



Building a Better
Broadway

Broadway Corridor Conceptual Design Plan, Kingston, NY

Feedback from Public Meeting 1

Feedback from Public Meeting

Following the presentation there was a question and answer session to solicit input from those present and to provide more information on the project and the findings to that point. After the Q&A session, the public had an opportunity to review and discuss the presentation boards, provide comments at four stations through a post-it exercise, and interact with the TAC and consultant team. A summary of the feedback from the public information meeting is provided below and more detailed information is appended to this study.

Safety

Safety concerns were expressed generally relating to numerous issues, including burned out signals, difficulty making turns, and pedestrian crossings (including crossing distance). There were also many comments that parents with families who would like to ride in the downtown don't because of the lack of secure pedestrian facilities.

Intersections along Broadway about which the public have expressed concerns relative to safety include:

- Pine Grove Avenue
- Liberty Street
- Staples Street
- Cornell/Cedar Street
- East and West Chester Street
- O'Neill Street

Accommodating Bike Routes

While there were a couple of comments indicating opposition to bike lanes and questioning the need for them, the vast majority (by a 31 out of 33) were in favor of bike lanes. In fact, the most common comment related to bike lanes was the desire to see dedicated bike lanes, even at the expense of loss of parking. Many acknowledged that this would be a painful conversation but one they were willing to undertake.

Specifically, it was suggested frequently that the bike lanes should connect the 3 rail-trails entering Kingston's downtown in the vicinity of Broadway. There were also many comments that more bike parking and bike racks were needed, perhaps some designed by local artists.



Transit / Bus Routes

There were a lot of comments in support of providing and improving bus service along the corridor. It appears that the general consensus is that the current service is ineffective and, therefore, much less utilized than it could be. Apart from improving transit facilities (including better service, schedule and route identification), suggestions to improve the current service included:

- Use of hydrogen fuel cell or electric shuttle buses (no fossil fuel buses).
- Provide frequent, dependable service that is visible and continuous between Broadway and the Plaza areas (perhaps a shuttle system).
- Merge City & County bus systems.

It was also mentioned that the bus service should be kept affordable for the less privileged in the community so that they could continue to participate in the Broadway community.

Transit and other Street Features

A lot of interest was expressed in making the sidewalk zones along the Broadway corridor places for people to meet and congregate, rather than just somewhere to walk or wait for the bus. To this end, it was suggested that tables and benches be added at intervals, have benches face each other to encourage community engagement, encourage outdoor dining, have a wider sidewalk zone instead of bike lanes, improve street lighting and extend a short distance into the side streets.

With regard to the type of street furniture there was considerable openness to pushing the envelope to create thought-provoking spaces as well as to deploying the most environmentally friendly lights and recycling receptacles. Tree planters which manage storm water runoff were generally viewed favorably. Public art was also mentioned as something which would enhance the public discourse.



One concern was expressed that bump outs can present safety issue with bus operations as buses merging with traffic disrupt the flow of traffic.

Sidewalk Treatments

When it came to sidewalk treatments, there was some ambivalence. While some favored blue stone, others favored brick, suggesting there might even be an opportunity to intersperse both judiciously. What was apparent was the desire to spend a little extra and use quality blue stone to avoid premature maintenance issues. There was also some interest in using permeable pavers. Bump outs were generally well received, with the one notable exception regarding bus pull stops.



Landscape Elements

Public comments expressed a strong desire for trees of character which dominate the landscape and provide shade from the sun and cover from the rain. Sycamores were a popular choice although there was some concern expressed about sidewalk root heaving. The public also inquired as to who would maintain new plantings and landscaping.

Placemaking

The possible creation of pocket parks in the vicinity of the intersections of Broadway with Henry Street and Pine Grove Avenue was generally comment on very favorably, as was the concept of narrowing Broadway at these intersections and at Cedar Street. The creation of a multi-use space in front of UPAC with different pavement /parking (or not for big events) was also suggested.

Parking

Lack of parking was not expressed as a concern, rather, it was the need to better sign the parking lots just off Broadway to make the municipal parking lots more attractive with landscaping and to provide replacement municipal parking off Broadway where spaces on Broadway may be replaced by bicycle lanes (or perhaps angled-parking on the opposite side).

