

Final Minutes CSAC – February 10th at 3:00 pm – Virtual Meeting

1. Call to Order – Time: 3:00PM

- Members Present:
 - Chair Bob Dennison
 - Vice Chair John Grossbohlín
 - Claudette Ford
 - Brian Slack

- City Staff Present:
 - Greg Krupp
 - Kristen Wilson

- Public Present:
 - Lorraine Farina

2. Welcome Guests and Public Comment

- No comment

3. Review and Approval of December 2020 minutes

- Motion by John Grossbohlín, Seconded by Claudette Ford

- Minutes approved - 3 yes, 0 no, 0 abstain

4. Old Business

a) Education

- i.* Complete street concepts

- ii.* Bicycle paths and shared roadways

Kristen Wilson update:

- City is developing a Road User Education Campaign, primarily centered on the Broadway Streetscape project and the changes coming to that corridor.

- The purpose is to educate and inspire behavior change among public to provide safer environment for all road users.
- The timing of this campaign and content will help prevent conflicts/crashes between road users, especially during the break-in period for new infrastructure.
- Kristen has developed draft scope of work, based meetings with City staff, the County Planning Dept., and Kingston Land Trust.
- The City is currently seeking funding for a marketing consultant, with a potentially cost of \$30K for the entire campaign.
- Kristen Wilson will provide draft scope to Complete Streets Advisory Council for their review and comment.
- The current timeline is to launch the campaign a month before the completion of the Broadway Streetscape project (July/August 2021), which may require a consultant to be acquired by March 2021.

CSAC comments:

- Bob Dennison - Can the campaign be expanded beyond the Broadway corridor?
 - Kristen - Certain graphics and content will be scalable beyond Broadway and City of Kingston for potential use at the County.
- Bob Dennison – Governor’s traffic safety board (GTSB) could be a possible funding source.
 - Brian – UCTC is currently working on reviving the GTSB and taking over its administration.
 - Brian will look into this funding source, but the grant cycle may not align with this project.
- Claudette – Can the traffic signal conversion throughout the City be integrated into this road user safety plan?
 - Use this campaign as a way to educate folks on the rules of the road as they pertain to all-way stops vs. signalized intersections.
- Brian Slack – Governor’s traffic safety board funding status.

- Last year's call for GTSB grants was issued in March 2020; I would assume that they would follow a similar schedule this year.
- They do have a category for community outreach for safety issues.
- Their award turnaround is very likely outside of our target launch period....we probably wouldn't get a 'notice to proceed' until fall.

b) Ped/Bike Master Plan update and next steps

Kristen Wilson update:

- Due to a reluctance to bond for the Pedestrian Bicycle Master Plan (PBMP), the City has developed a plan to match grant funds with staff time.
- Next step is for Emily Flynn to put out a request for proposals (RFP) for a consultant (~\$60K)
- Kristen and Emily have noted a need for general education around complete streets, separate from the road user safety.
 - General need to educate public at large and our officials on the design principles, options, and benefits of ped/bike accommodations.
 - 6 public presentations are part of the current RFP for the PBMP to serve this purpose.
- If CSAC has ideas on what kinds of workshops, what topics to cover, and/or possible presenters, then the City can incorporate that into the RFP or PBMP.

CSAC comments:

- Brian Slack - PBMP will provide an objective mechanism for where the investments will fill the greatest need within the City to use funds appropriately.
- Bob Dennison – Transportation infrastructure bill from new administration may have opportunities for more ped/bike facilities, which the City may see money from in the next couple of years.

- Claudette – Speeding/speed limit concerns city-wide should be incorporated in the plan and/or outreach as part of the PBMP. Ultimately this issue goes back to enforcement as well.
- Claudette – PBMP should make it a point to prioritize peds as a part of this plan, as they have a tendency to get lost. This is particularly important in respect to accommodating individuals with disabilities.
- John – There is a need to educate/enforce property owner responsibility to sidewalk (maintenance and snow), for pass-ability. If not, pedestrians have to use the street.

c) Sidewalk Improvement Plan

i. Education of Common Council

ii. Status of inventory

- The GIS inventory by the County is complete for the City of Kingston.
 - 100% of sidewalk segments are digitized and scored
 - Some curb ramp point locations may not be full digitized.
- UCPD is working on building a virtual dashboard.
- UCPD will provide sidewalk data to the City for their use in the PDMP

iii. Correspondence about Bluestone with Historic Kingston.

