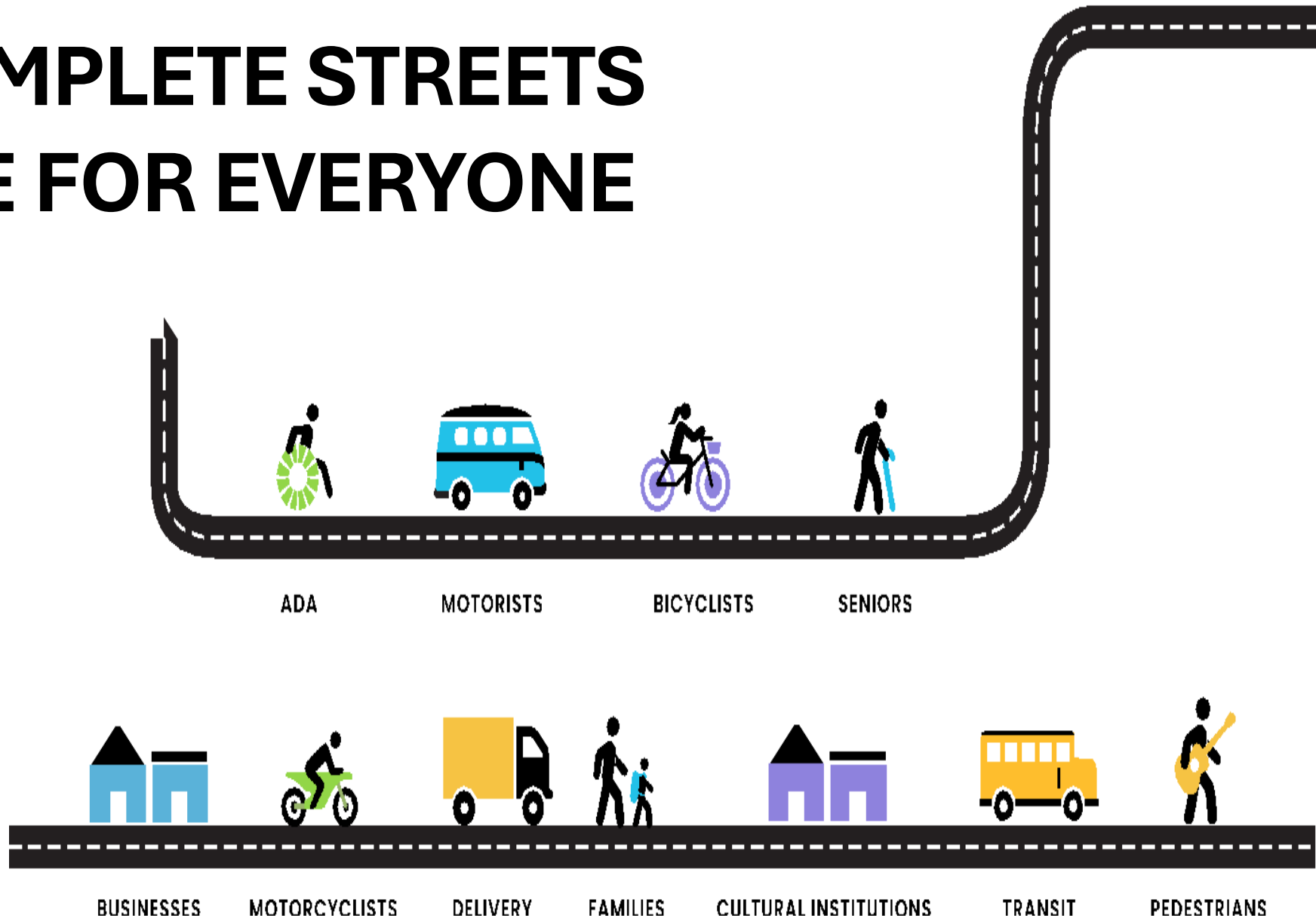


# COMPLETE STREETS ARE FOR EVERYONE





Cultural Institutions

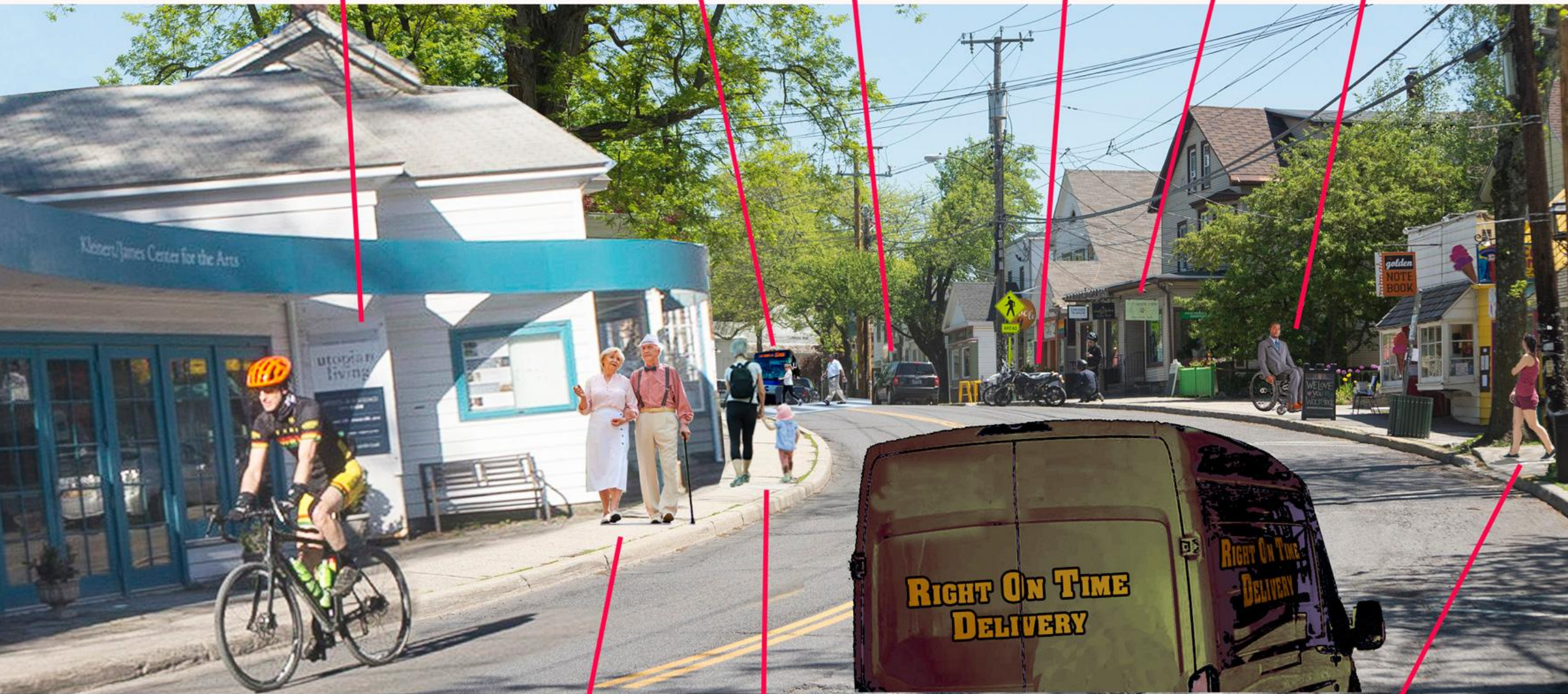
Transit

Motorists

Motorcyclists

Businesses

ADA



Bicyclists

Seniors

Families

Delivery

Pedestrians



# Complete Streets:

- Improves street safety and comfort
- Helps reduce greenhouse gas emissions
- Fosters connections to nature
- Supports healthy lifestyles



