

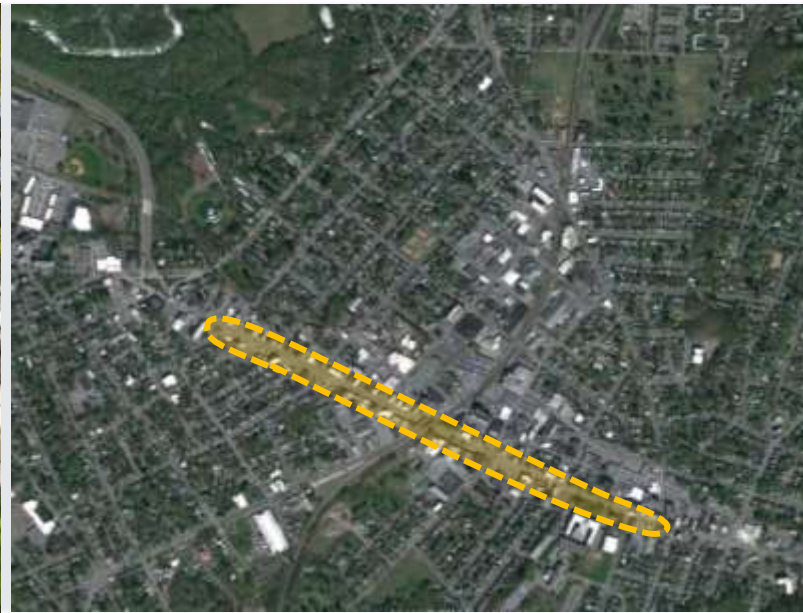


Building a Better  
Broadway

Broadway Corridor Conceptual Design Plan, Kingston, NY

## Public Meeting 2: Recommendations Presentation

# Building a Better Broadway Draft Plan and Recommendations



PRESENTED TO:

Ulster County Transportation Council, the City & People of Kingston

Presented by:



August 2015

# Building a Better Broadway

## Purpose of the Project

- A Transportation Project to Renew, Restore and Revive Broadway
- To improve pedestrian and bicycle safety, aesthetics, transit and traffic flow.
- To re-connect the Broadway corridor with surrounding neighborhoods and amenities, such as the Kingston Point Rail Trail and other multi-use trails
- To revitalize this important regional corridor employing green infrastructure principles

To accomplish these goals, the City has recently been awarded **almost \$4 million** in various state and federal grants to renovate the physical layout of Broadway and connect the surrounding streets.

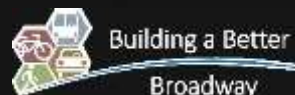
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August 2015



# Building a Better Broadway Public Outreach



**Building a Better Broadway**

**Public Information Meeting**

**When:** August 6, 2015  
**Where:** The Green Room @ UPAC - 601 Broadway  
**Time(s):** 3:30-5:00 pm -or- 6:30-8:00 pm

**What to Expect:**  
 Open House & Presentation  
 Kids Table - Children are Welcome!  
 Teen & Young Adult Participation is Highly Encouraged

**Key dates/seasons - call for the full list of our schedule:**

Ulster County Transportation Council and the City of Kingston have developed a draft design that explores how Broadway can function better for motorists, cyclists, and pedestrians, all while keeping in mind the concerns of local residents and business owners.

Please plan to attend this meeting to let us know your thoughts about the Draft Plan/Recommended Alternative.

**8:00 AM - 8:30 AM** Traffic Volume & Direction

**Additional information is available at:**

- [http://www.kingston-ny.gov](#)
- UPAC Web Portal
- Kingston City Hall Planning Department
- Kingston Heritage Center (Historical)
- [http://kingstonny.gov/Economic-Development](#)
- [http://www.kingstonny.gov/economic-development](#)

For more information contact Office of Economic Development • 845.338.2400

**Building a Better Broadway**

**Learn More**

**Contact:**  
 Gregg H. Sawinski  
 Director  
 Office of Economic Development  
 & Strategic Partnerships  
 Kingston City Hall  
 420 Broadway  
 Kingston, NY 12401

**Meeting Details**

**When:** August 6, 2015  
**Where:** UPAC - 601 Broadway  
**Time(s):** 3:30-5:00 pm & 6:30-8:00 pm

**What to expect:**  
 Open House and Presentation  
 Kids Table - Children are Welcome!  
 Teen & Young Adult Participation is Highly Encouraged!

**Public Information Meeting**  
 August 6, 2015  
 UPAC - 601 Broadway  
 One @ 3:30 pm and  
 again at 6:30 pm

**Learn More at:**  
[www.kingston-ny.gov/Broadway-Corridor](http://www.kingston-ny.gov/Broadway-Corridor)

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# Primary Alternatives Evaluated Bicycle Lanes



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# No-Action Alternative

Broadway  
O'Reilly to Foxhall



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# Alternative #1

## Conventional Bicycle Lanes

*Between the Parking Lane and the Travel Lanes*

Broadway  
O'Reilly to Foxhall



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# Alternative #2

## Conventional Bicycle Lanes

*Between the Parking Lane and the Sidewalk*

Broadway  
O'Reilly to Foxhall

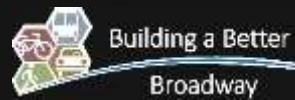


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# Alternative #3

## Separated Bicycle Lanes

*Between the Travel Lanes and the Sidewalk*

Broadway  
O'Reilly to Foxhall

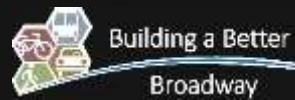


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# Alternative #4

## Separated Bicycle Lanes

*Between the Parking Lane and the Sidewalk*

Broadway  
O'Reilly to Foxhall

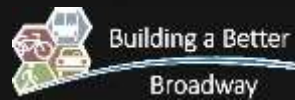


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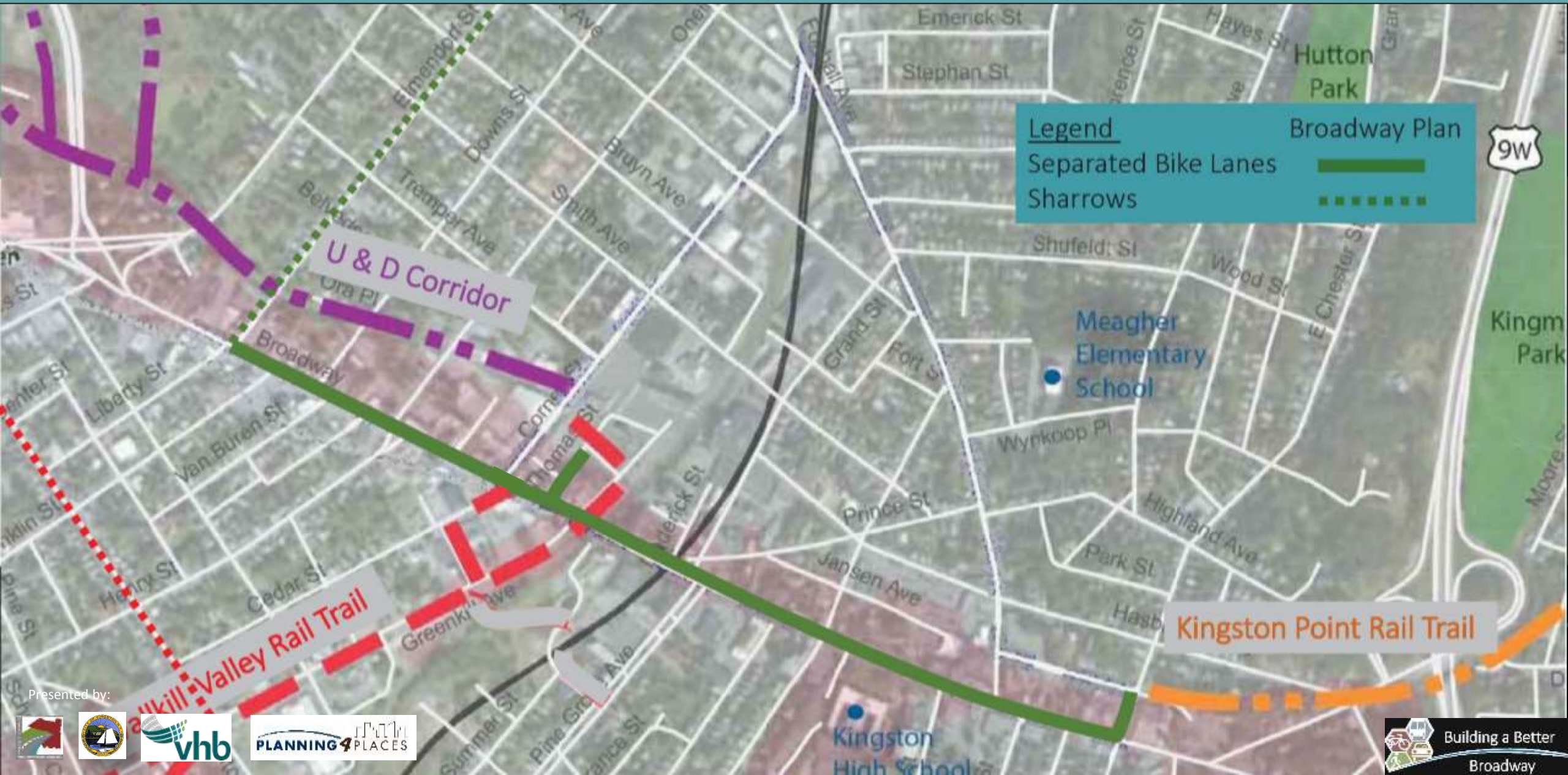
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# Preferred Alternative

## #4 - Separated Bicycle Lane between parking and sidewalk

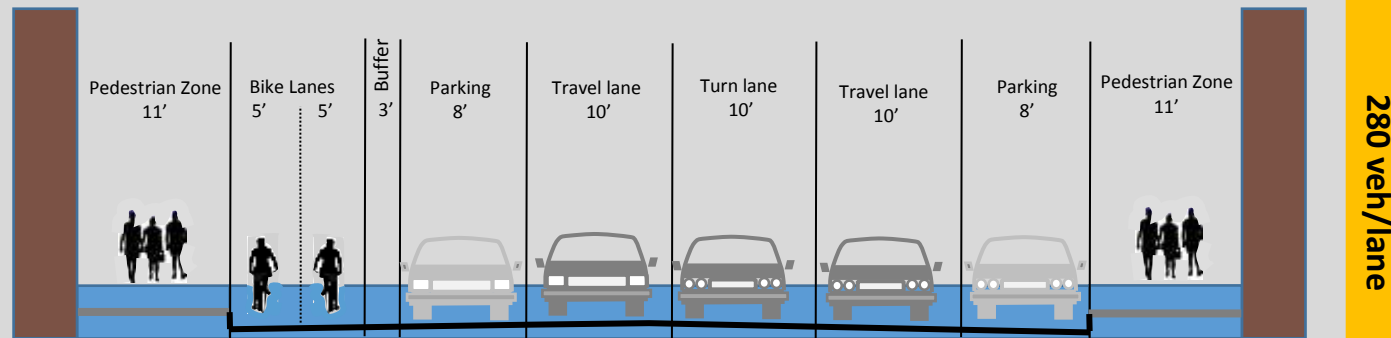


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# Preferred Alternative #4 – Cross Section

Proposed Cross Section of Broadway, Looking East from Liberty Street to Cedar Street



**835 VPH Maximum Traffic Volume in One Direction**

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# Preferred Alternative Examples of Separated Bike Lanes

(from cities such as New York, Buffalo and Syracuse)



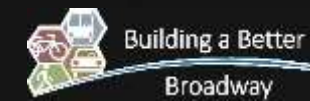
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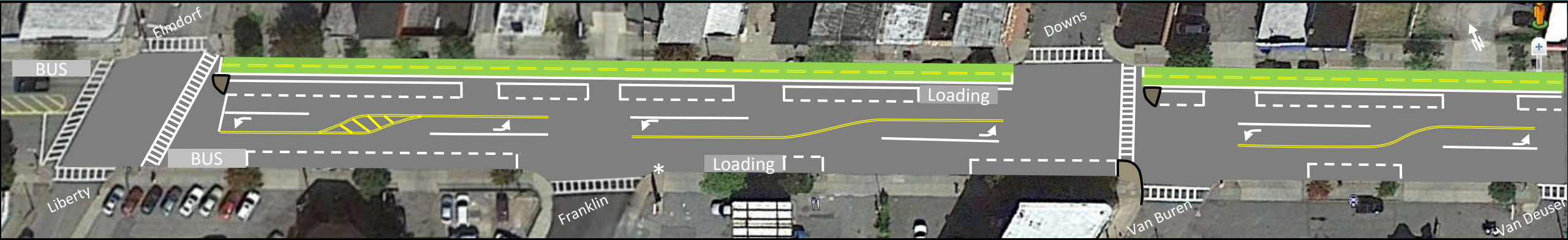
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# Preferred Alternative

## Proposed Section of Broadway from Liberty/Elmendorf Sts. to Van Duesen St.



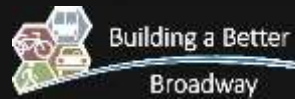
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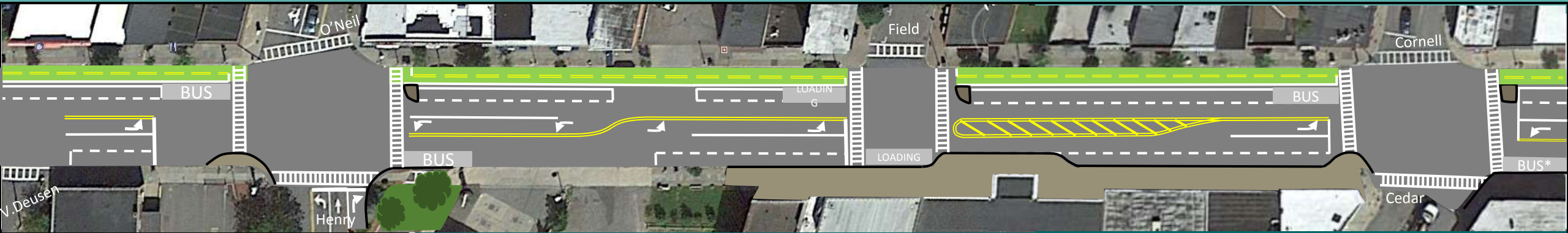


