



Kingston Connectivity Project

Community Design Meeting
July 27, 2015

Mayor Shayne Gallo

- > **Gregg Swanzey** - Director of Economic Development and Strategic Partnerships
- > **Suzanne Cahill** - Director of City Planning
- > **Ralph Swenson** - City Engineer
- > **Tom Polk** - Kingston YMCA; Bike Friendly Kingston; Kingston Complete Streets Advisory Council Chair
- > **Andi Turco-Levin** - Kingston Land Trust Board Chair; Ulster County Board of Realtors President
- > **Tim Weidemann** - Kingston Land Trust Rail Trail Committee; Rondout Consulting
- > **Kristen Wilson** - Cornell Cooperative Extension; Live Well Kingston; Bike Friendly Kingston



SARATOGA ASSOCIATES

Landscape Architects, Architects, Engineers and Planners, PC

KC ENGINEERING AND LAND SURVEYING, PC

HONE STRATEGIC, LLC

Urban Planning – Historic Preservation – Development Advising

- > Responsibilities
 - Project Management
 - Design Visioning
 - Landscape Architecture
 - Project Reporting

- > Responsibilities
 - Engineering Assessment
 - Environmental Assessment
 - Project Engineering
 - Permitting

- > Responsibilities
 - Implement Planning Strategies
 - Liaison with City + Stakeholders

AGENDA

- > Introduction
- > Project Goals and Objectives
- > Project Scope
- > Inventory and Analysis
- > Route Options: Schematic Alternatives
- > Schedule
- > Next Steps



MEETING GOALS

- > Present schematic design alternatives
- > Gather input from community stakeholders
- > Support Kingston Land Trust's process of getting input for the Comprehensive Management Plan for the Kingston Greenline



PROJECT GOALS AND OBJECTIVES

- > Create Pedestrian & Bike-Friendly Street Links to the Kingston Point Rail Trail (KPRT)
- > Enhance the Pedestrian Experience in Neighborhoods
- > Create Identifiable Spaces as Multimodal Nodes
- > Design for Aesthetics, Including Streetscape, Landscaping, and Interpretation
- > Incorporate Sustainable Design
- > Design for Effective Facility Operations and Management

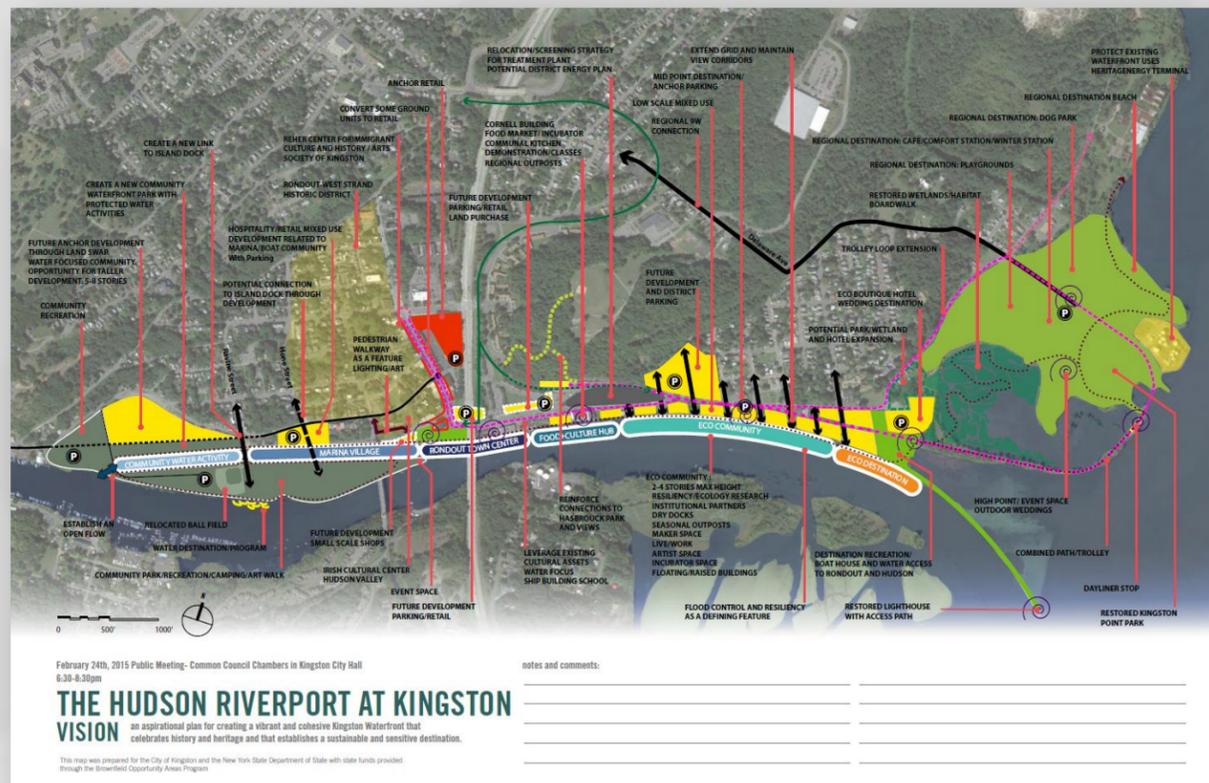
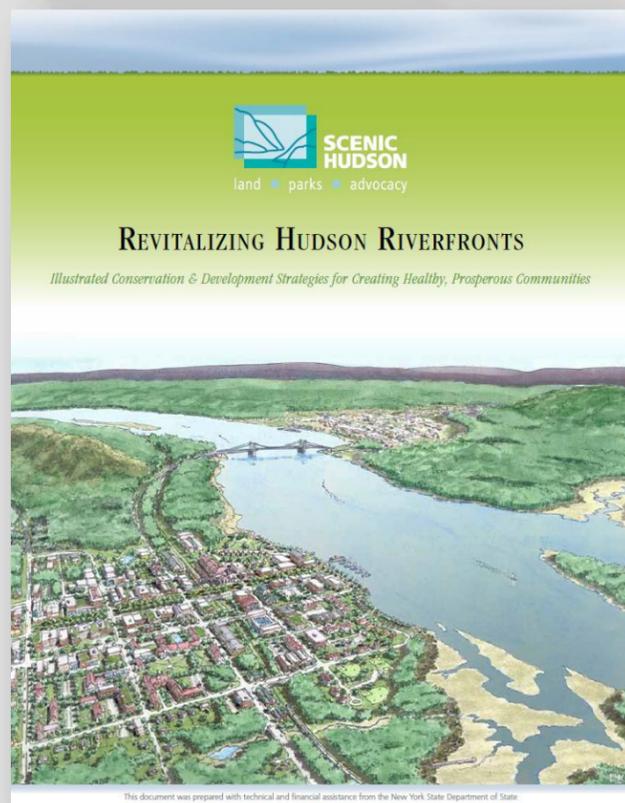
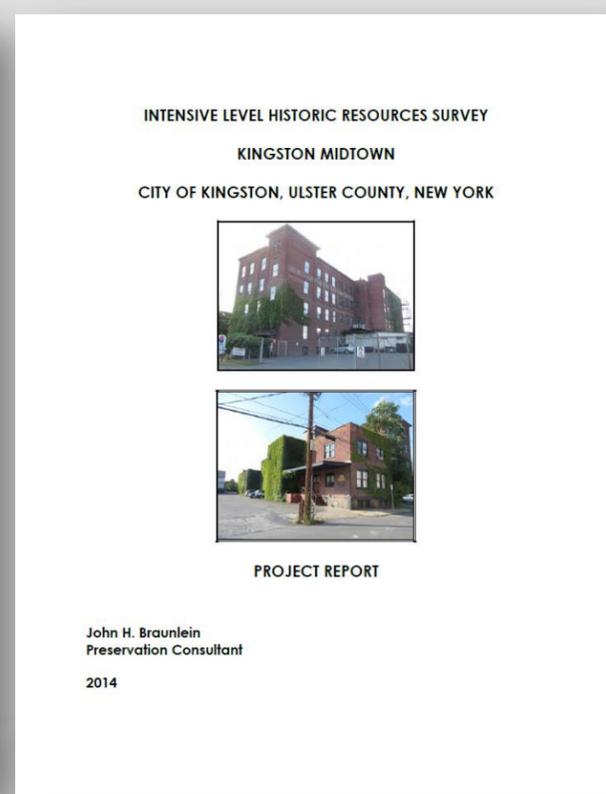
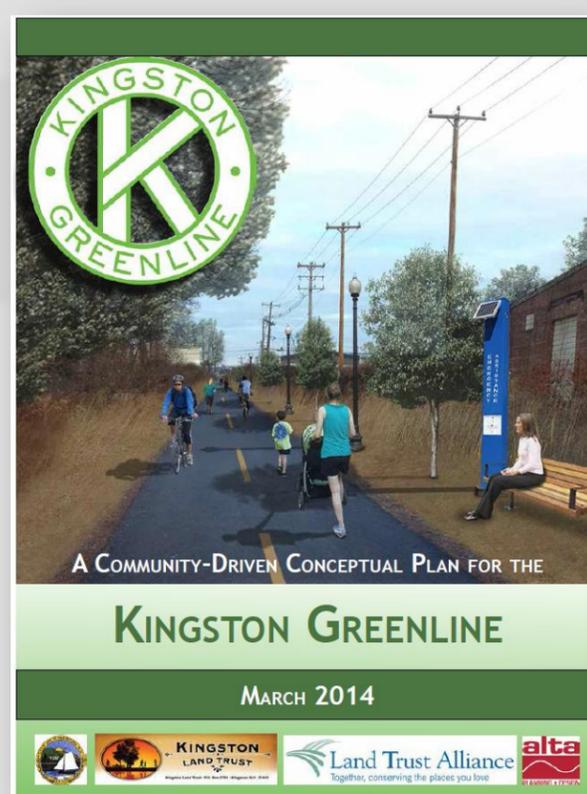
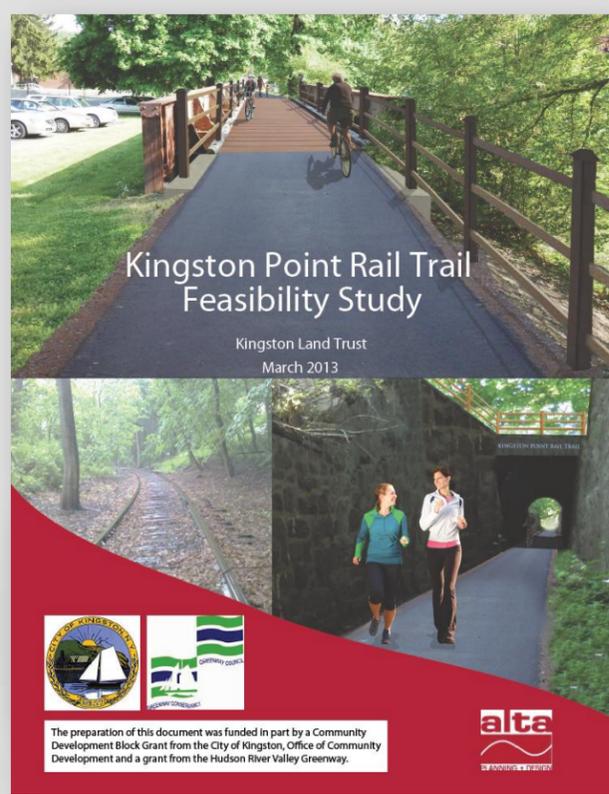
PROJECT LOCATION & SCOPE