# **Complete Streets Committee Mission and Accomplishments**

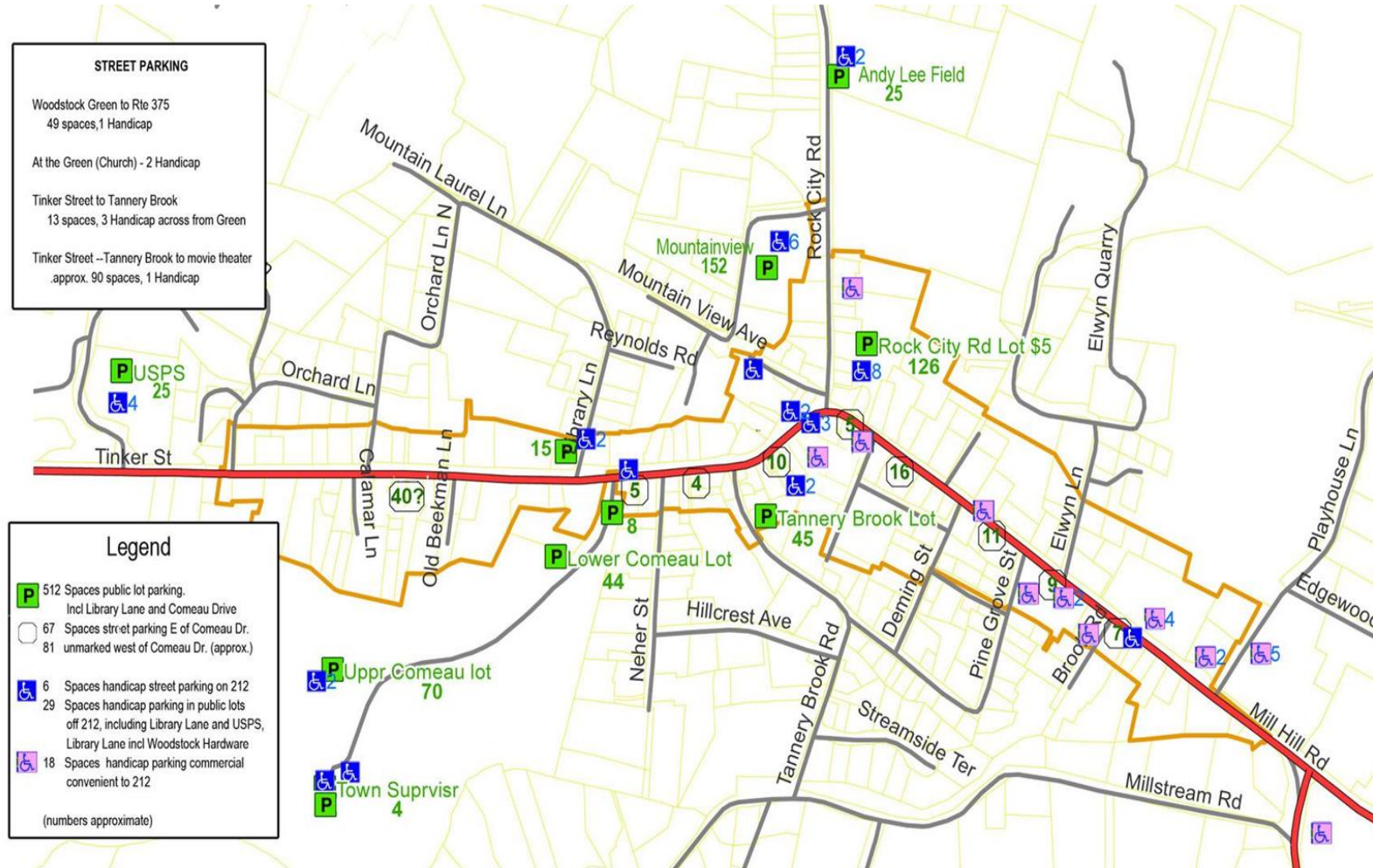
Adopted as a town policy in 2019, Complete Streets focuses on:

1. Improving accessibility and safety for pedestrians and cyclists
2. Finding long-term parking and traffic solutions
3. Aligning town infrastructure projects with Complete Streets principles
4. Linking paths and trails locally, regionally, and statewide

# Accessibility, Parking, and Traffic

## Complete Streets Actions

- Parking Inventory map
- Parking Signage Plan
- Traffic Flow Investigations
- Sidewalk Upgrade Recommendations
- Road Painting Recommendations







# Traffic Engineer Grant

- Liaison with DOT
- Specify Complete Streets features to incorporate in Tinker Street renovation
- Design bike/pedestrian path to Bearsville





# AARP Sponsored Walk Audits

Conducted in the summer of 2023, these studies highlighted the lack of safety and comfort, at locations throughout the center of town.





# 185 accidents over the past 18 months

**Gathering safety data** - With the support of Woodstock Police, we tracked where accidents have taken place throughout the entire town during the past 18 months

2024	2025	Total
------	------	-------

Vehicles left the road, hitting trees, utility poles & ditches		
--	--	--

25	14	39
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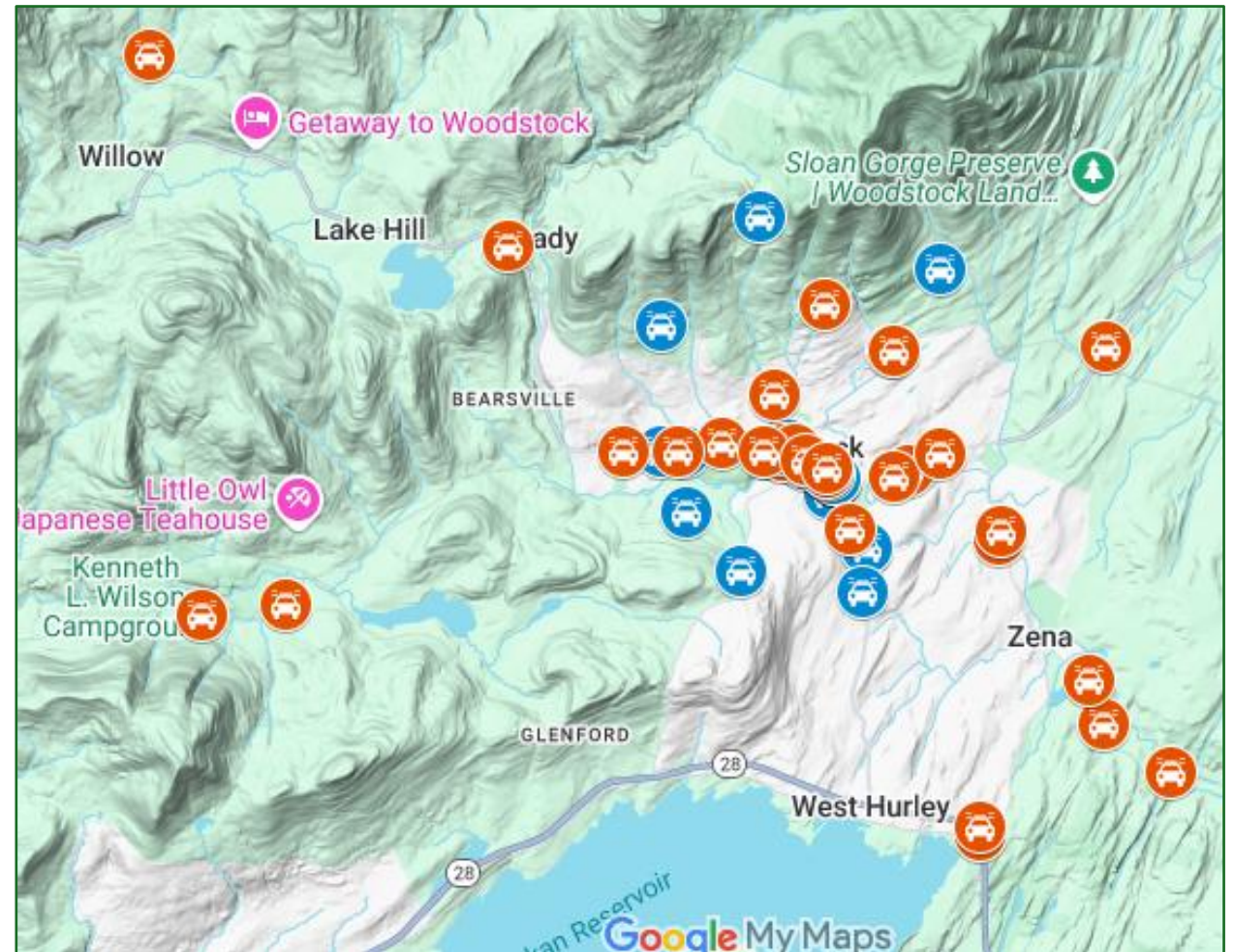
Vehicles hit deer		
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31	7	38
----	---	----

