

PROJECT DESCRIPTION

The Weaving the Waterfront Transportation (WTWT) Project, located in the City of Kingston 90 miles north of New York City, will provide multi-modal commuting and recreational non-vehicular transportation routes for residents and visitors. These routes are situated along the historic Hudson River and Rondout Creek Waterfront area, which is also known locally as the Rondout Riverport.

The WTWT project includes five major components that will complete vital connections between lower-income neighborhoods, the Midtown and Waterfront Business Districts, and unique natural landscapes. The paths will provide viable commuter corridors for circulation to and from the historic business districts, complete branches of the [Kingston Greenline](#) and the [Empire State Trail \(EST\)](#), and connect to the 520-acre [Sojourner Truth State Park](#).

The routes will connect to transportation infrastructure in Midtown Kingston, which in turn, connects to Uptown. The Waterfront, Midtown, and Uptown are the City's three main neighborhoods.

This initiative will spur economic vitality in a regional hub for tourism, commerce, jobs and recreation. It will create ensure sustainable, easy-to-navigate, carbon-free solutions for commuting to the business, cultural, recreational, and natural amenities of this area.

The purpose of developing human-powered, alternative modes of transportation throughout the Rondout Riverport is to 1) increase quality of life, 2) increase safety 3) provide greater economic opportunities to residents, 4) increase and maintain access to public space and the Waterfront for people from all backgrounds and abilities, and 5) create a network of routes that will reduce dependence on vehicular transportation.

Reduction of car trips for work, leisure, and daily activities will decrease emissions and improve air quality in the District. This reduction will support streamlining the road systems and subsequently minimizing the need for parking areas. The reduction of impermeable surfaces designed to handle passenger vehicles will reduce stormwater flooding and associated pollution. Green infrastructure (street trees, rain gardens, and bioretention basins) has been conceptually designed to accompany the proposed routes. The project will address deteriorating sidewalk and bicycle routes that need to be repaired for user safety, to become ADA-compliant, and to generate economic recovery.

In much of the project area, the facilities lack ADA-compliance. Sidewalks are in poor condition or non-existent in locations with significant pedestrian traffic. The project will correct these issues. It will also address current and anticipated flooding from the tidal Rondout Creek and Hudson River by elevating roadway corridors where Spring High Tide (SPH) threatens to damage infrastructure and prevent access to one of the City's most frequented public parks. Additionally, three new electrical vehicle charging stations will be installed at key locations, adding to an expanding citywide network of stations.

The City is located in the Kingston Urbanized Area 45262 according to the 2010 Census Urban and Rural Classification. The area is considered rural for the purposes of RAISE grants. The project is primarily in Block Group 2 of Census Tract 9517, which according to the 2021 5-Year American Community Survey, has 29.3% of individuals with incomes below poverty level. The Tract has been identified as a [Potential Environmental Justice Area](#) by the NYSDEC, and is a [NYS Opportunity Zone](#). This tract is also listed on [New York State's Climate Act Draft List of Disadvantaged Communities](#).

The project will connect to and benefit Census Tract 9519 in Midtown Kingston, which is an Area of Persistent Poverty. People from neighborhoods in this tract who are commuting to work or play will have access to a completed non-motorized connection of the Empire State Trail/Kingston Greenline from Midtown to the Waterfront Business District and open space/parks along the waterways.

The Empire State Trail is a 750-mile state trail that connects New York City to Canada, and Albany to Buffalo. It was completed and opened on January 1, 2021. The Kingston Greenline is a system of linear parks, Complete Streets, and trails that is a hub for non-motorized transportation routes entering Kingston from the south, north and west. It travels through residential neighborhoods and by elementary and high schools, two lower-income housing complexes, medical offices, mental health services, City Hall, several bodegas, the only supermarket in the City, several parks and two neighborhood centers.

The WTWT project upgrades the Empire State Trail and the Kingston Greenline to be ADA-compliant and fully connected to key destinations.



[Kingston Point Rail Trail Phase 1](#)