Miscellaneous

The public had a number of interesting miscellaneous suggestions including:

- Making Downs Street one stop away from Broadway or closing it
- Consider installing a roundabout at Henry Street
- Beginning Study at James Street and extending down beyond Delaware Avenue x2
- Add a westbound right-turn lane to Thomas Street



Building a Better Broadway Public Meeting #1 November 19, 2014 Meeting Notes

3 – 5 PM Session

Welcome

Following an opportunity for the public to view boards displayed throughout the room, Dennis Doyle, Director of the Ulster County Planning Department, welcomed everyone attending the meeting and discussed the planning process. He introduced Brian Slack and David Staas from UCTC. The members of the TAC and then turned the meeting to Robert Dennison, Principal in Charge, from VHB. Bob introduced John Canning from VHB who is the Project Manager for the project.

Presentation

John Canning welcomed everyone and presented a PowerPoint presentation that details the process to date for the Conceptual Design Plan. The purpose of the study is to renew, restore, and revive Broadway and improve bicycle and pedestrian safety, aesthetics, and transit and traffic flow. In addition, the study is intended to reconnect the Broadway corridor with surrounding neighborhoods. The City of Kingston also recently was awarded almost \$4 million in grant funding to improve the corridor. John mentioned that the tagline “Bringing Back Broadway” will be changed to “Building a Better Broadway” due to its use by the City of Los Angeles.

John discussed traffic conditions for Broadway from Liberty Street to Cedar Street, from Thomas Street to Hoffman Street, from O’Reilly Street to E/W Chester Street, and in the Franklin Street and Cornell Street vicinities. He presented potential opportunities for improvements at Broadway (from Liberty to Cedar Street), Broadway at Henry Street, Broadway at Grand Street, Broadway at Cedar Street, and Broadway from Liberty Street to Grand Street, that would include shorter crosswalks (resulting in reduced pedestrian exposure), bicycle lanes, bump outs, and opportunities for new public space.

John also discussed bicycle lane options and detailed connections to the three Kingston proposed bike trails. He also reviewed accident history in the corridor and discussed bus transit. Some place-making concepts and implementation techniques from Pittsfield, MA were presented. He also discussed sidewalk corridors and streetscape improvements in Kingston (replacement of blue stone) and highlighted Amesbury, MA as another comparison of potentially similar streetscape improvements to what Kingston could consider. He showed examples of streetscape furniture for receptacles, benches, planters, bike racks, landscape, and lighting. The presentation also highlighted how the corridor and network will perform with these improvements.

Questions from the public included the following:

- Question: Was angled parking considered? Answer: Yes, it was considered but was not recommended due to associated increases in accidents.
- Question: Could protected bike lanes on both sides be added? Answer: It would require an additional 3-feet of right-of-way.
- Question: What are the boundaries of the project? Answer: Broadway from Liberty to Chester to Delaware Avenue. Question: Could the entire corridor be studied? Answer: The boundaries were per the scope of services but expanding the study area to look at Chestnut Street could be a possibility.
- Question: Asked for further explanation of the average 7 second delay in the corridor. Answer: Clarified that the 7 second delay was within the platoon window at each intersection.
- Question: Were traffic counts done when the high school let out? Answer: Yes. It was further noted that detectors at Foxhall Avenue are not working.
- Question: A question was asked about railroad track crossing concerns. Answer: The issues were noted and will be considered as part of this effort.
- Question: Is Pittsfield the same size as Kingston? What type of revitalization happened there? Answer: It is similar population size and the consultant team will look into what efforts have taken place in Pittsfield (see attached).
- Question: What problems are trying to be solved with this study? Answer: Goal is to improve and increase mobility, safety, and make Broadway an enjoyable place and not just a pass-through.
- Question: Is there more information on the problems identified? Answer: A crash analysis was conducted and it was found that crashes in the corridor are at a higher rate than the state average – likely due to weaving movements. Lights are timed for each intersection and are not progressive throughout the corridor.
- Mr. Dennison described the benefit of recent, somewhat similar recent improvements in the Vassar College area.
- Question: Could traffic signals be removed? Answer: The only possibility for this is at Liberty and Elmendorf however it is recommended they be retained due to the pedestrian crossings in these locations.
- Question: Are roundabouts being considered? Answer: Not so far due to the limited right-of-way.
- Question: Are there any recommendations for bus stops? Answer: There are no recommended changes for bus stops.
- Question: Are protected bike lanes a possibility? Answer: This is dependent on the right-of-way and could require removing some parallel parking. The study found there is enough parking (but it may be off-street).
- Question: Can the number of manhole covers be reviewed? Answer: Paving could smooth out issues with manhole covers.
- Question: Could additional greening be considered i.e. solar street lights? Answer: Yes.

Following Q & A, the public had an opportunity to review and discuss the presentation boards, provide comments at four stations through a post-it exercise, and interact with the TAC and consultant team (see below).