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# Preferred Alternative

## Proposed Section of Broadway from Van Duesen Street to Cedar Street



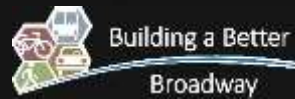
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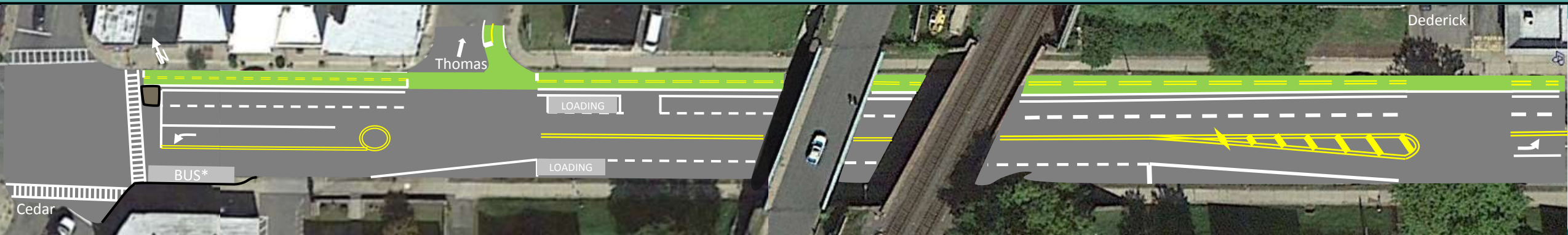
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# Preferred Alternative

## Proposed Section of Broadway from Cedar Street to Dederick Street



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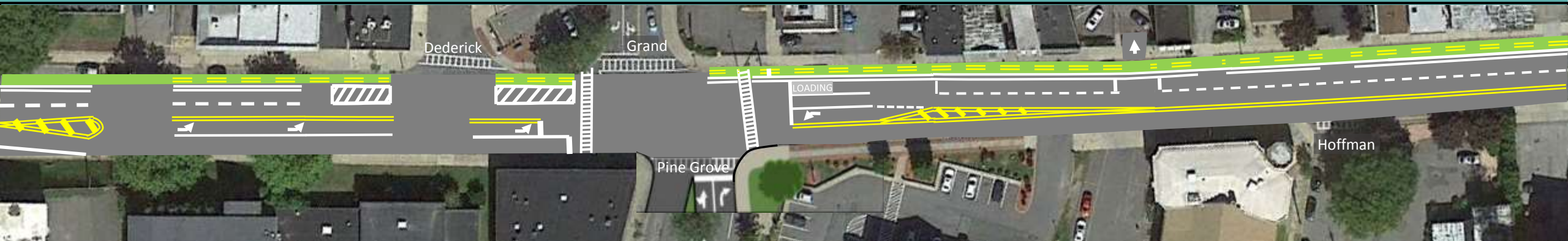


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# Preferred Alternative

## Proposed Section of Broadway from Dederick Street to Hoffman Street



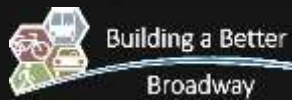
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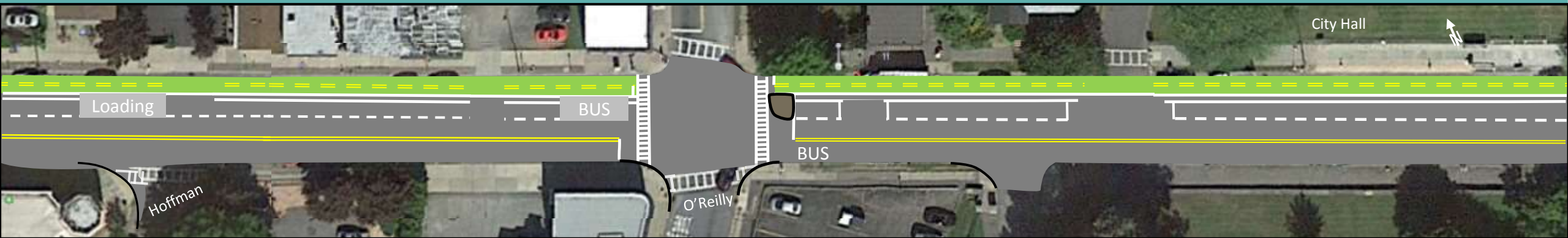


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# Preferred Alternative

## Proposed Section of Broadway from Hoffman Street to City Hall



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# Preferred Alternative

## Proposed Section of Broadway from City Hall to Brewster Street



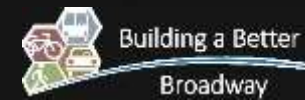
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# Preferred Alternative

## Proposed Section of Broadway from Brewster Street to Chester Street



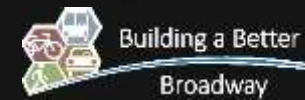
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# Preferred Alternative

## Proposed Section of East Chester Street from Broadway to Jansen Avenue



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# Draft Plan and Recommendations

## Traffic Signal Modifications

- Upgrade the existing traffic signals along the corridor to accommodate the proposed bike lanes, to provide 12" lenses and to display countdown pedestrian signals. Separated bike lanes require traffic signals where cars may not turn across bike lanes at the same time that bikes are permitted to proceed. This will require a separate bike phase at some intersections and the prohibition of permissive eastbound left turns and all westbound right turns across the bike lanes at Cornell Street and Grand Street. Cyclists in the bike lanes will be prohibited from making westbound left turns and eastbound right turns - they may dismount and use the pedestrian signals for these movements. Adjustments to the signal timing can ensure that overall Level of Service D or better conditions will continue to prevail





# Preferred Alternative Traffic Benefits

Detailed Measures of Effectiveness		Detailed Measures of Effectiveness	
Network Totals		Network Totals	
Number of Intersections	27	Number of Intersections	25
Total Delay / Veh (s/v)	17	Total Delay / Veh (s/v)	11
Stops / Veh	0.33	Stops / Veh	0.30
Average Speed (mph)	8	Average Speed (mph)	11
Total Travel Time (hr)	278	Total Travel Time (hr)	203
Distance Traveled (mi)	2202	Distance Traveled (mi)	2186
Fuel Consumed (gal)	303	Fuel Consumed (gal)	233
Fuel Economy (mpg)	7.3	Fuel Economy (mpg)	9.4
CO Emissions (kg)	21.17	CO Emissions (kg)	16.28
NOx Emissions (kg)	4.12	NOx Emissions (kg)	3.17
VOC Emissions (kg)	4.91	VOC Emissions (kg)	3.77
Performance Index	235.8	Performance Index	152.0
Future Conditions, No Action		Future Conditions, Draft Plan	

PRESENTED TO:

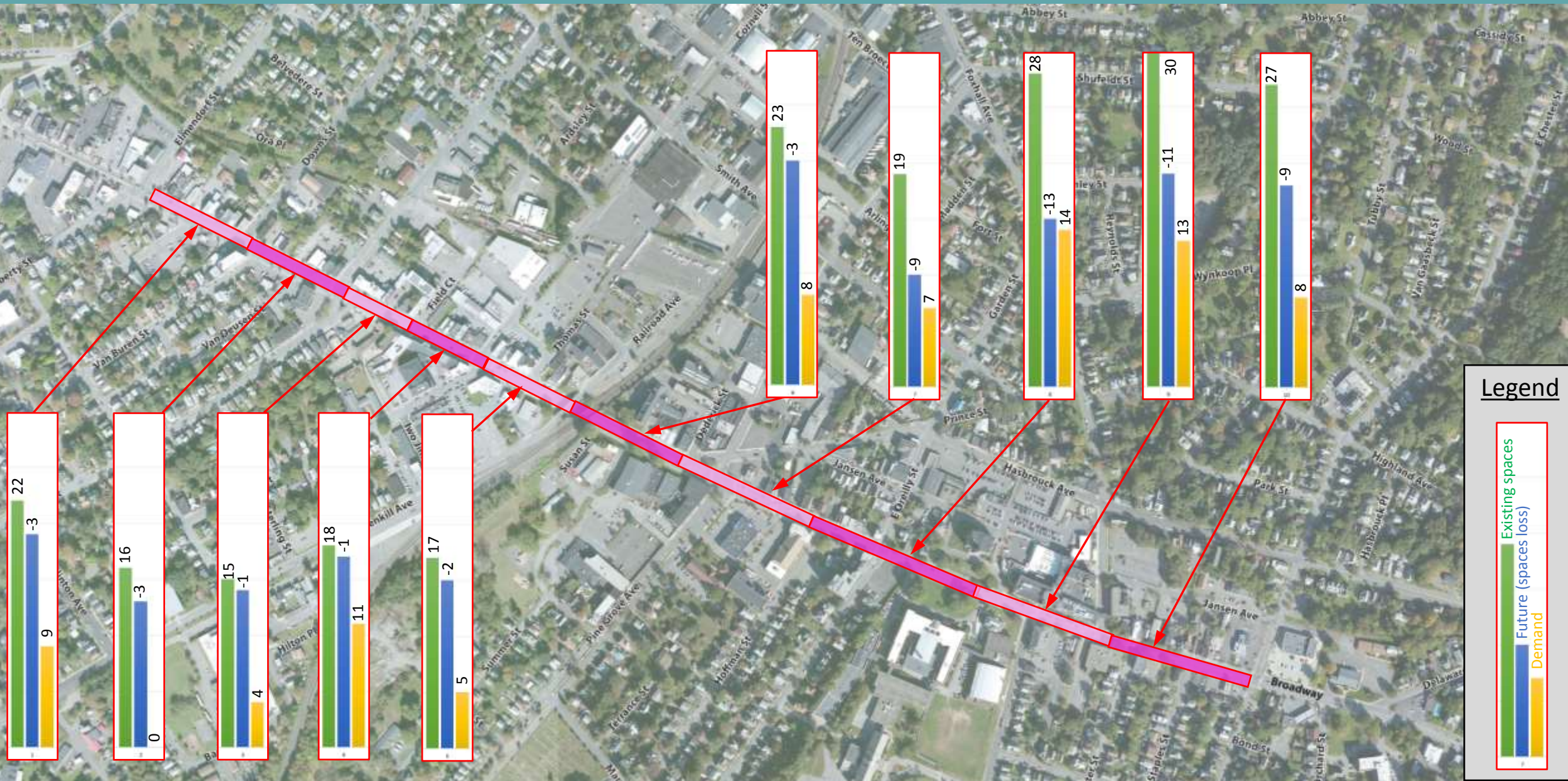
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# Preferred Alternative Impacts on Parking



**Legend**

- Existing spaces
- Future (spaces loss)
- Demand



# Preferred Alternative Parking Improvements

- Parking analysis indicates adequate reserve capacity within 500 feet to accommodate the relatively small number of surveyed parked vehicles which would be displaced
- Technical Advisory Committee recommends that any proposed bike lane be accompanied by measures aimed at mitigating this loss of parking.
- These measures could include:
  - Improved signage to the existing municipal parking lots along the corridor,
  - Metering of the spaces in the municipal lots to discourage their long-term use (and make more spaces available) during business hours;
  - Providing a direct entrance from Broadway to the municipal parking lot accessed at the intersection of Jansen Avenue and Prince Street.



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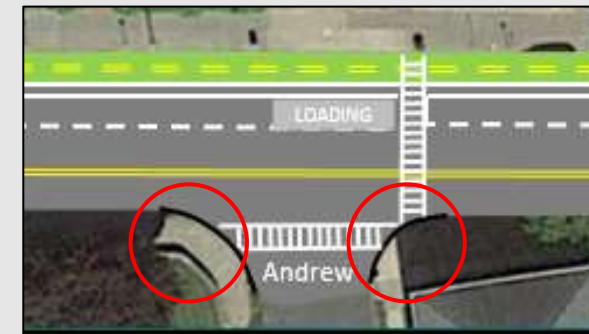
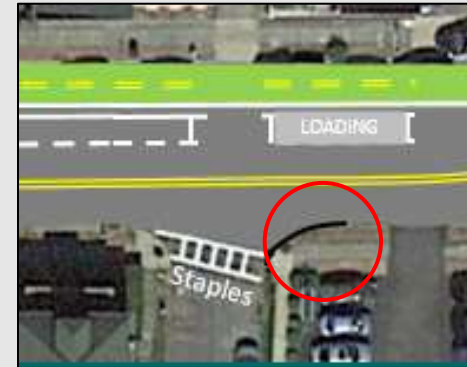
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# Preferred Alternative Geometric Improvements

Modify the turning radii at the intersections Broadway with Hoffman Street, Andrew Street and Staples Street, and make any necessary adjustments to the stop lines at O'Reilly Street and to parking at Brewster Street to accommodate truck and bus traffic.



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# Preferred Alternative Safety Improvements

To improve safety, prohibit right-turns on red at the following signalized intersections:

- Eastbound and Westbound on Broadway at Liberty Street (in response to 1 bicycle accident and 27 other accidents);
- All approaches to the intersection of Henry Street with Broadway (in response to 2 pedestrian accidents, 3 bicycle accidents and 28 other accidents);
- All approaches to the intersection of Cedar/Cornell Street with Broadway (in response to 2 pedestrian accidents, 2 bicycle accidents and 57 other accidents);
- Eastbound and on Broadway at Pine Grove Avenue (in response to 1 bicycle accident and 20 other accidents), and
- All approaches to the intersection of Chester Street with Broadway (in response to 2 pedestrian accidents, and 39 other accidents).