- ✓ Inventory and Analysis
 - Site Inventory
 - Base Map & Survey
- ✓ Schematic Designs
- ✓ **Public Information Meeting**
- > Design Development
 - **Kingston Point Rail Trail**
 - **Complete Streets Areas**
 - **Pedestrian Spur**
- > Engineering Analysis
- > Permitting
- > Construction Documents

INVENTORY AND ANALYSIS

- > Previous Planning Studies
- > Street Conditions
- > Neighborhood Considerations
- > Use Generators/Destinations
- > Traffic/Parking
- > Safety & Security
- > Property & Topographic Survey



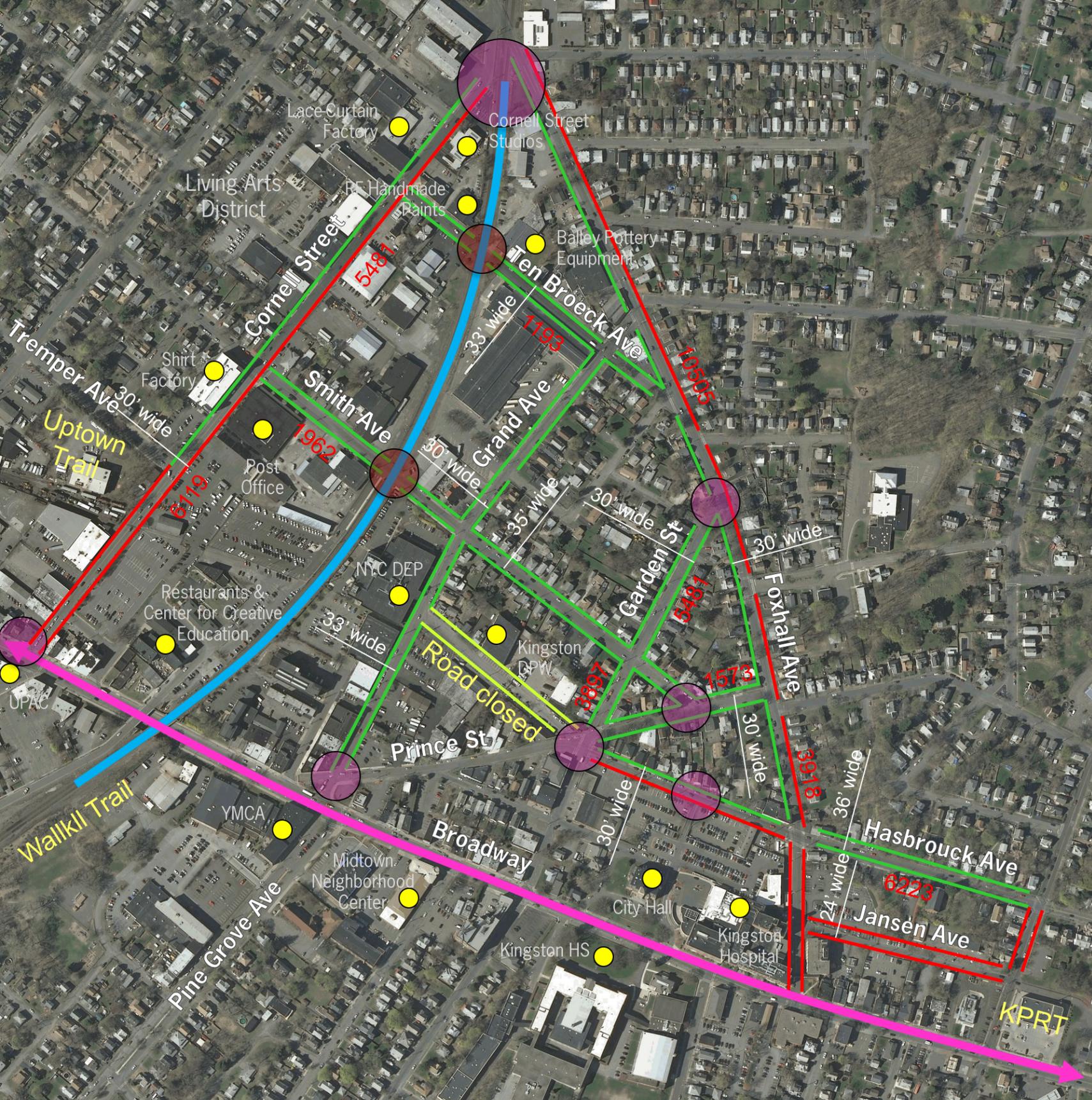
MIDTOWN HUB



MIDTOWN HUB

Inventory and Analysis

-  Active rail line
-  At-grade rail crossing
-  Awkward road intersection
-  Use generator
-  'Building a Better Broadway' improvements
-  'Kingston Greenline' trail connections
-  On-street parking
-  No parking
-  Average Annual Daily Traffic Count (AADT)