6 – 8 PM Session

Welcome and Presentation

Following an opportunity to review the boards, the public was welcomed, introductions were made, and the presentation detailed above was presented to attendees.

Questions from the public included the following:

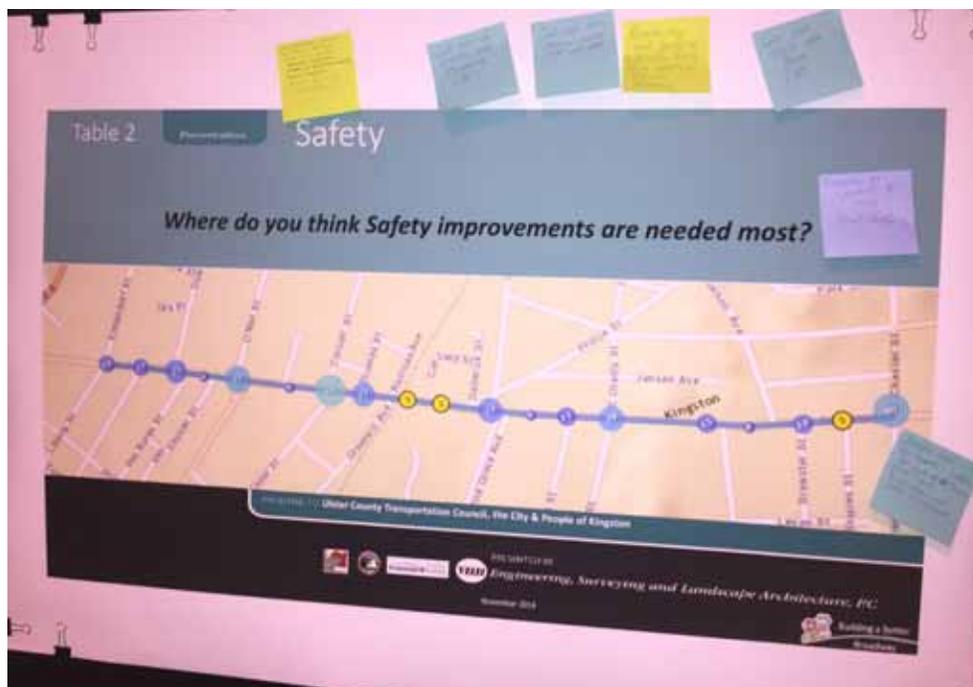
- Question: What interaction has there been with the Kingston School District? Answer: The team is aware of the change in drop-off location and has reached out to the school district. As the drop-off will now be off Broadway, there will not be great changes to Broadway but there may be changes in volumes on side streets.
- Question/Comment: We love the bike lanes and would like to see bike racks throughout the City. What is the timeline for construction/implementation? Answer: 12/18 months to 36 months (not including heavy construction).
- Question: Would a shuttle system be possible along Broadway? Answer: This has been discussed and the concept is to keep bus stops where they are. Pull-offs could be considered.
- Question: Who would maintain plantings? Answer: Possibilities include a BID or a Beautification Committee.
- Comment: Hire people who are from Midtown for economic stimulus.
- Question: Were protected bike lanes considered? Answer: Yes and these can be considered further.
- Question: Could protected bike lanes be on the other side of parking? Answer: This could be considered but would require an extra 3 feet of right-of-way.
- Question: Could parking be removed to add more right-of-way? Answer: Would need to coordinate with business merchants but there is parking capacity elsewhere.
- Question: What type of outreach was done to the business community? Answer: Online, flyers delivered in person, and contacting major businesses directly.
- Comment: Concern about train back-ups. Answer: Train-related issues need further study.
- Comment: Coordination with creation of the Arts District.
- Comment: Concern about coordination and wastefulness of spending given paving underway now. Would like to see additional coordination with City DPW and Central Hudson.
- Comment: Would like to see Broadway have more of a neighborhood feel. Idea could be little pocket neighborhoods with rotary (roundabout) between each pocket neighborhood. Answer: That is a concept we can discuss and consider further.
- Comment: The Vassar College area as an example where there is pedestrian awareness and traffic keeps moving.
- Comment: Creating a sense of place in Midtown is important. Concern about snow removal on sidewalks and snow being plowed into parking spaces in the winter.

Following Q & A, the public had an opportunity to review and discuss the presentation boards, provide comments at four stations through a post-it exercise, and interact with the TAC and consultant team (see below).

