

Cahill, Suzanne

From: Evan Jennings <evan@tmny.org>
Sent: Monday, February 16, 2015 5:04 PM
To: Cahill, Suzanne
Subject: Input to Kingston 2025 plan
Attachments: trolley_ideas_NorthSt.pdf

Please consider the following comments for the Draft Kingston 2025 document.

p. 9, "Physically Constrained Land":

Refers to figure 6. Figures in the document are not numbered, so which one's figure 6 is unclear. Include a page number to referenced figures if they aren't on the same page.

This section should describe the constrained land in more detail, i.e., neighborhoods and street boundaries.

If there have been past documented plans to use the constrained lands, mention them and indicate degree to which these plans are no longer viable.

p. 22, strategy 2.2.1:

This strategy should mention grant opportunities for property owners within the Landmarks and Heritage Area districts, such as the Certified Local Government grants.

p. 23, strategy 2.2.2:

Make mention of property improvements already regulated within the Landmarks and Heritage Area districts and discuss the degree that they may be insufficient in light of this strategy. Also what are the merits of expanding the districts to help address this strategy in more of the city?

p. 30, strategy 4.2.4:

Mention the important existing grant programs by name that can be used by this strategy.

Same for strategy 4.4.1, why not name the larger grant programs already available?

p. 45, strategy 5.4.5:

I assume the six grade crossings referred to here are ones on the CSX line. Both the Catskill Mountain Railroad and the Trolley Museum of New York have their own grade crossings within the city which presumably this

policy doesn't apply to. Please clarify.

p. 46, strategy 5.5.7:

The trolley ride is seasonal and is part of the visitor's experience at the Trolley Museum of New York, a non-profit organization operated by volunteers. Can the strategy to promote the trolley also include ways to help fund or subsidize the operation, such as a BID (business improvement district) or other reliable ongoing funding sources?

There is a document that was prepared a few years ago describing some design considerations for the potential trolley line extension to Sailors Cove and Hudson Landing, which is attached for your reference.

Once the trolley line is electrified, the museum's electric trolley service along the Waterfront will be clean and environmentally friendly. There is a state-funded electrification plan for the trolley line that was completed in 2008 that can be referenced.

With more funding for both operations and restoration, an expanded route and extended operating hours, the trolley could be operated as a viable alternate form of transportation along the Waterfront beyond the weekend, seasonal runs now. The trolley operation could add passenger capacity or serve as a 'circulator' for large events along the Waterfront like the fireworks. This also ties into some of the Goal 10 strategies.

pp. 47-49, Goal 6:

Make stronger use of the Landmarks and Heritage Area commissions as a means to improve Kingston's historic resources through their separate potential grant sources, and the economic uplift these programs can have.

pp. 67-69, use of "blighted"

Blighted is a subjective term. I suggest more precise wording to describe the condition of the properties in question.

p. 83, strategy 10.2.2:

Back in strategy 5.5.7 there as mention of an aquarium on Island Dock. Seems like it should bear repeating here as one of the possible uses of Island Dock.



Bringing the Trolley Tracks North Along the Hudson

Here are some initial thoughts on bringing the trolley tracks through Sailors Cove to Hudson Landing.

Certainly as we begin to move forward with the concept, funding will be a major concern. I hope Sailors Cove, AVR, the City of Kingston and the Trolley Museum of New York (TMNY) can work together throughout the process of conception, planning, fundraising, construction and operation of this exciting possibility. Please contact [Evan Jennings](#) (cell:845-901-9034) if you would like further information or to set up a meeting.

How do we bring these people from Downtown Kingston to Sailors Cove and Hudson Landing?



Benefits of the project

What are the possible benefits of bringing trolley tracks north to the new communities of Sailors Cove and Hudson Landing?

- Create a permanent, visible link between the new waterfront communities and Downtown Kingston

- Promote and enhance waterfront tourism
- Attract business
- Experience the living history of authentic trolleys
- Enhance historic ambiance
- Better meet the TMNY mission, vision and goals
- Create viable transportation alternatives
 - special events
 - charters
 - future daily service? commuter? circulator?

Adding these benefits together brings to Kingston a *competitive advantage* over other new developments in the region.

