderly, and people with disabilities, and

WHEREAS, the Ulster County Trails Advisory Committee recommends that Ulster County adopt a "Complete Streets" program, and

WHEREAS, increased bicycling and walking trips is intended not only to reduce the carbon footprint in Ulster County but also to promote increased exercise among children and adults, especially among the 36% of school-aged children in Ulster County who are overweight or at risk of becoming overweight, as documented by the Healthy Eating And Living survey conducted in 2007 by the Ulster County Department of Health with funding support from the Ulster County Legislature's Health Services Committee; and

WHEREAS, educating the public about safety, health, and mobility are part of being a quality community, and

WHEREAS, development of pedestrian, bicycle, and transit infrastructure offers long term cost savings and opportunities to create safe and convenient non-motorized travel; and designing for universal access may assist in qualifying capital projects for additional funding, and

**Resolution No. 229 July 8, 2009**

**Establishing A Pedestrian And Bicycle Policy**

WHEREAS, the Public Works and Capital Projects Committee has met and reviewed said request with a majority of the members voting approval, now, therefore, be it

RESOLVED, the County of Ulster hereby establishes a Pedestrian and Bicycle Policy **which purpose is to establish appropriate design standards** as follows:

Engineering: The County's infrastructure will include a complete system of bikeways, pedestrian facilities, and shared use paths, bicycle parking, and safe crossings connecting our residences, businesses, and public places.

Designs for bicycle and pedestrian accommodations (e.g., bicycle lanes, sidewalks, off road trails, bicycle racks, shelters, crosswalks, and traffic calming solutions) shall be provided in new construction, reconstruction, and maintenance projects initiated by Ulster County, unless the following condition is met:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, bicyclists and pedestrians will be accommodated elsewhere within the right of way or within the same transportation corridor.

Bicycle and pedestrian accommodations will be provided and maintained in accordance with guidelines adopted by the United States Department of Transportation, New York State Department of Transportation, and American Association of State Highway and Transportation Officials;

Encouragement: Ulster County will promote bicycling and walking for health, fitness, transportation, and recreation through events, programs, and other activities which benefit residents, businesses, and visitors of all ages and abilities. These activities will be coordinated with local bicycle clubs, schools, health organizations, and other partners; and

Enforcement: Ulster County will provide balance enforcement of the New York State Vehicle and Traffic Law for motorists, pedestrians, and bicyclists. This will include enforcement of pedestrians' right of way in crosswalks, bicyclists riding with traffic, and all modes of sharing the road safely,

Resolution No. 229 July 8, 2009

**Establishing A Pedestrian And Bicycle Policy**

and move its adoption.

ADOPTED AS AMENDED BY THE FOLLOWING VOTE:

AYES: 28 NOES: 0  
(Absent: Legislators Aiello, Decker, Loughran and  
Stoeckeler)  
(Legislator Hansut left at 8:25 PM)

Legislator Fabiano motioned, seconded by Legislator Hochberg to amend the resolution adding to the “RESOLVED” the following language as shown in bold font **“which purpose is to establish appropriate design standards”**, in the body of the resolution.

MOTION ADOPTED BY THE FOLLOWING VOTE:

AYES: 28 NOES: 0  
(Absent: Legislators Aiello, Decker, Loughran and  
Stoeckeler)  
(Legislator Hansut left at 8:25 PM)

FINANCIAL IMPACT:  
UNKNOWN

0726

**Resolution No. 229 July 8, 2009**

**Establishing A Pedestrian And Bicycle Policy**

STATE OF NEW YORK

ss:

COUNTY OF ULSTER

This is to certify that I, the undersigned Deputy Clerk of the Legislature of the County of Ulster have compared the foregoing resolution with the original resolution now on file in the office of said clerk, and which was adopted by said Legislature on the 8<sup>th</sup> Day of July, 2009, and that the same is a true and correct transcript of said resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the County of Ulster this 10<sup>th</sup> Day of July in the year Two Thousand and Nine.

/s/ Karen L. Binder  
Karen L. Binder, Deputy Clerk  
Ulster County Legislature

Submitted to the County Executive this

10<sup>th</sup> Day of July, 2009.

