The Palenville, NY Greeneways Plan

Spring 2014 Planning Studio
University at Albany
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Municipalities can apply for additional funding of 15% of project cost for municipalities that have difficulty obtaining funds for the remaining 20% of the project cost not subsidized through TIP or other federal programs. The remaining 5% is the responsibility of the municipality, but can often be paid through in-kind services rather than cash.

Recommendations
Acknowledgements

This spring 2014 semester at the University at Albany, the planning studio worked on a plan to put Palenville, New York back on the map. The students of this planning studio worked closely with Jeff Olson of Alta Planning + Design and community members of Palenville to develop an action plan for trails, open space and tourism for the historic hamlet. This project is identified in the 2013 Greene County Trails Master Plan. The planning studio's proposed plan hopes to reconnect residents, visitors and businesses with trails, parks and support facilities in this important gateway to the Catskill Mountains. Destinations including Kaaterskill Falls, the Long Path, and the arts heritage of the region were key study areas.

The studio’s work was coordinated with the Palenville Hamlet Committee, the Town of Catskill, and Greene County’s Economic Development, Tourism and Planning Department.

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2014 Planning Studio Plan for Palenville New York 4
Executive Summary
The Palenville, New York Greeneways Plan provides a comprehensive look at five major topic areas. These five major topic areas are: 1. Economic Development, 2. Transit, Mobility and Parking, 3. Trail Connections and Green Space, 4. Streetscapes, and 5. Future Visions.

In February 2014 the planning studio students visited Palenville for the first time as a group. During this first meeting and interaction with the community, the students listened to various stakeholders voice their ideas and opinions about what they would like to see happen in their community. Students were broken up into groups and spread out across the hamlet to get a firsthand feel for some of the opportunities and challenges the hamlet is facing. Each group was accompanied by at least one community member who was able to provide the sort of insight about the community that perhaps one cannot gain on their own. Shortly after the visit to the hamlet, the planning studio completed their first technical memo about Palenville. This report would cover the existing conditions of the community.

Working hard through the remainder of February 2014 through early March 2014, the planning studio students would produce their second technical memo about Palenville. This memo would discuss all the opportunities and challenges that are facing Palenville. So as to keep the planning process transparent, the students met with committee members in the middle of March 2014 to get feedback on their work thus far and finalize details for a public meeting to be held at the end of March 2014.

The public meeting would take place on March 31, 2014 at the Palenville Firehouse. This meeting allowed for further interactions to take place between the planning studio students and community members. Students set up several stations around the room that covered the five major topic areas mentioned above. Attendees were encouraged to walk around the room and talk to the students working on the respective topic areas and mark up maps that were displayed with comments, questions, and suggestions. The studio then gave a presentation about why they identified the chosen topics areas and where they were headed with their proposed ideas.

Following the public meeting, the planning studio took all the comments, questions and suggestions that were made and applied them to their final plan for Palenville. Students created a draft final plan at the end of April 2014. The document went through several revisions and edit stages to get it to showcase the exact suggested plans for the hamlet.

A final plan document was produced on May 12, 2014.
Below are brief descriptions of the five major topic areas that were discussed in detail in the final plan.

1. **Economic Development**
   This section of the plan focused on highlighting used and unused property within the hamlet. Students made note of the many assets to the hamlet within this region, while discussing possible future investment and reinvestment into the community. This will help bring a stable economy to the area and allow for Palenville to make its way back on the travel map of those who venture through Upstate New York.
   - **Branding** – Market Palenville as the “Gateway to the Catskills” to highlight its prominent location, which includes features such as scenic views and hiking.
   - **Business Attraction** – Encourage new and different businesses to move into the hamlet, in order to diversify what the hamlet has to offer.
   - **Property** – Acquire parcels of land that will help support the other key areas of focus.

2. **Trail Connections and Green Space**
   Promote great outdoor and recreational opportunities within the hamlet, by establishing connections between trails and green space and implementing various sized projects to improve the trail system in and around the hamlet.
   - **Trail Connections**
   - **Trail Enhancements**
   - **Swinging Bridge Replacement**
   - **Connections to Open Space**

3. **Transit, Mobility and Parking**
   Two of Palenville’s biggest challenges are overcoming the lack of parking and the high volume traffic during the summer months. The plan, however, explains how the hamlet can turn this into an opportunity to invest in an accessible hamlet with multimodal options.
   - **Parking** – Strategically place parking throughout the hamlet.
   - **Shuttle** – Develop a shuttle route to bring tourists to popular destinations throughout the hamlet and surrounding areas, while also reducing the amount of cars on the road.
4. Streetscapes
The measures identified in this section of the plan will work together to increase safety by reducing traffic speeds as well as better accommodations for biking and pedestrian traffic. These measures will also help create a sense of place within the community that will draw in and keep visitors returning to the Palenville.

- **Sidewalks** – Provide pedestrian friendly shoulders, through sidewalk installation, to increase the foot traffic through the heart of the hamlet and create an in-hamlet trail.

- **Aesthetic Street Improvements** – Incorporate new sidewalk light fixtures, street banners, and sidewalk art into the overall streetscape to give more character to the hamlet.

- **Traffic Calming** – Implement different strategies to slow the traffic flow, using proven successful techniques such as single-lane roundabouts, raised crosswalks, and flashing beacon signs.

5. Future Visions
This section of the plan identifies ideas Palenville could invest in. Developing attractions that are unique to the hamlet and region, but that can also blend with the desired image of Palenville, will draw more visitors to the hamlet who are willing to explore what else this community has to offer.

- **Rip Van Winkle Skyline** – Provide a tourists and residents an alternative to using Route 23A, in order to reach North/South Lake and Kaaterskill Falls.

- **Otis Incline Railway** – Draw on the historic aspects of the hamlet by redeveloping the incline railway, allowing tourists to experience the coveted views.

- **Kaaterskill Falls Connection Trail** – Develop a walkway to connect the long path on the north side of 23A and the Kaaterskill Creek Conservation & Recreation Easement trails directly to the Kaaterskill Falls Trailhead.
Economic Development Plan

Economic Development is defined as “efforts that seek to improve the economic well-being and quality of life for a community by creating and/or retaining jobs and supporting or growing incomes and the tax base.” ([http://www.svbic.com/node/24](http://www.svbic.com/node/24)) Without an active and thriving economy, a community cannot hope to expand or grow. The fundamental component of a healthy economy is its ability to support economic development. Economic development can include a broad array of policy and business tools that when used in conjunction with one another, can encourage economic activity and investment in the community. The following tools and policy recommendations have been developed to improve the economic vitality of Palenville through investment and reinvestment into the community.

Branding

Drawing visitors to Palenville is not difficult. The natural beauty of the area and fine recreational amenities attract many visitors. In an effort to give Palenville a sense of place, we recommend that the community adopt a brand or sort of trademark. We are recommending the brand “Gateway to the Catskills.” The Catskill Park is such a prominent feature in the Palenville area and many tourists come to the area to enjoy the Catskills. The community is already identified with Catskill Park. An effort needs to be made to incorporate the brand into tourism and community outreach information.

Business Attraction

To create an appealing environment, the hamlet will need more than attractive streetscapes. The hamlet will need businesses and venues that visitors want to frequent. Many other destination communities have common businesses including ice cream parlors, restaurants, coffee shops, cafes, biking/hiking stores, and small boutique retail shops and craft vendors. Visitors to the Catskills come from a variety of locations within New York State and beyond. The community should work with existing business owners to develop tools to highlight existing businesses as well as attract new businesses.

The excerpts below are taken from American Planning Association’s 2008 Economic Development Toolbox.

Marketing to Attract Businesses

Before an economic development agency or local government undertakes a program to attract a business, the objective of the program should be clear. That is why many marketing strategies employ the technique of targeting; identifying a group of firms the development organization wants to reach. Targeting usually focuses on sectors with growth potential, linkages to existing businesses in the area, and reasons to be attracted to the particular region or local government setting because of particular competitive factors.
The direct marketing techniques employed as part of a business attraction strategy can take many forms:

- Brochures or pamphlets, either general in nature or targeted to a specific industrial classification, about the region’s or local government’s attractions to business and industry
- Advertising in trade publications or generalized advertising supplements
- Direct mail to specific industries or locational consultants
- Participation in industry trade shows
- Telemarketing of potential businesses
- Prospecting trips to certain areas of the country (or other countries) where potential new businesses are located
- Seminars for prospective businesses
- Websites
- Maintenance of a publicly accessible database of available commercial and industrial land and buildings

**Business Retention**

Local governments can help retain businesses by reducing development or operation costs with financial incentives, waivers of fees or taxes, or in-kind services. Here are some of common techniques:

- Surveys of local businesses to determine plans for changes or expansions and attitudes toward local governments
- Periodic business roundtables or breakfasts
- Regular personal visits by local government officials to businesses
- Creation of teams of top local government managers to expedite responses to problems identified by local businesses
- Publication of newsletters to local businesses
- Active involvement by local government officials in chambers of commerce and other business groups
- Appointment of local business owners or managers on local boards and commissions, even if they are not residents

**Property**

The success of the hamlet’s trail plan will rely on whether additional visitors will be lured into the area to help support existing and new businesses. At least three parcels could be acquired to help support the trail plan, provided that owners are willing to sell the identified parcels. The first parcel is the triangle parcel at the intersection of Route 23A and Route 32A. This parcel is crucial and will factor into the overall future plan for the Hamlet’s transportation system. The parcel could also be used for an informational kiosk. The second parcel is at 10 Mill Road, which is recommended to be acquired for open space to allow public access to the creek. The parcel could be developed as a pocket park. The third
The parcel is the parcel across from the Rip Van Winkle Golf Course (3229 Route 23A). This parcel would be developed with a public parking area and new building to house the community center, public restrooms, and the library. The parcel will be accessible via sidewalks as outlined in the streetscapes section of this planning document.

**The Plan**

The types of businesses that we recommend including in Palenville are listed below.