Compendium of Comments from Breakout Sessions at November 19, 2014 Meeting

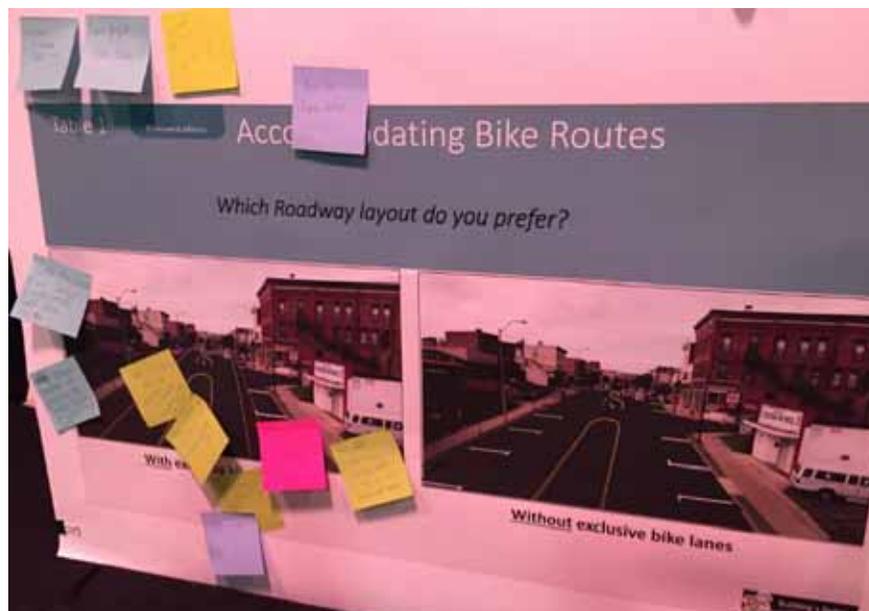
Safety

- Intersection south of train bridge with the YMCA (Pine Grove): Right of way clearer.
- Left turn to Liberty from Broadway, Ugh!
- Left turn Staples onto Broadway, Ugh!
- Delay out of Staples is a problem
- Dedicated turn arrow burned out all over
- Broadway and Pine Grove, especially turning from side roads left onto Broadway
- Broadway at Cornell Street and East Chester Street
- Burned out ← traffic lights for turn at Garraghan Drive, Delaware Avenue onto Hasbrouck.
- Being a pedestrian at this corner (O'Neill Street) is terrifying!
- The shorter the distance to cross Broadway the better.
- Great idea, Bump outs will help!
- Thoughts on type of pedestrian signals? Concurrent with lights? Separate cycles?
- Eliminate access entrance to Dunkin from Broadway. For those heading westbound, slowing causes jam up at intersection, especially if turning right from Cedar. Also, with a modified lane system, it would be a difficult location to turn left into from eastbound lane.
- Left turn by Dunkin Donuts going east – left turn illegal onto Thomas
- Left-turn not currently allowed. Many people currently cross yellow line with traffic. May need to do special treatment trees/planted island.
- This stop (at O'Reilly) makes right turns on Broadway from O'Reilly. Blind spot / need to go around.