/s/ Karen L. Binder  
Karen L. Binder, Deputy Clerk  
Ulster County Legislature

Approved by the County Executive this

20<sup>th</sup> Day of July, 2009.

/s/ Michael P. Hein  
Michael P. Hein, County Executive

the local economy struggling from COVID-19 during the slower winter months. Only 1.4 percent of Ulster County residents are currently unemployed.

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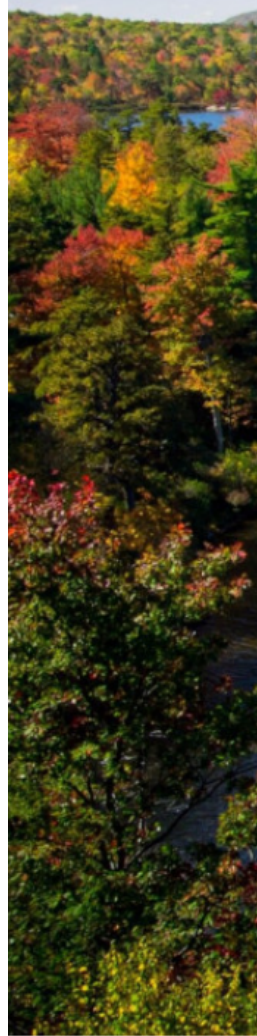
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Posted May 30, 2018

### Limited Traffic Disruptions Expected As South Putt Corners Portion of County Executive Hein's "Building A Better Ulster County" Initiative Ramps Up

Kingston, N.Y.- Ulster County Executive Mike Hein announces that preliminary construction is underway on South Putt Corners in the Town of New Paltz. The \$4.6 million investment is part of County Executive Hein's "Building A Better Ulster County" initiative and will greatly enhance safety along this important corridor. The project will also permanently transform the road into a modern, shared use roadway. South Putt Corners Road is a critical travel route and home to the New Paltz High School, New Paltz Police Department, the New York State Department of Environmental Conservation, as well as many homes and businesses.

As part of the forward-looking project, the entire road will be resurfaced and the shoulders on each side dramatically expanded to six feet to better accommodate pedestrians, bicyclists and motorists. The project also includes: two new dedicated left-turn lanes at the New Paltz High School, a dedicated right-turn lane at Route 299, a new safer entrance at the Sunoco, and a new crosswalk at the High School, as well as enhanced solar speed signs to improve overall safety.

Preparatory work currently underway includes relocating telephone poles and fire hydrants as well as drainage work. By late June, the full roadway construction phase is expected to begin and is anticipated to be completed by the end of 2018. The roadwork is part of the County Executive's 'Building A Better Ulster County' infrastructure improvement initiative and is one of several projects planned, completed or already underway in the New Paltz area.

Recently, County Executive Hein announced the completion of several nearby connectivity and resiliency projects, including the creation of a viewing area and public gathering place at the newly-improved Carmine Liberta Bridge, wider shoulders on Springtown Road and on State Route 299 west of the Village of New Paltz to Butternutville Rd. and flood-control measures along Springtown Road that have greatly alleviated seasonal roadway flooding.



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## Building a Better Broadway

*A Transportation Study Focusing on Kingston's Broadway Corridor*

*Updated 11/23/15*

The Broadway corridor in Kingston, NY has been referred to as the “spine” of the city, connecting the historic Stockade and Rondout districts with the neighborhoods of Midtown. The City’s Comprehensive Plan, currently being updated, is focusing on the Midtown area and will examine options for bringing new vitality to the neighborhood through the arts, institutions and government functions. Concurrently, the City has recently been awarded over \$3million in various state and federal grants to begin the process of renovating the physical layout of Broadway and connecting streets in a manner that will improve pedestrian and bicycle safety, aesthetics and traffic flow. It is anticipated that these efforts will re-connect the Broadway corridor with surrounding neighborhoods and amenities, such as the Kingston Point Rail Trail and other multi-use trails under development, revitalizing this important regional corridor.