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# Pedestrian Improvements

## Safety & Mobility for Pedestrians

Upgrade those pedestrian crossings without ADA-compliant pedestrian ramps, including installing truncated domes/tactile warning strips, checking that the slope and landing areas on sidewalks conforms to ADA code, and that they are the proper width. Strongly consider the use of durable materials, such as stainless steel.



Upgrade signing of existing unsignalized crossings of Broadway so that they are all consistent with MUTCD requirements.



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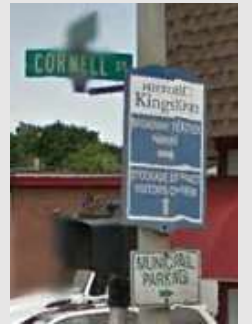


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# Preferred Alternative Safety & Transit Improvements

- To allow motorists more time for decision-making, replace existing substandard signing with signs with larger letters, improved reflectivity and illumination, where feasible. It is recommended that larger lettering be used and that the font be changed to the FHWA-approved “Clearview Hwy” font.
- Locate bus stops at the far side of key intersections on Broadway, install standardized bus stops with schedules and inviting shelters. Implement a frequent service along the corridor connecting the Rondout with the Stockade and Hannaford Plaza, perhaps by integrating City and County services. Upgrade the existing bus fleet to include real-time bus arrival and departure information (with app technology), bicycle racks, and alternative fuel technology.



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# Preferred Alternative

## Streetscape Improvements

### Sidewalks & Street Lighting

To improve the streetscape, rehabilitate the sidewalks along the corridor with a combination of bluestone (where already installed) and brick-imprint paving.

Replace the existing light fixtures along the corridor with attractive, new, energy-efficient fixtures, consistent with recent improvements and which shed a warm glow on the sidewalks and buildings in the evenings when pedestrians and cyclists can enjoy the corridor after work.



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# Preferred Alternative Streetscape Improvements Street Furniture

To improve the streetscape, install attractive street furniture including bicycle racks, trash/recycling receptacles, public art and benches that encourage pedestrians and cyclists to stop and patronize local businesses.



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# Preferred Alternative Streetscape Improvements Street Trees

Plant street trees which will provide shade but not overwhelm the above or below ground infrastructure, or heave the sidewalks. Native species are preferred. Tree planters which manage storm water runoff should be incorporated, where possible. Best practices in urban tree propagation, such as CU-Structural Soil™ and other measures that will help ensure healthy growth of trees with reduced impact to the surface and surrounding infrastructure, should be used.



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# Pedestrian Improvements

## Curb Bump Outs

Construct sidewalk bump outs at crosswalks to shorten the distance pedestrians must walk to cross Broadway in locations that do not interfere with bike lanes, bus and commercial loading zones.



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# Placemaking Improvements

## Broadway and Henry Street

Reconfigure the intersection of Henry Street with Broadway to shorten the crosswalks and to reclaim the space occupied by the northbound right-turn lane, creating a small public open space.



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# Placemaking Improvements Broadway and Pine Grove Avenue

Reconfigure the intersection of Pine Grove Avenue with Broadway to shorten the crosswalks and to reclaim space occupied by northbound Pine Grove Avenue as it approaches Broadway, creating a small public open space.



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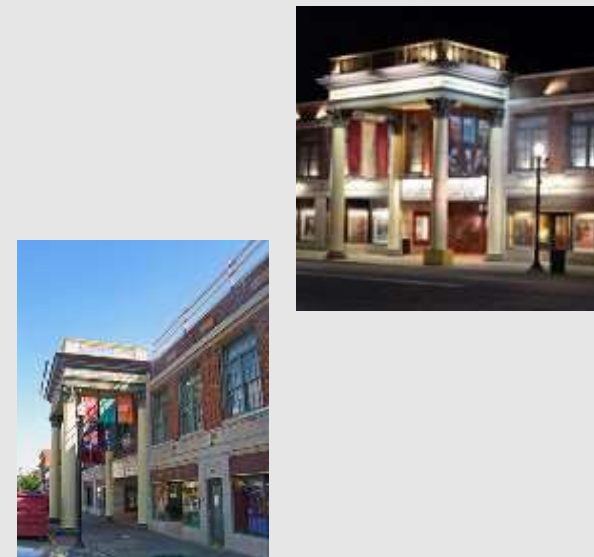
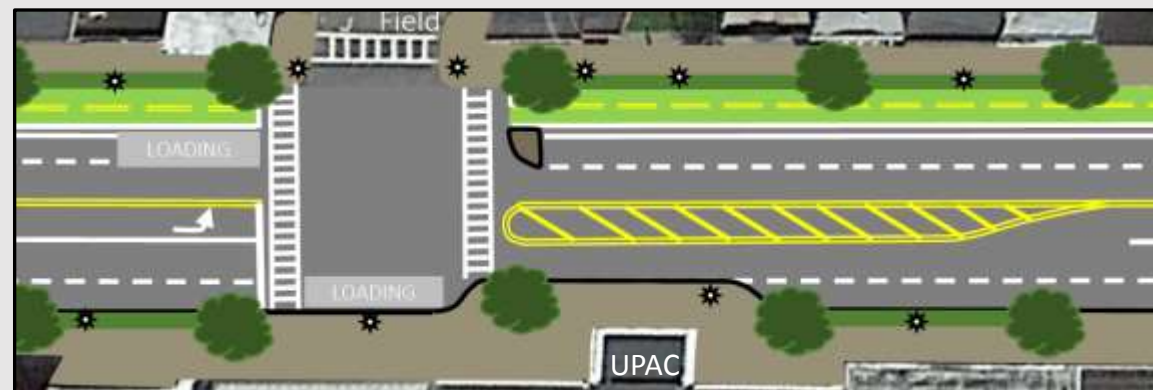
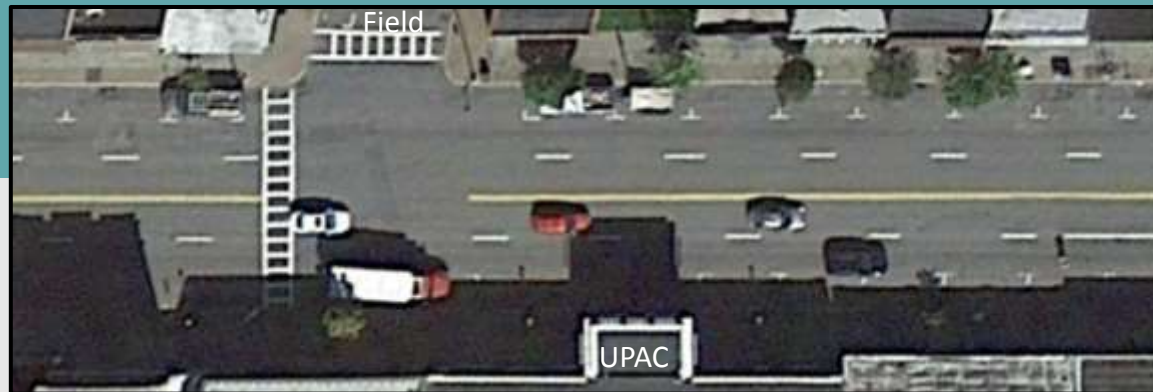
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# Placemaking Improvements Broadway near UPAC

Provide a sidewalk plaza outside of the Ulster Performing Arts Center by extending the sidewalk to the edge of the eastbound travel lane, relocating a loading area to the west of the sidewalk plaza and providing a second crosswalk across Broadway at the east side of Field Court.



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# Project Cost & Implementation

Plan Component	Estimated Cost <sup>1</sup>
Sharrows and Signs - Manor Place Parking Lot to Broadway	\$ 20,000
Separated Bike Lanes - Liberty Street to Cedar Street	\$ 157,000
Separated Bike Lanes - Cedar Street to Pine Grove Avenue	\$ 24,000
Separated Bike Lanes - Pine Grove Avenue to Chester Street	\$ 194,000
Separated Bike Lanes - Broadway to Jansen Avenue	\$ 100,000
<b>Upgrade Existing Traffic Signals (7)</b>	<b>\$ 1,400,000</b>
Modify Turning Radii at Key intersections (Hoffman, Andrew and Staples Streets)	\$ 60,000
Prohibit Right-turns on Red	\$ 8,000
Replace Substandard Street Signs	\$ 30,000
Bus Stop Infrastructure (Bus Fleet is considered a separate project cost)	\$ 200,000
Streetscape infrastructure, including new sidewalk pavement and furniture	\$ 1,500,000
Trees and Landscaping	\$ 100,000
New Light Fixtures	\$ 800,000
Loading Zones	\$ -
Sidewalk Bumpouts	\$ 150,000
Placemaking at Henry Street	\$ 50,000
Placemaking at UPAC	\$ 25,000
Placemaking at Pine Grove Avenue	\$ 50,000
Update curb ramps to ADA requirements	\$ 50,000
Upgrade existing midblock pedestrian crossings	\$ 20,000
Pedestrian Study at Franklin Street	\$ 20,000
<b>Total</b>	<b>\$ 4,958,000</b>

Implementation Order	Plan Component	Project Cost	Funding Source	Timeline
1	Pedestrian Study at Franklin Street	\$20,000	Received Grant Funding	Year 1
2	Determine ROW Acquisition Needs, if any	TBD	Outside Source	Year 1
3	Update curb ramps to ADA requirements	\$50,000	Received Grant Funding	Year 1
4	Modify Turning Radii at Key Intersections (Hoffman, Andrew and Staples Streets)	\$60,000	Received Grant Funding	Year 1
5	Sidewalk Bump Outs	\$150,000	Received Grant Funding	Year 1-2
6	Streetscape Infrastructure, including sidewalk pavement and furniture	\$1,500,000	Received Grant Funding	Year 1 -2
7	Bus Stop Infrastructure	\$200,000	Received Grant Funding	Year 1-2
8	Separated Bike Lanes – Liberty Street to Cedar Street Separated Bike Lanes – Cedar Street to Pine Grove Avenue Separated Bike Lanes – Pine Grove Avenue to Chester Street Separated Bike Lanes – Broadway to Jansen Avenue	\$157,000 \$24,000 \$194,000 \$100,000	Received Grant Funding	Year 1 -3
9	New Light Fixtures	\$800,000	Received Grant Funding	Year 1 -3
10	Sharrows and Signs – Manor Place Parking Lot to Broadway	\$20,000	Outside Source	Year 1-2
11	Trees and Landscaping	\$100,000	Received Grant Funding	Year 1-2
12	Placemaking at Henry Street Placemaking at UPAC Placemaking at Pine Grove Avenue	\$50,000 \$25,000 \$50,000	Received Grant Funding	Year 3
13	Loading Zones	-	N/A	Year 3
14	Replace Substandard Street Signs	\$30,000	Received Grant Funding	Year 3
15	Upgrade Existing Traffic Signals	\$1,400,000	Received Grant Funding	Year 3
16	Prohibit Right-turns on Red	\$8,000	Received Grant Funding	Year 3
17	Bus Fleet	TBD	TBD	Year 3-5

Presented by:



# Building a Better Broadway

Broadway looking west from Greenkill Avenue Bridge



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Ulster County Transportation Council, the City & People of Kingston

Presented by:



August 2015



# Building a Better Broadway

Broadway looking west from Greenkill Avenue Bridge



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Ulster County Transportation Council, the City & People of Kingston

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# Building a Better Broadway Next Steps

- Provide written comments to the Transportation Council or the City by August 20<sup>th</sup>
- Refine the Draft Plan to incorporate substantive comments, where applicable
- Submit the Final Plan to the City for review and approval
- Incorporate Plan recommendations into ongoing and pending Broadway projects

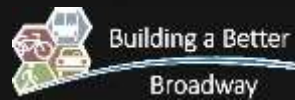
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# Building a Better Broadway Contact Information

**Additional information on the project is available at:**

- <http://kingston-ny.gov/Broadway-Corridor>
- <http://ulstercountyny.gov/planning/broadway-corridor>

**For more information contact:**

- **Office of Economic Development (845) 334-3960**
- **Ulster County Transportation Council (845) 340-3340**



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# Building a Better Broadway



## Questions?



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Building a Better  
Broadway

Broadway Corridor Conceptual Design Plan, Kingston, NY

## Public Meeting 2 Comments Received

**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



**Building a Better  
Broadway**

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*Comments shown below were submitted to [bsla@co.ulster.ny.us](mailto:bsla@co.ulster.ny.us) in response to the Building a Better Broadway draft plan and recommendations report posted online at <http://ulstercountyny.gov/planning/transportation> and presented to the public at the August 6, 2015 public meeting series held at Ulster Performing Arts Center. Comments are presented in the order by which they were received. The original public comment deadline of August 20<sup>th</sup> was extended to September 4<sup>th</sup> at the request of Mayor Shayne Gallo. Personal email address and phone numbers have been redacted.*

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**Comments Received August 7, 2015**

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I'm not too sure who thought up the idea to eliminate parking spaces in front of KHS in lieu of a bike path, but this is a ridiculous idea. The spot in front of the HS is already congested due to lack of adequate parking for students. Additionally, there is a lack of parking for city hall and the hospital. These parking problems do not take into account lack of parking for local businesses! Please seriously reconsider this proposal and rather use the money to clean up the scum of midtown.

Shannon Ramirez

---

Hello,

I am writing you this morning to communicate my serious dissatisfaction with the proposed bike lane on Broadway. This plan will be taking out 9 parking spaces on the block that we own our family business for many years. This would be a catastrophe for us. Many of our customers park on that side of the street to patronize our business, Dallas Hot Wieners. The businesses on that street, Monkey Joes, Stone Soup, Shamrock, Joe Beez, and Sami's Pizza will lose a tremendous amount of customers. How many times have you seen someone riding a bike with a pizza box on Broadway or hot coffee? You will be ruining people's livelihoods for a handful of bikers that may use the lane for maybe 6 months out of the year. In the winter it will be wasted space.