Crashes/Accidents		
-------------------	--	--

77	31	108
----	----	-----

133	52	185
-----	----	-----





# Woodstock can be a leader in UC making our intersections safer – Daylighting!

**2024**

34 accidents

**2025 (Jan – June)**

13 accidents

Intersections are where the most accidents occur:

Tannery Brook Rd

Rock City Rd

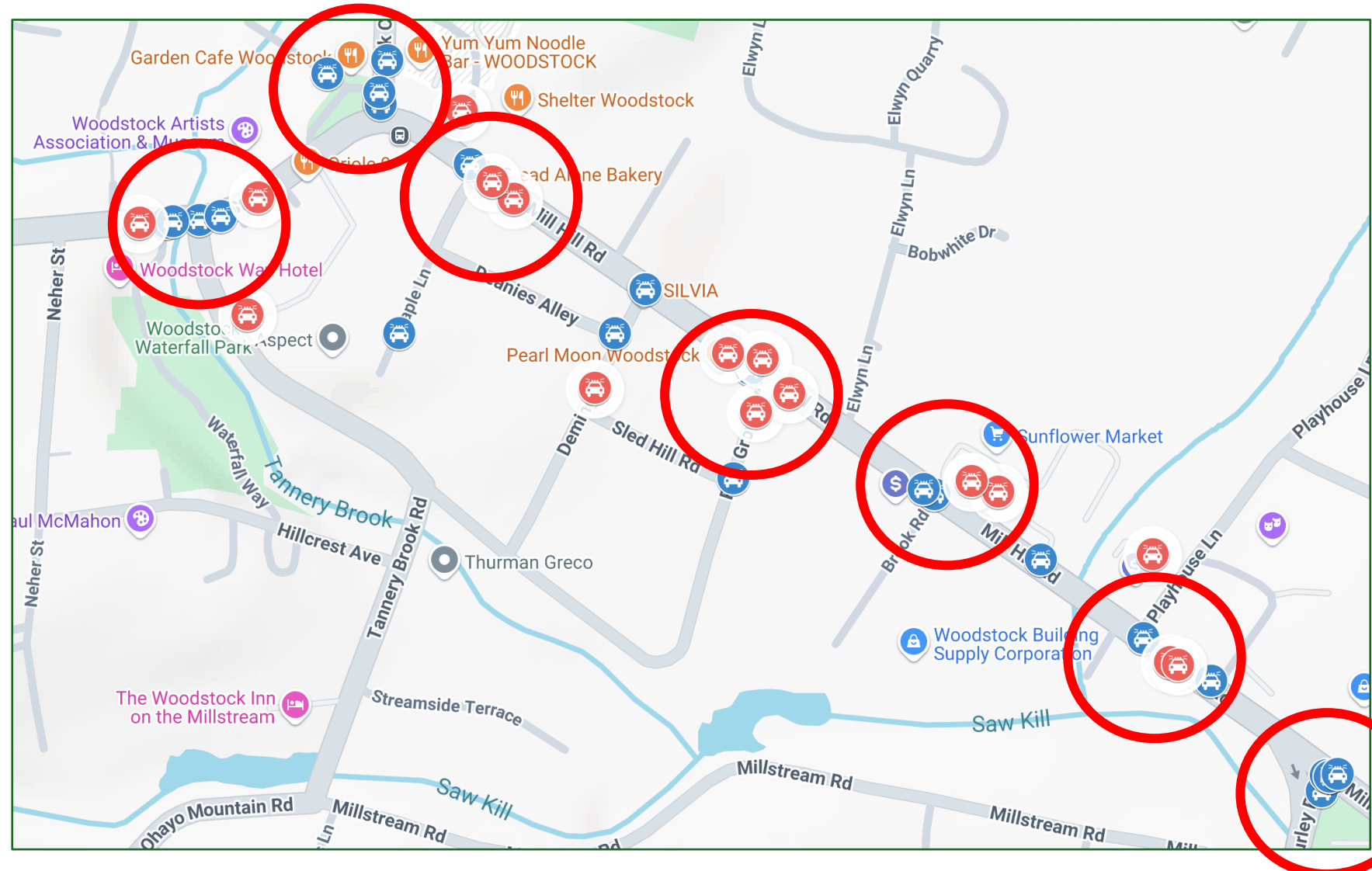
Maple Lane

Pine Grove St

Brook Rd

Playhouse Lane

Rt 375





# Recommendation: Woodstock must address accessibility and safety for people with disabilities:



A daily problem for our Woodstock residents

Email sent to Woodstock Town Board 5/15/2025:

*“My friend Laurie and I visited Woodstock this past Monday. She uses a wheelchair and we were shocked to see how poorly the sidewalks and curb cuts were maintained.*

*It was nearly impossible to go anywhere or do anything.*