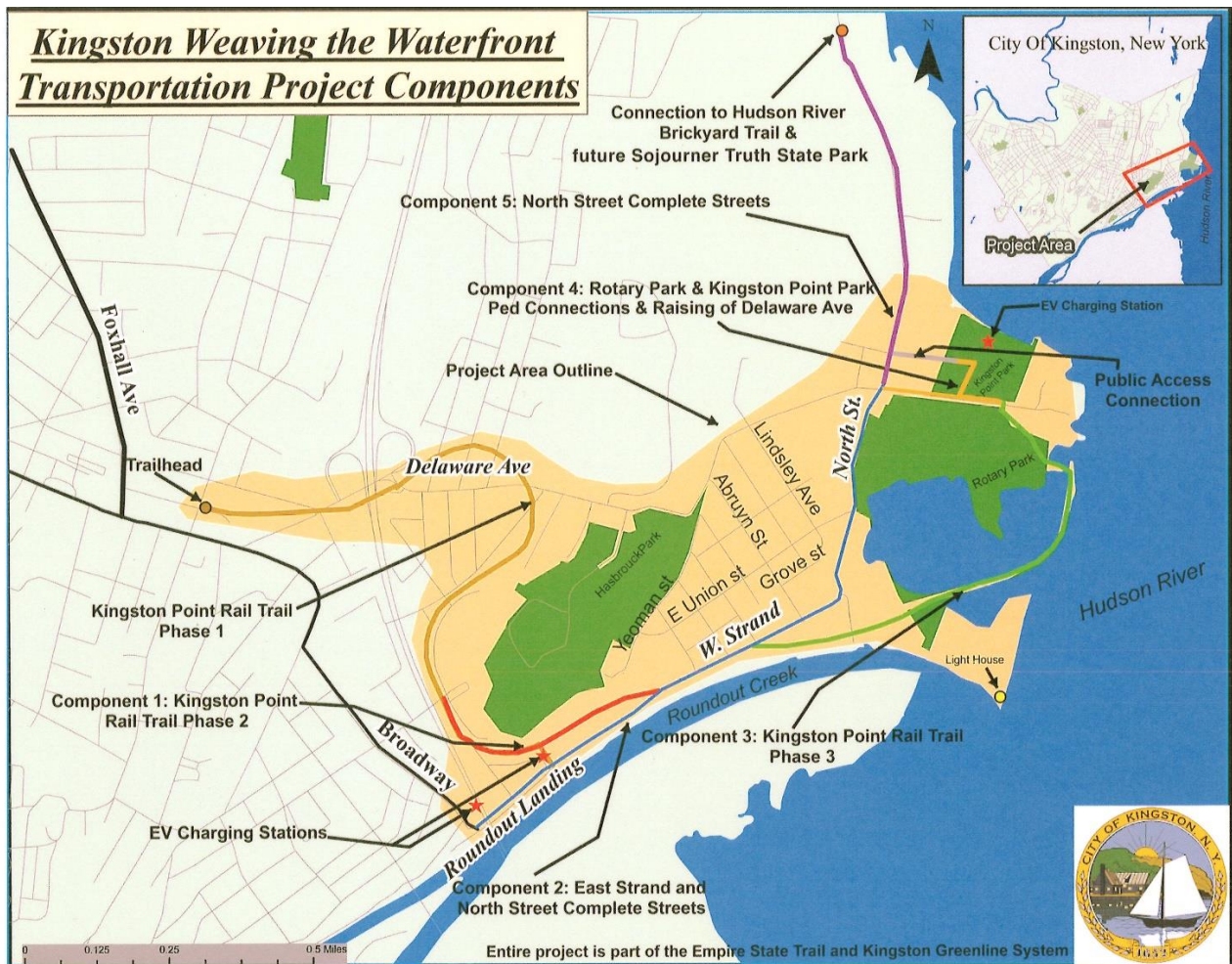
The Kingston Point Rail Trail Phase 1 (KPRT 1) project, a 1.2-mile trail that travels from Midtown to the low-income Rondout Gardens housing complex in the Waterfront, was completed in 2019 but stops just short of the Waterfront Business District at Rondout Gardens. There is no ADA-compliant route from the end of KPRT 1 to the Waterfront Business District. The WTWT project will pick up where the KPRT 1 ends to fully complete the system.

The [Ulster County Area Transit \(UCAT\)](#) public bus travels along Rondout Landing Road and East Strand Street and enters the adjacent residential neighborhood. In the project area, on the [Blue Route](#), the bus drops travelers at the Rondout Gardens Apartments, the Maritime Museum, Sycamore Street (north of New Central

Baptist Church), and Kingston Point Park. The WTWT project will expand access to these stops and facilitate increased use of public transportation within the City.

On-street parking is found on both sides of Rondout Landing near the Hudson River Maritime Museum. Diagonal parking can be found on both sides of the street along Rondout Landing, up to the western side of the Ole Savannah Restaurant and west of the project area. A public parking lot underneath the elevated Route 9W highway provides easy access to businesses and the Kingston Point Rail Trail. Parking lots are also located at the Trolley Museum of New York, the North Street spur east of the Kingston Gas Holdings facility, and Kingston Point Park. This project will link to several of these parking areas, while also promoting sustainable energy by providing electric vehicle charging stations at three of these locations.

DESCRIPTION OF PROJECT COMPONENTS



Component 1 – Kingston Point Rail Trail Phase 2

The first segment of the project begins at the Garraghan Drive Trailhead of the Kingston Point Rail Trail located in front of the Kingston Housing Authority’s Rondout Gardens complex. This trailhead is also across from another low-income housing complex off of Route 9W. It follows the historic rail line and ends at the intersection of the railroad tracks with East Strand Street just east of the Wastewater Treatment Plant. This phase will include paving a 10-to-12-foot-wide ADA-compliant path for pedestrians and bicyclists. The path will traverse over an old bridge, pass behind the Trolley Museum, and end at a small trailhead on East Strand Street. This component entails several unique challenges including re-grading for ADA compliance, installation of retaining walls and adjustment of tracks to accommodate the trail and Trolley Museum trains in the same vicinity, and erection of fences to protect the Museum’s assets. The design will include circulation to the Museum from the trail, interpretation of historical places and artifacts, and the construction of a small building to protect and interpret an exhibit of 9/11 artifacts in the Museum’s

collection. Status: design complete, construction does nearly complete. Grant to be used for construction.