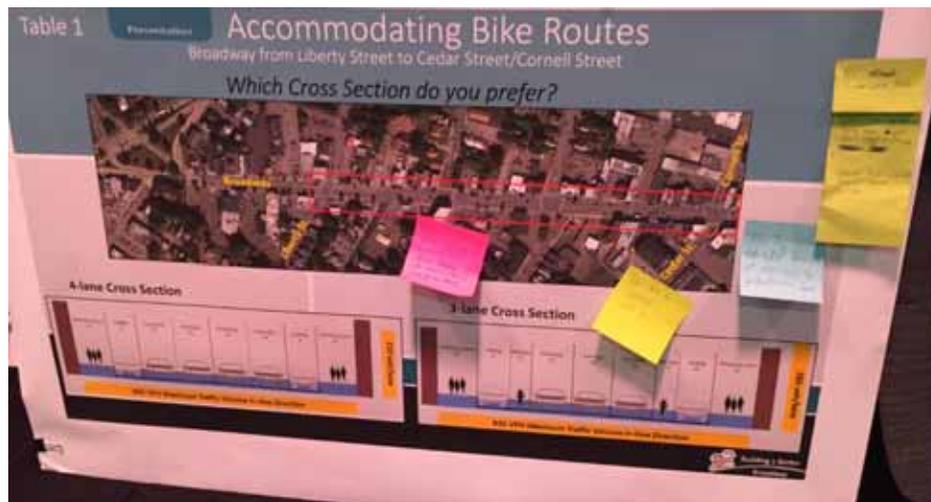
Accommodating Bike Routes

- No bike lanes please - I saw very low amount of bikers in 3 years on Broadway
- Prefer 3-lane cross section, with bike lanes
- Yes to bike lanes!
- Definitely 3 lane but with a physically separated bike lane. Parking between vehicle travel and bike lane.
- With exclusive bike lanes preferred; add bike racks
- Balance removal of parking to retain same on-street-1-side or parking alternating sides
- This area (by Thomas Street) could lose parking which is fine as huge municipal lot nearby
- Do 3-lane.
- Consider recommending bike racks created by local artists like Louisville, KY.
- Bike lane connect to Broadway at East Chester Avenue
- We need bike lanes & bike parking
- Don't forget AZ Bike Racks!!!
- Consider protected bike lanes!
- Need to extend bike infrastructure to connect with Kingston Point Rail Tr.
- Protected bike lane Cornell to Chester. No bike lanes west of Cornell.
- Ensure that signal loop can detect cyclists
- No 2-way cycle track
- This may be a tough intersection (Garden Street E O'Reilly Street and Hasbrouck Ave) to direct cyclists through - a 5 corner intersection with limited visibility esp. from Hasbrouck Avenue into the intersection





- Agree with Exclusive bike lanes (x2)
- Use cars to protect bike lane
- Parking is adequate – take out parking lanes and substitute exclusive bike lane
- Please create a conceptual design for protected bike lanes (More safety = more user groups & users)
- Use Greenline proposals (separate bike lanes) to accommodate bicycles – probably connect at Greenkill Ave & Cornell Street
- Please create a conceptual design for protected bike lanes for consideration. (We are ready for the painful conversation) x9
- Do not like the left turn box.

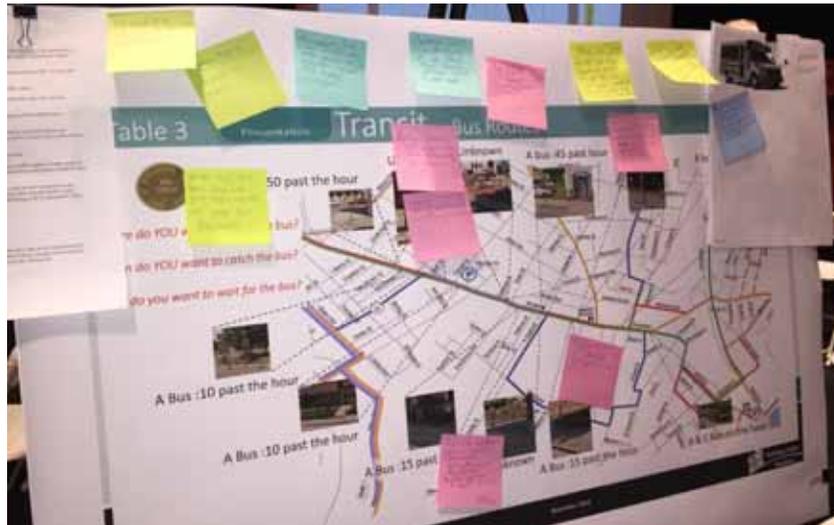


Transit / Bus Routes

- Bus operation with bump outs can present safety issue. Merging with traffic disrupts flow of traffic
- Buses need to run on time.
- Prefer hydrogen fuel cell or electric shuttle bus no propane or “natural gas” (methane)
- We need bus shelters with explanation of the routes.
- Make bus fare very cheap (one price hop-on hop-off) or free for residents
- Alternative fuel public buses running every 15-20 minutes – small and nimble (x2)
- Provide dependable buses from Broadway to the Plaza areas – Kingston residents work in that mall!
- Looking for something that is visually continuous. Put shuttle bus on the corridor (Kingston corridor shuttle bus.com or <https://www.facebook.com/KingstonCorridorShuttleBus>) - Jerry
- Make bus arrival per stop based on 10-20 minutes per stop, not one hour – want to just wait a reasonable time, not based on clock hour (Yes – even if buses are smaller)
- Provide a continuous corridor that is a visible cue to where you are.
- Make bus routes more intuitive, reliable, and accessible to understand online/in signage
- Can we merge city & county bus cycles in the process of revitalizing transportation on Broadway?



- Bus should come to streets where you are able to stop off by and be convenient
- Should be buses to catch and stop when pleased
- We need shelters with maps of each route illustrated
- Yes to shelter with benches and bus information
- Bus routes need to be displayed - times of buses, cost of ride.