## Climate Smart Communities

### PE6 Action: Complete Streets Policy

4 Points



BRONZE PRIORITY



SILVER PRIORITY

#### Why is this action important?

Streets are the main arteries of a community, moving people, goods, and services from one place to another. A Complete Streets approach to designing our roads incorporates safety, livability, and a place for all users – pedestrians, bicyclists, motorists, and public transit riders. Complete streets design features recognize that the needs of users vary according to rural, suburban, and urban contexts and they may include, but are not limited to, sidewalks, paved shoulders suitable for cycling, lane striping, bike lanes, share-the-road signage, crosswalks, road diets, pedestrian control signalization, but pullouts, curb cuts, raised crosswalks and ramps, and traffic calming measures. Complete Streets design can include more vegetation to provide shade and a buffer from traffic, and it can include green infrastructure to better manage stormwater. As stated in the [New York State Complete Streets Act of 2011](#), “Complete Streets will contribute to a cleaner, greener transportation system” and “more citizens will achieve the health benefits associated with active forms of transportation while traffic congestion and auto related air pollution will be reduced.”

#### B. How to implement this action

Local governments can implement this Climate Smart Communities (CSC) certification action by formally adopting a policy to enable safe access to public roads and appropriate forms of transportation for all by using complete streets design principles for transportation infrastructure projects. Specifically, the policy resolution should set forth the intention to consider the safe and convenient access and mobility on the road network by current and projected users of all ages and abilities, including motorists, pedestrians, bicyclists, and public transit users through the use of complete street design features in the planning, design, construction, reconstruction, and rehabilitation (not including resurfacing, maintenance, or pavement recycling) of transportation infrastructure projects undertaken within the municipal jurisdiction.

The policy should define complete streets, including a description of potential design features, and should set forth exemptions, such as roadways where complete streets design features would have an adverse impact on public safety or where the cost would be disproportionate to the need (as well as the factors upon which that determination should be made, such as the land use context, projected traffic volumes, population density, and level of community support). The complete streets policy should also include additional steps necessary for full implementation and measures to assess performance (such as a procedure for reporting on progress to institutionalize complete streets, including a time frame and the assignment of responsibilities) or should formally initiate the process of creating a more detailed complete streets implementation plan, including a timeframe for plan completion.

As with any change in local laws and policies, please consult with the local government attorney for guidance on drafting and enacting a Complete Streets policy. Local governments are encouraged to contact the [New York State Department of State Division of Local Services](#) for training, technical assistance and legal guidance on complete streets policies.

#### C. Timeframe, project costs, and resource needs

For many local governments, resolutions and policy changes can take up to a year to conduct background research, draft new language, consult with a local government attorney and enact. Planning consultants can be resources in crafting the language and determining the most appropriate changes to accomplish local goals.

#### D. Which local governments implement this action? Which departments within the local government are most likely to have responsibility for this?



Local governments with legislative authority can draft and adopt a Complete Streets policy. Planning departments (or planning boards), public works departments, and local government attorneys are typically responsible for implementing this action. Municipal committees, such as the CSC task force, conservation advisory councils or environmental conservation committees may also be involved.

#### **E. How to obtain points for this action**

To obtain points for this action, the local government must formally adopt a Complete Streets policy that either a) includes the additional steps necessary for full implementation and measures to assess performance, or b) formally initiates the process of creating a complete streets implementation plan, including a timeframe for plan completion.

To be eligible for points for this action, local governments are not required to incorporate these policies into their zoning or comprehensive plan; however, they are encouraged to do so to reduce the risk of legal challenges.

#### **F. What to submit**

Submit a copy of (or link to) the Complete Streets policy, which must be actively in use at the time of submittal, as well as a copy of the meeting minutes where the policy was formally approved.

All CSC action documentation is available for public viewing after an action is approved. Action submittals should not include any information or documents that are not intended to be viewed by the public.

#### **G. Links to additional resources or best practices**

- [New York State Department of Transportation - Complete Streets Act](#): This webpage includes sample resolutions and policies from local governments across New York State.
- [Smart Growth America – National Complete Streets Coalition](#)
- [City of Kingston, NY, Complete Streets Policy](#)
- [GObike Buffalo - Complete Streets in the City of Buffalo, NY](#)

#### **H. Recertification requirements**

The recertification requirements are the same as the initial certification requirements.