My husband went to the meeting yesterday afternoon and was given the information that this project is 1 million dollars short on funding and the project has not even started. What was really upsetting to him was that there were only 3 business people from Broadway at the meeting at 3:30. Every business on Broadway needs to be contacted and surveyed if they would be willing to lose parking spaces. Some businesses are struggling to survive in this economy and this will just be the nail in the coffin.

Also parking by the high school is always an issue when school is in session. Even with the municipal parking students struggle to find parking. The traffic on Broadway will be a nightmare during the morning commute and when school gets out. Please rethink the bike lane.

Sincerely,  
Maria Maritsas





**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



**Building a Better  
Broadway**

- I like the idea of planting more trees, but I hope it can be done in such a way that, as the trees grow, their roots don't disturb/destroy the surrounding sidewalk. There are sidewalk issues due to tree roots everywhere you go in Kingston.
- I have a concern about the quality of the materials that are going to be used for the streetscape improvements. Winters are very hard on our sidewalks. I don't know how long ago the current bluestone was installed along Broadway's sidewalks, but it's not holding up. I know salt is bad for natural stone, but we have to use a lot of it in the winter months to keep the sidewalk safe for pedestrians. The materials that are chosen don't just have to be attractive; they have to be highly durable and potentially repairable. This goes for benches, planters and other proposed improvements as well.
- I get where Mr. Dallas Hot Wieners is coming from – how his business, maybe more than others, really depends on readily available parking. Is there any way to re-route the bike lanes around those areas that stand to lose the most parking? I realize you might not have enough space for actual bike lanes, but the side streets tend to be safer. Cyclists coming from the Kingston Point Rail Trail could take Hasbrouck Avenue to Prince Street to Grand Street, and Broadway's bike lanes could begin at that point. Maybe not a very good alternative, but I thought I would at least make the suggestion.

I have an additional comment or concern which doesn't necessarily speak to the quality of the plan, and that is this. The idea that we have bike lanes down Broadway that will ultimately connect with various rail trails is great. The idea that we make Broadway – and all of Kingston, for that matter – more cyclist and pedestrian friendly is great. But despite what one attendee spoke to last night, Kingston, New York is not Boulder, Colorado. Nor is it the village of Tarrytown. We have a very different demographic here, and I don't think we're building bike lanes for the people who actually live in Midtown. Will those Midtown residents benefit from more cyclists riding down Broadway? Perhaps. But they'll benefit way more from the part of the plan that speaks to improved bus service. The people I see on a daily basis walking or biking past the theater, or parking out front to shop at the Mexican market next door were not at the meeting last night. I know this isn't the business of the county planning department, but I think for bike lanes and some other aspects of this plan to work properly, the City of Kingston is really going to have to sell this project and sell it well.

One final comment I have is that I did watch a woman this morning, pushing a child in a stroller, cross Broadway at Franklin Street. She had some type of deformity involving her left hip or leg, and she walked slowly with a pronounced limp. Yes, we do need a crosswalk there.

Respectfully submitted,  
Betsy Garthwaite  
23 Ravine St.  
Kingston, NY 12401

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From: ■■■■■@aol.com

changing Broadway to a single lane road will only cause major traffic problems  
the reason 80% of the traffic only use the right hand lane is that in the proposed area if the left hand lane is for left turns only  
if you want to move cars more effectively that the thing that needs to be change





**Comments Received August 8, 2015**

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Good morning,

I have a few questions re: the redesign of Broadway for the bike trail.

1 - The report states that the greatest impact on parking will be between Pine Grove and Staples. How can giving up 40% of the parking spaces in this area be justified? This encompasses parking for KHS, City Hall, and especially critical - Kingston Hospital.

2 - Why bump out the sidewalk directly in front of UPAC? When there are school functions and buses line up from Henry to Cedar Sts., they already take up much of the driving lanes available. The bump would make traffic flow impossible.

3 - Did the NYDOT approve modifying St. Rt. 32, which runs on Broadway from Henry St. west?

Thanks,  
Rich Turck

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From: "Bill Berardi" <■■■■■■■■■■@■■■■■■■■■■.com>

To: <[bsla@co.ulster.ny.us](mailto:bsla@co.ulster.ny.us)>

Date: 08/07/2015 08:51 AM

Subject: The change would eliminate about 55 on-street parking spaces

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Isn't this a detriment to business on the corridor?

I suggest that you test the elimination of parking spots by closing off the proposed parking spots to be eliminated for at least 2 continuous weeks including weeks schools are in session as the Broadway corridor traffic changes considerably.

William F. Berardi CPA, MBA, RIA, PFS  
Berardi, Gottstine & Miller CPAs PC

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Hello. I am a bit concerned that the proposal for Broadway is a bit too hasty. I'm not convinced by this document,

[http://ulstercountyny.gov/sites/default/files/documents/planning/BBB\\_Draft%20Plan%20and%20Recommendations.pdf](http://ulstercountyny.gov/sites/default/files/documents/planning/BBB_Draft%20Plan%20and%20Recommendations.pdf)

that the plan is a good idea, yet. The Freeman article stated that Mayor Gallo stated there was 80/20 lane usage. Ideally that is how a passing lane should be operating. I'm certain there is a few spots that some left/right only lanes are both feasible and somewhat needed; I'm not convinced, though, that light timing is all that is needed (or

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**Building a Better  
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worth it) to remove over 50 parking spaces and most of the lane. The "bump outs" for the crosswalks seem more of a hindrance than a good thing for traffic/pedestrians.

In my opinion, the beautification and simple sidewalk upgrades, as well as some new pavement and light timing would work wonders on Broadway. I'm not convinced that the bike lane is worth it more than the parking.

I would also advise looking at this link for many more resident comments:

<https://www.facebook.com/groups/from.kingston/permalink/10153555493794533/>

Thank you,  
Vincent Carcaramo

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My comments and concerns: I am a walker and a driver. The plan is comprehensive and so well thought out. I am one that is not in favor of putting trees in, because of the damage they cause. Unless their roots will not grow into pipes and not make cracks in sidewalks. I hope that the pedestrian traffic signals, are pedestrian friendly. When a person pushes the signal, the traffic will stop in all direction, so they can cross, and only have to wait about 15 seconds. Improved signage is an absolute necessity. I appreciate all the great work put into this project.  
Karen Miller  
53 Crown Street

Sent from my iPad

**Comments Received August 13, 2015**

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Dear Mr. Slack,

My husband and I are closing on a house in Midtown in a few days and are really excited about the bike-friendly improvements Kingston is proposing. Kingston's bikeability and walkability are actually some of the reasons we decided we wanted to relocate from New Paltz.

I lived for 6 years in Vancouver, BC, where they installed separated bike lanes in some areas, and have sharrows and non-separated bike lanes. As a slightly cautious cyclist, I found cycling in the separated lanes far superior to the other options. They are so much safer and they really helped both cyclists and drivers move in efficient manners. They also helped motivate me to start cycling to work. My first-hand experience leads me to believe that a separated and distinct bike lane between the parking lane and immediately next to the sidewalk along the Broadway corridor is an excellent idea.

In areas where parking was reduced for separated bike lanes in Vancouver, parking spaces were lost. I know this can be a bone of contention for some, but it looks like the business owners have come around

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[\[http://www.news1130.com/2015/05/27/downtown-vancouver-businesses-attitudes-towards-bike-lanes-have-changed-in-the-last-five-years/\]](http://www.news1130.com/2015/05/27/downtown-vancouver-businesses-attitudes-towards-bike-lanes-have-changed-in-the-last-five-years/). I am sure that this will be the case on Broadway, as well.

I hope you will also consider installing push button sensors (similar to pedestrian buttons, but located in a convenient spot for cyclists waiting for a stop light) for bicyclists at certain intersections, as well. Another great feature would be the cyclist-only stop lights.

I really look forward to the implementation of these proposed bike-friendly and people-friendly changes. Kingston will certainly only benefit from them.

Thanks,  
Malia Cordel

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I support the Building a Better Broadway Plan and will be so excited to have a protected bike lane. I do hope that the bike lane is created and the plan goes forward as created. I love how this section will connect with the other bike trails in the city. This connection will be a wonderful asset to the community and drive economic growth.

A protected bike lane means there is a safe active route to school and through the city. With obesity rates rising, active transportation (walking and biking) is a great way to get in some activity for young learners before they are forced to sit all day.

I have been biking 4 days a week to my daughter's pre-school on Broadway and it feels scary. When my daughter learns to ride her own bike, I will not take her on Broadway as it is now.

With a protected bike lane we will bike to shops, restaurants, events, the fishing dock, parks and the beach. Cyclists will be less likely to bike on sidewalks and it will be safer for pedestrians.

Can we ask the Kingston City Schools to design and implement more parking into their re-design of the High School campus to relieve some of the parking needs near there and the City Hall? How about sharing some of the spots at the American Legion?

Thank you to the team(s) who have been working on this project. I think it will be a huge benefit to the city.

Emily Flynn  
Kingston

### **Comments Received August 14, 2015**

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To whom it may concern:

I'm writing to express my enthusiastic support for the development of a bike lane on Broadway, in Kingston.



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Having been a bicycler for all of the over forty years living in Ulster County - and having ridden in Kingston many, many times, I know this development would be a welcomed enhancement to our lovely city!

There's no doubt in my mind that this advancement will eventually pay for itself with the increased revenue brought into the city and county by even more bicycle enthusiasts.

In advance, thank you for your attention to this statement of support.

Sincerely,

rik Flynn

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To whom it concerns,

It is my strong opinion that Building a Better Broadway is a smart way to go in Midtown Kingston. Specifically, putting in separate bike lanes along the corridor makes sense for many reasons: 1) these lanes will keep drivers, bikers and pedestrians safer due to adequate spacing for all, 2) more people will ride through Midtown and have opportunities to buy at local businesses and 3) residents and others will have expanded opportunities to enjoy biking for health reasons.

Although my family and I live in Cottekill, we love going to Kingston for events, shopping and to visit family. On a number of occasions we've actually biked all those miles to lighten the load on the environment and to better our health. Unfortunately there is always trepidation on our parts due to safety concerns. With bike paths in place in Midtown, at least, we will be likely to visit Kingston by bicycle much more often!

Thank you for reading my input regarding this transportation plan.

Sincerely,  
Susan Richmann

■■■■-■■■■-■■■■■

**Comments Received August 17, 2015**

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Dear Mr. Slack

I received your contact info from Kristen Wilson as I am a member of Bike-Friendly Kingston. I am so excited to see Kingston looking to the future of urban development through more progressive means that include alternative transportation and activities for all citizens. Especially developing a more bike friendly city. Kingston has such great potential to be a progressive beacon here in the mid hudson valley.

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"A study of 30,604 people in Copenhagen showed that people who commuted to work by bike had 40 percent lower risk of dying over the course of the study period than those who didn't and bike commuters average a day fewer absences due to illness each year than non-bike commuters."

<http://www.sustainablecitiescollective.com/bloomingrock/268971/7-reasons-fund-bicycle-infrastructure>

Kingston's proposal for a mid town bike lane that would replace 55 parking spots would be a bright spot for all ages especially to those like me who use bicycles to commute for work and leisure. Though this might disturb some and create an "inconvenience" for site specific events, studies prove the long term economic, health and environmental impact it can have in an urban area greatly outweighs the objections. A more user friendly Broadway is also an opportunity to be available at all times and all days of the week. The need for parking does seem to be quite an issue but mainly for specific times and specific days with huge gaps that would be replaced by a Broadway that could be more inclusive to all citizens. Of course working towards a common solution should be paramount and creation of a positive solution based dialogue with all members of the community. Though education of the facts should be top priority so that all residents can make more informed decisions.

Thank you for your time!

Sincerely,

Gerald von Stoddard  
165 Cornell St. #115  
Kingston, NY 12401

■■■■-■■■■-■■■■

■■■■■■■■■■■■■■■■@gmail.com

**Comments Received August 18, 2015**

To Whom It May Concern,

I am writing to express my support of the bicycle lanes that have been proposed for Broadway in Kingston. These lanes will make commuting to and from school a safer process for our many students in the City of Kingston. Since the radius for walking to Kingston High School is 1.5 miles, most of our city students are required to walk or bike to school. Broadway, as it currently is designed, does not allow for bicycle safety, which forces some kids to walk 45 minutes to an hour each way. This plan will provide our students with a safe way to travel to and from school each day. As a parent of a high school student, I would be happy to give up 55 parking spaces in order to increase the safety and quality of life for our city children. It seems like a small price to pay. Also, the bike lanes may decrease the need for cars in the area, as many family members will be able to bike to special events.

Also, as a resident of Uptown Kingston, I am looking forward to being able to safely bike to Midtown and Downtown via the bicycle lanes with my family. As many others in our city, I regularly shop and eat at our local businesses to which I can walk or bike. I do not typically frequent the Midtown and Downtown businesses because I do not like to drive there and they are too far access via walking in a reasonable amount of time. I would use the bike lanes to access businesses in the city that I have not in the past.

**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

Thank you for your consideration of my opinion in regard to this decision. If you need to contact me, you can either email or call ■■■.■■■.■■■.

Sincerely,

Felipa Gaudet

**Comments Received August 19, 2015**

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To Whom It May Concern,

I am writing to express my support of the bicycle lanes that have been proposed for Broadway in Kingston. These lanes will make commuting to and from school a safer process for our many students in the City of Kingston. Since the radius for walking to Kingston High School is 1.5 miles, most of our city students are required to walk or bike to school. Broadway, as it currently is designed, does not allow for bicycle safety, which forces some kids to walk 45 minutes to an hour each way. This plan will provide our students with a safe way to travel to and from school each day. As a parent of a high school student, I would be happy to give up 55 parking spaces in order to increase the safety and quality of life for our city children. It seems like a small price to pay. Also, the bike lanes may decrease the need for cars in the area, as many family members will be able to bike to special events.