*I imagine improving Woodstock's accessibility would benefit everyone - all pedestrians, including people using strollers and canes - not just those using wheelchairs”.*



# Recommendation: Woodstock should work with other local communities to change NYS speed limit policy.

Speeding is a significant contributor to deaths on US roadways & particularly hazardous to pedestrians:



## Vehicle Occupant Improved Safety:

Reinforced Safety Cage  
Seat Belts  
Air Bags  
Head Restraints

Crumple Zones  
Anti-lock Brakes  
Electronic Stability  
Traction Control

## Pedestrian & Cyclist Improved Safety:

**None**



## Higher speeds reduce a driver's field of vision

Traveling at higher speeds narrows your field of vision as you drive, making it more difficult to see and react to people in the roadway.

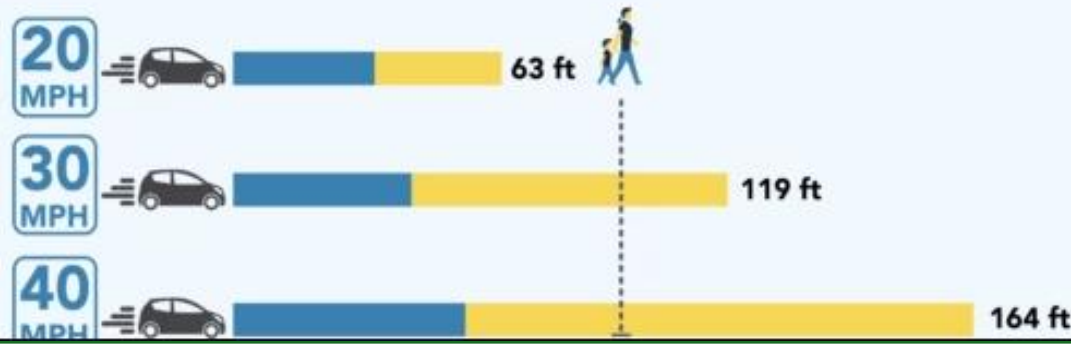


Source: NACTO Urban Street Design Guide (2013)