Component 2 – East Strand and North Street Complete Streets

The project’s second component includes the development of ADA-compliant sidewalks, a multi-use path or bike lanes, Complete Streets amenities, and flood resilience measures for 1.2 miles along the roads parallel to the Rondout Creek; these include Rondout Landing, East Strand Street and North Street. Complete Streets will be implemented from the intersecting terminus of Broadway in the Waterfront Business District to the intersection of North Street and Delaware Avenue near Kingston Point Park. Rondout Landing and East Strand will be markedly improved with the addition of green infrastructure measures and a robust canopy of urban street trees, which will provide shade, stormwater capture, species biodiversity and aesthetic appeal.

The City will raise the road on two portions of East Strand that experience flooding during spring tides. According to the NYSDEC, Spring High Tide (SHT) for the project area is 1.4 meters (4.6 feet) above NAVD88. Flooding from SHT makes travel difficult or impossible along East Strand when storm events and king tides align with this regularly occurring tidal phenomenon.



Spring High Tide flooding on East Strand Street on April 8, 2022

In addition to raising and rebuilding sections, the road will be restriped and adjacent sidewalks elevated. Retaining walls will be required to avoid substantial redesign of features within the corridor and adjacent structures (sidewalks, parking lots, stairs, etc.).

Subsurface utilities will be verified, modified, or avoided during construction. Avoidance and/or mitigation of impacts to historic/archaeological resources will be required. Several surveys of historic resources have been performed as part of the conceptual development phase, which will guide the permitting and design work as the project unfolds. Conceptual designs have been completed for this component. Status: conceptually designed and estimated. Grant to be used for preliminary design, final design and construction.

Component 3 – Kingston Point Rail Trail Phase 3 – Trolley Trail

This component begins at the intersection of East Strand and North Streets, traveling east along the Trolley Trail causeway currently enjoyed by pedestrians and seasonal trolley tour patrons. An elevated 10-foot-wide, 0.72-mile cantilevered boardwalk is proposed along the causeway adjacent to the trolley tracks. This climate resilient boardwalk will be designed to be incrementally raised to accommodate changes in tidal levels resulting from sea-level rise.



Replica Trolley Station

It will traverse the length of the causeway before turning north to provide an accessible route up through Rotary Park, where the trolley route ends at a replica trolley station at the mouth of Rondout Creek. Shoreline stabilization of the causeway, utilizing living shoreline approaches, and historic/ archaeological mitigation will be required to enhance biodiversity and protect the rich pre-historic legacy of the area. Grant funds will be used for construction. Status: design complete, construction docs nearly complete. Grant to be used for construction.

Component 4 – Rotary Park & Kingston Point Park Pedestrian Connections/ Raising of Delaware Avenue

This component will complete the Empire State Trail/Greenline connections through these two parks and maintain the public’s access to two parks that are the most important for residents. They have one of the only beaches on the Hudson River, beach volleyball, a dog park, a baseball diamond, a BMX track, a Frisbee golf course, a soccer field, two pavilions, and priceless views of the Hudson River and the historic Kingston Lighthouse. They are a frequently used area of respite for residents and visitors of all races, economic levels, and backgrounds.

Component 4 will design and build a safe and accessible pedestrian connection between the gateway to Rotary Park and the existing connector path at the boundary between the Hutton Brickyard Property and Kingston Point Park. Once travelers exit Rotary Park on Delaware Avenue, they will be able to use a new network of sidewalks and multi-use paths along the street. These improvements will include green infrastructure and Complete Streets amenities to increase stormwater infiltration and expand the urban forest canopy. Crosswalks and an 8-10-foot shared-use pathway will define the linear connection that is critical to this gap in the Empire State Trail.

Additionally, Delaware Avenue between North Street and Rotary Park will be raised to maintain vehicle, pedestrian, and bicycle access to the park from the rest of the City. Delaware Avenue will tie into North Street at the intersection, which has an existing elevation of seven feet. The roadway currently experiences nuisance flooding due to rising waters in wetlands located closer to this intersection. The flooding periodically prevents access to the parks and is expected to occur more frequently as sea level rises. The roadway will be raised to a level that will make it consistently traversable and reduce the frequency of future flooding. Raising the road will give the City at least 30 years of access to the parks. Complete Streets will also be implemented to improve pedestrian and bicycle access and ADA-compliance. Status: conceptually designed and estimated. Grant funds to be used for design and construction.

Component 5 – North Street Complete Streets

North of Delaware Avenue, Complete Streets will extend along North Street in the City’s right-of-way. Adjacent to the Hutton Brickyards, a 10-to-12-foot paved pathway will connect to the Hudson River Brickyard Trail, completing the Empire State Trail/Kingston Greenline. This path will provide multi-modal access to this popular event destination and be an essential, enjoyable route to the Sojourner Truth State Park. Status: conceptually designed and estimated. Grant funds will be used for design and construction.