Transit and other Street Features

- Curved shelter provides sun protection, just looks cool!
- Curved Shelter too modern
- Curved is best of these (shelter options). Are bubbles a possibility?
- Yes to green rectangular shelter with bench
- Bus operation with bump outs can present safety issue. Merging disrupts flow of traffic
- Smaller planters look nicer (x2)
- Smaller planters
- Use xeriscaping/rain gardens with native plants to maximize infiltration, minimize need for watering and increase longevity and pollinators
- Tree wells Cool! Capture storm water and store snow
- Planters that take sidewalk storm water is great & needed
- Sunken planters can be a hazard if the curbs around them are too low - Also, they collect debris. They are also not user-friendly as they block freedom of movement
- Planters used as benches
- Please consider stone/granite/brick planters x2
- Provide vegetated medians
- More trash cans and more frequent pick up needed
- Tipped (angled) trash baskets (Is compacting possible?)
- Include recycling receptacles next to all trash receptacles.
- Consider solar compactors (we already have 4)
- Consider siting ground/pole-mounted solar arrays along corridor to power street & traffic lights



- Shorter (10 - 12'), pedestrian-scale light poles
- Add lighting down intersecting streets to make more “friendly” safety
- Put solar on light fixtures
- Use LED lights with minimization of upward lighting (dark skies)
- Can we have spaces for public art?
- Add tables and benches - outdoor dining
- Position furniture so public spaces are created. Places not just for waiting but for gathering.
- Love benches facing each other for community engagement, like uptown
- Add benches at intervals to pedestrian zone.
- Wide cement area present possibilities (table, benches)
- Lots of street seating, public art (not just a few benches). Tables, chairs, interesting chairs made by local artists.



Sidewalk Treatments

- Use pervious asphalt and permeable pavers in conjunction with rain capture (gardens, swales)
- I believe Bluestone would work best
- Big flagstones or bricks
- If able to be maintained, I like brick, it has a nice town feel to it.
- If brick areas can be maintained, I like the Brick sidewalks, it has a nice town feel to it.
- Bump outs great idea
- Brick Sidewalk Neatness. Unique.

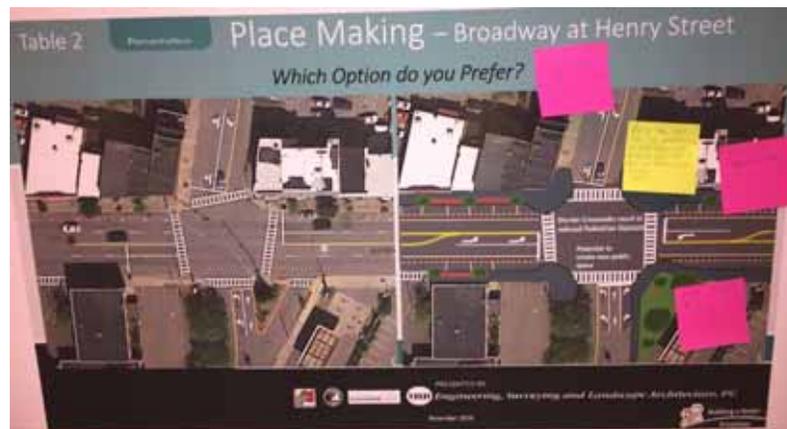
Table 4 (Landscape Elements)

- Underpass for the trestle – need shade trees
- These columnar trees (chanticler Pear) block views without providing shelter. Small ornamentals also block views.
- Proper, large, tree wells will grow deep roots. Trees don't have to be a sidewalk problem.
- Small intermittent parks are fine for little side streets. We need grand avenues (not necessarily wide) of trees to look beautiful for visitors.
- Deep roots
- Put trees on cross section
- Sycamore plane trees
- Summer shade very dense tree cover (also provides some rain protection) will mean more pedestrians.
- Shade / canopy
- Sycamores were beautiful – no pears
- Not ornamental fruit trees
- Japanese Zelkova
- Consider recommending Cornell structural soil or deep root barriers to prevent sidewalk heaving.
- Pretty tree (red maple)
- Yes, maple or other shade trees
- Tall shade trees for canopy, sidewalk cafes, beauty (not these small, ornamental tree/shrubs)
- Choose natives like black tupelo instead (of chanticler)!
- Where are the grand old street trees that used to be typical to upstate cities?