- Ice Cream Stand
- Bike Shop
- Hiking/Survival Shop
- Small Retail Shops
- Gallery Space/Artist in Residence Space
- Temporary Market - Farmer’s Market
- Café
- Coffee Shop
- Street Vending

**Why These Uses?**

Street Vending and Temporary Food Carts may seasonally provide tourists, visitors and community members with an experience that is remembered and talked about for years to come. These types of uses are generally not consistent with traditional zoning. We recommend reviewing the hamlet’s peddling and solicitation regulations and ensuring that these types of vendors are aware of any required permits.

Local Farmer’s and Craft Markets can attract visitors to the area. Venues such as the closed dance hall could be an appropriate use for these attractions, while making use of an existing structure. Providing a designated spot in the community can help both residents and visitors to know where to expect these events. Developing a community center across from the golf course could allow the community to come closer together while acting as an inviting location for tourists to the hamlet.

- Allow redevelopment of the old library as a café/coffee shop, bike/hiking shop, or possibly a museum or gallery.
- Encourage shared parking arrangements between business owners.
- Provide tourism and community information to business owners for display, and dissemination while encouraging business owner input and applying their suggestions on the dispersed materials.
Zoning
The current zoning in the community may cause challenges for possible future development. For this reason we are recommending developing a hamlet overlay district. The attached map and guidelines in the Appendix could provide the community with a start. The map of the proposed overlay district and guidelines are provided in the appendix of the plan. Due to the community’s history as an art colony, allowing mixed-use development of live and work buildings may attract additional artists and craftsmen to the hamlet. These guidelines are flexible enough to allow for this type of situation while providing oversight through the town planning board.

Trail Oriented Development
To support the use of the proposed trail system discussed in detail later in this planning document, it is important to attract businesses that are oriented toward trail use. Businesses such as small groceries markets, convenience markets, outdoor and sporting equipment stores, cafés, and coffee shops should be considered.

Based on the traffic volume along 23A, Palenville can expect to capture approximately 7% of the total pedestrian volume out of total traffic volume. To help support the inclusion of new businesses in the community, below are a few facts on businesses that may be attracted to the Palenville area.

- Corner stores and bodegas certainly occupy less physical space and offer less product diversity than full service grocery stores, particularly fresh fruits and vegetables, they still represent a significant economic force in the marketplace. When paired with the broader convenience store sector including regional chains, (such as Stewart’s) it is an over $1.5 billion industry with an estimated 330 stores throughout New York and southern Vermont.
- While the regional brands are more recognizable, “mom and pop” style operations actually dominate, accounting for nearly 63% of stores. The largest growth rate is occurring among single store operated retailers. Food service sales are becoming an increasing priority for many stores on the average, comprising of more than a $250 million.
- According to the International Dairy Food Association, ice cream sales in the United States are a $10 billion dollar industry. Ben and Jerry’s a popular chain had annual sales of $132 million dollars.
- SPOT Coffee had annual sales of 1.15 million dollars for each operating unit and its small town neighborhood feel makes it an ideal type of coffee/café style business for Palenville to attract.
- The Outdoor Industry Association’s State of The Industry Report of 2006 says that, “Americans are increasingly drawn to the active outdoor lifestyle, ringing up $33
billion in retail sales this past year alone. At the same time, the Outdoor Industry is attracting greater competition as more merchants and manufacturers across more channels angle to capture a share of the market.”

**Recommendations**

<table>
<thead>
<tr>
<th>Economic Development</th>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopt Branding and begin to distribute promotional material with brand</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Revised Zoning &amp; Establish Hamlet Overlay District</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Acquire community center parcel, if property owners are willing to participate</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Focus on business retention</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Market community for new investment/economic development</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Develop a Community Center</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Consider property acquisition if property owners are willing to participate</td>
<td>Long Term</td>
</tr>
<tr>
<td>Print Key</td>
<td>Current Zoning</td>
<td>Property Classification Code</td>
</tr>
<tr>
<td>------------</td>
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<td>-------------------------------</td>
</tr>
<tr>
<td>184.20-1-5</td>
<td>General Commercial</td>
<td>484-One Story Commercial Building</td>
</tr>
<tr>
<td>184.19-3-18</td>
<td>General Commercial</td>
<td>411-Apartments</td>
</tr>
<tr>
<td>184.19-3-23</td>
<td>General Commercial</td>
<td>421-Restaurant</td>
</tr>
<tr>
<td>199.12-2-2.1</td>
<td>General Commercial</td>
<td>422-Diner/Lunch</td>
</tr>
<tr>
<td>199.00-1-19</td>
<td>Moderate Density Residential</td>
<td>421-Restaurant</td>
</tr>
<tr>
<td>199.12-5-9</td>
<td>General Commercial</td>
<td>415-Motel/421 Restaurant</td>
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<tr>
<td>184.20-1-10</td>
<td>General &amp; Highway Commercial</td>
<td>Vacant</td>
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<td>425-Bar</td>
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<tr>
<td>184.00-6.3.2</td>
<td>General Commercial</td>
<td>Public Use</td>
</tr>
</tbody>
</table>
Trail Connections and Green Space

Palenville’s location near the edge of the Catskill State Park means that it is located adjacent to many great outdoor recreational opportunities. To promote these opportunities within the hamlet, however, connections between trails and green space must be made. This section discusses how trails and green space can become better integrated with Palenville through the development of new trails, signage, and two new bridges.

Trail Connections

The major existing trail within the Hamlet is the Long Path. Currently, the Long Path enters the hamlet from the south and continues along a section of Malden Avenue that is closed to vehicle traffic. Upon exiting the Malden Avenue trail, users must walk along Route 23A, a road with high vehicle speeds, for about 0.35 miles to the second trailhead of the Long Path. Establishing connections among existing trails will help improve the mobility of pedestrians and cyclists and promote economic development within Palenville.

Connecting the Long Path to the center of Palenville should occur in two phases. Phase I will establish what will be known as the West Hamlet Connector and will enhance the existing trail along Malden Avenue. Phase II will be called the Creek Corridor Connector and will connect the trail from Phase I to the location of the proposed Information Center at the intersections of Routes 23A and 32A. The details of both phases are described below.

Phase 1 – West Hamlet Connector

The West Hamlet Connector begins at the intersection of Route 23A and Malden Avenue. This first segment of this trail is the existing Malden Avenue Trail. As the trail continues east along Malden Avenue it intersects with the Long Path trailhead. After the trail head a new bridge carries a segment over the Kaaterskill Creek where it links to the Long Path trailhead on Route 23A. The remaining segment of the trail stays south of the Kaaterskill Creek and turns into an on-road trail. The on-road segment follows Malden Avenue and Mill Road. Along Mill Road a Swinging Bridge replacement bridge carries it over the Kaaterskill Creek where it intersects with Route 23A. A more in-depth discussion of the Swinging Bridge replacements is located below.

Type/Width/Length

- 8-10 foot wide crushed stone trail along Malden Avenue segment; on-road, asphalt the rest of the way
- 0.46 miles of new trail; 0.81 miles total

Ownership

- NYS Department of Environmental Conservation/private land owners
Key Land Uses/Destinations
- Kaaterskill Creek, Malden Avenue Trail, Long Path Trail Heads, Palenville Hamlet Center

Benefits & Issues
- Enhances existing Malden Avenue Trail by making it more handicapped accessible
- Connects Long Path trailheads north and south of the Kaaterskill Creek
- Promotes economic and recreational opportunities for Palenville

Potential Permits
- NYSDEC permits and approvals
- Town of Catskill and Palenville Hamlet Committee approvals

Planning Level Cost Estimate
- Malden Avenue Trail enhancements: $250,000+
- Bridges over Kaaterskill Creek: $1,000,000+ (a more thorough discussion of these bridges is located below)

Phase 2 – Creekside Connector
The Creekside Connector begins at the point where the Swinging Bridge replacement bridge connects to Mill Road. The trail continues east along Mill Road as an on-road trail until it reaches the Woodstock Avenue Bridge. The trail utilizes the sidewalks on the Bridge. Upon crossing the bridge the trail continues along sidewalks beside Route 32A until it reaches the Hamlet information center.

Type/Width/Length
- On-road trail/shoulder width (4 feet)
- 0.50 miles

Ownership
- NYS Department of Transportation, Town of Catskill, and private land owners

Key Land Uses/Destinations
- Kaaterskill Creek, Artists’ Point Park, Palenville Information Center, Palenville Hamlet Center

Benefits & Issues
- Enhances existing trails
- Connects Malden Avenue Trail and points west of Palenville to the Hamlet Center.
- Promotes economic and recreational opportunities for Palenville

Potential Permits
- NYSDEC permits and approvals
• Town of Catskill and Palenville Hamlet Committee approvals

Planning Level Cost Estimate
• On-road trail segments: $200,000+ for road shoulder and signage improvements

Trail Enhancements

Trailhead Signs
A trailhead is the primary starting point of a trail. A trailhead sign is used to provide trail-specific information at the trailhead of each trail. However, trailhead signs may be posted on an informational kiosk if the kiosk is at the trailhead of a single trail. In locations without a trail-specific kiosk, the single-sided trailhead sign should be posted conspicuously so that it is readily visible to users entering the trail.

In Palenville, 3 or 4 trailhead signs should be installed at the primary trail junctions and road crossings such as Long Path x Route 23A, Swinging Bridge trail x Routes 23A, Long Path x Malden Ave, and wherever it applies. At the secondary trail junctions and road crossings, the managers may choose to use marker posts to provide trail-specific information instead of using trailhead signs.

