Woodstock Route 212 Projects

March 24, 2026

Verity Engineering

Meeting Agenda

- Project History
- Project Definitions, Funding, Schedules
- Post to Village Green (PIN 8122.20 - Schoonmaker Ln to Rock City Rd)
  - Current Plans
  - Alternatives and Compromises
- Post to Post (Whittenberg Rd to Schoonmaker Ln)
  - Current Plans
  - Alternatives and Compromises
- Project Transitions
  - Alternatives
- Break to look at Plans and submit questions
- Q & A

Project History

- Began as a bridge replacement project with ADA compliance improvements on the roadway
- Complete Streets committee advocating for additional walking and bicycling improvements
- Library moved to Bearsville
- Concept plans completed for path to Bearsville and TAP grant submitted in 2024
- TAP not awarded but DOT agreed to complete preliminary design for the “Post to Post” project

Limits, Schedules, Funding

	Post to Village Green	Post to Post
Limits	Schoonmaker to Rock City	Wittenberg to Schoonmaker
Status	Preliminary Design	Preliminary Design
Schedule	Summer 2027	TBD
Funding	$25M	TAP? (~$7M)
Project Lead	Led by DOT	At Town request

Design Criteria

Plays a critical role in reallocation of space

Route 212 - Major Collector (rural to west, urban to east; non-NHS)

Current Conditions (west of Schoonmaker Ln):

- 5,500 vehicle per day
- 4% trucks
- 45 mph 85% speed

Parking - Not allowed within:

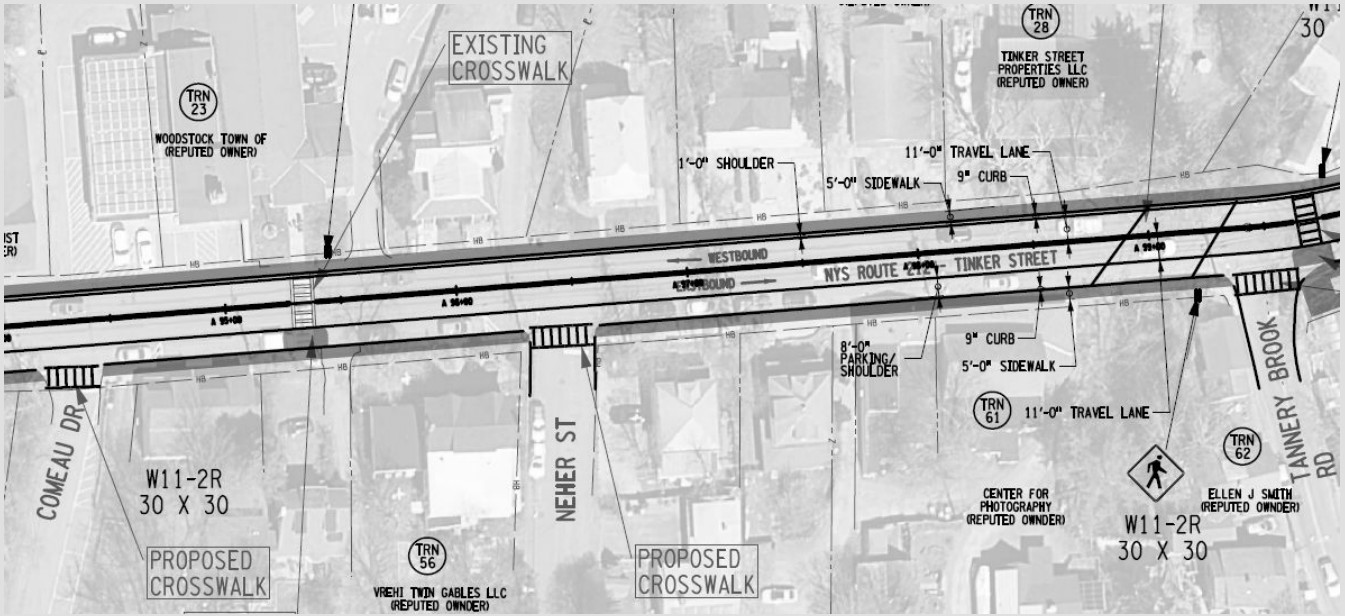
- 30 ft of intersection
- 20 ft of crosswalk

	Lane Width	**Shoulder Width**
Rural - West	11 ft	4 ft
Urban - East	10 ft min 12 ft desirable	0 ft min 4 ft desirable