As a resident of Henry and an employee of the YMCA, I frequently bike up and down Broadway. Bicycle lanes will make my commute and the commute of so many others safer and more pleasant. We live in a small city that is totally walkable and bike able, the more we can do to ensure walking and biking are viable options the better. I make the choice to ride my bike, but many have no choice. Without a car, they rely on their bicycles as their main form of transportation to and from work. They deserve to have safe, clearly marked bike lanes. Please consider the public good of the bicycle lanes over the parking spaces that affect much smaller numbers.

Thank you for your consideration of my opinion in regard to this decision. If you need to contact me, you can either email or call ■■■-■■■.■■■.

Sincerely,

KayCee Wimbish  
143 Henry Street  
Kingston

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KayCee Wimbish  
Farmer  
Kingston YMCA Farm Project  
[www.kingstonymcafarmproject.org](http://www.kingstonymcafarmproject.org)



**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

I am writing to express my support of the bicycle lanes that have been proposed for Broadway in Kingston. I very much appreciated the Better Broadway presentation of the plan on August 6th at UPAC. I am in full support of the plan as presented. These lanes will make commuting to and from the YMCA and to the many places I work and eat in Kingston, a safer process. Broadway, as it currently is designed, does not allow for bicycle safety. I have never had trouble finding parking on or near Broadway, and I would be happy to give up many parking spaces in order to increase the safety and quality of life for everyone through bike paths. It seems like a small price to pay.

Also, as a resident of Midtown Kingston, I am looking forward to being able to safely bike to Uptown and Downtown via the bicycle lanes with my friends. As many others in our city, I regularly shop and eat at our local businesses to which I can walk or bike.

Thank you for your consideration of my opinion in regard to this decision. If you need to contact me, you can either email or call ■■■-■■■-■■■

Sincerely,

Sarah Snider  
92 Clinton Avenue

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To Whom It May Concern,

I am writing to express my support of the bicycle lanes that have been proposed for Broadway in Kingston. I am a resident of Ward 5, at 146 Franklin St in Kingston.

I support these lanes both as a parent of school-aged (or soon to be) children and a regular biker on Broadway. Bike lanes will make commuting to and from school a safer process for our many students in the City of Kingston. Since the radius for walking to Kingston High School is 1.5 miles, most of our city students are required to walk or bike to school. Broadway, as it currently is designed, does not allow for bicycle safety, which forces some kids to walk 45 minutes to an hour each way. This plan will provide our students with a safe way to travel to and from school each day. I understand that parking spaces may need to be reduced as a result, but in order to increase the safety and quality of life for our city children, it seems like a very small price to pay. Also, the bike lanes may decrease the need for cars in the area, as many family members will be able to bike to special events.

Also, as a resident of Uptown Kingston, I am looking forward to being able to safely bike to Midtown and Downtown via the bicycle lanes with my family. As many others in our city, I regularly shop and eat at our local businesses to which I can walk or bike. I do not typically frequent the Midtown and Downtown businesses because I do not like to drive there and they are too far access via walking in a reasonable amount of time. I would use the bike lanes to access businesses in the city that I have not in the past.

Thank you for your consideration of my opinion in regard to this decision. If you need to contact me, you can either email or call ■■■-■■■-■■■.

Sincerely,

Eli Dueker

**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



M. Elias Dueker  
Assistant Professor  
Environmental and Urban Studies  
Bard College  
■■■■-■■■■-■■■■■ (office)  
■■■■-■■■■-■■■■■ (cell)

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Hi Brian,  
I am sure you are getting many letters about the Building a Better Broadway project. I am writing to you as a avid cyclist who rides not only all over the roads and trails of Ulster County but also all over Kingston via Broadway to shop, go to meetings and scout out mural locations for O+.

This project has the potential to be a game changer for the well being and economy for small businesses in all three districts of Kingston. I could write volumes about the value of cycling, exercise and safety. The key here is that more and more people are using bikes to get around town and right now Broadway is very dangerous for cyclists and pedestrians. In fact, at O+ we avoid taking people down Broadway due to safety concerns.

As a resident and cyclist fully support this project. It is time to open up Broadway to everyone and help increase business by connecting all three parts of Kingston with people on foot and bicycle.

Thank you for taking the time to read this letter.

All the best,  
Joe Concra  
Mission Control  
O+ Festivals  
Kingston NY  
Petaluma CA.  
Chicago Il.  
■■■■.■■■■.■■■■■

Apply Pressure and Elevate.

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To Whom It May Concern,

I am writing to express my support of the bicycle lanes that have been proposed for Broadway in Kingston. These lanes will make commuting to and from school a safer process for our many students in the City of Kingston. I bike on Broadway almost every day with my two children, to pick up and drop off from day care (for my little one) and the YMCA afterschooler (she goes to George Washington). Broadway, as it currently is designed, does not allow for bicycle safety, and I want to be able to feel safe riding my children to and from school and day care. As a resident of Midtown Kingston, I would be happy to give up 55 parking spaces in order to increase the safety and quality of life

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for our city children. It seems like a small price to pay. Also, the bike lanes may decrease the need for cars in the area, as many family members will be able to bike to special events.

Also, as a resident of Midtown I am looking forward to being able to safely bike to Uptown and Downtown via the bicycle lanes with my family. As many others in our city, I regularly shop and eat at our local businesses to which I can walk or bike. I do not typically frequent the Uptown and Downtown businesses because I do not like to drive there and they are too far access via walking in a reasonable amount of time. I would use the bike lanes to access businesses in the city that I have not in the past.

Thank you for your consideration of my opinion in regard to this decision. If you need to contact me, you can either email or call ■■■■.■■■■.■■■■■

Sincerely,

Ilana Berger  
146 Franklin Street

**Comments Received August 20, 2015**

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Hello,

I am a parent in the Kingston City School District and I am very concerned about the proposed loss of parking on Broadway, particularly around Kingston High School, due to the Building a Better Broadway plan. Losing half of the parking spaces between Pine Grove Avenue and East Chester Street is a significant loss of parking and my understanding is that all of the parking spaces in front of Kingston High School will be lost.

As a parent of a student going into her senior year at Kingston High School, I know that finding parking at Kingston High School can be very challenging at times. When there are sporting events or concerts, it can be very hard to find a place to park. As president of the KHS Parents Association, I know that a number of parents in the Kingston City School District do not feel safe coming to events at KHS particularly in the evening. Many parents park on the street so as not to have to use the parking in the bus turn-around lot due to the distance and the concerns of safety. That lot often fills up as well when many parents are at school events. The proposal in the plan to direct those in need of parking to municipal lots which are even further away from KHS in place of current on-street parking is not a good solution. School dismissal time is also a very difficult time to find adequate parking for parents who need to wait for their students. Parents are not allowed to enter the loop in front of the school to wait for students so all parents must wait down on Broadway in the currently available parking. Reductions in parking spaces will cause significant problems for these parents. I realize this only covers an hour or two of the day but it is a situation that occurs each school day of the year. I am also concerned about having two construction projects occurring at the same time (the KHS project and a project on Broadway).

I hope that other parents will express their concerns regarding the parking loss that is part of the Building a Better Broadway plan but I am afraid that since many families are away in August for final vacations before school resumes that many will not even find out about the proposal until after school starts and the comment period ends.



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**Building a Better  
Broadway**

I hope that you will extend the comment period to allow for additional feedback and also that you will consider if a solution can be developed which will provide the desired safety for bike riders without the loss of parking that will adversely affect those who drive and park in the Broadway business district and at Kingston High School.

Thank you for consideration of these concerns.

Jolyn Safron, KHS PA President and KCSD parent

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Dear Brian and Steve,

Kingston Wine Co., business owners and residents of Kingston, support the preferred re-design of Broadway which will provide safe and protected bike lanes. This initiative will spur on economic development, re-connect our city, and improve the livability of Kingston. Thank you for your time and consideration.

Best,  
Michael and Theresa Drapkin  
Owners  
Kingston Wine Co.  
65 Broadway  
Kingston, NY 12401

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August 20, 2015  
Brian Slack  
Senior Transportation Planner  
Ulster County Transportation Council  
244 Fair Street  
Kingston, NY 12402

Dear Mr. Slack,  
I am midtown Kingston resident writing to express **my support for Ulster County's Building a Better Broadway Project**. I attended the recent UPAC informational meeting and the Ulster County Active Transportation Conference this past June, and I believe that this redesign of the Broadway corridor is a vital step to increase safety, improve healthy transportation and promote a vibrant midtown business district.

Creating a complete street will make Broadway safer. Currently, pedestrians—especially the elderly, impaired and young—are vulnerable as they cross four lanes of traffic to cars, semi-trucks and emergency responders, often traveling at high speeds. Additionally, Broadway is now a free-for-all with some of those on bikes riding on sidewalks or against traffic. This dangerous situation can be readily fixed by reducing the number of vehicular lanes, funneling bike traffic onto designated bike lanes, and improving the crosswalks to facilitate walkers, which would allow cars, bikes and pedestrians to use the corridor without conflict.

Investing in this redesign is also a necessary part of building a healthy city that promotes active transportation. Not only does it help bring equity of mobility to those who cannot afford to maintain a car, but it creates an

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environment instills physical exercise into daily routines. Over the long-term, this will decrease chronic illnesses that disproportionately affect the poor and disenfranchised and lead to a low-quality of life and/or death.

Finally, as much as removing some of the parking spaces along Broadways may be considered ‘bad for business,’ by those accustomed to the current parking layout, it is important to acknowledge what this plan will do *for* existing businesses. This plan will increase foot and bike traffic. As there is ample parking in municipal lots and on adjacent streets, consolidating parking to these spaces will direct shoppers to pass several storefronts and increase the chances that they patron multiple businesses. It will also bring more businesses to many of the empty storefronts, making midtown a shopping destination which will be good for all businesses.

This is a great opportunity for the city that should not be missed. I strongly support the Building a Better Broadway Plan and hope that you will join me in this effort.

Sincerely,  
Terence J. Duvall  
134 Cedar Street  
Kingston, NY 12401

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Mr. Slack,

As a resident of Midtown, I wanted to vocalize my support of the proposal to renovate the Broadway corridor that includes *protected two direction bike lanes*. I am a frequent cyclist and ride up and down Broadway regularly. In my opinion, incorporating this element into a new Broadway is critical in bringing Kingston into the future and supporting the growth of the midtown area.

Tait Simpson  
<http://taitsimpson.com>  
■■■■■■■■■■■■■■■■■■■■@gmail.com  
(■■■■)■■■■-■■■■

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Brian, just my formal letter of support for the above plan.

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Regards,  
**Kevin Godbey**

**Publisher: KingstonHappenings.Org**  
**Principal: Brickyard Ventures**  
**Linkedin profile: [www.linkedin.com/in/kevinlgodbey](http://www.linkedin.com/in/kevinlgodbey)**

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I am writing to support the Broadway bike lane proposal. My family has recently moved to the City of Kingston and feel strongly that the project will help to improve the City as a whole.

**Building a Better Broadway – Public Comments Received  
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Sincerely,

Eric Dodd  
28 Browning Terr., Kingston, NY 12401

■■■■-■■■-■■■■

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Regarding a bike lane on Broadway in Kingston, this would be a wonderful focus for the county's Greenway efforts. I recommend a traffic calming protected bike path. Bike paths bring young people and vitality to a neighborhood. It could provide the boost that Kingston needs to unite disparate neighborhoods such as the Rondout and Uptown. It would be a great addition to a city which already has a lot going for it-

Matt Frisch  
20 Kelly Rd.  
Arkville, NY 12406  
[■■■■■■■■■■@gmail.com](mailto:■■■■■■■■■■@gmail.com)





RECEIVED

AUG 20 2015

ULSTER COUNTY  
PLANNING DEPARTMENT

My name is Nick Maritsas and I am here to talk about the building a better Broadway initiative and proposed bike lane. While I have no objections to beautifying Broadway, the study that was done to remove parking is flawed. I understand that this plan is in the design phases, but the data that was used to come up with the removal of parking spaces is not sufficient. It was an observation of the area on one particular day. Regardless of the time the data was taken, obviously it isn't a clear indication of the parking needs on Broadway. The study that is in the appendix on The Broadway Existing Conditions Report from November 2014 is conflicting. Times for parking observation of the area are as late as 7:28. Obviously that isn't peak usage times. Businesses have a need for street parking to keep their customers. If you remove parking as was done uptown, businesses will feel the affects. By removing spaces you are taking away the convenience factor that many established businesses and our customers rely upon. Please rethink the removal of parking spaces. The municipal lots are almost always full and it is misleading to put private parking in the study. We have been in contact with City officials and they are trying to preserve the parking across the street from Dallas Hot Wieners but that will not alleviate the issue by the mid town center, high school and hospital. I



want to strongly suggest that the committee come up with an alternate plan ~~to be put in place for~~ building a better Broadway. We have been in contact with over 29 businesses on Broadway, Board of Education, and Mid town Center who have the same concerns. We also have a petition of over 350 people who want to preserve the parking on Broadway. At the presentation last week it was made to sound that the loss of parking spaces was not important to anyone but it is very important to all the businesses and our customers. By removing parking spaces you will in essence be devaluing our businesses.

Also, under this existing proposal the travel lanes will be decreased in width which will make it more difficult and less safe for emergency vehicles to navigate Broadway, especially fire trucks. Thank you for giving us this opportunity to address you tonight about our concerns.