- Bob - Recently had some correspondence with Friends of Historic Kingston regarding bluestone sidewalks:
 - The difference between old bluestone vs. modern bluestone. How the quality of new bluestone is significantly worse than historic bluestone.
 - Bluestone in the City Code - Bluestone is mandated in historic districts.

- Greg – The bluestone bank has some decent pieces of historic bluestone, but not enough for a big sidewalk project.
 - The bank is more relevant to smaller repairs.
 - The hurdle is the ability of a homeowner to transport bluestone from the bank to their property.
- Lorraine – homeowners outside the historic district can maintain bluestone sidewalks at their own expense.
 - Explore provisions to make it so individual homeowners can have more access to the bluestone bank since there isn't enough for big infrastructure project.

d) Project updates.

i. Broadway Streetscape

- Sidewalk work is in winter shutdown until early to mid-March (weather dependent).
- Removing and rebuilding sidewalk vaults may start during the winter shutdown.

ii. I-587 Roundabout

- Winter shutdown

iii. Empire State Trail (Boulevard to Greenkill)

- Construction complete.

iv. Hudson River Brickyard Trail

- Construction complete
- RTP Grant – ~\$250K for “rest areas” along the trail
- There is a need for a better infrastructure connection between Kingston Point Beach and the South end.

v. Henry St Safe Routes to School

- Public meeting was held, and feedback coming in through EngageKingston.
- Design moving forward with 6' sidewalks instead of shared use path as originally proposed.
- Bid in late Fall 2021, construction in Spring 2022.

e) NACTO Guidelines

- Kristen – Thinks City should be present the guidelines to Common Council for their approval/education.
- Claudette – The City should have a formal adoption of the standards to work off.
- Bob – There are liability benefits to having guidelines in place.
- Kristen – Follow-up up with the Mayor regarding this.
- Alderman O'Reilly –
 - The process is that a communication be sent to Andrea Shaut, who will then refer it to committee (most likely Laws and Rules).
 - The City lawyers will advise on this action at the committee meeting.
 - It could be tabled to give members a longer time period to review the guidelines.
 - If it passes through committee, then it will go to a full Council vote.
- Claudette – A presentation to Laws and Rules might be the first place to start, and then see if there is a desire for a larger presentation to the public.
- Alderman O'Reilly – If it is an issue where enough people want to speak regarding its adoption, the City could have a special public hearing for this with a presentation.
 - This will add to the public education component.
 - Get some media coverage as well.

f) Stop Sign Conversions

- Alderman O'Reilly –
 - All-way stops seem to be an improvement for traffic flow, visibility at intersections, and safety for all users.
 - Noticeably less congestion at these intersections
- Lorraine – Vehicle idling has been reduced, so air quality benefits.
- John – Intersections are easier to navigate on foot.

5. New Business

- a) John G – “No right on red” New Paltz adoption
 - New Paltz has adopted this city-wide.
 - City of Kingston should consider eliminating rights on red in highly congested areas such as Uptown and the Broadway corridor to prioritize peds at signalized intersections.
 - Bob – Any restrictions would have to go through the Common Council. This would start with a study and recommendation from the City Engineer.
 - Kristen – This would a measurable effect on level of service (LOS) throughout the City if it were city-wide. While LOS shouldn't be the only concern, this action would require an extensive study.
 - Claudette – A lot of this goes back to enforcement and education. Right turn on red still needs to honor pedestrians' right of way, and doesn't mean motorists can roll through the intersection.

- Greg – can identifying potential no turn on red locations be rolled into the PBMP?
That plan can make recommendations on particular intersections that should be studied for LOS.

6. Announcements/Communication /Events /Updates

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7. Adjournment

- Motion by John G, Seconded by Claudette
- 4:45 PM