Information on all trailhead signs should include:

• Trail name
• Symbols showing allowable uses of the trail
• Total trail length
• Trailhead elevation along with maximum and minimum trail elevations
• Surface type, firmness, and stability
• Known trail hazards
• Difficulty rating for cross-country ski and mountain bike trails, if rated. Most trails should only have a statement of difficulty that “Most people will find this trail to be…”
• A statement to explain posted information reflects the conditions of the trail when it was constructed or assessed (include the date) and that events beyond the control of park staff can make trails temporarily inaccessible.
• Map of trail: either a trail-specific map or a park/ vicinity map with the trail highlighted. A standard trail map comprises approximately half of the trailhead sign. Copies can also be printed on paper for patron use.
Accessible Trails

Signs identifying trails and trail segments that have been officially assessed and designated as accessible to persons with disabilities shall be placed at the trailhead and at all designated access points. These signs shall display the official symbol designating that the trail or trail segment is accessible, and shall include the total distance of the accessible trail or trail segment and the distance to the location of the first point of exception to accessible standards. Marker posts may be used to display accessibility information at access points without trailhead signs. Decals are readily available to attach to flexible fiberglass marker posts. Where more extensive trail information is provided, the location of specific trail features and obstacles that do not comply with accessible standards should be identified.

When available, the following additional information should be included on trailhead signs:

- Trail-specific trail symbol
- Running slope (average and maximum grade)
- Cross slope (average and maximum)
- Cumulative elevation change (gain and loss)
- Profile of the trail grade showing changes in surface type and accessibility
- Clear tread width (minimum and average)
- Tread obstacles (magnitude and frequency)
- Major height obstacles, such as boulders, in the trail tread
Kiosks

In Palenville, trail information kiosk should be installed at the triangle area where the proposed Information Center located at the junction of Routes 23A and 32A. This kiosk should provide a central location, typically near trailheads or adjacent to parking areas, to welcome visitors to one or more trails and to prevent sign clutter by consolidating visitor information in one place. All kiosks should display an overall trail map showing facilities and trails, either as part of the trailhead sign or displayed separately.

The trail information kiosk may also include brochures and maps, provide a location for a trail register, and provide additional information such as trail conditions and amenities, trail etiquette, area characteristics, local history, trail organizations, degree of accessibility, rules and regulations, interpretive programs, and upcoming events. Emergency contact information should be clearly posted on kiosks and should include Haltom Police contact information.

Figure 2: Example of trail-specific symbols

Figure 3: Example of trail information kiosks and attractive landscape design
Kaaterskill Creek Easement Landscaping

The Kaaterskill Creek is a valuable asset for the Hamlet as it is useful for many activities along the creek including picnicking and sightseeing. The easement along the creek within the hamlet boundary can be developed with some attractive landscaping features. It is important to design the waterfront area for the visitors to enable to access it easily. A professional landscaper is required to survey through the creek easement for the probable locations to install the following features appropriately for the enjoyment of the visitors.

- **Flower Garden**: The garden with colorful flowers should be created at the suitable locations along the creek easement area seasonally in order to attract the tourist.

- **Stone Garden**: The stones look compatible with the water feature especially along the creek. If a stone garden with some ornamental trees set up along the creek easement, the visitors will get access to water easily for adventure.

- **Picnic Pavilion**: This kind of pavilion is necessary for the visitors and community for frequent gathering or celebrating any events outdoor.

*Figure 4 Example pavilion of Mohawk Reserve*
Swinging Bridge Replacements

The Swinging Bridge is a scenic and historical bridge in Palenville that was destroyed by Hurricane Irene in 2011. Currently, only partial abutments remain. According to Town Board members’ beliefs, “the bridge is not only scenic and part of the community’s history, but was also an economic tool as well, drawing people to Palenville.”

The construction of a Long Path Bridge and rehabilitation of Swinging Bridge would give the hamlet an opportunity to connect Route 23A to the Long Path. The loop created by the Swinging Bridge replacement and the construction of a new one (The Long Path Bridge) will be a friendly pedestrian trail for both visitors and residents. The suggested location of the Long Path Bridge could be the continuation of the Long Path at its intersection with the Kaaterskill Creek, shown in the map on the next page. The exact location, however, must be determined by the following process:

- Topographic and Hydraulic Survey
- Soil Borings & Geotechnical Engineering
- Evaluate Feasible Bridge Structure Alternatives
- In-Depth Hydraulic Analysis and Evaluation of the Existing Floodplain
- Preliminary and Final Bridge Structure Design
- Detailed Design Drawings and Specifications

1 [http://www.thedailymail.net/news/article_a7b7c3fa-a737-11e3-be7b-001a4bcf887a.html](http://www.thedailymail.net/news/article_a7b7c3fa-a737-11e3-be7b-001a4bcf887a.html)
Our estimated length will be in the range of 100 feet to 400 feet. Therefore, its costs, which are based on its length, style, and selected materials, will be variable. For example, if the bridge is built as a smaller wood swinging style, similar to the former one, it would cost a lot less than a more durable one made from concrete or steel trusses.

2 http://www.adkhighpeaks.com/forums/showthread.php?t=13115
Connection and rerouting of the Long Path over the Swinging Bridge gives the community a significant opportunity for economic development and brings the Long Path into the hamlet. The most suitable north side access can be from the east/left side of the stone Gloria Dei Episcopal Church, which is across from the Palenville General Store and Mobil (formerly Exxon) gas station on NY-23A. A second north side access to the bridge is at the Pine Grove hotel. The northern access points to the Swinging Bridge face some challenges, as it falls between two privately owned properties. Moreover, the southern bridge access is at a bend of Mill Road with a short distance from Malden Avenue. This point is convenient for the walkers and pedestrians, but the trailhead has no parking area. The following figure illustrates the two options for trail connections between the Long Path and Route 23A over the Swinging Bridge. The first option is shown by solid line along the Malden Avenue and Mill Route and the second one is shown in dotted line along the Kaaterskill Creek. To figure out these options, community participation is significant.

![Figure 8 Connection of Long Path over Swinging Bridge](image)

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Case Study

The following case study illustrates that the different styles and different materials for swinging bridge and proposed bridge.

**Swinging bridge in Frederick’s Baker Park:** The case study of the Baker Park swinging bridge in Frederick County in Maryland showed that the repair cost of the 100-foot bridge was $190,000 in 2012. This bridge was surveyed and documented by a Frederick County historic sites surveyor, and its “significant” historic status makes the bridge as the special one in Maryland. The job included thousands of parts and welds, and uses a South American hardwood that's expected to last 50 years for the footpaths. ⁴

![Swinging bridge in Frederick’s Baker Park](image)

As it was discussed before, there are various styles, and therefore costs, to be considered with respect to building the Long Path Bridge. The proposed bridge could follow the style of previous Swinging Bridge. It could be cheaper than using concrete or truss, but would be used only for pedestrians. It seems the cost of a new bridge could be at least $1,000,000 (New Swinging Bridge=$400,000 and Concrete Part= $600,000). It should be considered to be in the same exact location while using the same style and dimensions of the previous bridge.

---

Artists’ Point
Artists’ Point could be a special place for both visitors and residents of Palenville. In addition to providing the community with some much needed park space, it could also capitalize on the stunning views of the Catskill Mountains available in the hamlet. To construct this small park, it will be necessary to utilize the existing retaining wall along the Kaaterskill Creek. This platform could be constructed as a focal point along the trail that runs through Woodstock Avenue, Mill Road and Malden Avenue with creating an overlook above Creek. The estimated cost for this point may be roughly $40,000. It can also serve as a starting point for the suggested trail connections and create a sense of community.
The concept designs of Artists’ Point that are shown above are from a previous project in Lake Bemidji, Minnesota designed by Karvakko Engineering.

**Connecting Open Space**

Presently, residents have very limited access to open space opportunities within the hamlet boundaries. This plan recommends several locations where the creation of parks and recreation can occur. Among these locations is the development of a community center on Route 23A just east of its intersection with Route 32A. The size of this parcel may allow for the creation of soccer and/or baseball fields, a playground, or a small park in addition to a multi-functional community center. Another recommended location is located in space between Woodstock Avenue and the Kaaterskill Creek. Both sides of the Creek at this location can enhance the open space opportunities for the hamlet. The creation of Artists’ Point on the east side of the creek can serve as a place where people passively enjoy the Catskill Mountains and Kaaterskill Creek by sitting and admiring the views that inspired the artists of the Hudson River School. On the other side of the Creek, just north of the Woodstock Avenue Bridge, is an underutilized parcel that could offer access to the active recreational opportunities afforded by the Creek.

The development of a community center site with recreational amenities, a small park along the Kaaterskill Creek (Artists’ Point), and opening up safe access to the Creek will give residents and visitors the ability to appreciate the area’s natural beauty. The West
Hamlet Connector and Creekside Corridor trails will link the locations identified for open space creation with residents and visitors.

**Recommendations**

Enhancing existing trail infrastructure along Malden Avenue and introducing new trail amenities along the Kaaterskill Creek will help Palenville realize its goal as becoming the gateway to the Catskill Mountains. Moreover, the creation of open space and the development of linkages between the hamlet center and recreational opportunities will depend on these trail connections. To ensure that these beneficial improvements are made, however, we recommend that they occur in two phases. The first phase will see the enhancement of the Malden Avenue Trail and the construction of two new pedestrian bridges over the Kaaterskill Creek. The second phase will introduce trail amenities to residential streets along the Kaaterskill Creek and the creation of a small overlook park called Artists’ Point. A summary of our recommendations is listed on the following pages.

