

Woodstock Transition and Community Advocates
For
Woodstock's 3rd Mode Transportation
Meeting Notes
1/21/14

Attendees: Stuart & Susan Auchincloss, Kevin Smith, and Kirk Ritchey

Note to attendees: It's my hope this document will begin a dialog amongst us and others on ways to transform the Town of Woodstock [its village & hamlets] by providing the full spectrum of 3rd Mode Transportation for its residents and visitors.

The meeting started by envisioning Woodstock with a mature 3rd mode transportation (3MT) system. Our discussion revealed synergy across our individual visions and the many 3rd mode possibilities for Woodstock Village and its surrounding hamlets. One such similarity to our visions included the tipping point had occurred, resulting in large numbers of people, residents and visitors, using their feet and bicycles to shop, visit friends, go to the post office and all of the reasons we travel to and around Woodstock.

These notes summarize the areas we spoke of and list some ideas, requirements and suggested actions to consider.

Topics Covered

Previous Efforts: Learning the history from those before us

- Action: speak to Michael V. - Billie Denter & review relevant content
- Identify towns similar to Woodstock's size and topography that have mature 3rd mode transportation in their community as case studies and examples of possibilities.

Citizen Advocacy: Expanding the number of Woodstock residents stating their interest in 3rd Mode Transportation is crucial in achieving transformational change in our town.

- Two major concerns people have about walking and biking in and around Woodstock are:
 - Safety: Non-policy ways to address
 - Showing safest routes / signage/paper & mobile map
 - Driver education:
 - Aim to build empathy for pedestrian & cyclists
 - Share the road signage
 - Minimum of 3' distance when passing
 - Topographical (flatten the hills)
 - Electric Bicycle
 - Education and local purchasing option
 - Overlook Mt. Bikes

Education: There are many ways to convey 3MT messages

- Events:
 - Inviting thought leaders, consultants and local trail advocates to Woodstock events to help raise awareness of 3MT benefits (life style & economic)
 - These events would result in increasing 3MT Advocacy
 - SME Speakers
 - Jeff Olson & others
- Alliance with other local Groups / Organizations
 - Same message / Different sources
- Professionals to network with:
 - Brian Slack, Ulster County Transportation Manager, professional [3^{MT} author], [OSI reps], etc.
 - Chris White, Ulster County Executive staff member / Project Manager
- Woodstock Advocates:
 - Those who are 3MT aware and are users of regional rail trails
- Leverage Local initiatives: Increasing advocacy through raising awareness of our region's adoption of 3rd mode transportation
 - DEP's announcement to fund 11.5 mile trail renovations along Ashokan Reservoir's northern shoreline
 - County Executive, Hein's known commitment to repurpose the existing Catskill Railroad line for use as a 'Rail Trail'
 - Mountain Keeper's alliance with Ulster County Government's plans and leading advocacy for the Catskill Mountain Rail Trail
 - Woodstock Land Conservancy (WLC) alliance and leadership in supporting the CMRT & other key 3MT initiatives
- Regional initiatives:
 - City of Kingston's Green Line: Recent announcement of a series of bike lanes and pathways across the city
 - Walkway Over the Hudson: An extremely successful trail with 3 times the anticipated usage since it's 2012 opening
 - Bike Share NYC: Reaching 1 million riders fastest compared to major cities around in the world
 - Rail Trail Openings: Wallkill Valley, Kingston Point, D&H Heritage & O&W Trails
- Distributing access to resources:
 - Webinars / Websites
 - Articles / Papers
 - Groups / Associations
- Driver education: pertaining to safety of those who use 3MT

Non-Policy Initiatives: There are numerous initiatives that do not require being addressed by town, county and state officials to issue policy changes.

- Public Footpath on Private Land (leased right of way)
 - History / Maps of Bridal Paths in this area

- Ways and Means to bring this back into Woodstock's culture
 - Remove "horses only" clause from current/historical law
 - 5/yr term least agreement with renewal to 2nd 5/yr or permanent (bring safe [easy] adoption)
- Identifying routes that require some development or restoration of old paths
 - E.g.- Jones Quarry Rd to Old Wagon &/or Country Club Lane
 - Those who have were a part of previous efforts (history) may have knowledge of surrounding routes

Policy-based Initiatives: Projects requiring agency direct involvement or stamp of approval

- Projects such as these will require prioritizing, longer term planning and the ability to coordinate with these agencies.
 - NY State DOT
 - Woodstock Town Highway Dept.
 - Ulster County
- Examples: Incremental steps to developing bike and pedestrian lanes along main routes
 - Short term: Rt 212 & Rt 375: wider, smoother shoulders
 - Long term: 2 lanes on one side of Rt 212 with berme separating cars from 3MT.
- Woodstock Village
 - Sidewalks:
 - Made safer for walking
 - Greater width to handle increased volume of users
 - Larger network of neighborhoods connected to village
 - Some briefly expressed current challenges to the village's current road and pedestrian configuration, but nothing more was mentioned.
 - Woodstock Commons' trail: Good example of what's possible
 - Slow down campaign: Slow Zone for cars in village area / 25 mph; Hold a Slow Day in Woodstock; "Slowstock"