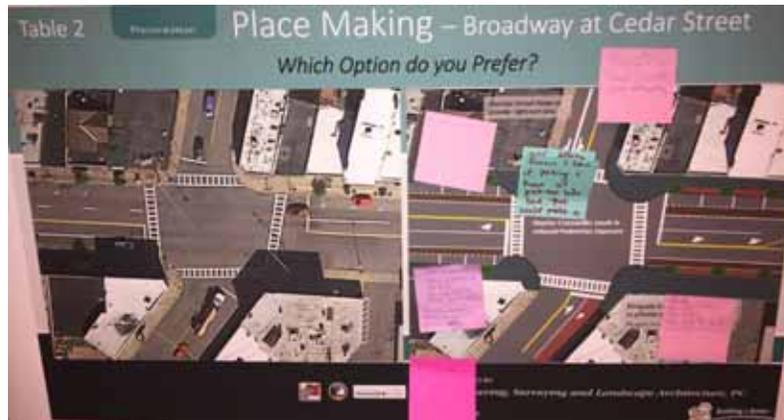
Placemaking at Broadway and Henry

- Shorter Crosswalks and bike lanes (consider protected bike lanes)
- Bring this wait line (Stop line on SB approach) up perpendicular so both lanes have a full right-left view and entrance into traffic
- Love the bike lanes
- Dedicated bike lanes
- Traffic lights are horrible
- Bump outs are great
- Like the bike lanes
- Love this! (new public space at the SE corner of the intersection)
- Great idea (new public space at the SE corner of the intersection)
- Multi use space in front of UPAC with different pavement / some parking or not for big events
- Add lighting down Henry Street about $\frac{1}{3}$ to $\frac{1}{2}$ block
- Protected bike lane Cornell to Chester. No bike lanes west of Cornell. Wider sidewalk.



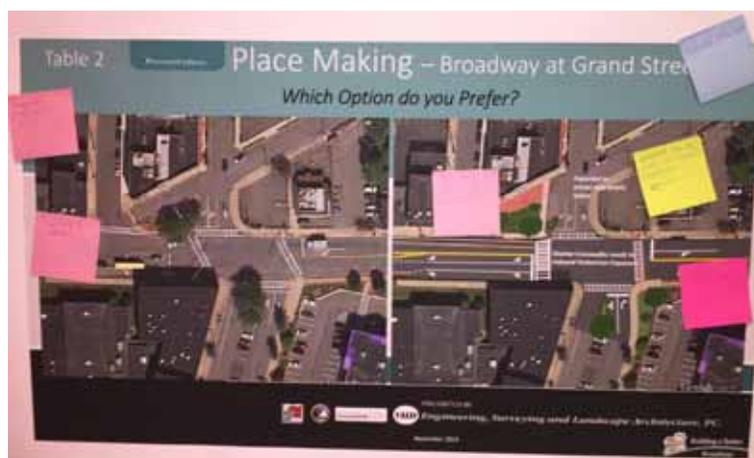
Placemaking at Broadway & Cedar Street

- Broadway is too wide to encourage use of either side
- Remove 1 lane of parking & have a protected bike lane. That would make a huge difference for bikes
- No bike racks
- Solar bus shelters
- Put solar on any bus stop roof
- Bluestone. Good Bluestone yes, bluestone
- Jack - Bluestone study. Try to use only the best quality and thicker
- Signs in Spanish. Lose parking on one side.
- Prefer shorter crosswalks
- Should restripe right lane either way
- Add right-turn lane WB to Thomas Street (x3)



Placemaking at Broadway and Grand Street

- Signal progression poor, Lighting is poor
- Use tree with roots that go down (Zelkova) - Jack.
- Eliminate the parking lot to the west of Plant Wings to make the street crossing more perpendicular
- Protected bike lanes x 2
- Love new public space (at the SE corner of Pine Grove and Broadway)!
- Difficult to make a left from Pine Grove. (x2)
- Love it (tightening up Pine Grove approach to Broadway) terrible place to turn
- Add benches all along both sides of Broadway, for seniors, families
- Add tables 2-person & larger to public spaces (variety of table sizes)
- Good Start (Pine Grove reconfiguration)
- Dangerous angled parking with cars from (directional arrows)
- Love the reconfiguration of Pine Grove intersection



Parking

- Better signs for parking lots just off Broadway are needed
- Narrower parking spaces – parking lot landscaping
- Expand Municipal parking in the vicinity of Broadway

Miscellaneous

- Make downs one stop away from Broadway or close it
- Consider installing a roundabout at Henry Street
- Begin at Study St. James (2nd person to say this)
- I am excited about this project AND I feel a bit of trepidation because of the danger of duplicating the gentrification that took place in the Rondout during the 60's. How can we ensure that in our zeal to make midtown a better, happier place that we don't displace our brothers and sisters who call midtown "HOME"? How can we make sure that in improving the aesthetic we don't forget the people living in the community, many who are minorities & living in poverty?
- Add a westbound right-turn lane to Thomas Street

[Downs Street intersection with Broadway \(letter left with the TAC after the meeting\)](#)

We realize a lot of thought has been put into the process already but feel this is an opportunity to look at some additional possibilities that might help the flow and safety of Broadway without compromising the integrity of the project.