<table>
<thead>
<tr>
<th>Trails Connections and Open Spaces</th>
<th>First Phase: Short Term</th>
<th>Second Phase: Mid-Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve the connections between the Palenville hamlet center and the Catskill Park and Long Path through enhancement of the Malden Avenue Trail and the creation of new on-street trails. This will occur in two phases.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Introduce signage that will help visitors orientate themselves and reintroduce residents to the recreational and cultural opportunities in the hamlet</td>
<td>Short and Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Restore the connection to the hamlet center that was lost when the Swinging Bridge was destroyed by Hurricane Irene by rebuilding the Swinging Bridge and a new bridge</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Obtain easements from willing property owners for the construction of new trails and bridges over the Kaaterskill Creek</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>Improve access to open space by building Artists’ Point</td>
<td>Long Term</td>
<td></td>
</tr>
</tbody>
</table>
Parking & Transit/Mobility

Parking
In order to draw visitors to stop in Palenville, it is important to provide adequate parking. What is deemed to be adequate will depend on how the town sees its future. Parking can be a catalyst for economic growth by capturing even a small portion of the roughly 3,000 vehicles that pass through town on a daily basis. By providing visitors with convenient places to park, area businesses stand to see an increase in business. There are currently no defined areas within town that are identifiable to visitors as places to park. As a result, the town is missing out on capturing those who might be looking for a place to grab something to eat, drink, or to take a hike. Parking can either be in a central location, or dispersed throughout multiple strategic spots within town. The possible options for parking include:

- On-street parking (Rt. 23A)
- Triangle (Intersection of Rt. 23A and 32A)
- Vacant Lots
- Shared Parking (i.e. Church, Circle W Market)

Figure 12: Examples for the Design and Incorporation of Parking
There is literature available online that can help provide guidance on incorporating parking into small towns.

**Design Manual for Small Towns:**
This manual created by a Virginia Department of Transportation Rural Planning Study goes over some strategies for identifying parking opportunities in smaller towns. The section on parking lists the following ideas:

- On-street parking can help slow vehicle speed by causing motorists to be more aware of their surroundings. It also serves as a buffer between the street and pedestrian traffic on sidewalks.
- Wide outside travel lane is desirable to provide clearance for opening doors and bicycles.
- Angled parking can be used to create more parking spaces while decreasing street width. This causes vehicles to extend further out into the street, helping to reduce the size of the travel lane, which results in slower speeds through an area.
- Parking should be well managed to keep spaces open and available. The use of parking meters is an option, though not recommended for a community of Palenville’s size.
- Parking influences the economic vitality of the center of town.
- Community parking lot is another option that can be used. It should be centrally located within the center of town and close to shops and other businesses. Like on-street parking, community parking should also have a time limit to keep spaces available.
- Funding can come from local, state, and federal sources. Funding at the local level is typically a limited resource, but if there is widespread public support for a project, use of these funds may be more realistic. One possible option is a local sales tax and/or food beverage tax, since local businesses would benefit directly or indirectly from any improvements.
- At the federal level, the Moving Ahead for Progress in the 21st Century Act (MAP-21) authorizes highway safety, transit, and other surface transportation programs. It is through MAP-21 that states receive funding that can be used for improvements such as parking.
- A non-profit foundation can be established to receive private sector funding. Most private foundations are tax-exempt and can be a useful option particularly when acting in a partnership with the town or county government.
**Congress for New Urbanism:**
The Congress for New Urbanism (CNU) notes that if parking is not readily available, potential customers will pass through, often to alternative destinations. If a street space or other surface parking is available, even for a small fee, these potential customers will likely stop and shop. CNU provides the following guidance on issues pertaining to parking:

- Parking should be clean, easy-to-use, well-lit, and logically organized, but it should not dominate the site plan for town centers
- Parking-size, design, and layout- needs to be appropriate to the size of the area that is being served
- There is an inverse correlation between the time it takes for consumers to find a place to park and then walk to stores or other points of interest. If the search for parking takes longer than the actual store visit, visitors will consider parking inconvenient or too difficult
- Most visitors will consider parking as being convenient or close if they can see the entrance to the store (or point-of-interest) from their parking spot, even if it may be hundreds of feet away. When this view becomes blocked, many visitors will consider parking to be problematic, and thus inconvenient
- Village and small-town visitors expect to be able to park within a short distance of their destination, if not in front of it
- Generally speaking, parking meters should not be installed in hamlets, villages, or towns with less than 50,000 square feet of commercial space unless on-street parking is consistently unavailable
- On-street parking near or on the same block as a point of destination, is essential to the economic sustainability of that establishment
- Most people visiting a small town or hamlet view parking in remote off-street lots to require too much time and effort if the visit is short, and this can also create a negative perception regarding the value of the town’s goods and services. However, remote parking areas are necessary for long-term users

**NYS Department of Transportation:**
Governor Andrew Cuomo announced on February 10, 2014 the availability of $50 as part of the Transportation Alternatives Program (TAP). TAP funds can be used for a variety of alternative transportation projects including infrastructure-related projects that provide access for and improve the safety of children, older adults, and individuals with disabilities. Successful TAP recipients are reimbursed 80% of eligible costs for their proposed projects.
**Rural Business Enterprise Grant Program:**
Administered by the USDA, this program provides grants for rural projects that finance and facilitate development of small and emerging rural businesses. The construction or renovation of parking areas is one of the eligible uses of this fund. Rural public entities such as towns, state agencies, and rural private non-profit corporations are eligible to apply, with grants typically ranging from $10,000 up to $500,000.

**Recommendations**

<table>
<thead>
<tr>
<th></th>
<th>Parking</th>
<th>Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hold public workshops to gather input from residents/business owners on preferred locations for parking</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>Determine the amount of parking to be offered, as well as any time limit restrictions or fees to be established if necessary</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>Establish connections between identified parking locations and transit stops/trunk heads</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>Reach out to appropriate government agencies (i.e. NYSDOT) and other potential sponsors to work out funding needs where applicable</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Determine material to be used for parking if a base does not already exist (i.e. gravel, asphalt)</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Provide signage/other markings identifying designated parking spaces and (if applicable) time limits/fees</td>
<td>Long Term</td>
<td></td>
</tr>
<tr>
<td>Advertise the availability of parking in local tourism brochures/online outlets</td>
<td>Long Term</td>
<td></td>
</tr>
</tbody>
</table>
Shuttle

In order to entice people to leave their cars, a shuttle system in the Hamlet of Palenville would be an important step toward connecting various destinations in and around the hamlet. The shuttle system can act as a mode of transport for tourists, connecting the ski and hiking trails to the hamlet, while also connecting the residents of the hamlet to other destinations. The shuttle would reduce the amount of cars on the road, decrease greenhouse gas emissions, increase economic development and increase the quality of life.

The shuttle has the capability of bringing long term green tourism and economic development to the hamlet.

There are many shuttle systems throughout the United States that connect local communities to parks. The following case studies are prime examples that Palenville can potentially model their shuttle system after.

Case studies

Hamptons Free Ride - An environmentally friendly electric shuttle that runs through various areas including beaches and other popular destinations. The service is 100% supported by the local business sponsors allowing it to be completely free to ride for passengers.

Glacier National Park Shuttle System - This shuttle system was implemented to provide a two-way service between the local transit center and the visitor center. The shuttles run every 30 minutes and the seats fill up quickly. The shuttle system helps deter traffic and parking problems for the park.
1) **Mainline Shuttle Route** - This route would start at the Kindred Spirits/Adirondack Trailways stop and end at the Malden Avenue trailhead with local stops throughout Palenville (purple)

2) **Extension of Mainline Route** - The extension would go to Kaaterskill falls and/or North South Lake from the mainline shuttle route (dashed purple)

3) **Regional Shuttle** - The regional route would start at the Hudson Amtrak station and end at Hunter Mountain with a stop at the proposed community center along 23A (red)

4) **Seasonal shuttle** - The seasonal shuttle would start at the golf course and end at the Kaaterskill Falls with a stop at Circle W. (green)

**Mainline Shuttle Route and Stop Location Description**
The Mainline Shuttle route will serve as the anchor for the shuttle system. This route will help spur the local economy and will serve as a new form of transportation for residents and tourists. The Adirondack Trailways bus stops in Palenville at Kindred Spirits and is ideal for the beginning of the Mainline Shuttle route along 32A and 23A. Stops along this route include the 23A/32A intersection, Circle W Market, the Long Path, and the Malden Avenue trailhead. The 23A/32A intersection was decided to have a mainline route stop so it would be an easy walk for people to reach the proposed community center just west along 32A. If the Adirondack Trailways stop at Kindred Spirits was moved northwest along
32A then the mainline shuttle system length could be shortened resulting in reduced operating costs.

<table>
<thead>
<tr>
<th>Mainline Shuttle Route Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastbound</strong></td>
</tr>
<tr>
<td>8:00 a.m. to 5:00 p.m. running every half hour</td>
</tr>
</tbody>
</table>

**Extension of Mainline Route and Stop Location:** The extension would go to Kaaterskill falls and/or North South Lake from the mainline shuttle route (see the above map). The mainline Extension Route will help serve popular destinations that currently have parking issues.

<table>
<thead>
<tr>
<th>Extension of Mainline Route Shuttle</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastbound</strong></td>
</tr>
<tr>
<td>8:00 a.m. to 5:00 p.m. running every half hour</td>
</tr>
</tbody>
</table>

**Regional Shuttle Route and Stop Location Description** - The Regional Route will help bring tourists to heavily used destinations including Hunter Mountain and the Hudson Amtrak Station while also spurring the local Palenville economy because of the stop in front of Community Center.

<table>
<thead>
<tr>
<th>Regional Shuttle</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastbound</strong></td>
</tr>
<tr>
<td>8:00 a.m. to 5:00 p.m. running every hour</td>
</tr>
</tbody>
</table>

**Seasonal shuttle** - The seasonal shuttle would start at the golf course and end at the Kaaterskill Falls with a stop at Circle W. (map on previous page)

<table>
<thead>
<tr>
<th>Seasonal Shuttle (Summer Only)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastbound</strong></td>
</tr>
<tr>
<td>8:00 a.m. to 5:00 p.m. running every half hour</td>
</tr>
</tbody>
</table>
Shuttle Specifics

Types of Shuttle Options
The cost of shuttles depends on a variety of factors including size and manufacturer, but the most important factor is the type of engine.

A brand new electric shuttle would cost around $10,000. Buying an entire fleet would be relatively expensive. Collaboration could be made between the nearby golf course to either buy underutilized golf carts or to have them lend some golf carts during the summer months.