**Comments Received August 21, 2015**

The following petition was submitted to UCTCon 8/21/15 with additional signature pages provided on 9/3 and 9/4. The cover page is shown once at original size for legibility; subsequent signatory pages are reproduced at a smaller scale to conserve space. The full petition is on-record with the City of Kingston (including the Office of the Mayor and Economic Development and Strategic Partnerships) and UCTC.

**Petition to oppose the removal of parking spaces on Broadway**

Petition summary and background	The City of Kingston is in the process of designing a new street scape down Broadway. This proposal is to create a bike lane that will take away about 65 parking spaces which will adversely affect the businesses in the area. Many scores rely on the street parking for their customers. We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed Bike Lane.			Actor petitioned for
Printed Name	Signature	Address or business	Comment	Date
Steven Myers	<i>Steven Myers</i>	P.O. Box 94 Fort Erie NY 12148	we don't have enough parking spots as is	8-8-15
Juan Machado	<i>Juan Machado</i>	110 Madison Ave Kingston NY	Don't reduce parking spaces	8/8/15
JOHN L. SMITH	<i>John L. Smith</i>	700 N. GIBBS ST. KINGSTON NY	NEED ALL PARKING SPACES	8/8/15
David Paul	<i>David Paul</i>	254 Ritzley Street Kingston NY	Need these parking spots	8/8/15
FRANK FAHLIS	<i>Frank Fahlis</i>	19 Lawrenceville Street Kingston NY	NOT ENOUGH PARKING SPACES FOR BUSINESS	8/8/15
Buck VanKleeck	<i>Buck VanKleeck</i>	17 Lawrenceville Street Kingston NY	NEED MORE PARKING SPACES FOR BUSINESS	8/8/15
Melissa Alessa	<i>Melissa Alessa</i>	140 N. W. St Kingston NY	NEED MORE PARKING SPACES	8/8/15
Nouba Papadakis	<i>Nouba Papadakis</i>			
Mark Seltzer	<i>Mark Seltzer</i>	P.O. Box 573, Port Ewen	We need parking!	8-8-15
DANA BLACKMON	<i>Dana Blackmon</i>	303 Clinton Avenue Kingston NY	These spaces are too important!	8/8/15
Tan Chourasli	<i>Tan Chourasli</i>	158 Tenbruck Ave Kingston	We need more parking spaces	8/8/15
Fred Rior	<i>Fred Rior</i>	145 Green Hill Ave	Need parking space	8/8/15









# Building a Better Broadway - Public Comments Received

## August 7 - September 4, 2015



# Building a Better Broadway

### Petition to oppose the removal of parking spaces on Broadway

**Petition summary and background:** The City of Kingston is in the process of designing a new street scape down Broadway. The proposal is to create a bike lane that will take away about 23 parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.

**Action requested for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed bike lane.

**Suggestions can be directed to Gregg Sweeney City of Kingston generally@kingston.ny.gov**

Printed Name	Signature	Address or Business	Date
Janessa Haran	[Signature]	12 Broadway St.	8/14/15
Zachary Boush	[Signature]	69 Broadway St	8/14/15
The Road Workshop	[Signature]	100 Broadway St	8/14/15
Tomasz Thron	[Signature]	Staples Delivery	8/14/15
Shirley Neighbour	[Signature]	Tiger the Keg	8/14/15
Jim Koster	[Signature]	60 Broadway	8/14/15
S. Bunch	[Signature]	60 Broadway	8/14/15
K. L. Smith	[Signature]	14 Parrelly St	8/14/15
Howard H. Hester	[Signature]	301 South Main St	8/14/15
Ed. Kelly	[Signature]	60 Broadway	8/14/15
Adrian Belmont	[Signature]	189 Chestnut St	8/14/15

### Petition to oppose the removal of parking spaces on Broadway

**Petition summary and background:** The City of Kingston is in the process of designing a new street scape down Broadway. The proposal is to create a bike lane that will take away about 23 parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.

**Action requested for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed bike lane.

**Suggestions can be directed to Gregg Sweeney City of Kingston generally@kingston.ny.gov**

Printed Name	Signature	Address or Business	Date
Lee Miller	[Signature]	111 Main St	8/14/15
James Bacon	[Signature]	100 Broadway St	8/14/15
Kevin Barker	[Signature]	100 Broadway St	8/14/15
Michael Conroy	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15
Bill Lopez	[Signature]	100 Broadway St	8/14/15
Tom Cuthbert	[Signature]	100 Broadway St	8/14/15
David Barton	[Signature]	100 Broadway St	8/14/15
Joseph O'Neil	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15

### Petition to oppose the removal of parking spaces on Broadway

**Petition summary and background:** The City of Kingston is in the process of designing a new street scape down Broadway. The proposal is to create a bike lane that will take away about 23 parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.

**Action requested for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed bike lane.

**Suggestions can be directed to Gregg Sweeney City of Kingston generally@kingston.ny.gov**

Printed Name	Signature	Address or Business	Date
Lee Miller	[Signature]	111 Main St	8/14/15
James Bacon	[Signature]	100 Broadway St	8/14/15
Kevin Barker	[Signature]	100 Broadway St	8/14/15
Michael Conroy	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15
Bill Lopez	[Signature]	100 Broadway St	8/14/15
Tom Cuthbert	[Signature]	100 Broadway St	8/14/15
David Barton	[Signature]	100 Broadway St	8/14/15
Joseph O'Neil	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15

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**Action requested for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed bike lane.

**Suggestions can be directed to Gregg Sweeney City of Kingston generally@kingston.ny.gov**

Printed Name	Signature	Address or Business	Date
Gregg Sweeney	[Signature]	City of Kingston	8/14/15
Victoria Lane	[Signature]	100 Broadway St	8/14/15
Zachary Boush	[Signature]	69 Broadway St	8/14/15
John Egan	[Signature]	100 Broadway St	8/14/15
Shannon Neal	[Signature]	100 Broadway St	8/14/15
Sam Herman	[Signature]	100 Broadway St	8/14/15
Mike Spadina	[Signature]	100 Broadway St	8/14/15
Chris Smith	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15

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**Action requested for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed bike lane.

**Suggestions can be directed to Gregg Sweeney City of Kingston generally@kingston.ny.gov**

Printed Name	Signature	Address or Business	Date
Lee Miller	[Signature]	111 Main St	8/14/15
James Bacon	[Signature]	100 Broadway St	8/14/15
Kevin Barker	[Signature]	100 Broadway St	8/14/15
Michael Conroy	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15
Bill Lopez	[Signature]	100 Broadway St	8/14/15
Tom Cuthbert	[Signature]	100 Broadway St	8/14/15
David Barton	[Signature]	100 Broadway St	8/14/15
Joseph O'Neil	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15

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**Action requested for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed bike lane.

**Suggestions can be directed to Gregg Sweeney City of Kingston generally@kingston.ny.gov**

Printed Name	Signature	Address or Business	Date
Lee Miller	[Signature]	111 Main St	8/14/15
James Bacon	[Signature]	100 Broadway St	8/14/15
Kevin Barker	[Signature]	100 Broadway St	8/14/15
Michael Conroy	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15
Bill Lopez	[Signature]	100 Broadway St	8/14/15
Tom Cuthbert	[Signature]	100 Broadway St	8/14/15
David Barton	[Signature]	100 Broadway St	8/14/15
Joseph O'Neil	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15

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**Action requested for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed bike lane.

**Suggestions can be directed to Gregg Sweeney City of Kingston generally@kingston.ny.gov**

Printed Name	Signature	Address or Business	Date
John Williams	[Signature]	100 Broadway St	8/14/15
GERBROS	[Signature]	100 Broadway St	8/14/15
Mike O'Brien	[Signature]	100 Broadway St	8/14/15
Howard Hester	[Signature]	100 Broadway St	8/14/15
Ed Kelly	[Signature]	100 Broadway St	8/14/15
Adrian Belmont	[Signature]	100 Broadway St	8/14/15
Joseph O'Neil	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15

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**Action requested for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed bike lane.

**Suggestions can be directed to Gregg Sweeney City of Kingston generally@kingston.ny.gov**

Printed Name	Signature	Address or Business	Date
William M. Hall	[Signature]	100 Broadway St	8/14/15
William Hall	[Signature]	100 Broadway St	8/14/15
Joe Martin	[Signature]	100 Broadway St	8/14/15
Victor	[Signature]	100 Broadway St	8/14/15
Paul Richards	[Signature]	100 Broadway St	8/14/15
George Bennis	[Signature]	100 Broadway St	8/14/15
Larry Hylton	[Signature]	100 Broadway St	8/14/15
James Cook	[Signature]	100 Broadway St	8/14/15
Joseph O'Neil	[Signature]	100 Broadway St	8/14/15
Robert Conroy	[Signature]	100 Broadway St	8/14/15
Ed Kelly	[Signature]	100 Broadway St	8/14/15
Adrian Belmont	[Signature]	100 Broadway St	8/14/15



# Building a Better Broadway - Public Comments Received

## August 7 - September 4, 2015



# Building a Better Broadway

**Petition to oppose the removal of parking spaces on Broadway**

The City of Kingston is in the process of designing a new street scape down Broadway. This proposal is to create a bike lane that will take away about 35 parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.

We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed Bike Lane.

Suggestions can be directed to Gregg Swaney City of Kingston-governor@kingston-ny.gov

Printed Name	Address or Business	DOB
Sean Dink	Red for Business	8/11/15
Don Van Kleeck	Need more parking	8/11/15
Greg Vothman	Business not moving	8/11/15
Sean Neuse	189 W. Chestnut	8/11/15
Jason Decker	30 Stinson rd	8/11/15
Lawrence Brown	615 Albany Ave	8/11/15
Chris Piro	101 Tenth Avenue	8/11/15
William Piro	112 Broadway St	8/11/15
Angela Wilson	112 Broadway St	8/11/15
Paul T. Miller	67 Broadway	8/11/15
Marie V. Allen	76 Street St	8/11/15

**Petition to oppose the removal of parking spaces on Broadway**

The City of Kingston is in the process of designing a new street scape down Broadway. This proposal is to create a bike lane that will take away about 35 parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.

We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed Bike Lane.

Suggestions can be directed to Gregg Swaney City of Kingston-governor@kingston-ny.gov

Printed Name	Address or Business	DOB
John Gatto	151 St. George	8/11/15
Harvey Kato	1960 Ulster Ave Kingston	8/11/15
John Smith	241 Smith Ave	8/11/15
Jan Plunthuber	111 Eastern Parkway	8/11/15
William Williams	246 Hercules St	8/11/15
Scott Wilson	295 Pine St	8/11/15
Chris McKeel	101 Hudson St	8/11/15
John Williams	272 William St	8/11/15
Kim Williams	277 William St	8/11/15
John W. W. W.	277 William St	8/11/15

**Petition to oppose the removal of parking spaces on Broadway**

The City of Kingston is in the process of designing a new street scape down Broadway. This proposal is to create a bike lane that will take away about 35 parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.

We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed Bike Lane.

Suggestions can be directed to Gregg Swaney City of Kingston-governor@kingston-ny.gov

Printed Name	Address or Business	DOB
Andy Johnson	77 Carlton Lane	8/11/15
Frankie Franklin	57 Tully St	8/11/15
Nancy Orban	51 W. DuBois St	8/11/15
Joe Swartz	112 Broadway St	8/11/15
William Williams	246 Hercules St	8/11/15
John Williams	272 William St	8/11/15
John Williams	277 William St	8/11/15
John Williams	277 William St	8/11/15
John Williams	277 William St	8/11/15
John Williams	277 William St	8/11/15

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Suggestions can be directed to Gregg Swaney City of Kingston-governor@kingston-ny.gov

Printed Name	Address or Business	DOB
David Martin	66 Tully St Kingston	not needed
Leah Pent	Greenwood St Kingston	need the parking
John Smith	71 Lewis Ave	not needed
John Williams	67 Broadway Ave	not needed
John Williams	67 Broadway Ave	not needed
John Williams	67 Broadway Ave	not needed
John Williams	67 Broadway Ave	not needed
John Williams	67 Broadway Ave	not needed
John Williams	67 Broadway Ave	not needed
John Williams	67 Broadway Ave	not needed

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Printed Name	Address or Business	DOB
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15
Walter L. L. L.	177 West St	8/11/15

**Broadway Businesses**

**Petition to oppose the removal of parking spaces on Broadway**

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Suggestions can be directed to Gregg Swaney City of Kingston-governor@kingston-ny.gov

Printed Name	Address or Business	DOB
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15

**Broadway Businesses**

**Petition to oppose the removal of parking spaces on Broadway**

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Suggestions can be directed to Gregg Swaney City of Kingston-governor@kingston-ny.gov

Printed Name	Address or Business	DOB
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
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John Williams	67 Broadway	8/11/15

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Printed Name	Address or Business	DOB
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15
John Williams	67 Broadway	8/11/15





# Building a Better Broadway - Public Comments Received

## August 7 - September 4, 2015



# Building a Better Broadway

**Petition to oppose the removal of parking spaces on Broadway**

**Petition summary and background:** The City of Kingston is in the process of designing a new street scene down Broadway. This proposal is to create a bike lane that will take away about 50 parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.