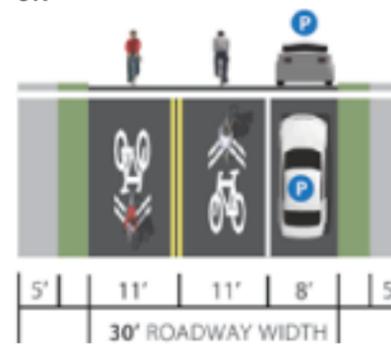


MIDTOWN HUB: ARTS DISTRICT SPINE



Option A: Dedicated Bike Lanes

OR



Option B: Shared Roadway



Cornell St. at Ten Broeck Ave. Looking North



Cornell St. Looking North past Don's Auto Body



Cornell St. near Tremper Ave. Looking North



Cornell St. at Ten Broeck Ave. Looking South



Cornell St. at Smith Ave. Looking South



Cornell St. Looking South (Uptown Trail Connection)

MIDTOWN HUB: SMITH AVENUE OPTION





Smith Ave. View West over RR Tracks

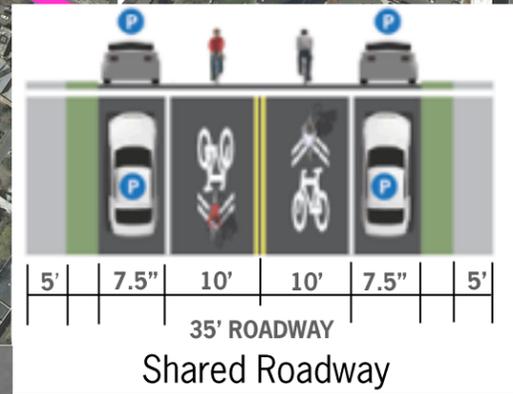
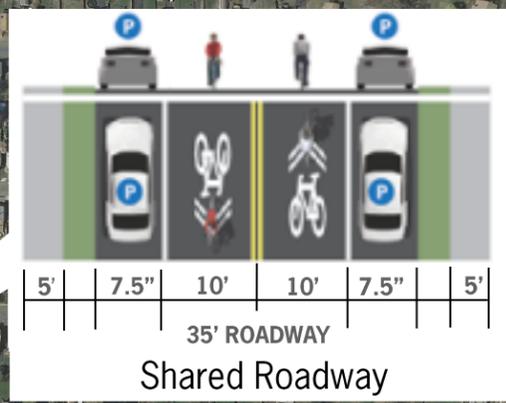


Smith Ave. at Prince St. Looking West



Hasbrouck Ave., Looking Southeast: Closed at DPW Facility

MIDTOWN HUB: TEN BROECK AVE. OPTION



MIDTOWN HUB: TEN BROECK AVE. OPTION



Ten Broeck Ave. at Cornell St. Looking East



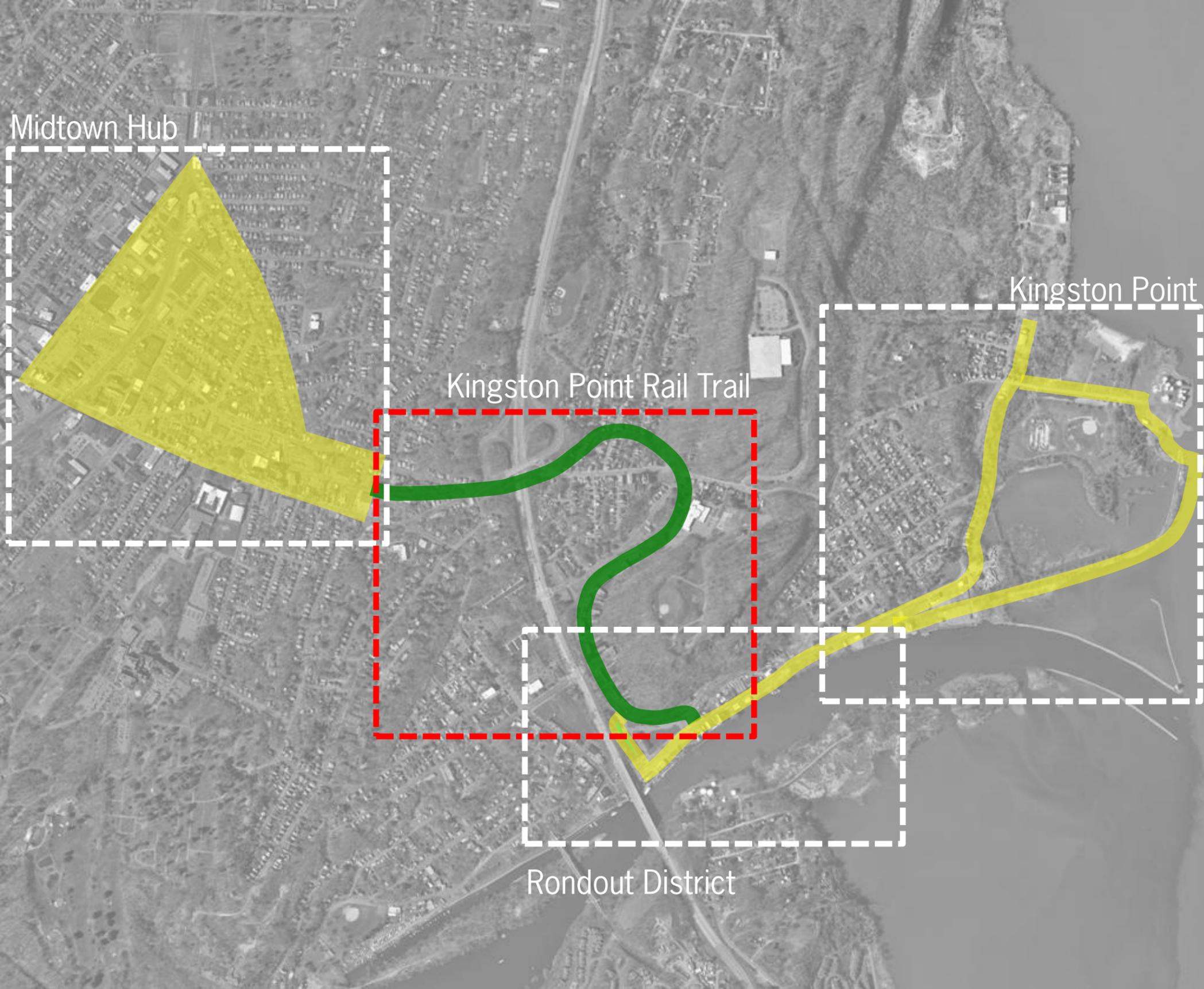
Hasbrouck Ave. at Foxhall Ave., Looking East