Some track design ideas

The “easy” design choice is to have the trolley tracks run along North St. within the North St. easement for its entire length. However, for reasons ranging from operational flexibility, visitor interest, safety, traffic flow and scenic potential, it is desirable to consider a number of alternate ways to align the tracks as it progresses through the new developments. Consider where the tracks will be in relation to the following:

- existing or proposed streets
- utilities
- elevation changes
- passenger loading areas
- scenic viewpoints
- plazas and other open spaces
- businesses
- any other points where people will gather in the new developments

The key point being its better to bring the trolley to where the people are, not have to bring people to the trolley, while also considering ease of operation, traffic flow and optimizing the cost of construction.

Here are some photos showing a number of possibilities:

Double track in reserved median. This allows both inbound and outbound trolley traffic to flow at once. Consider using double tracks in the busiest areas:



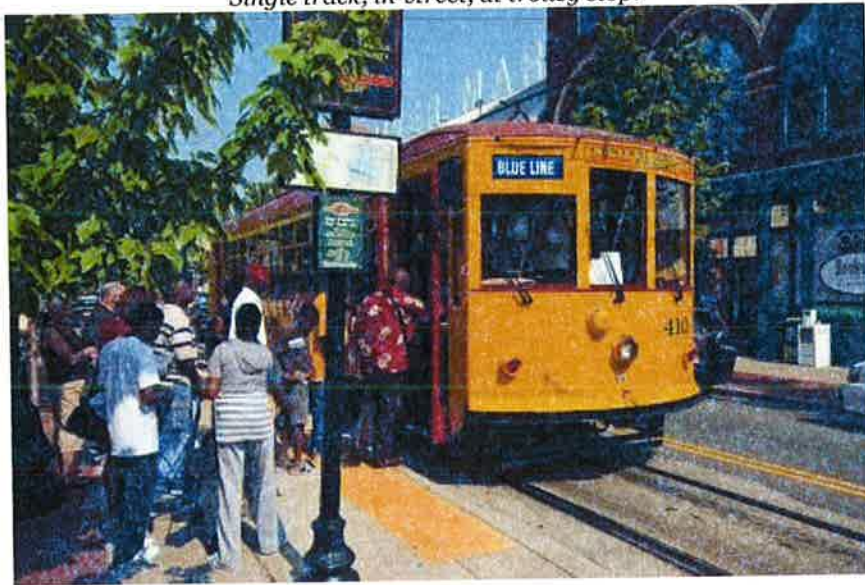
Passing (runaround) track, roadside reservation. In long stretches of single track, consider using passing tracks to increase line capacity:



Here is a nice grassy single track reserved right of way with sidewalk. An arrangement like this should be considered where the tracks need to divert away from streets:



Single track, in-street, at trolley stop:



Single track with passenger shelter:



A bus transit lane can also support trolley service:



Furthermore, at the end of the line, there should be a turning loop so our single-end cars can run in a forward direction both inbound and outbound. A trolley can turn in a track loop with a radius as small as 35' but this causes heavy wear on both the rail and the wheels. A loop radius as large as possible is desirable. City streetcar loops are generally between 42' and 48' radius. A 90' radius in addition to turning trolley's can also turn an IRT Subway car. A 180' radius would accommodate all rail equipment that we currently have. A wye is also a possibility, but it isn't as efficient as a loop since the car must stop and reverse through the wye.

Presumably the trolley line will ultimately terminate in Hudson Landing, so that is the logical location for a loop. However, for operational flexibility and to accommodate the possibility that the Sailors Cove track might be constructed and

connected to the existing trolley tracks first, a wye or loop should be planned for the Sailors Cove site also.

Plan route before construction

Preferably, the trolley route should be planned before roads, sidewalks, buildings and utilities are constructed so as to minimize the possibility of incurring additional costs due to design changes of existing structures to accommodate the trolley.

Need for upland museum building(s)

Another issue is the museum building and yard are within the 100 yr flood zone and already suffered damage in Storm Sandy in 2012. The museum's collection should be protected from future flooding and one solution is moving the collection to a new building on higher ground. Would there be interest in providing land to the museum within Sailors Cove or AVR's property for this purpose?

—*Evan Jennings*

Revised 2/16/15

http://tmny.org/trolley_ideas_NorthSt.html