Likelihood of death for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)



## Higher speeds increase a driver's reaction time & braking distance

We will always face unpredictable, urgent reasons to

## Towns with Population Less than 50,000 and Not Suburban

- ▶ Town Board and County Highway Superintendent must file a joint request with the Regional Office of the New York State Dep't of Transportation to conduct a speed limit study.

# Complete Streets Current Activities

- Working with Town and NYSDOT on Tinker Street Renovation Project.
- Collaborating with Hurley on a feasibility study for a path from Village Green, through West Hurley commercial center, to Ashokan Rail Trail.
- Examining safety solution options (Tannery Brook Road, Millstream Road, Rock City Road, etc).





# Complete Street Solutions:

Tinker St is set to be re-built in 2026 with an opportunity to make safety improvements in the center of town



**Bumpouts**

Eliminate illegal parking/make crossing safer



**Raised Crosswalks**

Increase pedestrian visibility



# Complete Street Solutions:

Tinker St safety improvements should extend to the new library & Bearsville Center



**Shared Pedestrian Bike Path**

Safe space for all none motorized transportation



**Lane Diet**

Reduce lane width to slow traffic

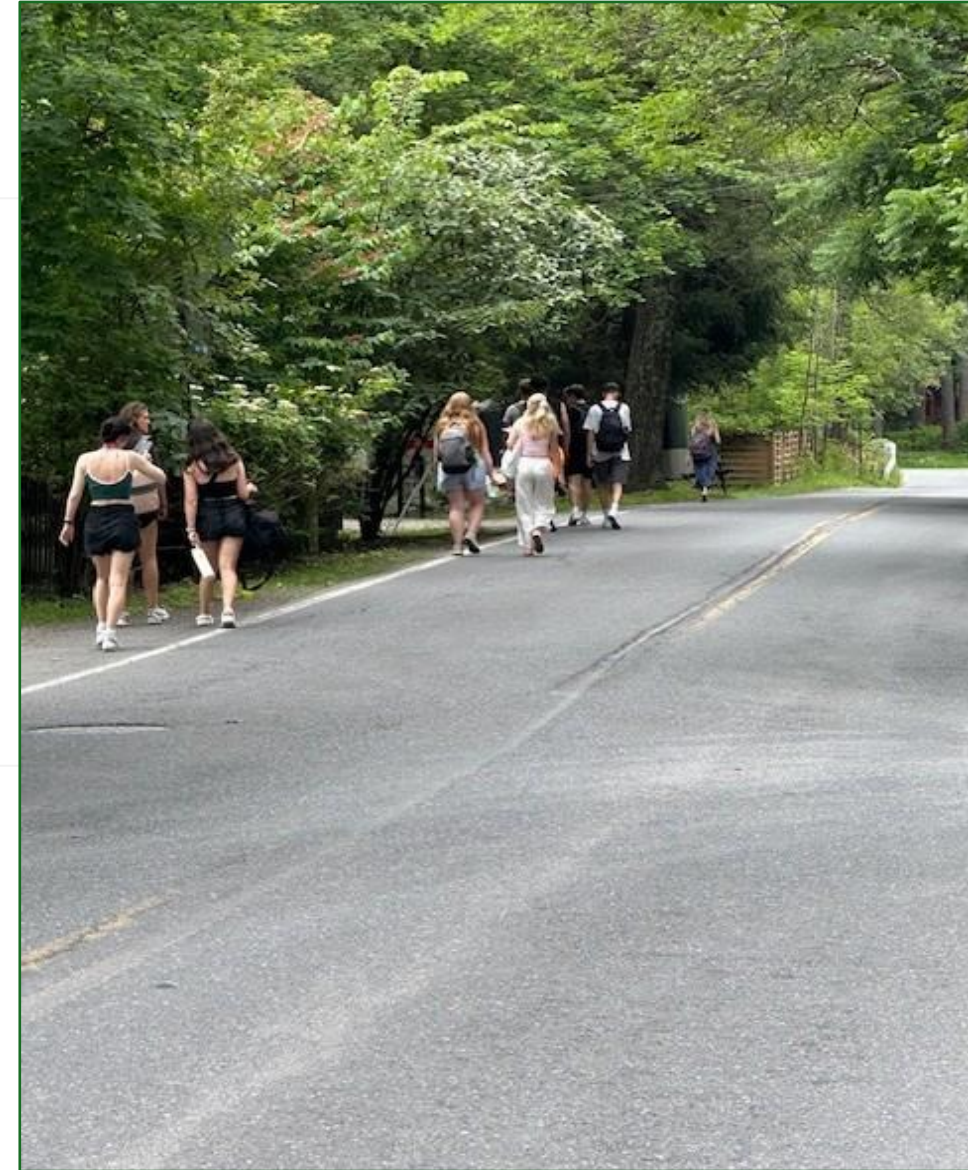


# Improving pedestrian safety!



Tannery Brook Rd is a busy road for both vehicles and pedestrians.

Sidewalk needs to be re-built and made ADA compliant





# More Complete Streets current activities

*Reinstating old trails together with identifying new one's to connect neighborhoods*

A new woods trail is currently being developed in Bearsville, next to Rick Volz Field and along the Sawkill past the dog park.

We are preparing a digital map of Woodstock paths and trails.

We are finding ways to expand and improve the existing network of trails within the town and connect our network of trails to other networks.