Foxhall Ave. Looking South

Conditions	Smith Ave	Ten Broeck Ave
Safety	Turns through awkward intersections (Prince St.). Less traffic than Foxhall portion of Ten Broeck route.	39% less traffic on Ten Broeck (1,962 v. 1,193 AADT), much more on Foxhall to Hasbrouck (10,505).
Access	Most direct route between Cornell Street and KPRT.	Fewer turns through awkward intersections.
Amenities/Generators*	Post Office, DEP, City Hall, "Medical Village," Sunshine Market.	Ulster-Greene ARC. "Arts District" Generators: R&F Paints, Bailey Pottery.
Parking	Residential on-street parking along several portions of route.	On-street parking on Foxhall. Low-use on-street parking.
Design	Right-of-Way 4 to 5 feet wider than Ten Broeck.	Fewer turns and crossings on route. Consistent with Greenline plan.
Other	Both routes require repaving, RR crossing safety stations, improved access management (curbs, fewer curb cuts).	
*Both routes share Cornell Street Generators (e.g., Boice's, Shirt Factory, Lace Mill).		

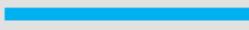
KINGSTON POINT RAIL TRAIL



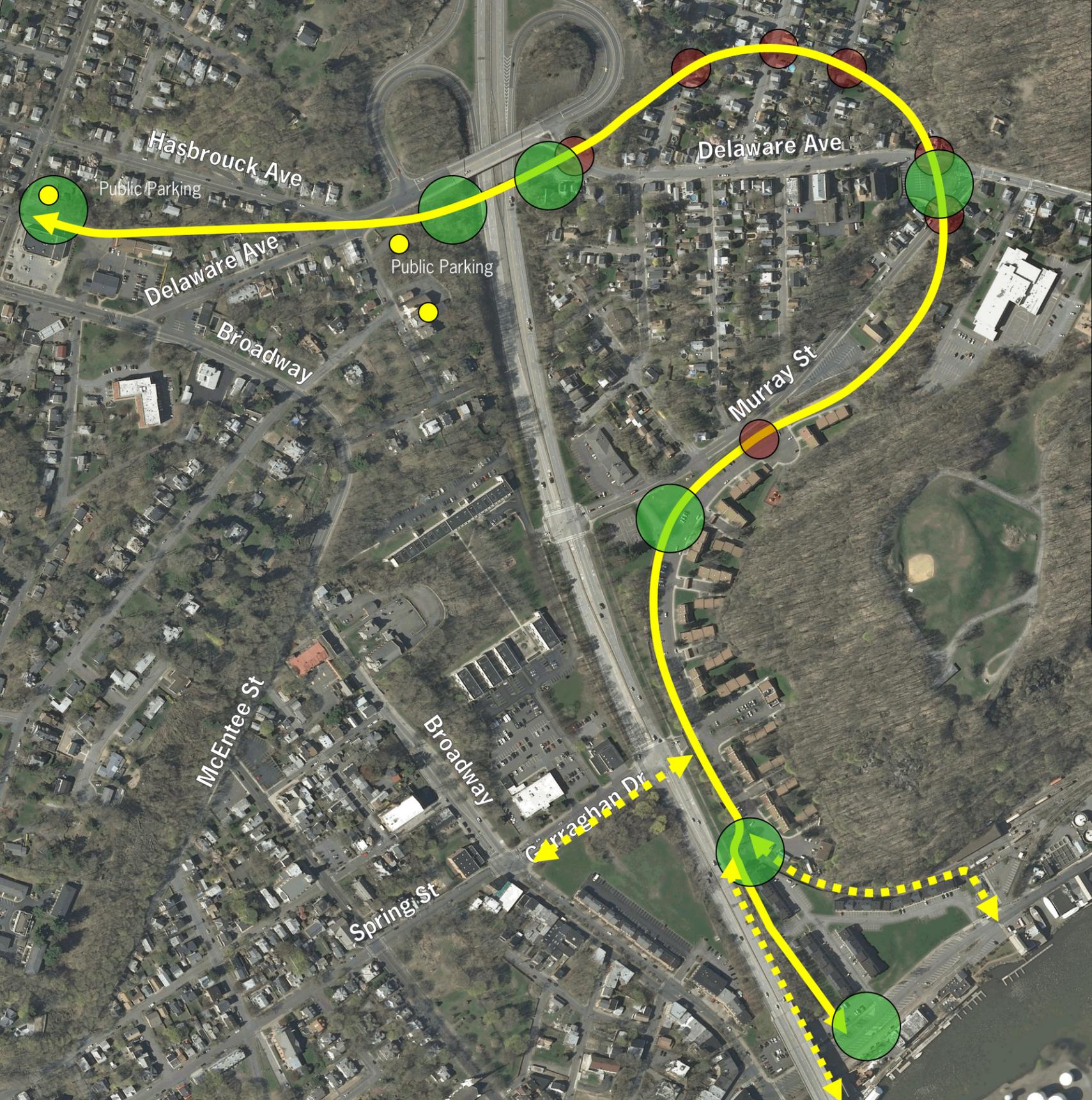
KINGSTON POINT RAIL TRAIL



Inventory and Analysis

-  Active rail line
-  At-grade rail crossing
-  Use generator
-  'Kingston Greenline' trail connections
-  Tunnel/trestle