Figure 17 Example Electric Shuttle

A brand new shuttle bus would cost around $20,000 and buying a fleet would be relatively expensive. Used shuttle buses could be purchased at a fraction of the cost. A typical shuttle bus would probably need to be used to get up steep hills and drive in the wintertime.

Figure 16 Example Shuttle Bus

Community Center
The proposed community center could be a stop location for the regional shuttle with information on the shuttle system. Riders can then walk to the nearby mainline shuttle bus route when they get off the regional route.

Funding and Operator Costs
A possible source of funding for the shuttle system is through local businesses advertising on the shuttle system. Local businesses would get advertising of their business and then the shuttle can be at a low cost or no cost for riders. According to the Bureau of Labor Statistics the median Bus operator salary in 2012 was $29,550 per year and $14.21 per hour. Shuttles can be driven by local young college students who want a seasonal job at a much lower cost.
Potential Ridership

<table>
<thead>
<tr>
<th>Destinations</th>
<th>Ridership or Population of Patronage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hudson Amtrak Station</td>
<td>174,968 (FY2013)</td>
</tr>
<tr>
<td>Hamlet Center (intersection of NY23A and NY32A)</td>
<td>1,037 (2010)</td>
</tr>
<tr>
<td>Town of Woodstock center</td>
<td>5,884 (2010)</td>
</tr>
<tr>
<td>Town of Catskill Center</td>
<td>3,994 (2010)</td>
</tr>
<tr>
<td>Town of Saugerties center</td>
<td>3,971 (2010)</td>
</tr>
<tr>
<td>Town of Tannersville center</td>
<td>537 (2010)</td>
</tr>
<tr>
<td>Rhinecliff Amtrak Station</td>
<td>184,452 (FY2013)</td>
</tr>
</tbody>
</table>

The above table depicts intermodal stops, including train stations and bus stops, while also including destinations for residents and tourists along with ridership statistics. Destinations are as far away as the Hudson and Rhinecliff Amtrak train stations, up to 40 minutes away, while others are located within the hamlet center itself. The regional shuttle proposed previously in this section as well as other regional transportation systems can feed into the local shuttle system. If the shuttle could capture a percentage of these residents and visitors, then there is the potential for a successful shuttle system.

**Bicycle and Shuttle Integration**

There are numerous ways to integrate intermodal connections between bicycles and the shuttle system including bicycle racks on buses and bicycle parking facilities at shuttle stops. These bike racks would incentivize people to ride their bikes throughout the hamlet. The racks on the shuttle buses can carry between two to four bicycles on the front and the electric shuttles can only carry between two to three bicycles.

**Seasonal Activity**

The biggest problem with the implementation of a shuttle system is the climate can hinder the system in the wintertime. Streets must be adequately plowed to allow for shuttles to...
run on time and up steep hills. Depending on inclement weather the shuttle system may have to be closed until it is safe to travel.

**Signage**
The shuttle system must have clear signage to direct passengers to where the stop locations are located. An example of a sign that can be used at each stop on the shuttle system is seen on the right. The main stops on the shuttle routes should have a map of the shuttle system with timetables and other local points of interest.

**Station Design**
Shuttle stop stations can be designed uniquely to give riders a pleasant feel. The three bus stations seen below depict a unique way of designing the bus stop with the environment.

*Figure 19 - Example Shuttle Stop Sign*

*Figure 20 - Chittenden County Transportation Authority - Burlington, Vermont*

*Figure 21 - Zion National Park - Springdale, Utah*

*Figure 22 - Yosemite National Park - Yosemite Village, California*
Marketing and Branding
The word ‘shuttle’ sometimes has a negative connotation because people usually think of a very cheap form of transportation from the airport to their hotel. If the words ‘trolley’ or ‘historic bus’ are used the public might have a better perception of this form of transportation. The driver also can be knowledgeable of local history and riders can ask questions or a looping audio can be played that contains information on Palenville. The shuttle must be compliant with the American with Disabilities Act (ADA) to accommodate all users, which would require wheelchair ramps and lifts.

Recommendations

<table>
<thead>
<tr>
<th>Shuttle</th>
<th>Short Term</th>
<th>Mid-Term</th>
<th>Long Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Put in signs to designate stop locations for the Mainline Route</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct small benches at stop locations on Mainline Route and place bicycle racks on shuttle vehicles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Distribute Mainline Route information including schedules and stop locations to residents and tourists</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchase more electric vehicles to run when weather permits</td>
<td>Mid-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement Regional Route to bring in tourists to regional destinations</td>
<td>Mid-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement Seasonal Shuttle and Extension to Mainline Route to bring tourists to Kaaterskill Falls and North-South Lake</td>
<td>Mid-Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct bus stations a major locations that fit in with the community context</td>
<td>Long Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reconfigure Routes to meet the needs of riders</td>
<td>Long Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve Access to all routes on the shuttle system</td>
<td>Long Term</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Streetscapes

Streetscapes in Palenville should take three forms: Traffic Calming measures, Sidewalks, and Street enhancements. These measures will work together to increase safety through reduced speeds and better accommodations for bicycles and pedestrians, as well as create a sense of place for the community that can draw and keep visitors in the area.

Sidewalks

Phase 1
Location:
- South Side of NY23A from intersection of NY23A and NY32A to Mobil Station
- Crosswalk to connect sidewalks near Mobil Station
- North Side of NY23A from Mobil Station to Long Path Trail Head
- West Side of NY32A from intersection of NY23A & NY32A to Woodstock Ave.

Reasoning:
Phase 1 is a project that should be accomplished in the near term. The projects connect vital parts of the community and should be addressed before later phases. After the collapse of the Swinging Bridge, the residential neighborhood became disconnected from the retail area along NY23A. As a result, walking can be an arduous task with thin shoulders and high-speed traffic. Building sidewalks and a crosswalk provide a safe connection to important landmarks for pedestrians. Sidewalks also provide access to businesses along the route and allow access without the need for a car. This can create a sense of community and a sense of place. Further, pedestrians will feel safer to walk when their path is separated from that of high-speed traffic. Sidewalks currently exist at the intersection of NY23A and NY32A, but are not in good shape nor are they ADA-accessible.
**Rendering:** As can be seen in the image below, street trees can be planted along the sidewalk to create an enjoyable pedestrian space. The sidewalk is not directly next to the existing roadway but is shielded by trees. Tree species can be chosen as not to interfere with power lines or affect driver visibility.

![Rendering Image](image-url)

**Phase 2**
**Location:**
West Side of Woodstock Ave from NY32A to Malden Ave

**Reasoning:**
The Phase 2 projects should be completed once the Phase 1 projects are completed. Beginning with this phase, the project expands on the existing sidewalks to where tourists, hikers and community members may wish to go. Sidewalk currently exists on this route when going over the Kaaterskill Creek in addition to a section near Mill Road. Building on these connects the sidewalks built in Phase 1 directly to the residential neighborhood. Connecting the neighborhoods provide a link whether or not the Swinging Bridge is rebuilt.

**Existing Sidewalk:**
As the image on the next page shows, sidewalk exists at the corner of Mill Road and Woodstock Avenue.
Phase 3

Location:
NY23A from intersection to Rip Van Winkle Country Club

Reasoning:
Phase 3 should be the lowest priority in terms of sidewalks. The sidewalk would connect the existing residential and building community’s sidewalks to the Country Club. Access by sidewalk in this area is important because of potential economic development opportunities near the Country Club. Providing pedestrian connections to the site enhances the opportunities for the site, and provides a connection for the Country Club members to enter Palenville or the reverse.
**Costs:** The below chart shows the estimated costs for different types of sidewalk materials for build-out. Using this information, we can estimate the costs for building out the three phases of sidewalk for Palenville.

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>Brick Sidewalk</td>
<td>$60</td>
<td>$60</td>
<td>$12</td>
<td>$160</td>
<td>Linear Foot</td>
<td>9(9)</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Concrete Paved Shoulder</td>
<td>$6.10</td>
<td>$6.64</td>
<td>$2.79</td>
<td>$58</td>
<td>Square Foot</td>
<td>1(11)</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Concrete Sidewalk</td>
<td>$27</td>
<td>$32</td>
<td>$2.09</td>
<td>$410</td>
<td>Linear Foot</td>
<td>46(164)</td>
</tr>
</tbody>
</table>
Aesthetic Street Improvements

Sidewalk Lighting
Installing lights along the Hamlet streetscape are a necessary component to provide a safe and secure walking environment. Lights also allow for the community to express its “personality” and can contribute to establishing a sense of place. Well-lit stretches of road tend to reduce the speed of vehicular traffic.

There are many aspects that need to be considered when choosing the right sidewalk lighting features:

**Aesthetics**: What type of image does the Hamlet want to convey?

**Energy efficiency**: New LED light bulb designs are available with solar options as a way to minimize annual costs.

**Shielding**: Direct light effectively to where it is needed saves energy and minimizes light pollution. Dimming, varying lighting levels, softer bulb colors, and day and-night sensors all help minimize the impact on homes and businesses while providing the illumination necessary to create a streetscape that people of all ages, with varying abilities will feel safe and comfortable using.

**Pricing**: There are many variables that impact cost, including:

- Number of lights
- Style of pole
- Type of bulb
- Site characteristics
- Landscape
- Leasing - Utilities will lease street lighting equipment but could have limited pole, luminaire and lamp selections. Municipalities that lease streetlights often pay a flat monthly fee to the utility, which includes operating, and maintenance costs. Utilities will sometimes pay for the installation costs, but if removed by the municipality, the municipality is responsible for the depreciated portion of the equipment costs.
- Owning - Municipalities can purchase street lighting equipment directly from manufacturers that offer a wide selection of technologies. The purchase option makes more sense when the utility cannot provide the desired fixture and the municipality can cost effectively maintain the system with in-house or contract staff.
Street Post & Light Pole Banners
Banners are a very simple and cost effective way to identify your Hamlet. They can be used to announce upcoming events, retail establishments, seasons and areas of interest. Banners are attractive to tourists and are another proven traffic calming device.

