



COMPLETE STREETS ADVISORY COUNCIL KINGSTON

Detailed Comments on Draft Kingston 2025 Comprehensive Plan

March, 2015

Page 28

Strategy 3.3.2 seems to be contradictory to Complete Streets principles. Some rural roads could have wider widths to accommodate a wider shoulder for bicyclists. Wider widths may not be appropriate for every rural road, but a blanket policy on this matter could be limiting. For example, some rural routes in the Adirondacks have been widened to accommodate bicyclists.

Page 28 Back Side

Instead of listing out the bullets for different sections of the Kingston Connectivity Project, why not list the KCP and then describe the different components (BBB, Greenline, etc.) of it. A justification for why Complete Streets and a focus on infrastructure promote economic development could be made here.

Page 37, Third Paragraph

The verbs in the sentence starting with "Wide roads...." should be changed to the present tense. The last sentence should read, "Kingston is now looking to calm traffic and improve flow of all transportation modes rather than expand roads to accommodate it."

Rationale: the focus here is on the present and the future, so changing the tense and adding that the City places traffic calming and flow for all users above roadbuilding add value to the initiatives described in this section.

Page 39

Renumber Strategy 5.1.6 to 5.1.2; renumber 5.1.8 to 5.1.3; renumber 5.1.9 to 5.1.4; renumber 5.1.20 to 5.1.5.

Rationale: this will make numbering consistent with the changes recommended for pages 39-40 (see below).

Pages 39-40

Delete Strategies 5.1.2 – 5.1.5, 5.1.7 and 5.1.11 – 5.1.13.

Rationale: These are duplicative of the existing bulleted points on pages 41-42 (see below for changes on these pages).

Page 40

Objective 5.2 to be replaced with the following:

Transform all city streets into "Complete Streets" inclusive of pedestrians, bicyclists, transit users, people with disabilities, the elderly and the young.

Rationale: this revision adds more categories of road users to the Objective.

Strategy 5.2.1 to be replaced with the following:

Make use of existing tools to implement Complete Streets and develop new policies and tools in partnership with Complete Streets Advisory Council.

Rationale: We don't have to reinvent the wheel all the time. There are complete streets tools that have been tested and used in other communities that Kingston can use to implement complete streets, which are explained in the strategies below. Leaving in the development of new ideas complements those that already exist.

Pages 41-42

The bulleted points on these pages should be labeled as "strategies" consistent with the other sections.

The first bullet should be "5.2.2" and continue to the last bulleted point on page 42, which would become 5.2.16. Existing strategies 5.2.2, 5.2.3, and 5.2.4 would be renumbered 5.2.17, 5.2.18, 5.2.19, 5.2.20.

Rationale: Consistent nomenclature helps the reader understand the organization of the Plan's goals, objectives and strategies.

For each strategy/bullet, visual depictions (photographs and/or diagrams) should be included below the text. For the new 5.2.2, pictures of sidewalks, shared use paths, bicycle lanes and paved shoulders should be used.

Rationale: Including visual aids will further the understanding of the reader and make clear what each strategy could look like if implemented. Furthermore, using pictures, photos or diagrams can explain and define the strategies without getting into technical jargon.

Strategy 5.2.3: Photos of: Accessible curb cuts, ramps, crosswalks, refuge islands, pedestrian signals.

Rationale: As above.

Strategy 5.2.4: Depictions of ADA-compliant sidewalks, crosswalks, public transportation stops and facilities.

Rationale: As above.

Strategy 5.2.5: Photos of: Traffic calming circles, colored/striated crosswalks, chicanes, chokers, raised crosswalks, speed humps, speed tables, narrow vehicle lanes, raised medians, dedicated transit lanes, transit priority signals, street bulb outs, road diets, physical buffers between vehicles and other users.

Rationale: As above.

Strategy 5.2.6: Photos of: Pedestrian-oriented signs, pedestrian-scale lighting, benches, other street furniture, bicycle parking facilities, attractive and comfortable transit stops and facilities.

Rationale: As above.

Strategy 5.2.7: Photos of: Street trees, landscaping, planting strips.

Rationale: As above.

Strategy 5.2.8: Photos of: Pervious pavers, swales, rain gardens.

Rationale: As above.

Strategy 5.2.11:

Add the following to the last sentence in this section: **"Preservation of existing bluestone sidewalks should be incorporated into any changes to the current sidewalk code and to any sidewalk improvement programs."** Reference the historic assets section of the plan.

Rationale: When considering improvements to the sidewalk code and any programs to foster upkeep, the existing bluestone sidewalks should be included.

Old Strategy 5.2.4, now renumbered as 5.2.19: **Delete all text after that in bold.**

Rationale: The text after the bold type refers to funding streams that either do not exist anymore, or which may be changed in the future, depending on legislation that Congress may enact. To keep the Plan relevant, the key point is that the City be on the lookout for, and apply where appropriate, to funding sources to implement complete streets.

Pages 43-44

The strategies should be renumbered to follow the formerly bulleted points on pages 41-42.

Rationale: This will keep the numbering consistent.

Strategy 5.2.21 (5.2.8 in existing draft): **Insert photos from Greenline Conceptual Plan to illustrate the text.**

Rationale: As with the complete streets treatments, including pictures of the Greenline will make the Plan come alive for the reader.

Strategy 5.2.9 in existing draft: **Delete.**

Rationale: This material has been included in the new 5.2.5.

Page 44

Strategy 5.4.1: **Delete second half of the second sentence, "and the City could seek business sponsorship in exchange for discrete signage."**

Rationale: The approach the City uses to beautify intersections/gateways should not be exclusive to targeting businesses for support. The reference earlier in the sentence to "a partner agency/institution," allows for many possible sponsorship options.

Page 46

Delete Strategy 5.5.7, or move to historic resources section.

Rationale: The trolley service along the Strand is not public transit. It is a tourist attraction. Public transit would be consistent, regular, and reliable for commuters to work and school, not only offered on special occasions.

Page 48

A reference to Strategy 6.1.5 should be made in the Transportation and Mobility Section under new Strategy 5.1.21 (old 5.2.8).

Rationale: the historic walking trails in 6.1.5 should be linked thematically and physically (where appropriate) with the history of the railroads in Kingston and the multi-use trails envisaged in the Greenline Conceptual Plan.

Page 52

Objective 7.2 and its strategies should be in the Transportation and Mobility section and a cross reference to it could be made here.

Rationale: this objective and its strategies relate directly to complete streets. They are examples of how to implement "green streets" referenced in the (newly numbered) Strategy 5.1.3 and the (newly numbered) Strategies 5.2.15 and 5.2.16.