KINGSTON POINT RAIL TRAIL



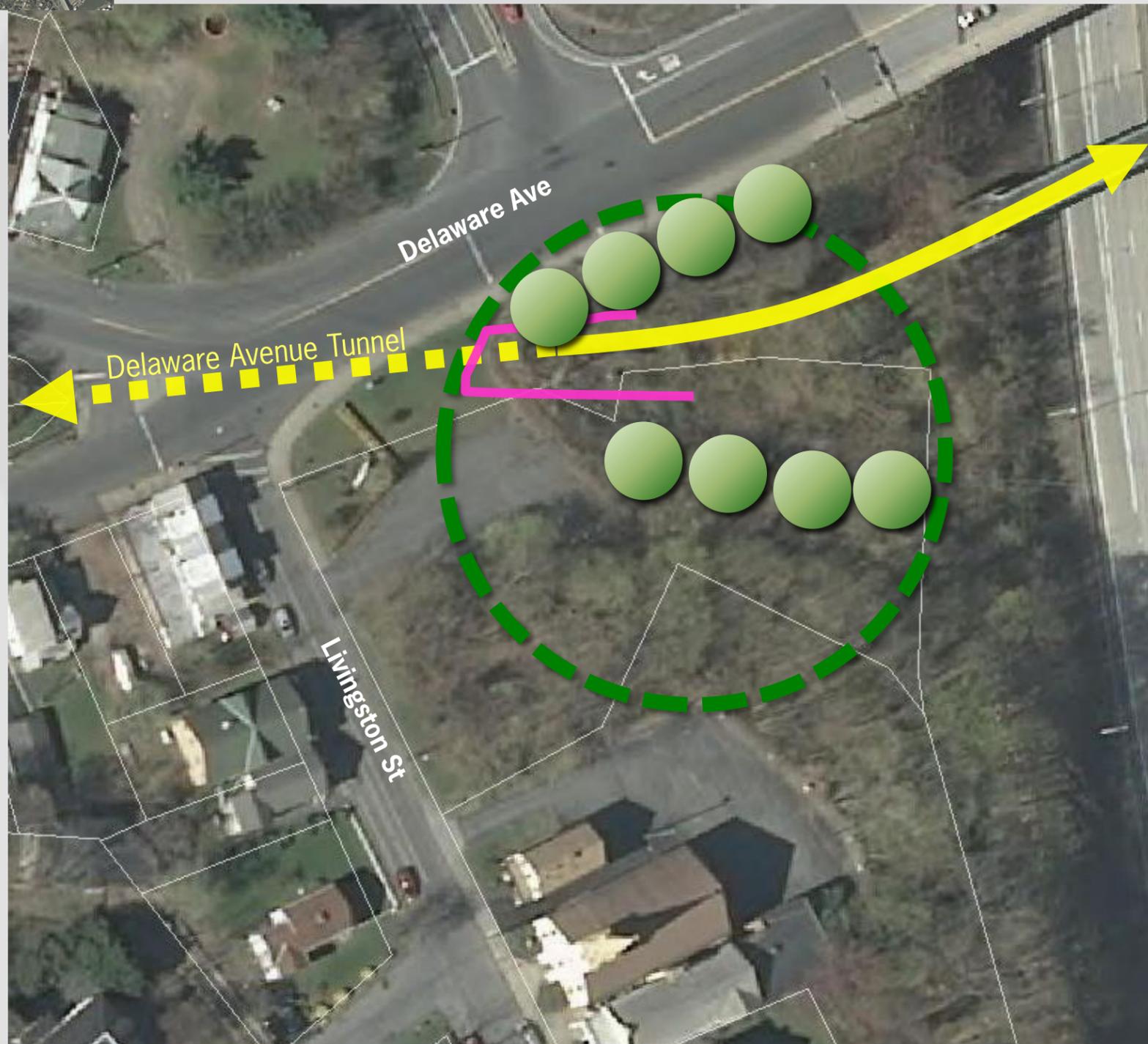


Jansen Avenue Trailhead

- > Gateway Feature
- > Trailhead Amenities
 - Wayfinding Signage
 - Map Kiosk
 - Water Fountain
 - Bike Racks
 - Trash and Dog Station
 - Benches/Tables
 - Pedestrian Lighting
- > Provide fencing for separation between trailhead and parking

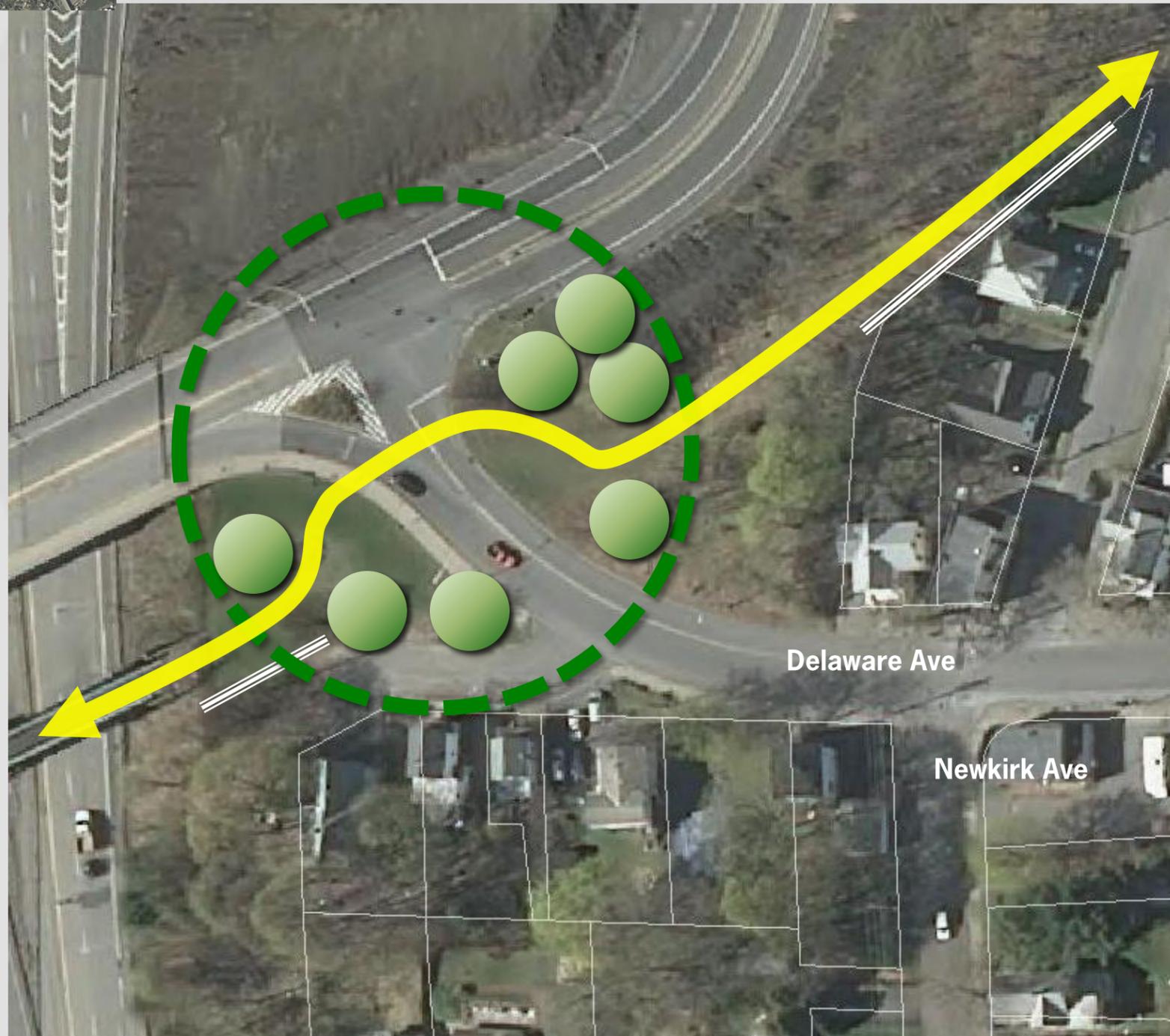
4th Ward Memorial Park

- > Trailhead Amenities
 - Wayfinding/Signage
 - Map Kiosk
 - Water Fountain
 - Bike Racks
 - Trash and Dog Station
 - Benches/Tables
 - Pedestrian Lighting
- > Daylight tunnel where possible
- > Improve pathways for ADA accessibility
- > Consider design features or planting on trail bridge over 9W



Delaware Avenue Crossing

- > Provide safe crossing at Delaware Avenue
 - Crosswalk striping
 - Detectable warnings
 - “Yield to Pedestrians” signage
 - Bike/Pedestrian stop signs
 - Pedestrian countdown traffic signals
- > Intersection alignment and radius improvements to reduce speed and improve safety
- > Fencing to separate trail and residential properties
- > Trim vegetation to improve trail edge visibility
- > Improve pathways for ADA accessibility