# U&D Corridor - KAT Kingston Ashokan Trail

Woodstock Complete Streets supports the compromise solution recommended by the Ulster County legislative advisory committee, extending the rail trail 1.7 miles east with a new rail terminus and a rail/trail interconnect on county property on Rte. 28A.

## Trail Connectivity History:

Original legislative policy requires the preservation of trail connectivity on the U&D corridor between Kingston and the Ashokan Rail Trail.

Woodstock Town Board, in 2024, passed resolution #96 to “fulfill the specific mandates in the policy to preserve and realize trail connectivity between the City of Kingston and the Ashokan Rail Trail”.

UC Traffic Safety Board approved a resolution recommending that the county-owned U&D corridor be used to provide a safe and protected AASHTO-compliant, non-motorized transportation alternative from the city of Kingston to the ART.





A group of people are hiking on a dirt trail that winds through a dense forest. The trees are tall and thin, with green foliage. Sunlight filters through the canopy, creating dappled light on the path. The hikers are seen from behind, moving away from the camera. The overall scene is peaceful and natural.

## Trail Benefits:

- Connects the Ashokan rail trail (ART) to Hurley, Kingston, the County trail network and the Empire State Trail.
- Increases sustainable, light-footprint tourism and economic development that supports running, biking, hiking and interaction with nature.
- Promotes safe, non-motorized travel along the dangerous Route 28 corridor.
- Eliminates increased diesel (including bio-diesel) particulate pollution emissions from locomotives.
- Avoids extensive blasting required to widen rock cuts.

Side by side rail with trail in the highly constrained “undesignated section” of the corridor is not feasible or affordable (4-6 times the cost of trail only).

Much of the high fill section of this portion of the corridor is bounded by significant NYS protected wetlands, connected to the Bluestone Wild Forest.



# Complete Streets Solutions

**Education**

**Traffic Engineering**

**Enforcement**

**Community**

**Modify Infrastructure**

**Parking**

**Campaign**

**Reduce Speed Limits**

**Speeding**

**Redesign Traffic Flow**