Considerations
- Size and type of material.
- Size and type of mounting material.
- Stock signs or custom.
- Banners placed on utility pole will require special permits.
- Light pole banners along state routes may require Department of Transportation approval.

Pricing Examples (Northstar Flags)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardware Kit (each)</td>
<td>50</td>
<td>100</td>
</tr>
<tr>
<td>18&quot; Single Banner</td>
<td>$47.99</td>
<td>$46.66</td>
</tr>
<tr>
<td>24&quot; Single Banner</td>
<td>$54.65</td>
<td>$51.99</td>
</tr>
<tr>
<td>Banner Vinyl (each)</td>
<td>50</td>
<td>100</td>
</tr>
<tr>
<td>18&quot; x 36</td>
<td>$24.00</td>
<td>$24.00</td>
</tr>
<tr>
<td>24&quot; x 36</td>
<td>$26.00</td>
<td>$22.00</td>
</tr>
<tr>
<td>Banner Canvas</td>
<td>50</td>
<td>100</td>
</tr>
<tr>
<td>18&quot; x 36</td>
<td>$38.00</td>
<td>$36.00</td>
</tr>
<tr>
<td>24&quot; x 36</td>
<td>$46.00</td>
<td>$41.00</td>
</tr>
</tbody>
</table>

Sidewalk Art
Sidewalk art can be created locally or purchased directly from the artists. Communities have held annual competitions where they paint pigs, moose, ducks, horses, etc. The events draw tourists into the community and the artwork along the pathways and in front of businesses helps convey the personality of the community.
## Recommendations

<table>
<thead>
<tr>
<th>Street Lighting</th>
<th>Description</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Obtain permission and install stock street banners on utility poles in the business district</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>Install lighting along the first phase of sidewalk installation</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>Carefully choose an object that is representative of the image the Hamlet wishes to convey and create and event to decorate and display the finished &quot;art work&quot;</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>Install lighting along the second phase sidewalk.</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Add street banners to all light poles.</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Expand the street art to include sculptures and begin adding art works to the public spaces</td>
<td>Mid-Term</td>
<td></td>
</tr>
<tr>
<td>Complete the lighting installation along the sidewalks and additional path lighting.</td>
<td>Long Term</td>
<td></td>
</tr>
<tr>
<td>Establish a display cycle for the pole banners and move away from stock banners by encouraging artists, schools and businesses to create unique banners</td>
<td>Long Term</td>
<td></td>
</tr>
<tr>
<td>Create annual events around the street art.</td>
<td>Long Term</td>
<td></td>
</tr>
</tbody>
</table>
Traffic Calming Measures and Cost

Single-Lane Roundabout/Traffic Circle

Location: Intersection of Rt.23A and 32A

Reasoning: A roundabout will provide improved traffic circulation at this busy intersection, while also providing enhanced safety benefits for both drivers and pedestrians. It also will act as a “gateway” feature for Palenville, giving the hamlet a sense of place. We recommend a feature in the middle that will not interfere with traffic sight lines that is distinctive to the area and its history. A welcome sign featuring Hudson River School art, or a statue (Rip Van Winkle below as an example) would work well in the space in the middle of the intersection. The remaining land from “The Triangle” parcel (with the owner’s consent) can also be converted to green space and contain an information kiosk with a list of businesses, a map of important places, and even history and natural highlights in the area.

Cost

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundabout/Traffic Circle</td>
<td>Roundabout/Traffic Circle</td>
<td>$27,190</td>
<td>$85,370</td>
<td>$5,000</td>
<td>$523,080</td>
<td>Each</td>
<td>11(14)</td>
</tr>
</tbody>
</table>

Figure 26: Bicycle and Pedestrian Infrastructure Costs Report Nov 2013 p.17
**T-Alternative**
Another traffic calming option for redoing the intersection of 23A and 32A is the T-intersection. This option would change the Y-shaped intersection that currently exists to a T-shaped intersection.

**Crosswalk Striping**
**Location:** Multiple (Main areas along Route 23A and near Roundabout)
**Reasoning:** Crosswalks give pedestrians a marked place to cross streets. Newer designs can increase the visibility of the sidewalks, making them easier for drivers to see. Treatments can also include different color patterns or shapes. Priority locations would include the roundabout at the intersection of 23A and 32A as well as locations along 23A through Palenville where a hiking or walking trail crosses the road, or to connect bus stops to the sidewalk if on the opposite side of the street.

![Crosswalk Striping Examples](image)

**Figure 27: Crosswalks Striping Examples**

**Cost**

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crosswalk</td>
<td>High Visibility Crosswalk</td>
<td>$3,070</td>
<td>$2,540</td>
<td>$600</td>
<td>$5,710</td>
<td>Each</td>
<td>4(4)</td>
</tr>
<tr>
<td>Crosswalk</td>
<td>Striped Crosswalk</td>
<td>$340</td>
<td>$770</td>
<td>$110</td>
<td>$2,090</td>
<td>Each</td>
<td>8(8)</td>
</tr>
<tr>
<td>Crosswalk</td>
<td>Striped Crosswalk</td>
<td>$5.87</td>
<td>$8.51</td>
<td>$1</td>
<td>$26</td>
<td>Linear Foot</td>
<td>12(48)</td>
</tr>
<tr>
<td>Crosswalk</td>
<td>Striped Crosswalk</td>
<td>$6.32</td>
<td>$7.38</td>
<td>$1</td>
<td>$31</td>
<td>Square Foot</td>
<td>5(15)</td>
</tr>
</tbody>
</table>

*Figure 28: Bicycle and Pedestrian Infrastructure Costs Report Nov 2013 p.23-24*
**Flashing Beacon Signs**

**Location:** Multiple (at roundabout/raised crosswalk/regular crosswalk)

**Reasoning:** Flashing beacons provide an extra warning to vehicles to yield to pedestrians. These devices come in many styles, from Rectangular rapid flashing beacons (RRFBs) to regular flashing beacons, to Pedestrian Hybrid Beacons--formerly known as High Intensity Activated Crosswalk (HAWK) signals. For a location like Palenville, the RRFBs are the best alternative. When activated, they flash strobe-like warning lights that can be aimed at a specific location. Combined with a high visibility crosswalk (see previous page), they provide enhanced protection for pedestrians crossing the road. They should be used in combination with other traffic calming devices like raised crosswalks, and should be present at the roundabout intersection of 23A and 32A as well.

---

**Cost**

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flashing Beacon</td>
<td>Flashing Beacon</td>
<td>$5,170</td>
<td>$10,010</td>
<td>$360</td>
<td>$59,100</td>
<td>Each</td>
<td>16(25)</td>
</tr>
<tr>
<td>Flashing Beacon</td>
<td>RRFB</td>
<td>$14,160</td>
<td>$22,250</td>
<td>$4,520</td>
<td>$52,310</td>
<td>Each</td>
<td>3(4)</td>
</tr>
</tbody>
</table>
**Speed Trailer**

**Location:** Near Hamlet boundaries (bridge over Kaaterskill Creek/Rip Van Winkle Golf Course/32A near Kindred Spirits)

**Reasoning:** Speeding has been identified as a major concern by hamlet residents. One particular place of note is Route 23A as it enters Palenville from the west. This is a location where the road straightens after spending a significant amount of time descending through the Kaaterskill Clove. Speed trailers or with speed reader boards (typically a more permanent installation) can provide education and awareness to motorists as they enter the hamlet. The mobility of the unit also allows law enforcement to target different areas of the hamlet should the need arise without purchasing a separate unit. A second location would also be on 23A as it enters the hamlet from the East near the Rip Van Winkle Golf Course. This location would gain increased significance when the community center is developed and sidewalks are extended out to this part of Palenville. The third major entrance to Palenville on 32A from the south would be another potential location somewhere near Kindred Spirits or the intersection with Malden Ave.

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Trailer</td>
<td>Speed Trailer</td>
<td>$9,480</td>
<td>$9,510</td>
<td>$7,000</td>
<td>$12,410</td>
<td>Each</td>
<td>6(6)</td>
</tr>
</tbody>
</table>

*Figure 31: Bicycle and Pedestrian Infrastructure Costs Report Nov 2013 p.28*
Raised Crosswalk

**Location:** Malden Ave near Mill Rd.

**Reasoning:** Raised crosswalks act as two traffic calming devices, combining a crosswalk with a speed bump. The raised table elevates pedestrians making them easier to see, and forces motorists to slow down before going over the table. The Long Path and local hiking trails that will be in the Malden Ave/Mill Rd. area make this an excellent street calming technique for a high pedestrian area.

**Cost:** Costs can vary depending on the width of the road and drainage conditions.

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raised Crossing</td>
<td>Raised Crosswalk</td>
<td>$7,110</td>
<td>$8,170</td>
<td>$1,290</td>
<td>$30,880</td>
<td>Each</td>
<td>14(14)</td>
</tr>
<tr>
<td>Raised Crossing</td>
<td>Raised Intersection</td>
<td>$59,160</td>
<td>$50,540</td>
<td>$12,500</td>
<td>$114,150</td>
<td>Each</td>
<td>5(5)</td>
</tr>
</tbody>
</table>

*Figure 32: Bicycle and Pedestrian Infrastructure Costs Report Nov 2013 p.16*

Speed Hump

**Location:** Malden Ave

**Reasoning:** In addition to the raised crosswalk above, speed humps are another effective traffic calming device, especially on neighborhood roads. These treatments force cars to slow down going over them, discouraging speeding or using neighborhood streets as a “shortcut”.