If Downs Street was closed off where it meets Broadway it would eliminate traffic flowing into Broadway.

Downs Street is one of the side streets that does not have a traffic signal.

Blocking off this entrance would make it safer for bikers using the bike lane and safer for pedestrians.

Potentially provide space for bicycle racks and additional parking, which would in turn encourage people to stop, park, and walk to local businesses.

People on Downs Street might reject this idea but we own the property on Downs Street and Broadway near this intersection and travel the area frequently and it is never easy to pull out into Broadway safely with a clear sight of traffic.

The benefit of safety outweighs the inconvenience this might cause.

With access to Broadway on parallel streets available that have traffic signals it makes sense to encourage entrance from these intersections where bikers, pedestrians and drivers would be more vigilant and aware of traffic entering the intersection.

Pulling out into Broadway once the lanes are in place could be more dangerous at the Downs Street intersection because everyone is used to including their way into traffic at that intersection as it is difficult to see up or down Broadway. Blocking if off to automobile traffic would eliminate this.

Thank you for your consideration.

Harold and Diane Krein

Contact info: cell: 845.331.8408

Bonus! When the rail trail comes through it could also provide a safe access and parking for people wanting to use the rail trail with access to it on Downs Street, maybe even a midtown kiosk with information about the rail trail could be placed at this intersection.

[City of Pittsfield, MA Track Record](#)

From: Hoss, Cornelius (CJ) [<mailto:choss@pittsfieldch.com>]
Sent: Wednesday, December 10, 2014 10:36 AM
To: Canning, John
Subject: RE: Streetscape Summary - Pittsfield

John,

In addition to streetscape projects, the City has invested in the Beacon Cinema and Colonial Theatre projects, as well as provided tax increment financing packages for a few development projects. There was little interest in downtown commercial and residential opportunities before the City made a concerted effort to invest in the downtown beginning in the late 1990's, early 2000's. In the last 10 years we have seen an increase in investment/reinvestment in downtown properties. Our last few mixed-use redevelopment projects downtown have been a success, especially from a residential perspective with units typically absorbed within the first two weeks of opening for business. We still have challenges with first floor commercial vacancies and office spaces operating in first floor commercial spaces in our downtown core, but we do have a good core of businesses and institutions. Overall, we believe there is more interest in downtown Pittsfield from a residential and commercial perspective as a result of streetscape and other public investments in the downtown area.

While there has been some impact to businesses during construction, we do not see any evidence that these businesses closed specifically because of the construction impacts. The City has made concerted efforts to meet with property and business owners in each section to attempt to mitigate potential concerns, and we have also been active in assistance with marketing during construction. Overall, the business community and our downtown business collaborative Downtown Pittsfield Inc. understands there will be short term impacts. However, they continue to be supportive of the streetscape improvements, recognizing the overall long term benefits of the aesthetic and safety improvements.

The below excerpt is from our successful MassWorks grant application for Streetscape Phase 4:

“Launched in 2005 under the leadership of the Department of Community Development, a Downtown Streetscape Master Plan was developed with a blueprint for four manageable phases. Three of the four phases are successfully completed. Streetscape Phase 4 is the link that will connect the previous completed phases together. Since 2006, when the Streetscape Phase 1 project started approximately \$15 million has been spent: \$5.8 million federal, \$3.9 million state and \$5.5 million in city capital funding.



Public Meeting 1

The magnitude of the Streetscape Phase 4 project is elevated because of the successful completion of Streetscape Phases 1, 2, 3 and the positive, organic and financial impact that these projects have had on the downtown business district. Private developers and property owners have already begun to invest in the Phase 4 area in anticipation of this project. Private investment, market rate housing, potential passenger rail service between Pittsfield and Grand Central Station in New York City and a \$12 million investment in a 45 room boutique hotel are some of the projects being planned.

There are approximately 35,759 people living within a 2 mile radius of the project area and it is bordered by two predominately low and moderate income neighborhoods, the Westside and Morningside. The residents living in this area depend on the North Street connection to the downtown. There are a large number of residents in the area that walk to work and use public transportation. Streetscape improvements planned such as sidewalk, roadway improvements, bike lanes and lighting will be a benefit to those who depend on this travel corridor.”

Cornelius J. Hoss, AICP, LEED Green Associate

City Planner

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