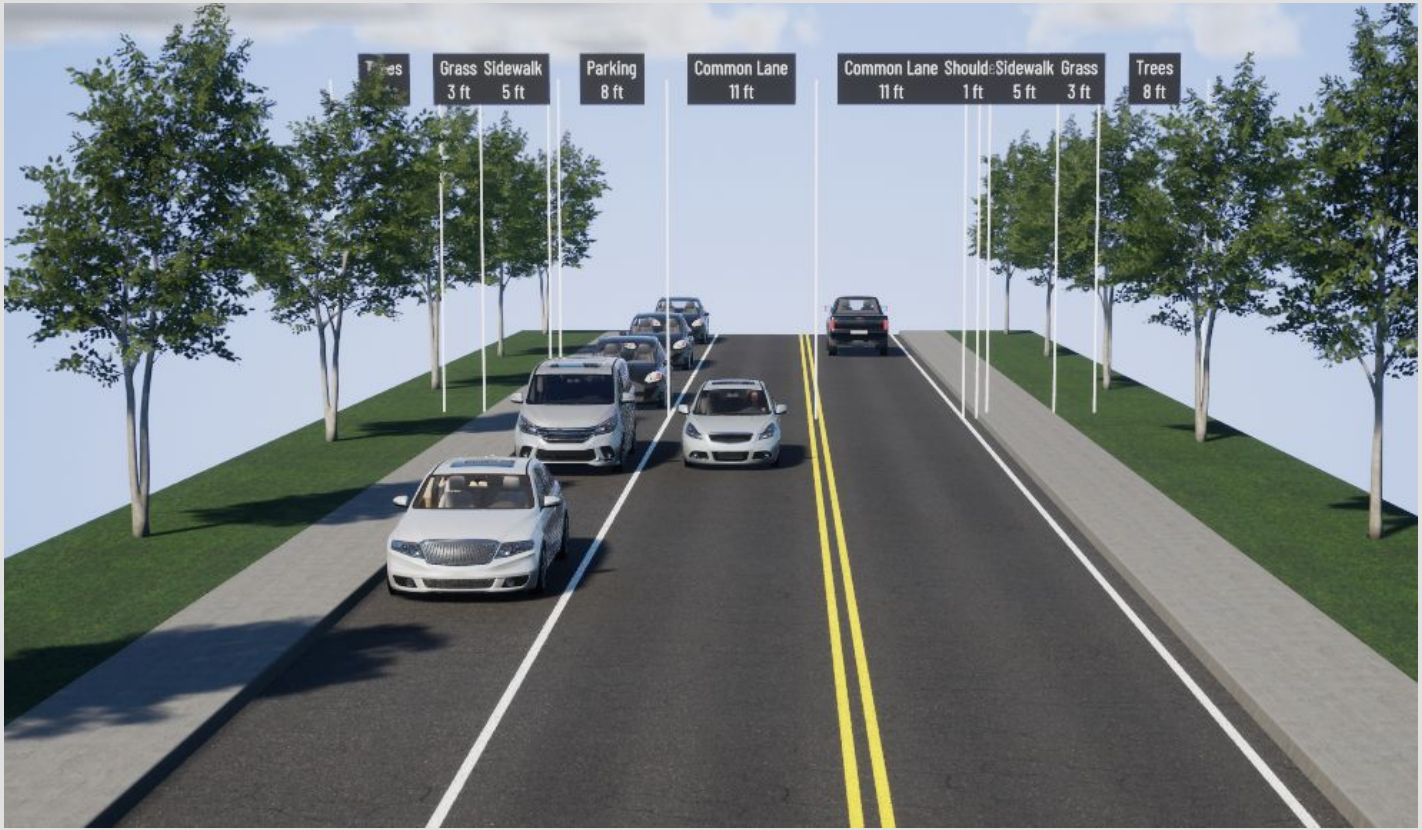
	Width	**Buffer**
Sidewalks	5 ft	5-6 ft recommended
Sidepath	10 ft min 12 ft recommended	5 ft or vertical element

Post to Village Green (PIN 8122.20)

- DOT prepared preliminary plans
- 25 mph speed limit
- 5 ft sidewalks on both sides of Route 212 within the project limits (ADA compliance)