**Cost**

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Description</th>
<th>Median</th>
<th>Average</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Cost Unit</th>
<th>Number of Sources (Observations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Bump/Hump/Cushion/Table</td>
<td>Speed Hump</td>
<td>$2,130</td>
<td>$2,640</td>
<td>$690</td>
<td>$6,860</td>
<td>Each</td>
<td>14(14)</td>
</tr>
<tr>
<td>Speed Bump/Hump/Cushion/Table</td>
<td>Speed Hump</td>
<td>$1,670</td>
<td>$1,550</td>
<td>$540</td>
<td>$2,300</td>
<td>Each</td>
<td>4(4)</td>
</tr>
</tbody>
</table>

*Figure 33: Bicycle and Pedestrian Infrastructure Costs Report Nov 2013, p.17*
**Neighborhood Roundabout**

**Location:** Woodstock Ave and Malden Ave  

**Reasoning:** This location was brought up as a popular route for people entering and exiting the hamlet from the South. It is also near local businesses and is close to a proposed walking route along the South side of Kaaterskill Creek. A neighborhood roundabout (also known as a mini-roundabout or neighborhood traffic circle) would provide traffic calming by forcing vehicles to change direction and thus slow down, as well as allow for landscaping of the street. These types of traffic devices can be scaled to fit the size of the intersecting streets. They are most often located in residential neighborhoods, and would add to the identity of Palenville when combined with the roundabout on Rt.23A and 32A.

![Neighborhood Roundabout Image](image)

**Cost**  
The City of Seattle, WA estimates cost of approximately $15,000 per traffic circle.  

**Recommendations**

<table>
<thead>
<tr>
<th>Traffic Calming</th>
<th>Short Term</th>
<th>Mid-Term</th>
<th>Long Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Installing high visibility crosswalks as well as rectangular rapid flashing beacons (RRFB) should be the initial priority along Rt.23A. A speed trailer at the western entrance to the hamlet should also be a priority.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The roundabout at 23A/32A should be a mid-range priority along with a raised crosswalk or speed hump along Malden Ave/Mill Rd. Additional RRFB should also be installed with the roundabout.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The neighborhood roundabout and adding crosswalks as needed should be long term goals.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2014 Planning Studio Plan for Palenville New York 50
Future Vision
Mountain-Sport Destination and Future Scenario

The hamlet of Palenville is home to *Rip Van Winkle Skyline* downtown chairlift that ascends users (and their bicycles) to the base of the reconstructed Otis Elevated Railroad where the user can debark and ride the railroad to the top of the mountain or continue on the chairlift. Once at the peak, users can explore the North/South Lake area and the newly constructed conservation center & wildlife museum where the Catskill Mountain House once stood, before descending back to the base of the railroad by the chairlift, railcar, bicycle, or zip line.

The *Rip Van Winkle Skyline* chairlift and Otis Railroad provide a connection to North/South Lake and Kaaterskill Falls without relying upon the use of Route 23A. The chairlift originates at the Palenville Community Center & Museum which provides ample parking and public restrooms for guests. Tourists are able to ride the chairlift with their backcountry skiing equipment and/or bicycle, to avoid pedaling up 23A or hiking up the mountainside with heavy equipment. It will also, allow riders to enjoy the descent back into the hamlet or connect to the historic Otis Elevated Railroad halfway up the chairlift.

The *Rip Van Winkle Skyline* chairlift would attract tourists to the hamlet and generate economic investment from private entities that would support running costs. The initial installation cost of a chairlift would vary greatly and depend on size, speed, length, right of way costs, and tree removal/grading; the rough estimate would be $2-$10 million dollars and revenue could also be generated by selling day or season passes to ride the lift. The actual chairs on the lift could provide advertisements and/or renderings of the historic art colony paintings.

Once the tourists reach the peak by chairlift or train, they are able to ride the scenic zip line back to the base of the Otis Elevated Train. Zip lines are becoming increasingly popular and offer a safe and exciting experience for guests to view the scenic areas of the hamlet. The
costs of zip lines also vary, but could use the same right of way as the elevated railroad or chairlift and would range from $100K - $1 million dollars, depending upon the length and style selected. Currently, a private investor has proposed a 3,450-foot zip line from French Mountain to Lake George with hopes to generate tourism.

The Otis Elevated Railway is one of Palenville’s most famous historic landmarks. Having originally served as an easier means to scale the Wall of Manitou than previous methods, such as by stagecoach, the reconstruction of this landmark could give Palenville a unique attraction for the region. Currently, the only way to reach North-South Lake and popular state camping ground of the Catskill Forest Preserve is to drive through Palenville taking route 23A out to the forest preserve entrance just west of Palenville. The Otis Elevated Railroad once served as a shortcut to North-South Lake and the Catskill Mountain House and when reconstructed serves as a shortcut to the lake area and Kaaterskill Falls.

With the Otis Elevated Railroad and Rip Van Winkle Skyline connections, the DEC who oversees the management of the Catskill Forest Preserve, could build a conservation center & wildlife museum where the Catskill Mountain House once stood. The Otis provides views from the top of the mountain, which have been documented as some of the greatest in the region and enables tourists to have a front seat view to these views once again.

Chattanooga, TN has an incline railway that brings tourists to the top of Lookout Mountain. It has been marketed as “America’s Most Amazing Mile” bringing tourists from all over who want to see the views the incline rail provides. The railway brings tourists right back into the city where they can walk around and explore what the city offers. They are able to charge up to $15 round trip for an adult, making it a source of income for the city. Palenville could mimic what Chattanooga has done with their incline rail by
charging a fee for rides and providing shuttle service from the Otis rail station back into town, where visitors can experience what else Palenville has to offer, such as the hiking trails and restaurants. Niagara Falls has also built incline railways for tourists to see the views of the falls. Palenville has view just as worthy of being seen as Chattanooga and Niagara Falls, and could market the reconstructed Otis as a huge tourist attraction.

Developing an outdoor sports economy with the Rip Van Winkle Skyline and Otis Elevated Railroad would support an outdoor gear storefront that offers bicycle sale and repair, kayak sales and expeditions, climbing gear and rock climbing instruction. The lot located on the intersection of Route 23A and Malden Avenue provides a site for this type of outdoor gear store with rock climbing access behind the storefront. This location also provides a location that is accessible from the downtown area via the long path and the new Kaaterskill Creek Conservation & Recreation Easement trail system.

The hamlet residents, partnered with a land trust, developed a conservation & recreation easement along the undevelopable Kaaterskill Creek flood zone, creating a publicly accessible tourist attraction along the creek. The conservation & recreation easement provides access to the beautiful Kaaterskill Creek for scenic views, swimming, and fishing. The land trust maintains the easement and works with the landowners along the creek. The land trust provides historical and environmental educational programs along the creek while artists are able to use the creek as inspiration.

Palenville residents have the Greene Land Trust and the Catskill Center Land Trust within Greene County. The Greene Land Trust was established in 2004. It was incorporated the same year as the Upper Hudson - Northern Catskill Natural Resource Trust with a registered DBA as Greene Land Trust. The Greene Land Trust is a 501(c)(3) not-for-profit organization recognized as public charity by the Internal Revenue Service. The Catskill Center Land Trust is sponsor member of the Land Trust Alliance (LTA) and has adopted the latest Standards and Practices for land trusts, as administered by LTA. The Catskill Center Land Trust acts as an intermediary between interested landowners and local land trusts throughout the Catskill Mountain Region.

The Kaaterskill Creek Conservation & Recreation Easement provides residents and tourists’ access to a trail loop within the hamlet. Several trails converge within the hamlet, but these trails do not provide a return loop back to the hamlet, the conservation easement provides this link. The Swinging Bridge crosses the Creek to connect the north/south banks and a second bridge, or across Woodstock Ave, would complete the loop. The outdoor gear store could provide guided walking tours along the creek and/or kayak trips when the creek allows it.
Palenville also initiated the *Kaaterskill Falls Connection Trail*, which is a trail connection from the Outdoor Gear storefront to the Kaaterskill Falls Trailhead with some inspiration from High Falls Gorge in the Adirondacks. The steep terrain along Kaaterskill Creek does not allow a normal trail to be built. Using High Falls Gorge as a blueprint, all the steep banks and cliffs that line the creek have a walkway anchored into the side of the cliff enabling hikers to walk next to and even above Kaaterskill Creek. The *Kaaterskill Falls Connection Trail* walkway connects the long path on the north side of 23A and the Kaaterskill Creek Conservation & Recreation Easement trails directly to the Kaaterskill Falls Trailhead, which provides hikers the option to hike to the falls from the hamlet.

The *Kaaterskill Falls Connection Trail* travels underneath the car bridge and connects to the path near the falls right next to route 23A. The *Kaaterskill Falls Connection Trail* eliminates the need for people to park in the parking lot just above the falls and walk down the busy route 23A, which does not provide adequate sidewalk or shoulder width to the falls. The *Kaaterskill Falls Connection Trail* provides a safe, scenic, and exhilarating tourist attraction to hikers, artists, and families. Like High Falls Gorge, an access fee could be charged to use the trail and offset the initial construction costs and maintenance.
Looking Ahead

Funding

Parking Funding Resources

NYS Department of Transportation
Governor Andrew Cuomo announced on February 10, 2014 the availability of $50 as part of the Transportation Alternatives Program (TAP). TAP funds can be used for a variety of alternative transportation projects including infrastructure-related projects that provide access for and improve the safety of children, older adults, and individuals with disabilities. Successful TAP recipients are reimbursed 80% of eligible costs for their proposed projects.

Rural Business Enterprise Grant Program
Administered by the USDA, this program provides grants for rural projects that finance and facilitate development of small and emerging rural businesses. The construction or renovation of parking areas is one of the eligible uses of this fund. Rural public entities such as towns, state agencies, and rural private non-profit corporations are eligible to apply, with grants typically ranging from $10,000 up to $500,000.

Streetscape Funding Resources
New York Energy Smart Loan Fund provides interest rate reductions on loans for qualifying energy efficiency lighting projects.

New York Energy Smart Technical Assistance Program
Transportation Improvement Program (TIP) for major road reconstruction projects with a five year or longer time horizon where street lighting might be included as part of the project. Municipalities are reimbursed 80% of the project cost.