**Action petitioned for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed Bike Lane.

**Suggestions can be directed to:** Ulster County, City of Kingston, general@ulster.ny.gov

Printed Name	Signature	Address or business	Comment	Date
John Blaine	[Signature]	206 Erie Lane		8/22/15
Anthony Lopez	[Signature]	591 South Ave	No Bikes	8/22/15
Tommy Jones	[Signature]	206 Erie Lane	NO BIKES	8/22/15
John Blaine	[Signature]	206 Erie Lane	NO BIKES	8/22/15
Thomas Rice	[Signature]	124 JOURNAL AVE	NO BIKES	8/22/15
Michael Hinchey	[Signature]	400 Broadway, Apt. 14		8/22/15
Walter Smith	[Signature]	171 North St		8/22/15
Tommy Jones	[Signature]	206 Erie Lane		8/22/15
Nich Caprio	[Signature]	150 Colonial St		8/22/15
John Mueller	[Signature]	150 Colonial St		8/22/15

**Petition to oppose the removal of parking spaces on Broadway**

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**Suggestions can be directed to:** Ulster County, City of Kingston, general@ulster.ny.gov

Printed Name	Signature	Address or business	Comment	Date
Anthony Jones	[Signature]	591 North Ave		8/21/15
Raymond Jones	[Signature]	171 North St		8/21/15
John Blaine	[Signature]	206 Erie Lane		8/21/15
Tommy Jones	[Signature]	206 Erie Lane		8/21/15
Michael Hinchey	[Signature]	400 Broadway, Apt. 14		8/21/15
Walter Smith	[Signature]	171 North St		8/21/15
Tommy Jones	[Signature]	206 Erie Lane		8/21/15
Nich Caprio	[Signature]	150 Colonial St		8/21/15
John Mueller	[Signature]	150 Colonial St		8/21/15

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**Suggestions can be directed to:** Ulster County, City of Kingston, general@ulster.ny.gov

Printed Name	Signature	Address or business	Comment	Date
John Blaine	[Signature]	206 Erie Lane		8/24
Anthony Lopez	[Signature]	591 South Ave		8/24
Tommy Jones	[Signature]	206 Erie Lane		8/24
John Blaine	[Signature]	206 Erie Lane		8/24
Thomas Rice	[Signature]	124 JOURNAL AVE		8/24
Michael Hinchey	[Signature]	400 Broadway, Apt. 14		8/24
Walter Smith	[Signature]	171 North St		8/24
Tommy Jones	[Signature]	206 Erie Lane		8/24
Nich Caprio	[Signature]	150 Colonial St		8/24
John Mueller	[Signature]	150 Colonial St		8/24

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**Suggestions can be directed to:** Ulster County, City of Kingston, general@ulster.ny.gov

Printed Name	Signature	Address or business	Comment	Date
John Blaine	[Signature]	206 Erie Lane		9/2
Anthony Lopez	[Signature]	591 South Ave		9/2
Tommy Jones	[Signature]	206 Erie Lane		9/2
John Blaine	[Signature]	206 Erie Lane		9/2
Thomas Rice	[Signature]	124 JOURNAL AVE		9/2
Michael Hinchey	[Signature]	400 Broadway, Apt. 14		9/2
Walter Smith	[Signature]	171 North St		9/2
Tommy Jones	[Signature]	206 Erie Lane		9/2
Nich Caprio	[Signature]	150 Colonial St		9/2
John Mueller	[Signature]	150 Colonial St		9/2

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John Blaine	[Signature]	206 Erie Lane		9/2
Anthony Lopez	[Signature]	591 South Ave		9/2
Tommy Jones	[Signature]	206 Erie Lane		9/2
John Blaine	[Signature]	206 Erie Lane		9/2
Thomas Rice	[Signature]	124 JOURNAL AVE		9/2
Michael Hinchey	[Signature]	400 Broadway, Apt. 14		9/2
Walter Smith	[Signature]	171 North St		9/2
Tommy Jones	[Signature]	206 Erie Lane		9/2
Nich Caprio	[Signature]	150 Colonial St		9/2
John Mueller	[Signature]	150 Colonial St		9/2

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Printed Name	Signature	Address or business	Comment	Date
John Blaine	[Signature]	206 Erie Lane		9/2
Anthony Lopez	[Signature]	591 South Ave		9/2
Tommy Jones	[Signature]	206 Erie Lane		9/2
John Blaine	[Signature]	206 Erie Lane		9/2
Thomas Rice	[Signature]	124 JOURNAL AVE		9/2
Michael Hinchey	[Signature]	400 Broadway, Apt. 14		9/2
Walter Smith	[Signature]	171 North St		9/2
Tommy Jones	[Signature]	206 Erie Lane		9/2
Nich Caprio	[Signature]	150 Colonial St		9/2
John Mueller	[Signature]	150 Colonial St		9/2

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**Suggestions can be directed to:** Ulster County, City of Kingston, general@ulster.ny.gov

Printed Name	Signature	Address or business	Comment	Date
John Blaine	[Signature]	206 Erie Lane		9/3/15
Anthony Lopez	[Signature]	591 South Ave		9/3/15
Tommy Jones	[Signature]	206 Erie Lane		9/3/15
John Blaine	[Signature]	206 Erie Lane		9/3/15
Thomas Rice	[Signature]	124 JOURNAL AVE		9/3/15
Michael Hinchey	[Signature]	400 Broadway, Apt. 14		9/3/15
Walter Smith	[Signature]	171 North St		9/3/15
Tommy Jones	[Signature]	206 Erie Lane		9/3/15
Nich Caprio	[Signature]	150 Colonial St		9/3/15
John Mueller	[Signature]	150 Colonial St		9/3/15

**Petition to oppose the removal of parking spaces on Broadway**

**Petition summary and background:** The City of Kingston is in the process of designing a new street scene down Broadway. This proposal is to create a bike lane that will take away about 50 parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.

**Action petitioned for:** We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed Bike Lane.

**Suggestions can be directed to:** Ulster County, City of Kingston, general@ulster.ny.gov

Printed Name	Signature	Address or business	Comment	Date
John Blaine	[Signature]	206 Erie Lane		9/3/15
Anthony Lopez	[Signature]	591 South Ave		9/3/15
Tommy Jones	[Signature]	206 Erie Lane		9/3/15
John Blaine	[Signature]	206 Erie Lane		9/3/15
Thomas Rice	[Signature]	124 JOURNAL AVE		9/3/15
Michael Hinchey	[Signature]	400 Broadway, Apt. 14		9/3/15
Walter Smith	[Signature]	171 North St		9/3/15
Tommy Jones	[Signature]	206 Erie Lane		9/3/15
Nich Caprio	[Signature]	150 Colonial St		9/3/15
John Mueller	[Signature]	150 Colonial St		9/3/15



# Building a Better Broadway – Public Comments Received August 7 – September 4, 2015



Building a Better  
Broadway

**Petition to oppose the removal of parking spaces on Broadway**

<b>Petition summary and background</b>	The City of Kingston is in the process of designing a new street scape down Broadway. This proposal is to create a bike lane that will take away several parking spaces which will adversely affect the businesses in the area. Many stores rely on the street parking for their customers.		
<b>Action petitioned for</b>	We, the undersigned, are concerned citizens who urge our leaders to act now to oppose the removal of any parking spaces on Broadway due to the proposed Blue Lane.		
<small>Suggestions can be directed to: Group Secretary City of Kingston: <a href="mailto:groupsecretary@kingston.ny.gov">groupsecretary@kingston.ny.gov</a></small>			
Printed Name	Signature	Address or business	Date
RENE MANDANET	<i>[Signature]</i>	395 Broadway 3rd Floor Kingston, NY 12401	9/8/15
Patricia	<i>[Signature]</i>	394 Broadway Kingston, NY 12401	9/8/15
Christina Cully	<i>[Signature]</i>	118 Broadway Kingston, NY 12401	9/8/15
George Conitt	<i>[Signature]</i>	250 Broadway Kingston, NY 12401	
Steve Winters	<i>[Signature]</i>	132 1/2 St Kingston, NY 12401	9-8-15
Nancy Williams	<i>[Signature]</i>	101 W. 1st St Kingston, NY 12401	9/8/15
Paul Brown	<i>[Signature]</i>	109 W. 1st St Kingston, NY 12401	9/8/15

**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

Dear Mr. Slack,

I am a resident of Kingston, NY, and I support the protected bikelane as proposed by the consultants (VHB). I live downtown at the base of Broadway (number 11) and I travel uptown on Broadway frequently. A protected bikelane would be good for me, my friends, people coming to or from the many businesses in my neighborhood, and the many families with children in my neighborhood. If parking spaces on Broadway itself need to be sacrificed in order to make the bike lane, I am for it, though I do believe there are workable solutions to direct drivers to near-Broadway, off-Broadway parking.

Thank you for your consideration,  
Tom O'Dowd

--

Tom O'Dowd  
Executive Administrator  
Environmental and Urban Studies (EUS)  
Bard College  
**"Every morning I awake torn  
between a desire to save the world  
and an inclination to savor it."  
- E.B. White**

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I don't agree with the proposal as currently drafted. I feel that the reduction in parking spaces for the Broadway business's is not in the best interest of keeping a vital Broadway.

As for making a biking lane I feel that those bikers should use the rail trail that will be running up along Broadway , but one block over. There is no reason we can't construct the rail trail so bikers can use that area as well.

In addition we should also make sure there is a plan to control signage along Broadway business's so that it will meet a criteria that is attractive and inviting!

I also hope there is a plan for taking care of Broadway after it is transformed, for example today property owners don't bother to trim the weeds that grow up around the trees etc., no does the City trim the trees as needed!

Thanks  
Larry Bigando  
(■■■■■■■■@hvc.rr.com)

Sent from Windows Mail

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Bravo. I read through the plan/diagrams. It works in other cities...NYC for example, and despite people's objections on the short term, it will facilitate use of the rail trails in the long term. And I hope this adoption keeps pressure on

**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

our municipalities to see through to completion the extensive potentials of our proposed rail trail system.

Ask the Y and River Radiology if the plan can use some of their underutilized parking. Have the high school reintroduce dropoffs on their Broadway entrance if headed towards the Rondout area. Also, remind them to use some of their capital project money for their own traffic issues.

I support your recommended plan, but only if it's done to 100%. Anything less will be a wasted effort and a compromise to the long term benefits.

■■■■■■■■@gmail.com  
Sent from my iPhone

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Mr. Slack:

I had a chance to attend the public meeting for the redesign of Broadway on August 6<sup>th</sup>.

I wanted to pass on our strong support for the bicycling and pedestrian improvements that are central to the plan. Specifically, the installation of a protected, properly maintained, all-season cycle track is really exciting. We've worked with the Kingston Rail Trail Committee for quite a few years, and believe that this facility complements the trails vision that they've worked so hard to pursue, and the significant amount of funding they've obtained for the local trail network.

Kingston and Ulster County are showing how ahead of the curve they are on bike/ped issues. We often use your work as an example for other communities across the state.

Great work!

Sincerely,

James Meerdink  
Project Coordinator  
Parks & Trails New York  
29 Elk Street, Albany, NY 12207  
■■■■-■■■■-■■■■ | [www.ptny.org](http://www.ptny.org)

**Comments Received August 22, 2015**

Hi Brian,

As an economics professor and resident of Kingston I am supporting the Build a Better Broadway plan that creates a bike/pedestrian lane, beautiful historic lighting, benches, and tress to transform the corridor and to make transit through it faster through the synchronization of traffic flows.

There have apparently been some conversations on how to preserve limited parking opposite Dallas Hot Weiners and Monkey Joe's and those should be considered as well.....



Keep up the great work...

Dr. William Sheldon

**Comments Received August 24, 2015**

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Hi

I would like to see protected bike lanes in Kingston.

I have seen them work in NYC and believe they would work here.

Protected bike lanes encourage safe exercise and a healthier community.

I have biked to Lee Paterson's barbershop and to the YMCA ; it is dangerous.

Respectfully,

Irwin Rosenthal  
110 Tinker St  
Woodstock, ny 12498  
■■■■■■■■■■■■■■■■■■■■@yahoo.com

■■■■-■■■■-■■■■■■

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Dear Mr. Slack,  
I am a Kingston resident writing to express my enthusiastic support for the redesign of Broadway to include separated bike lanes. I live in Ponckhockie and travel to uptown Kingston frequently. I think the economic and social benefits of separated bike lanes would add tremendously to Kingston's quality of life. I support the draft plan and recommendations proposed by the Transportation Council.  
Regards,  
Cameron Rabe  
14 Crane Street  
Kingston

**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

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Dear Mr. Slack-

We are writing to voice our support for the improvement to the Broadway corridor in Kingston. As (brand) new business owners in the Rondout area, we were encouraged to invest in Kingston in part to the forward momentum behind making Kingston (and Ulster County) a more pedestrian friendly and connected city. We view projects like Broadway corridor improvement, along with the Kingston Point Rail Trail, Greenline, and Catskill Rail Trail, as vital to both the residents of Ulster County and all those who choose to visit and explore the area.

Please support these initiatives in order to help grow and improve Kingston.

Regards,

Jamie and Tracy Kennard  
Brunette Wine Bar  
33 Broadway, Kingston, NY

Re: <http://ulstercountyny.gov/planning/broadway-corridor>

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Jamie Kennard  
Brunette



RECEIVED

AUG 24 2015

ULSTER COUNTY  
PLANNING DEPARTMENT

To:  
Brian Slack  
Ulster County Transportation Council  
244 Fair St.  
Kingston, NY 12401

Re: Building a Better Broadway Draft Plan

Dear Mr. Slack,

The Bike-Friendly Kingston group supports the Building a Better Broadway Draft Plan presented at the August 6<sup>th</sup> public meeting. We are very pleased to see how all travel modes -motorists, pedestrians, people with disabilities, and especially bicycles - were accommodated in this holistic and innovative facelift for Broadway. All who travel and conduct business through this main artery will benefit from this revitalization of the street.

In this letter, we would like to commend the planners and consultants for taking people on bikes into high consideration in the design and for suggesting the build-out of a protected bike lane from Elmendorf to Chester St. This protected bike lane will allow people on bikes of all ages and abilities enjoy traveling from one end of Kingston to the other for pleasure, exercise, and business. We believe for the following reasons that this protected bike lane in its full length should continue to be part of the plan.

