



“on” the Corridor.

The Kingston Corridor concept was intended to establish a level the playing field in how the city would view and support the organic development of commerce and public space along Kingston's “Main Street”, making the Corridor visible and adding some uniformity of quality along its three mile course, that would not be lost or commandeered as it connected and passed through destinations and districts and the presence of the “main street” would not be lost. Much of the Corridor is dense in interesting locations and it is well worth traveling a good portion if not all of the Corridor entirely on foot as befits a “main street”

Any notion of the city having a “Broadway corridor” completely disregards the contribution and attraction of Uptown which needs a “Main Street” view to both connect it to Kingston Midtown and Rondout but presents a coherent path through Uptown for orientation and navigation. And the notion of a “Broadway” corridor all but disappears in the Rondout, where it changes from a broad straight level avenue, takes a hard left turn and runs a steep hill down to the Rondout Waterfront. And in Uptown, the Kingston Corridor is Albany Avenue Extension and Clinton and Front and Washington and Fair Street

As Kingston's Main Street, it is essential that commerce and public activities flow easily along the entire 3 mile length... that length of the Corridor is both a challenge and an opportunity as the great majority of all the city of Kingston's services and commerce and public places are either right on the Kingston Corridor, or within a block, or two on either side. And the entire of the Kingston Corridor would need be looked at being or moving in the direction of being a Complete Street along its length.

We have Hodge Center and we have the Library that are not on Broadway but surely are encompassed by the Kingston Corridor. And the communities at Oneil and Cornell and Greenkill might not be Midtown but are strongly connected to and easily accessed from the Kingston Corridor, walk bike, public transportation or drive.

We look to make clear the special nature of the Kingston Corridor in the makeup of the City of Kingston by providing special public transportation along its length, in the form of a shuttle service of 2 busses with a 15 minute or less inter-service time, with unlimited on/off trips for the cost of a single fare, or at least a fare system that recognizes that uses: that movement along the Corridor, combining walking, bicycling, driving and extensive use of public transportation serves the citizens and visitors to the city of Kingston, as well as welcoming our neighbors from the Town of Ulster, who may come to Kingston in their cars but can leave them parked yet have easy access to just about all of the City of Kingston.

Please note: the implementation and phase in for the shuttle service is a very important aspect: there may be no need to implement a “gold” level service immediately, or indeed, ever, unless the experience dictates. As a start:

- 1) Run existing city event shuttles along the Kingston Corridor and mark the busses clearly: “Kingston Corridor Shuttle Bus”
- 2) Allow additional bus runs on weekends, week end evenings, or any particular day of the week with some regularity, allowing business and citizens to sponsor the extra runs.
- 3) It is important that the Shuttle run using existing physical resources and personel. It is important that the Shuttle run in addition to, not instead of existing services. Changes to existing services really need to wait until it is seen what changes might be appropriate to existing services as the Shuttle phases in. This writer understands that existing equipment is likely totally committed during business hours

during the week.

Given the many important sites along the Corridor which include Deitz and Forsythe and the Old Senate House, and all the history in Uptown too much to mention, Kirkland, the Kingston Plaza, Academy Green, the YWCA, the Anchor/Keegan/Seven 21, the Library, Hodge, UPAC theatre district, the Art district which includes manufacturing and fabrication, the YMCA, City Hall, Community Center, SUNY Campus, access to the Green Line, to Cornell and Oneil and the Rondout water front...

The Kingston Corridor is not a street so much as a path along a collection of streets and a notion of that path constituting the center of a long neighborhood, where places are on the Corridor but very important near the Kingston Corridor which tells a person that from the Corridor, you can walk.

The notion of the orientation of Kingston, where people are to enter, how they are to move about, that is not present in the Comprehensive Plan and is an omission.

I direct you to the Kingston Corridor ([kingstoncorridor.com](http://kingstoncorridor.com) on the web) Kingston Corridor on Facebook and Kingston Corridor Shuttle Bus on Facebook, and Complete Streets of Kingston on Facebook.

#### **Some comments: how the Kingston Corridor relates to some other comments listed**

- 1) the change in Fair and Wall Street directions has been considered, and seems to better reflect traffic movement into the city. However, heavy traffic, which we have seen on Maiden Lane and on Clinton Avenue as it runs into Uptown and past the plaza, pounds the road and that pounding is very detrimental to the old and historical buildings... it's not bad while the road is fresh and without defects, but once the defects appear, the damage to the buildings starts and of course the defects to the roadways increase. Where is may be difficult to keep some roads pristine, an less expensive and effective solution is to lower the speed limit to 20 or even 15, which will result in an effective speed of 20. And that lower speed is conducive to Complete Streets, especially where the road way must be close to the sidewalk.
- 2) with the improvements planned for Broadway (3 lanes, synchronized lights) a much speedier and efficient traffic flow is predicted. This has to take some burden off of the interchange where the roundabout is planned: the timing, the urgency of that work would really need to be reconsidered against an improved traffic flow on Broadway and likely the same kind of signalling will serve the traffic flow in and out of uptown to the intersection.
- 3) the suggestion that 1<sup>st</sup> floor shops be occupied and pleasant to the streetscape is excellent and that would be welcomed all along the Kingston Corridor. Some city support and incentive would be welcomed I'm sure.
- 4) The Green Line will certainly draw walkers but many walkers, especially visitors, will have to get there, probably by driving... that brings more cars, parked cars into Kingston, and the Shuttle Bus on the Corridor would greatly ease that problem
- 5) the notion of a welcome package for business (Doing Business in Kingston) is excellent, wanted and needed. Along with listings and "where to go to" would be a need for volunteers from the business organizations to provide some personal contact to work with people making inquiries... that personal contact, that personal touch, can make the experience one of lasting value. That kind of thinking is quite in line with a Comprehensive Plan that sets direction and reflects the attitude of the city as it develops into the future.

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