Marchiseli Program
Municipalities can apply for additional funding of 15% of project cost for municipalities that have difficulty obtaining funds for the remaining 20% of the project cost not subsidized through TIP or other federal programs. The remaining 5% is the responsibility of the municipality, but can often be paid through in-kind services rather than cash.

Next Steps
The next steps for this planning document will include getting approval from the community, the Hamlet Committee, and the Town of Catskill. The students of the spring 2014 planning studio at the University at Albany hope that the recommendations made will assist in the hamlet’s future planning initiatives.
## Summary of Recommendations

<table>
<thead>
<tr>
<th>Economic Development</th>
<th>Recommendation</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopt Branding and begin to distribute promotional material with brand</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Revised Zoning &amp; Establish Hamlet Overlay District</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Acquire community center parcel, if property owners are willing to participate.</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Focus on business retention</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Market community for new investment/economic development</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Develop a Community Center</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Consider property acquisition if property owners are willing to participate</td>
<td>Long Term</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking</th>
<th>Recommendation</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hold public workshops to gather input from residents/business owners on preferred locations for parking</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Determine the amount of parking to be offered, as well as any time limit restrictions or fees to be established if necessary</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Establish connections between identified parking locations and transit stops/trail heads</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Reach out to appropriate government agencies (i.e. NYSDOT) and other potential sponsors to work out funding needs where applicable</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Determine material to be used for parking if a base does not already exist (i.e. gravel, asphalt)</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Provide signage/other markings identifying designated parking spaces and (if applicable) time limits/fees</td>
<td>Long Term</td>
</tr>
<tr>
<td></td>
<td>Advertise the availability of parking in local tourism brochures/online outlets</td>
<td>Long Term</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit/Mobility</th>
<th>Recommendation</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shuttle</td>
<td>Put in signs to designate stop locations for the Mainline Route</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Construct small benches at stop locations on Mainline Route and place bicycle racks on shuttle vehicles</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Distribute Mainline Route information including schedules and stop locations to residents and tourists</td>
<td>Short Term</td>
</tr>
<tr>
<td></td>
<td>Purchase more electric vehicles to run when weather permits</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Implement Regional Route to bring in tourists to regional destinations</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Implement Seasonal Shuttle and Extension to Mainline Route to bring tourists to Kaaterskill Falls and North-South Lake</td>
<td>Mid-Term</td>
</tr>
<tr>
<td></td>
<td>Construct bus stations a major locations that fit in with the community context</td>
<td>Long Term</td>
</tr>
<tr>
<td></td>
<td>Reconfigure Routes to meet the needs of riders</td>
<td>Long Term</td>
</tr>
<tr>
<td></td>
<td>Improve Access to all routes on the shuttle system</td>
<td>Long Term</td>
</tr>
<tr>
<td>Trails Connections and Open Spaces</td>
<td>First Phase: Short Term</td>
<td>Second Phase: Mid-Term</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------------------</td>
<td>-------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Improve the connections between the Palenville hamlet center and the Catskill Park and Long Path through enhancement of the Malden Avenue Trail and the creation of new on-street trails. This will occur in two phases.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Introduce signage that will help visitors orientate themselves and reintroduce residents to the recreational and cultural opportunities in the hamlet.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restore the connection to the hamlet center that was lost when the Swinging Bridge was destroyed by Hurricane Irene by rebuilding the Swinging Bridge and a new bridge.</td>
<td></td>
<td>Mid-Term</td>
</tr>
<tr>
<td>Obtain easements from willing property owners for the construction of new trails and bridges over the Kaaterskill Creek.</td>
<td></td>
<td>Ongoing</td>
</tr>
<tr>
<td>Improve access to open space by building Artists’ Point.</td>
<td></td>
<td>Long Term</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic Calming</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Installing high visibility crosswalks as well as rectangular rapid flashing beacons (RRFB) should be the initial priority along Rt.23A. A speed trailer at the western entrance to the hamlet should also be a priority.</td>
<td></td>
<td>Short Term</td>
</tr>
<tr>
<td>The roundabout at 23A/32A should be a mid-range priority along with a raised crosswalk or speed hump along Malden Ave/Mill Rd. Additional RRFB should also be installed with the roundabout.</td>
<td></td>
<td>Mid-Term</td>
</tr>
<tr>
<td>The neighborhood roundabout and adding crosswalks as needed should be long term goals.</td>
<td></td>
<td>Long Term</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Streetscapes</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Obtain permission and install stock street banners on utility poles in the business district.</td>
<td></td>
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<tr>
<td>Install lighting along the first phase of sidewalk installation.</td>
<td></td>
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</tr>
<tr>
<td>Carefully choose an object that is representative of the image the Hamlet wishes to convey and create an event to decorate and display the finished &quot;art work&quot;.</td>
<td></td>
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<tr>
<td>Install lighting along the second phase sidewalk.</td>
<td></td>
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</tr>
<tr>
<td>Add street banners to all light poles.</td>
<td></td>
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</tr>
<tr>
<td>Expand the street art to include sculptures and begin adding art works to the public spaces.</td>
<td></td>
<td>Mid-Term</td>
</tr>
<tr>
<td>Complete the lighting installation along the sidewalks and additional path lighting.</td>
<td></td>
<td>Long Term</td>
</tr>
<tr>
<td>Establish a display cycle for the pole banners and move away from stock banners by encouraging artists, schools and businesses to create unique banners.</td>
<td></td>
<td>Long Term</td>
</tr>
<tr>
<td>Create annual events around the street art.</td>
<td></td>
<td>Long Term</td>
</tr>
</tbody>
</table>

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References

Streetscapes
http://www.stocktongov.com/files/PWProvider_HighVisibilityCrosswalk.jpg

Photos: http://www.seattle.gov/transportation/trafficcircles.htm Traffic Calming Tool Kit
San Jose, CA

Bicycle and Pedestrian Infrastructure Costs Report Nov 2013

Sidewalk Lighting


http://www.pedbikeinfo.org/planning/facilities_streetscape_furniture.cfm


http://commons.wikimedia.org/wiki/File:Watford,_St_Mary's_Church_and_street_sculpture_-_geograph.org.uk_-_758666.jpg

Economic Development Plan

American Planning Association (APA) 2008 Economic Development Toolbox: Tools of the Trade


**Trail Connections Sources**

Figure: Example of Trailhead Sign (Appalachian Trail, Hot Spring, NC) and allowable uses (Source: http://www.tneppc.org/pages/initiatives,

http://www.outdoordesignstudio.com/cgiben/signs.cgi?T=13)

http://www.anneodell.com/communities.html,


http://www.outdoordesignstudio.com/images/trail_sign.jpg

http://www.outdoordesignstudio.com/images/landscape2.png

http://efengshui.pl/photo/2010/10/feng_shui-kwiaty-00-1024x591.jpg


http://www.waukeganparks.org/assets/photos/Bevier-Pavilion.jpg

http://www.mohonkpreserve.org/wedding-and-event-site-rental


http://www.gardenideaspicture.us/2013/08/landscaped-garden-ideas.html
Parking
Virginia DOT Design Manual for Small Communities

Congress for New Urbanism: Chapter 8 Parking
ning_and_development.pdf

New York State Department of Transportation TAP Info https://www.dot.ny.gov/tap

Reconnecting America: Federal Grant Opportunities http://reconnectingamerica.org/resource-
center/federal-grant-opportunities/

Palenville, New York-Mountain Sport Destination
http://www.ridetheincline.com/pages/ride


http://catskillblog.com/otis/index.htm

Otis Elevated Rail Picture Source: www.catskillblog.com

Chairlift Picture Source: http://www.utah.com/bike/trails/brian_head.htm

Zip line Picture Source: http://www.portpromotions.com/ecom-prodshow/1344.html

High Falls Gorge Picture Source: http://followalena.com/2013/04/21/lake-placid-new-york/
Appendix: Maps
Economic Development

University at Albany - PLN 681, Planning Studio - Spring 2014
Palenville, NY - Plan Recommendation: Economic Development

Existing Uses Underutilized

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Current Zoning</th>
<th>Recommended Zoning</th>
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</table>

- 1. Palenville Panal
- 2. Diamantini's Restaurant
- 3. Proposed Library
- 4. 431 Apartments
- 5. Lickspilt
- 6. Freewood Restaurant
- 7. Kinicked Spirits
- 8. Old Dance Hall

New Hamlet Overlay District

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Palenville Possibilities: Getting There
Trail Connections

University at Albany- PLN 681, Planning Studio- Spring 2014
Palenville, NY- Plan Recommendation: Possible Trail Connections
Parking

University at Albany- PLN 681, Planning Studio- Spring 2014
Palenville, NY- Plan Recommendation: Parking

Proposed Parking Locations
1. Kindred Spirits
2. Dance Hall
3. On-Street Parking on Rt.23A (between Bogart Rd. and Rt.23A)
4. “Triangle” at Intersection of 23A and 32A
5. Church across from the Fire House
6. Circle W Market
7. Intersection of Bogart Rd. and Rt. 23A (NW Corner)
8. Rowena Memorial School
10. Community Center
11. NYS DOT-Owned Parcel

Parking Area Recommendations, Palenville, NY

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Shuttle Routes

Catskill State Park

To North/South Lake via Kaaterskill Falls
To Hunter Mountain
To Kaaterskill Falls

University at Albany- PLN 681, Planning Studio- Spring 2014
Palenville, NY- Plan Recommendation: Shuttle

Proposed Shuttle Route, Palenville, NY

2014 Planning Studio Plan for Palenville New York 66
Streetscapes
Future Visions

University at Albany - PLN 681, Planning Studio - Spring 2014
Palenville, NY - Plan Recommendation: Rip Van Winkle Skyline Chairlift

Rip Van Winkle Skyline Chairlift

Proposed Chairlift Line
Parcels affected by Chairlift
Future Visions

Otis Elevated Railroad and Zipline