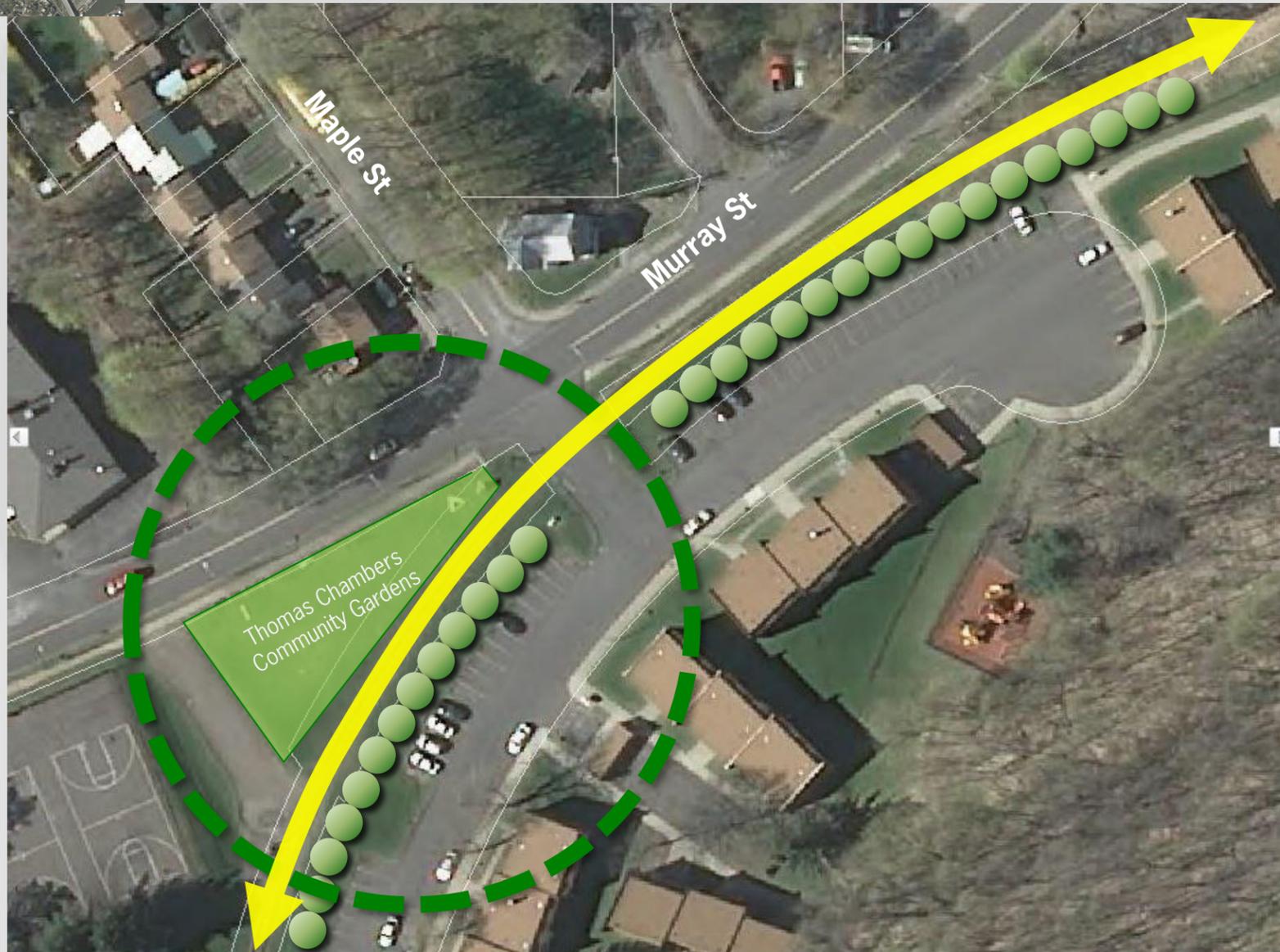
Delaware/Murray Triangle

- > Vegetative buffer from parking lot
- > Provide safe crossing at Delaware Avenue and Murray Street
 - Crosswalk striping
 - Detectable warnings
 - “Yield to Pedestrians” signage
 - Bike/pedestrian stop signs
- > Potential for Neighborhood Park
- > Trail Amenities
 - Wayfinding/Signage
 - Map Kiosk
 - Trash and Dog station
 - Signage to JFK school



Rondout Gardens North

- > Vegetative buffer from parking lot
- > Potential for Neighborhood Park/Resting Area
- > Trail Amenities
 - Wayfinding/Signage
 - Map Kiosk
 - Water Fountain
 - Benches/Bike Racks
 - Trash and Dog station



Rondout Gardens South

- > Provide fencing as needed along trail for separation between trail and residential properties
- > Consider re-decking rail trestles
- > Provide paved trail entrances from Rondout Gardens



East Strand Connection

- > Connect to existing walkway as trail enters Rondout area
- > Trail Amenities
 - Wayfinding/Signage
 - Map Kiosk
 - Water Fountain
 - Benches/Bike Racks
 - Trash and Dog station
- > Formalized entrance to 9W bridge for connection to Port Ewen