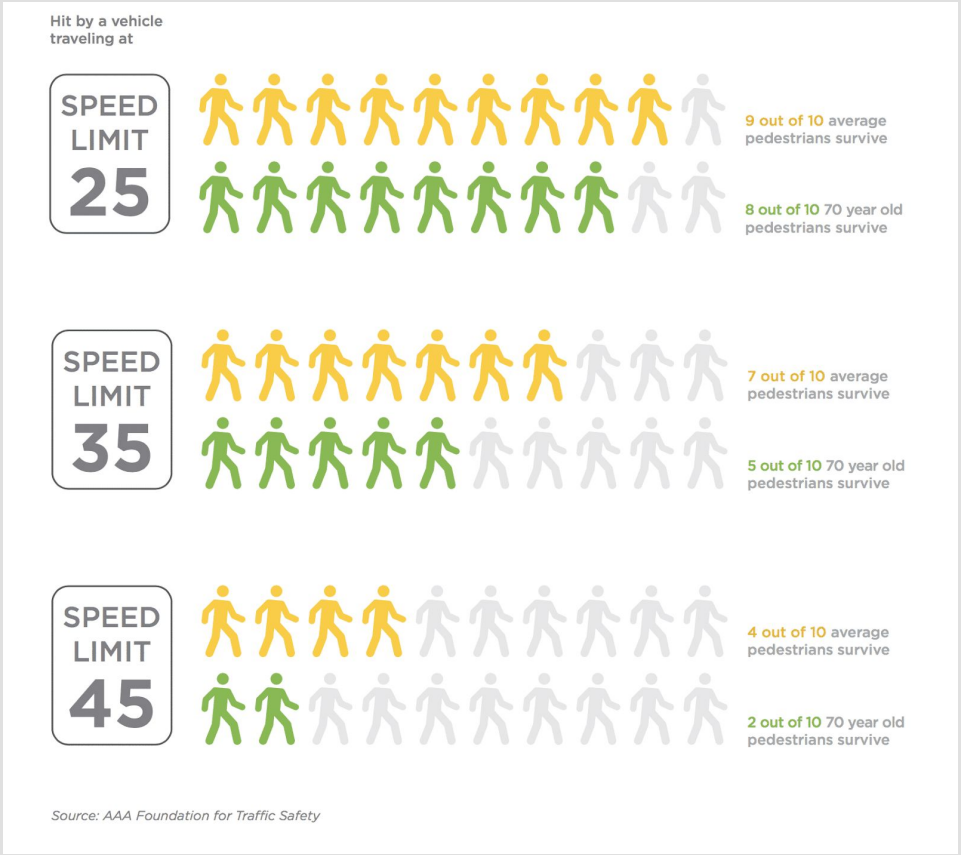
Post to Village Green (PIN 8122.20)



Why 25 mph?

Safer for:

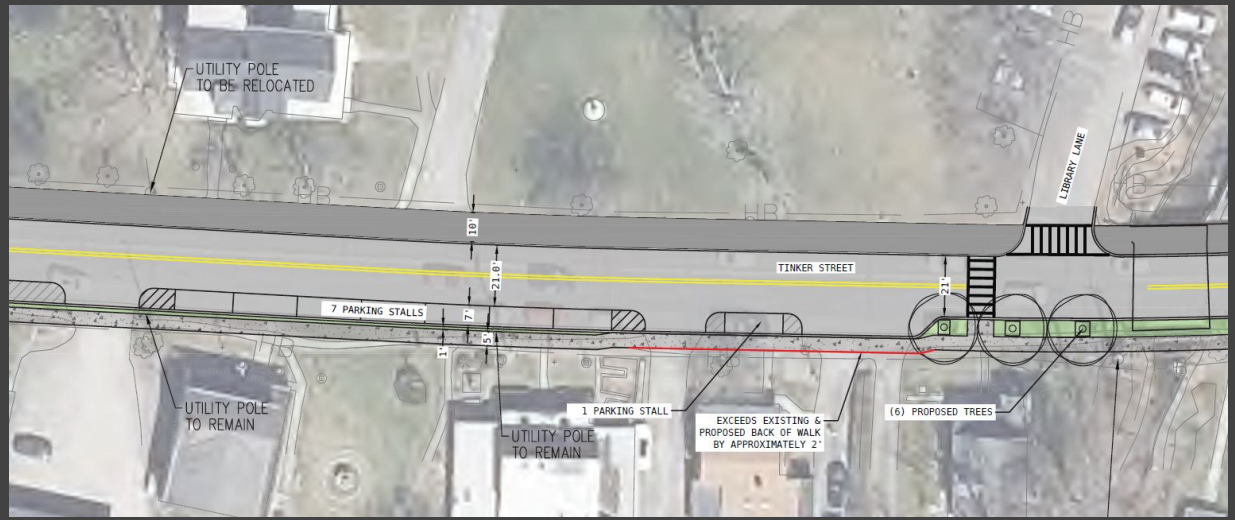
- Drivers
- Cyclists
- Pedestrians



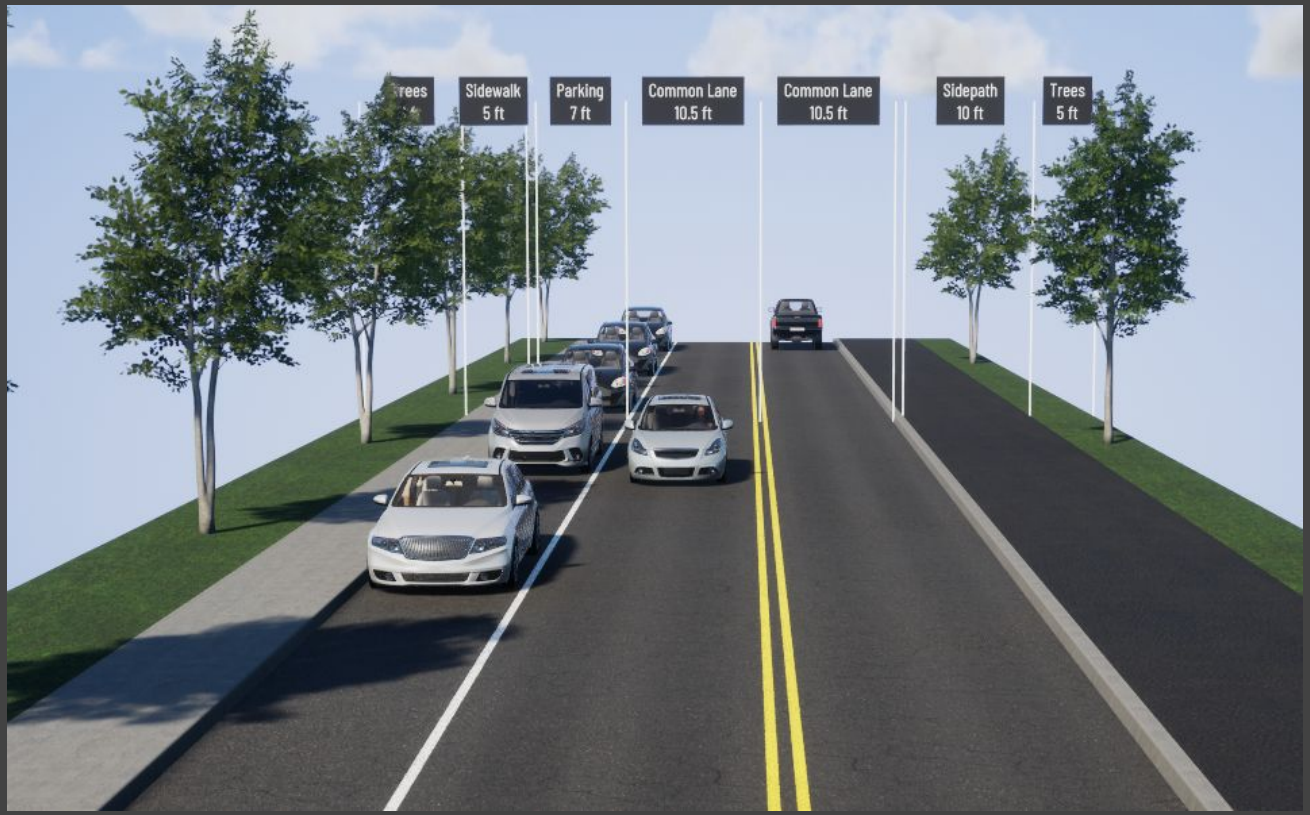
Why not 25 the whole way?

Alternatives to Consider (sidepath)

- 10 ft Sidepath
- South side until Fitzsimmons Lane or Old Beekman Ln
- North side to Rock Spring Rd
- *Requires 10.5 ft travel lanes and 7 - 8 ft parking lanes

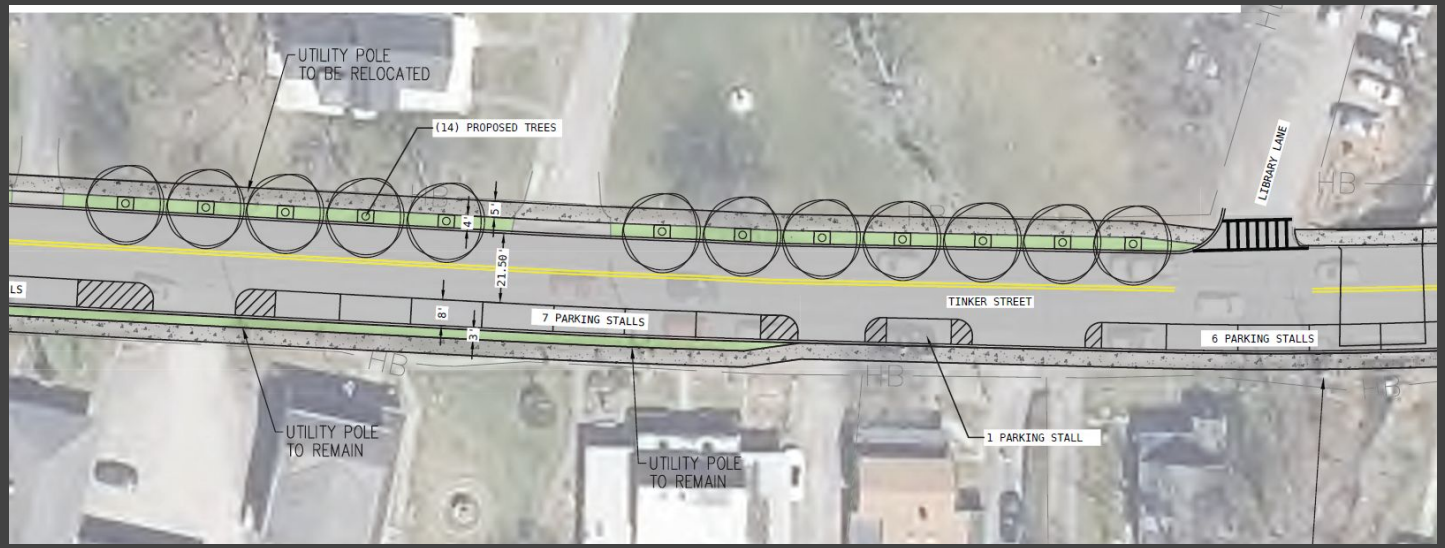


Alternatives to Consider (sidepath)



Alternatives to Consider (sidewalk)

- 5 -6 ft sidewalks with more opportunities for roadway separation
- *Requires 10.5 ft travel lanes or 7 ft parking



Alternatives to Consider (sidewalk)



“Enhancements” to Consider

- Crossing improvements and traffic calming
  - Curb extensions
  - Raised crosswalks
  - Raised intersection (Rock City Rd)
  - Rectangular rapid flashing beacons (RRFBs)







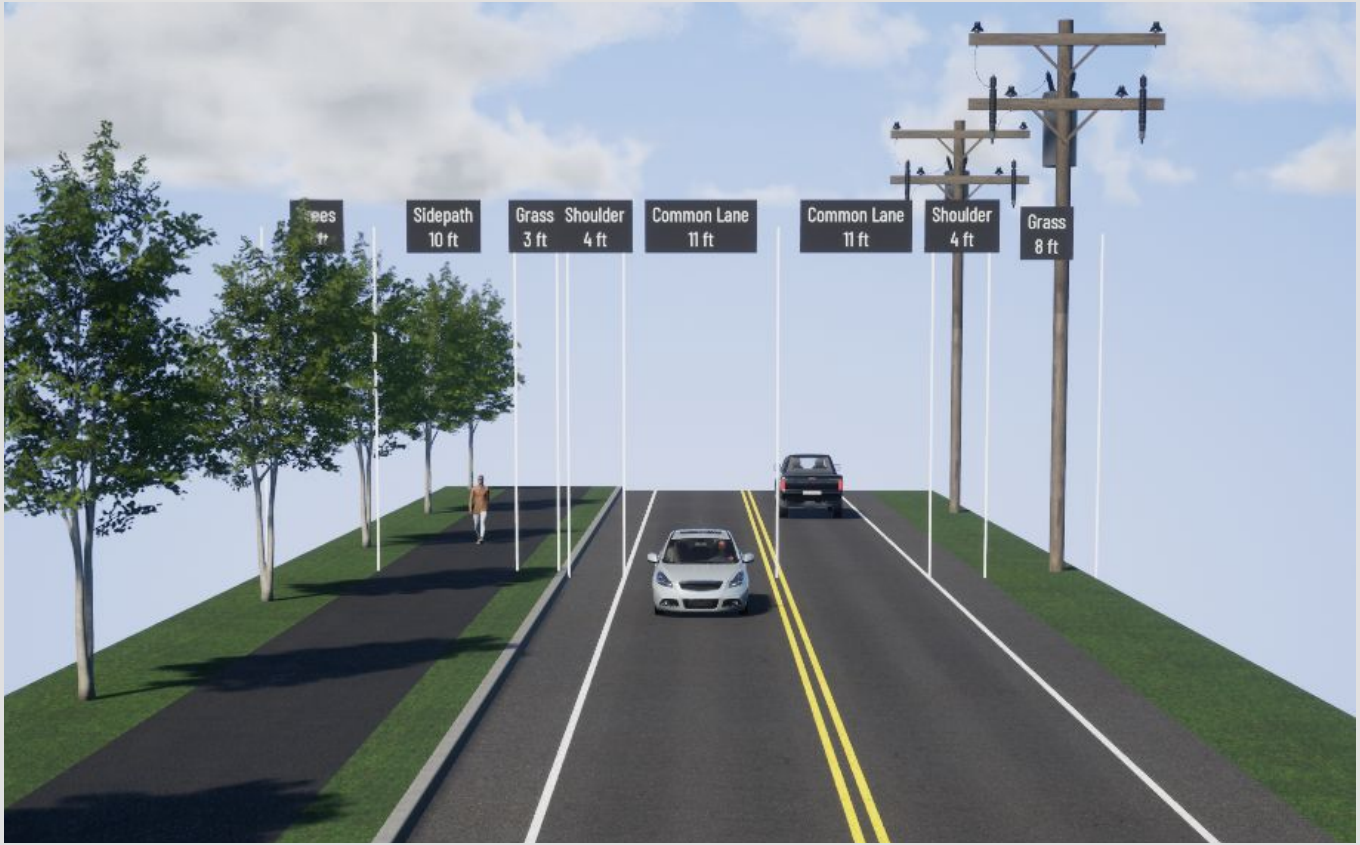


Post to Post Project

- DOT prepared preliminary plans
- 10’ wide shared use path on south side
    - Transition to sidewalk east of Sawkill Creek / Striebel Rd