Looking West, behind Walgreens, toward Jansen Ave



Tunnel under Delaware Ave, Looking East



Tunnel under Delaware Ave, Looking West



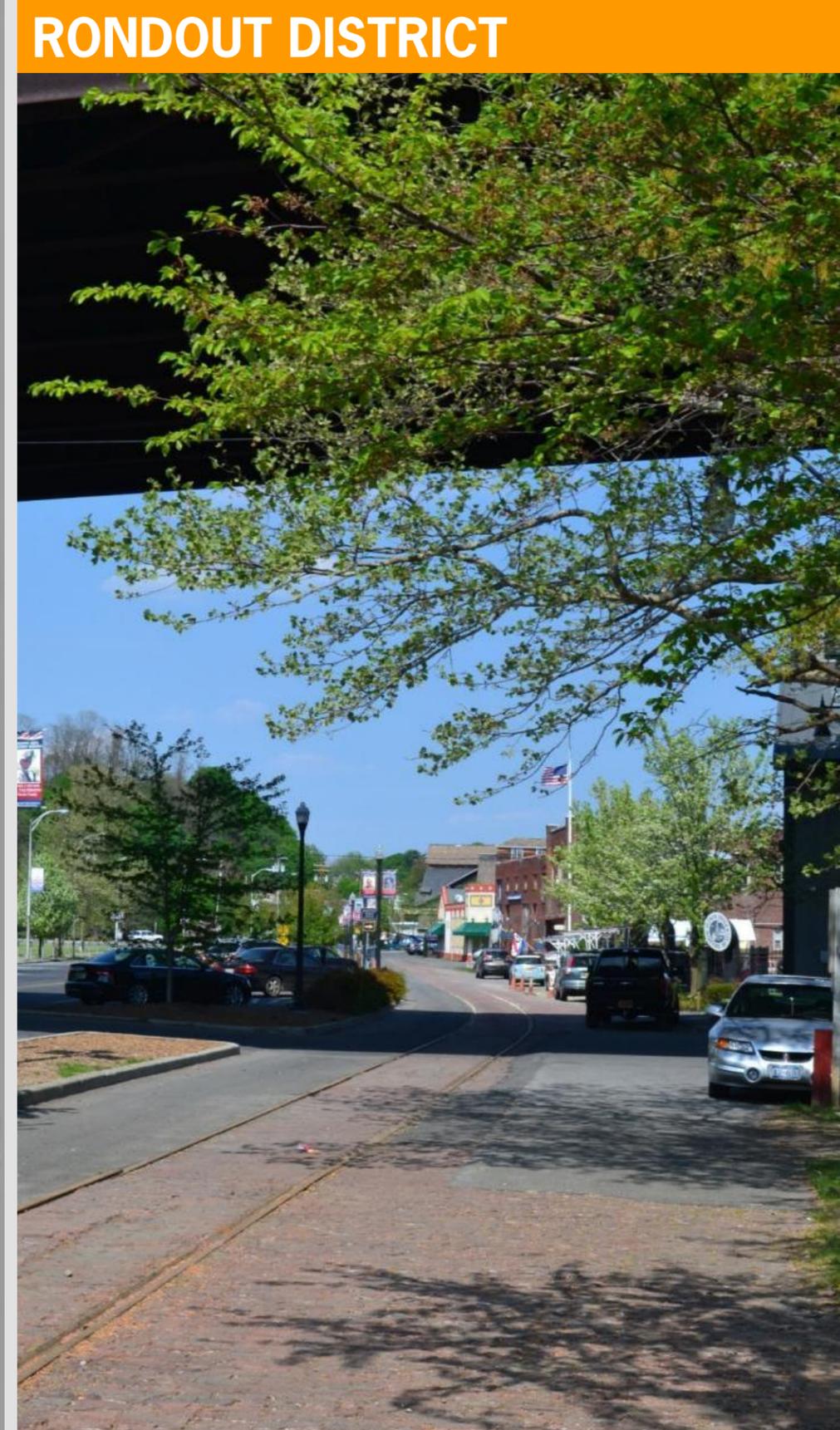
Trestle over 9W, Looking East



Trestle over 9W, Looking West



Corridor at Delaware Ave – Immaculate Conception Church

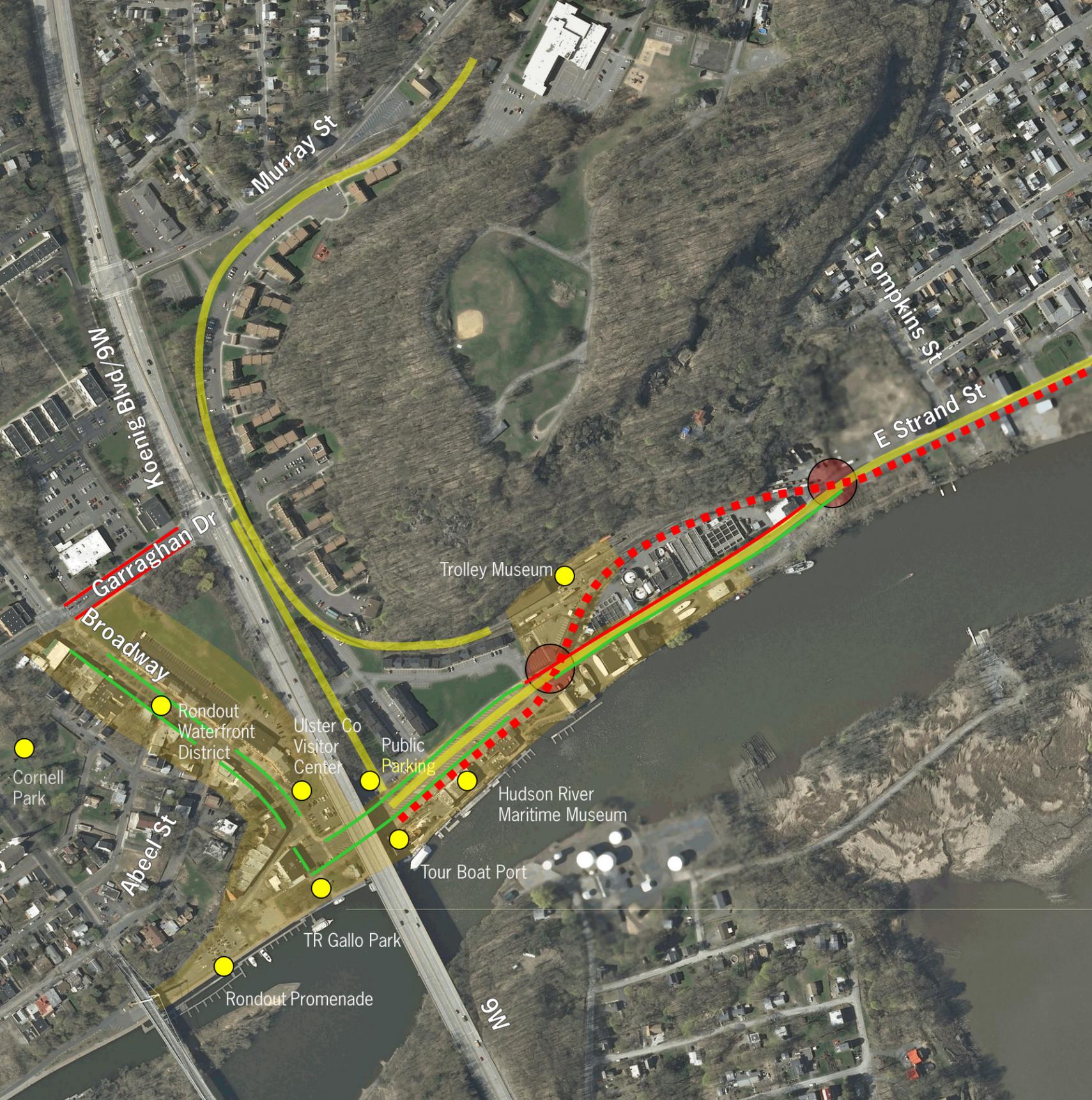


RONDOUT DISTRICT

RONDOUT DISTRICT

Inventory and Analysis

- Active trolley line
- At-grade trolley crossing
- Use generator
- 'Kingston Greenline' trail connections
- On-street parking
- No parking



RONDOUT DISTRICT



RONDOUT DISTRICT



Looking North adjacent to Hudson Valley Landing Apts.



Above Garraghan Dr. Looking South



Looking West from E. Strand St. along promenade



Looking East from Broadway along E. Strand St.



E. Strand St. at Maritime Museum



Looking East along E. Strand St. at Treatment Plant

KINGSTON POINT





Future Connection from Hudson Landing Promenade

Inventory and Analysis

- Active trolley line
- At-grade trolley crossing
- Awkward road intersection
- Use generator
- ➔ 'Kingston Greenline' trail connections

KINGSTON POINT DISTRICT





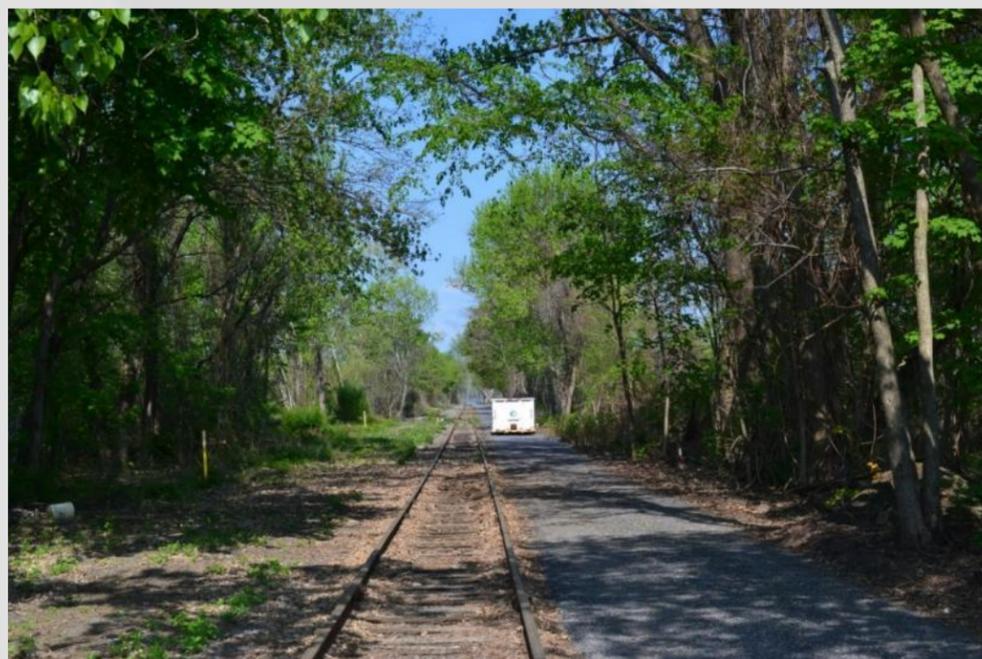
E. Strand St. at Tompkins St., Looking East



E. Strand St., Looking East toward Abruyn St.



Near North St. Looking West toward Tompkins/E. Strand St.