Post to Post Project



Examples Along NYSDOT roadways

Route 100 North-South County Trail

Sidepath



Examples Along NYSDOT roadways

Route 32, Watervliet NY

Sidepath



Examples Along NYSDOT roadways

Route 299, New Paltz NY

Sidepath



Sidepath Separation

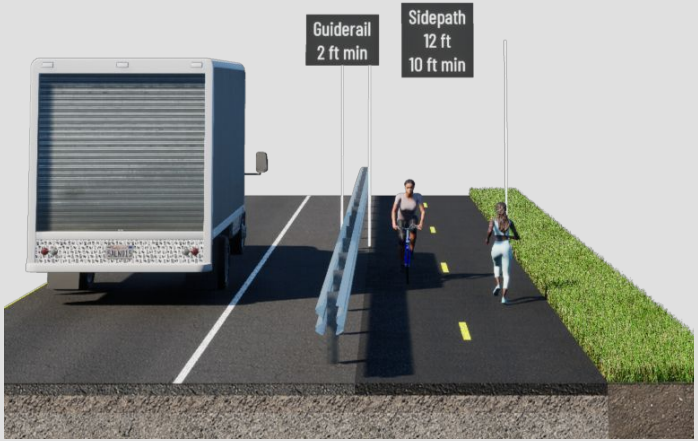
Separation < 5-6 ft

Introduce vertical element

- Flex posts
- Curb Stops
- Curbs
- Guide Rail

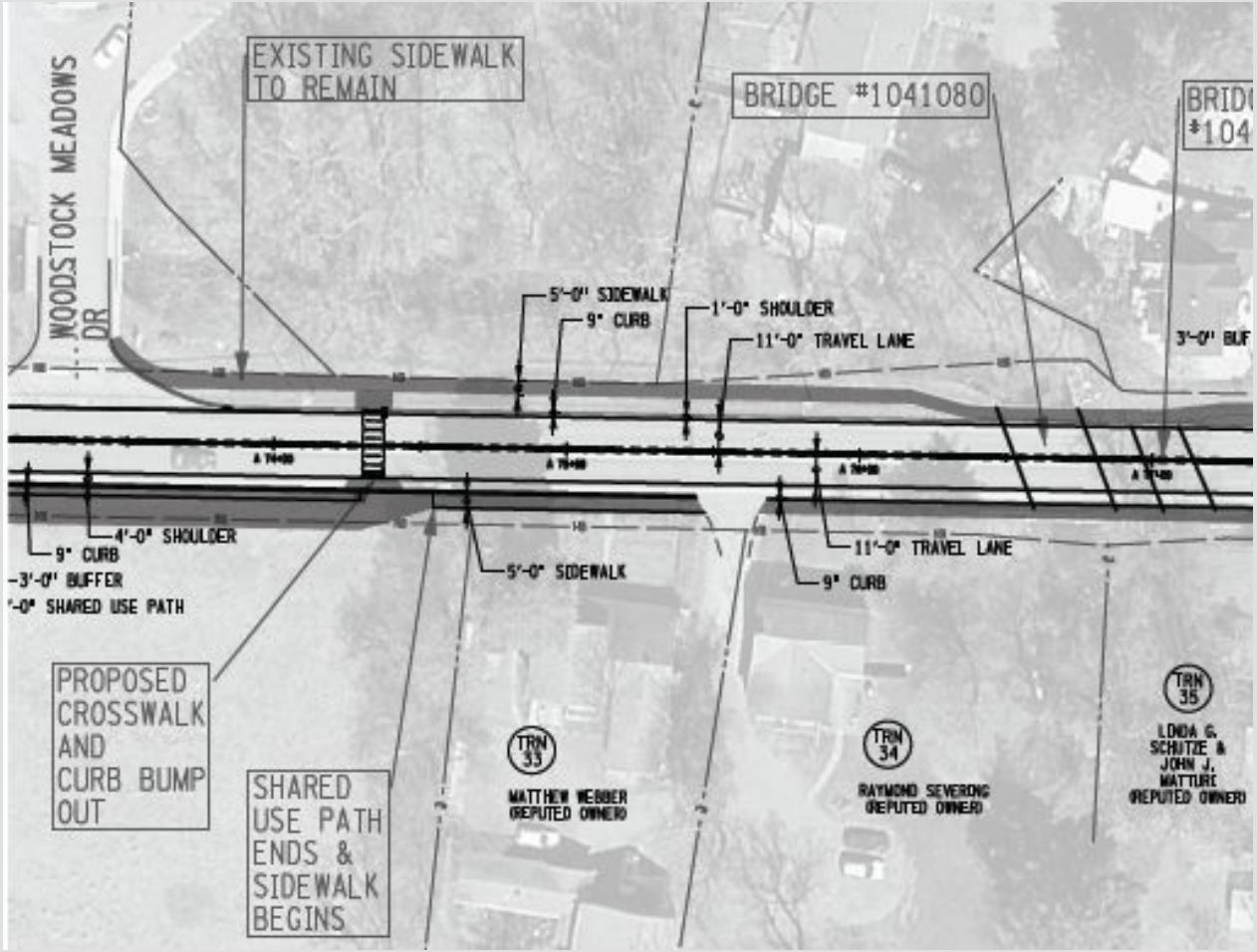
Consider more robust treatments such as curb + separation or guide rail when vehicle speeds are higher





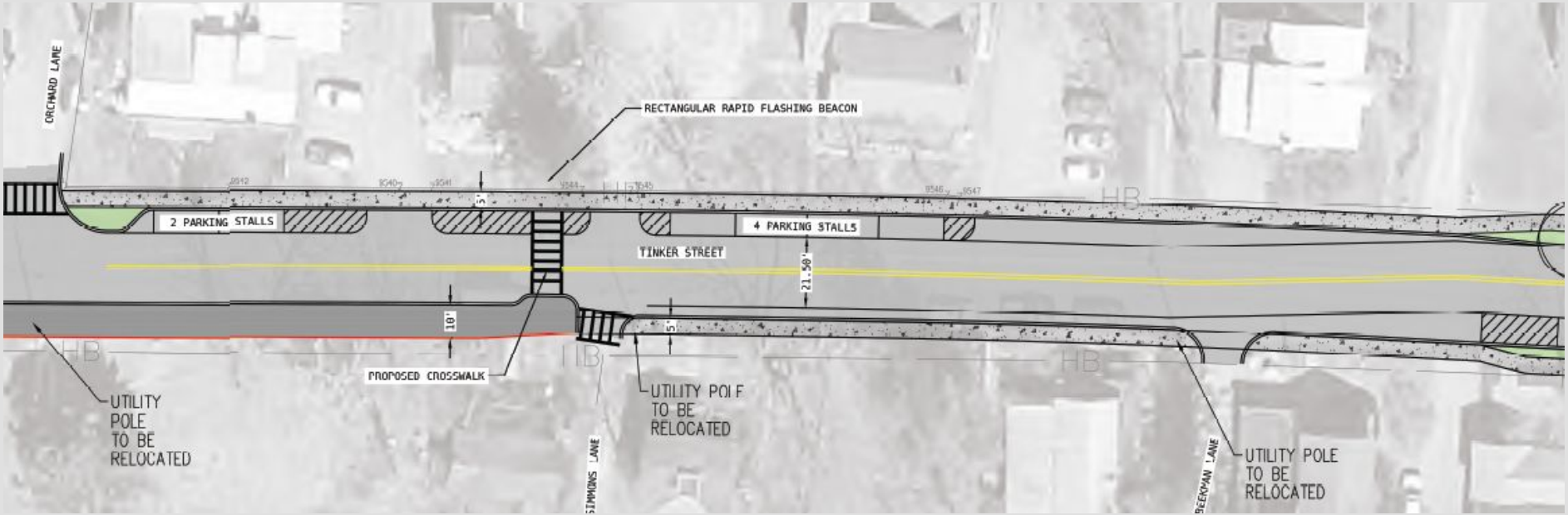
Transition

East of Woodstock Meadows Dr



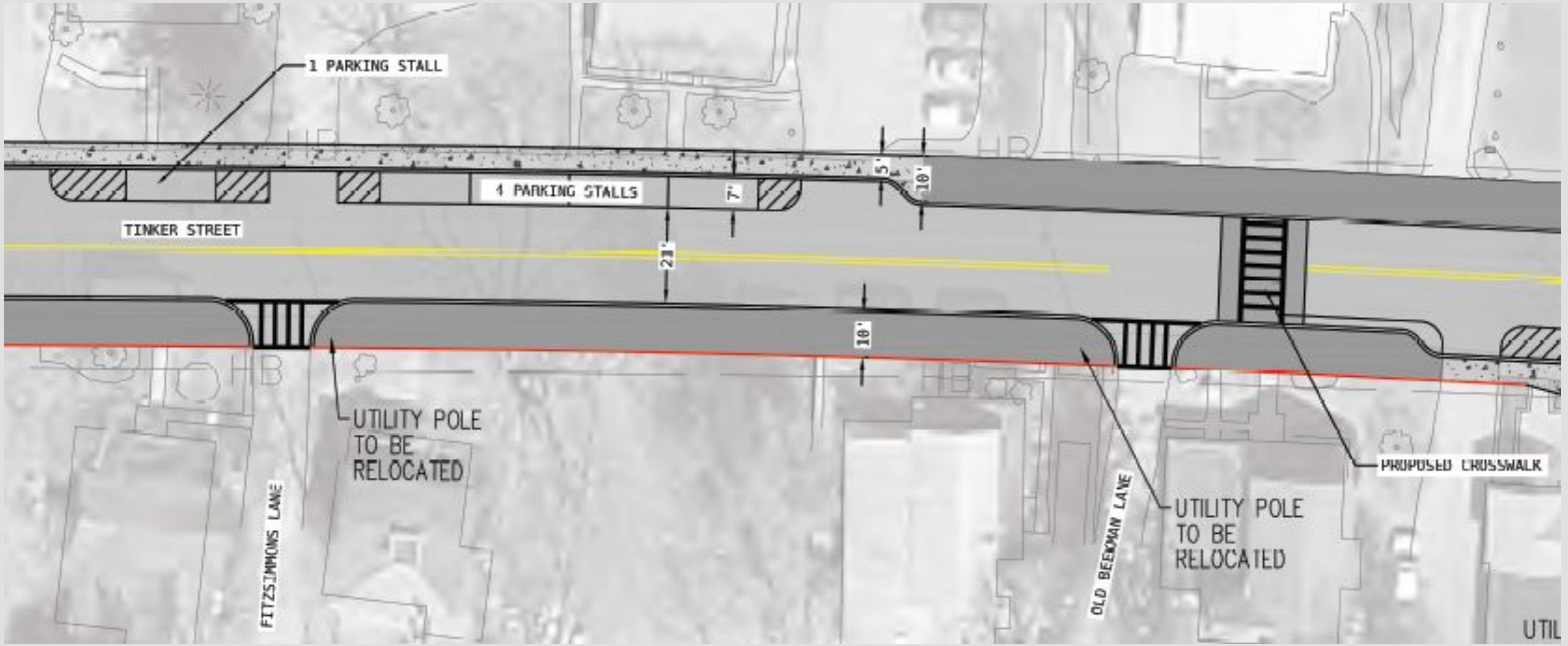
Transition

West of Fitzsimmons Ln



Transition

East of Old Beekman Ln



Feedback

1. What traffic calming and pedestrian elements do you want to see between Post and Village Green?
2. Sidepath or sidewalk in town center?
3. Prefer wider lanes or narrower (travel/parking)?
4. Thoughts on sidepath “Post to Post”
5. Where should the transition occur?
6. Answer Your Questions

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Facility Types - Least protected to most protected

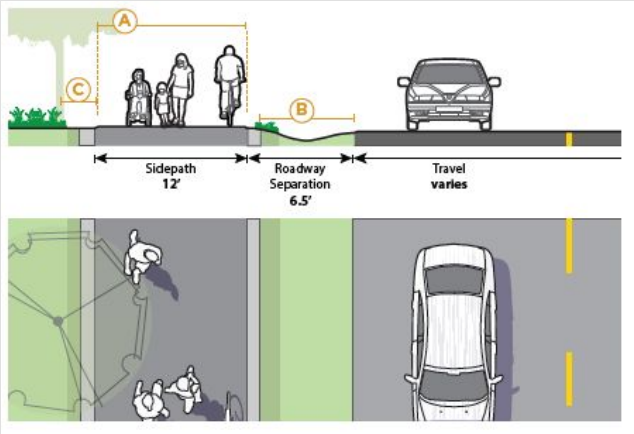
Sidepaths

12 ft (10 min.) width recommended

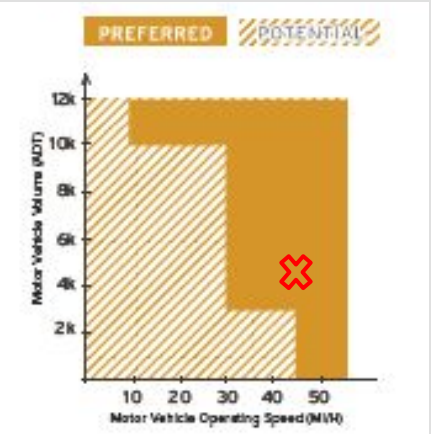
6 ft min. separation from travelway recommended

Crossings of major driveways and side streets should be designed with bend in or out

It should be clear sidepaths have the priority at minor driveways



Empire State Trail Design Guide



Resources

National

- AASHTO. Guide for the Development of Bicycle Facilities. 2024.
- FHWA. Manual on Uniform Traffic Control Devices. 2023.
- NACTO. Urban Bikeway Design Guide. 2025.
- FHWA. Separated Bike Lane Planning and Design Guide. 2015.
- FHWA. Small Town and Rural Multimodal Networks. 2016.

State

- NYSDOT Highway Design Manual
- Empire State Trail Design Guide
- NYSDOT. New York State Supplement to the Manual on Uniform Traffic Control Devices. 2011.