Looking East along Tracks



Looking North from End of Tracks toward Kingston Point



Looking North, North St and Delaware Ave

TRAIL AMENITIES - EXAMPLES



Hudson Valley Rail Trail

Kiosks and rest areas



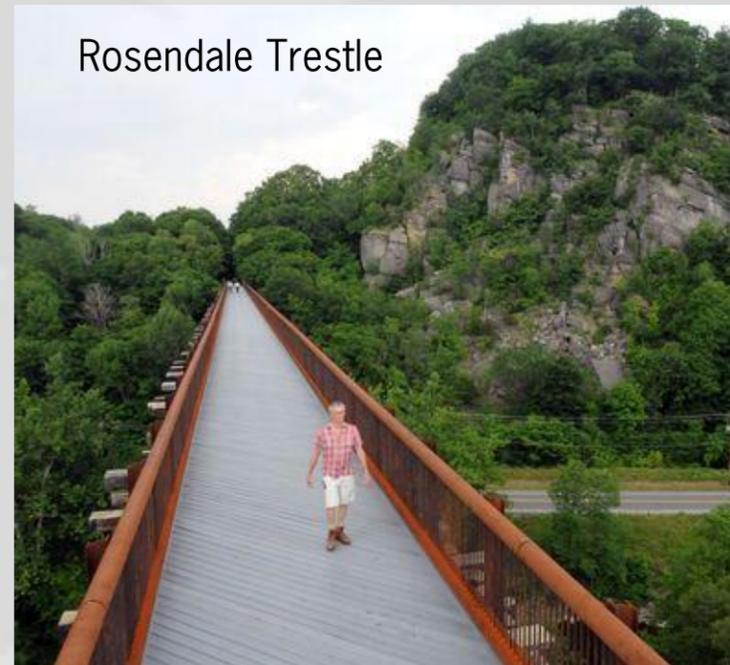
O&W Rail Trail



WALKILL VALLEY RAIL TRAIL in Gardiner



Stairs with Bike Trough



Rosendale Trestle



On-Street Sharrows

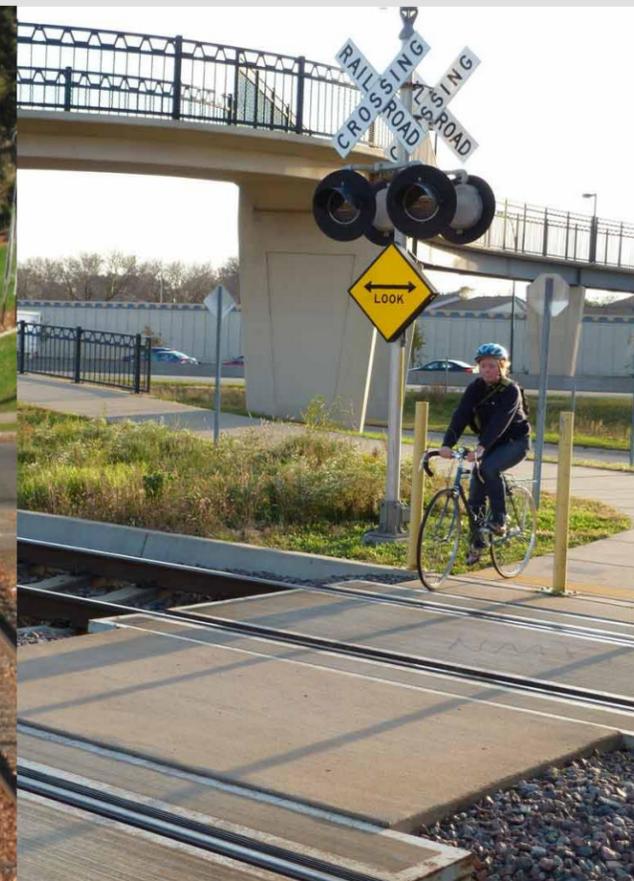
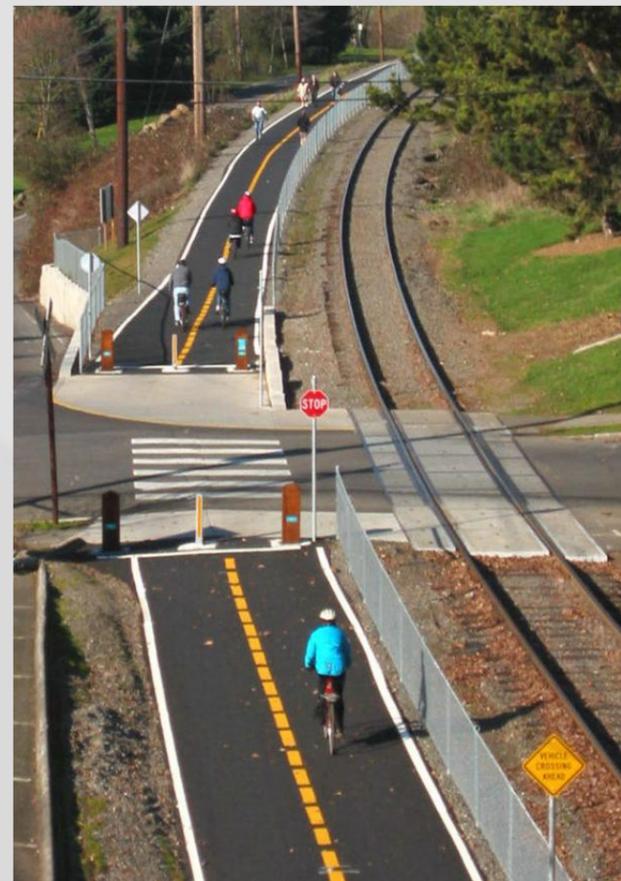


Shared Path Markings

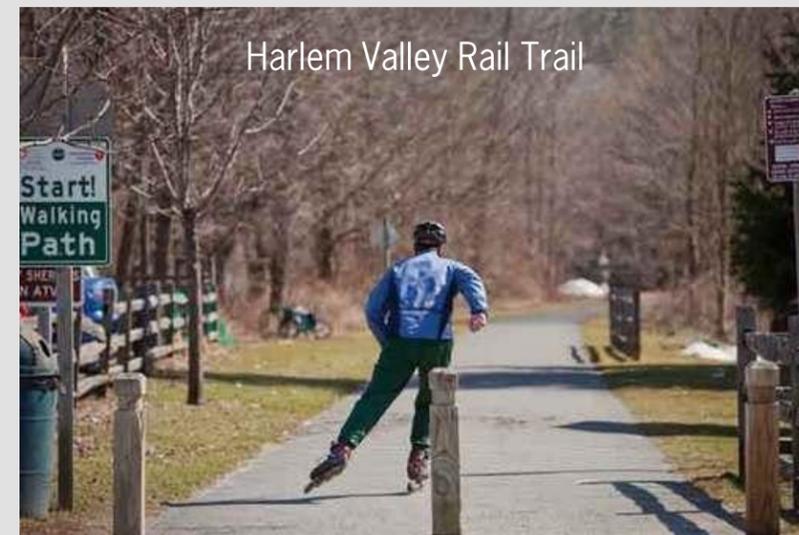
TRAIL AMENITIES - EXAMPLES



Street intersections



Treatment of at-grade track crossings



Trail Entry

SCHEDULE & NEXT STEPS

- ✓ Kick-Off Meeting March 27
- ✓ Site Reconnaissance
- ✓ Schematic Design
- ✓ **Public Information Meeting July 27**
- > Design Development
 - Consolidate Alternatives to Single Preferred Design
 - Cost Estimate
- > Construction Documents



THANK YOU