- **Revitalization of the Business District:** Several studies have shown that people on bikes spend more money per trip in a business corridor, and that bike lanes can help revitalize a business district. Some of these studies are described in the following websites.
  - <http://bicyclecoalition.org/facts-biking-improves-business/#sthash.fqcjvs9r.dpbs>
  - [http://www.advocacyadvance.org/site\\_images/content/Final Econ Update\(small\).pdf](http://www.advocacyadvance.org/site_images/content/Final_Econ_Update(small).pdf)
  - <http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/>
- **Social Justice and Safety:** Many people currently on bikes in the Broadway corridor are children, people on who can't drive or own a car on their way to work or elsewhere,





and/or people from lower-income and minority backgrounds. Everyone's safety is extremely important, and people who cannot afford or don't want to use a car should be afforded the same level of safety as people in cars. We are concerned about the number of pedestrian and bicycle crashes on Broadway, and the speed and dominance of the motorists. In addition, by providing the protected bike lane to pass by the high school, the city will increase safety for teens who currently ride or would like to ride a bike to school. By doing this, more teens may ride bikes to school decreasing parent car drop-off and pick-up traffic and increasing the independence of teens to travel to school events and activities. We believe that by providing a protected bike lane, you are increasing safe transportation access to marginalized groups of our population.

- **Health:** The City of Kingston struggles with a childhood obesity level of 44%, and over 60 % of Ulster County's adults are overweight or obese. Obesity can lead to serious chronic diseases, high health costs, and unnecessary suffering, especially for children. Bicycling to school or to work can help people meet the physical activity guidelines (60 minutes/day for children and 150 minutes/week for adults). By installing the protected bike lane, the City of Kingston will enable people of all ages and abilities to ride on a main connector to neighborhoods, schools, parks, and businesses. It will provide a space for more physical activity for the average person, encouraging healthier lifestyles and a culture of health in Kingston.
- **Tourism and Economic Development:** The protected bike lane can potentially connect to several rail trails coming in from 4 different directions in Ulster County. This lane will be the hub for people traveling for different reasons from far reaches of the County. Tourists traveling this system will come into Kingston to enjoy the Midtown business district. In addition, millennials and retirees alike are looking to live in walkable, bikeable communities as described in some articles below. By making Kingston one of the most walkable, bikeable Hudson Valley towns, we may attract new talent and businesses to relocate here, increasing our tax base and the vitality of our business districts. In the public meeting, one new business owner on Broadway came just because he heard about this plan. It's already happening!
  - <http://www.realtor.org/articles/how-millennials-move-the-car-less-trends>
  - <http://www.marketplace.org/topics/business/5-ways-make-city-more-walkable>
- **Environmental Benefits:** By getting more people on bikes more regularly in Kingston we



can help the City reduce its carbon dioxide emissions through transportation, contributing to the global movement to prevent pollution and climate change. We also understand that the efficient timing of traffic lights will help motorists travel more smoothly through the corridor decreasing their idling time and carbon dioxide emissions.

We hope that for all these reasons, the plan can move forward with the protected bike lane for the entire length of Broadway. If you have any questions for the Bike-Friendly Kingston group, feel free to contact our leader, Emily Flynn.

Sincerely,

Emily Flynn – BFK Leader

**Members and Supporters**

<u>Name</u>	<u>Address</u>	<u>Email and/or Phone</u>
Brian Kehoe, AICP	36 Wall St. Kingston, NY 12401	kehoeplanning@verizon.net 518-470-4498
<del>_____</del> Jessica Able, LMSW	36 Wall St.	jable8@gmail.com

*\*we want a connected city from uptown to rondout - make it safe to travel for my family on bikes all the way!*

*My family does a very small amount of shopping on Broadway currently. A protected bike path on Kingston's "main street" ensures that we would spend much more time and money on Broadway. We urge you to build the bike lane. Brian Kehoe  
 Bri M*



**Comments Received August 26, 2015**

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Hi Brian,

I would like to voice my support for Building a Better Broadway plan for the City of Kingston.

Upon reviewing the plan and hearing online (I do much of the posting for Kingston on their Facebook as the coordinator of Tourism for Kingston), there is one major concern that is 'reasonable' to address - the potential for loss of parking spaces. As parking is increasingly a concern throughout Kingston, the loss of any significant parking spots may indeed impact local businesses. If a solution to this specific concern can be addressed (e.g. expanded municipal lot, new municipal lots, or side street parking solutions), the plan should proceed as quickly as reasonably possible.

Thank you for the opportunity to share my thoughts on this subject.

Raleigh

Raleigh Green

■■■■■■■■■■@raleighgreeninc.com

■■■■-■■■■-■■■■■■

[www.raleighgreeninc.com](http://www.raleighgreeninc.com)

[Linked In profile](#)

**Comments Received August 27, 2015**

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Dennis and Brian:

Guys, just wanted to put in writing that we're excited by the plans, and were happy to host the public comment events...

BUT we definitely do NOT want a bump out OR bollards in front of the theatre...people already gather in large groups under the portico so we don't need the extra room...AND a bump out/bollards would create real problems with busing for our daytime shows as well as drop offs and handicapped access for all the rest of the shows we do...Please confirm your understanding of this request.

Thanks

Chris Silva, Executive Director

Bardavon 1869 Opera House

35 Market Street

Poughkeepsie, NY 12601

Adm: ■■■■-■■■■-■■■■■■



**Building a Better Broadway – Public Comments Received  
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Fax: 845-473-4259  
[www.bardavon.org](http://www.bardavon.org)

**Comments Received August 27, 2015**

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My name is Lou Paris and I am a resident of Uptown Kingston and also a local business owner of Paris Creative, a Wedding DJ service. I wanted to make a comment that the Building a Better Broadway is a project that gets my utmost support and should begin without delay. The midtown corridor (which my mother-in-law happens to live on Hoffman St) needs a real revitalization project to help make Kingston a true 21st century model of mixed transportation. More and more citizens are relying less on cars and are taking to bikes and they deserve safe and protected passages through such an important corridor. I could easily see when my children are of high school age that they could bike to school and in doing so I would want their travels to be as safe as possible.

There are a number of communities where bike paths have proven to be a big net positive for the community and I think that can be replicated in our city.

Lou Paris, Jr. | Paris Creative  
Creative DJ Entertainment for the Hudson Valley  
■■■■-■■■■-■■■■ | ■■■■@■■■■■■■■■■■■■■■■■■■■.com | [www.pariscreative.com](http://www.pariscreative.com)

**Comments Received August 28, 2015**

**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



**Building a Better  
Broadway**



**YMCA of Kingston and Ulster County**

507 Broadway  
Kingston, NY 12401  
[www.ymcaulster.org](http://www.ymcaulster.org)  
Tel: (845) 338-3810  
Fax: (845) 338-0423

**RECEIVED**

August 28, 2015

AUG 31 2015

Mr. Brian Slack  
Ulster County Transportation Council  
244 Fair Street  
Kingston NY 12401

**ULSTER COUNTY  
PLANNING DEPARTMENT**

Dear Mr. Slack:

As the President and CEO of the YMCA, located at 507 Broadway, I fully support the Building a Better Broadway Plan (BBB) – to create an improved streetscape with improved traffic flow, new coordinated traffic signals (finally!), sidewalks with trees and benches, improvements to signage and pedestrian crossings, and a protected bike lane on Broadway from Elmendorf and Liberty Streets to Chester Street.

The YMCA has been located on Broadway for over 100 years, and while we serve all of Kingston and Ulster County, we are very concerned about the disadvantaged children in Midtown. Many adults in the neighborhoods around the Y (and Broadway) do not have cars, and some are concerned about letting their children walk to the Y. These are the kids and families who could benefit from our focus on youth development, healthy living and social responsibility. With safer and more accessible streets, BBB will help us to better serve these families – and at the same time improving their health by actively using the sidewalks and bike lanes to get around.

We all benefit from safer streets with more orderly traffic – streets designed to include all modes of getting around. Currently, the Broadway Corridor has unsynchronized traffic lights, poorly designed traffic lanes and traffic flow that's not integrated with sidewalks, street crossings, and parking. In addition to the health and safety benefits, BBB will address these issues and give members of the Midtown community improved opportunities for mobility to jobs and shopping.

Sincerely,

Heidi Kirschner  
President and CEO

**FOR YOUTH DEVELOPMENT  
FOR HEALTHY LIVING  
FOR SOCIAL RESPONSIBILITY**





**Comments Submitted August 30, 2015**

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I appreciate you including my comments.

The attached Letter to the Editor (published) [note: included below] summarizes my opinion of the project as currently proposed. There are good ideas in it, repairing sidewalks, period street lights, timed pedestrian crosswalk signals, street trees to soften the experience. What's totally dumb is disrupting the traffic pattern and flow on Broadway to accommodate less than a mile of bicycle lanes.

Have you considered there are hundreds of miles of City streets used by bicycles and you focus on a short strip of Broadway?

Have you considered any of the points make in my letter to the editor? Have you made any attempt to test your "dream" before declaring it as fact?

Have you considered when you add 'bumpouts' to each intersection to accommodate seniors crossing you restrict a motorist attempting to make a right turn at the intersection? I didn't see that in your traffic study justification document.

Have you considered that until we educate bicyclists that they are bound by the same traffic rules as motorists you made no street safer in Kingston?

Have you considered that until we change the entitlement mentality of pedestrians and cause them to cross traffic at intersections rather than cross whenever the spirit moves them you make no street safer in Kingston? As a society we lost the fact that for every right there is a corresponding responsibility.

Have you considered that saving 3 seconds to travel the "improved Broadway" isn't sufficient reason to spend \$4.9M of taxpayer money?

Have you considered that parts of your proposal contradicts the ideas expressed by special interest groups in the Comprehensive Plan for Kingston 2025?

Do us taxpayers a favor and abandon the notion of changing traffic flow. Focus on what I consider ideas worthy of consideration as described in my first paragraph. If you really want to spend \$4.9M of my money, spend it on repairing the infrastructure under Broadway to eliminate the current off-road driving experience. I realize it's hard for a politician to do a photo op claiming they just replaced sewer and water lines under their feet but there are some of us who would appreciate the event.

Ronald E. Dietl

To: Kingston Times; Daily Freeman

Sub: Creative ways to spend taxpayer money

I studied the documents describing the \$4.9M project titled Building a Better Broadway and concluded a better



**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

title for the document would be Screwing Up the Traffic Pattern on Broadway to Accommodate 0.8 Miles of Bike Lanes. In brief, the study restricts motorized traffic North and South to a single lane and restricting the existing second lane to short left turn lanes at intersections.

N. Front Street and Wall Street are examples of what the end result would be. To get a feeling of what the end result would be like, travel on N. Front or Wall streets during business hours. Consider what you do when a delivery truck stops to make a delivery or a car double parks. Of course you carefully move to the left into oncoming traffic to pass the obstacle. Keep in mind the traffic on those two streets is nowhere near the traffic on Broadway.

Or if you're on Albany Avenue heading into Kingston think about the delays caused by traffic trying to make a left turn onto Rt. 587. Rt. 587 has the same short turning lane that would be replicated throughout the entire Broadway corridor. Also think about the fact the City and County is advocating a \$4.0M project to build a roundabout at that very intersection to "eliminate traffic congestion".

When I question the need for this project at City Hall I'm told "we're getting a \$4.0M grant (taxpayer money) and if we don't spend it someone else will". My answer, if someone else has a more deserving project let them have it. When asked about the loss of 55 parking spaces I'm told "they aren't that utilized and people can always park on the side streets or municipal lots and walk to their destination". All this while the City is considering metering spaces in municipal lots.

The City is asking for your opinion on the Building a Better Broadway proposal, a good idea or not, agree or disagree, thoughts on how to make it better. I made my concerns known, you have to do the same and if you do nothing don't complain about the end result.

Ronald E. Dietl

### **Comments Received 8/31/15**

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I am a teacher in the Kingston City School District , at the George Washington School, and I'm writing in support of building bike lanes on Broadway so children can safely bike to the High School.

The radius to walk to school for the high school is 1.5 miles, which puts almost all of the former GW students within that radius. That walk can be long (up to 45 min to an hour each way) and it is not safe to ride to school via Broadway on a bike. Many of these students struggle with attendance when they get to the high school, which makes it difficult for them to graduate. Kristen Wilson from Cornell Cooperative Extension has been working on a grant to create bike lanes down Broadway. This would provide many of our students with a safe and fast way to travel to and from school. It would also be beneficial to people in our community who use bikes as a primary means of transportation, as well as the local businesses that would benefit from an increase in bike and foot traffic in Midtown. The grant will provide for improvements in the sidewalks and beautification of the streetscape.

For these reasons I strongly support the building of bike lanes on Broadway!

Sincerely,  
Julie Cash

**Comments Received 9/01/15**

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Dear Ulster County Transportation Department:

As a teacher in Kingston City School District, I strongly support the creation of bike lanes on Broadway so that students and families within "walking" distance of Kingston High School can more easily and SAFELY go to school. This is crucial for students and families without access to cars, students who are often working outside of school hours and struggle to make it to class on time due to their family and work commitments.

Thank you,

Linda Brotman, ESL  
George Washington Elementary School  
Kingston City School District  
67 Wall Street  
Kingston, NY 12401  
845-■■■■-■■■■

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I am writing in support of bike lanes WITHOUT losing parking for the block where Dallas Hot Weiners and Monkey Joes Coffee.

I would also request that the crosswalk by Franklin Street be developed so that pedestrians can access the Hodge and the library.

Thank you.

Michele Hirsch  
81 Brewster Street  
Kingston, NY 12401

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Hi,  
The BBB is an important project for all the right reasons.  
Broadway is in dire need of surface facelift. Combining the bicycle, light, lanes and resurfacing is a fantastic and worthwhile project.  
Thanks for your support.  
Sincerely,  
Anne Cavallaro  
845-■■■■-■■■■

**Building a Better Broadway – Public Comments Received  
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Yes I am totally I'm favor of bike lanes on Broadway. It is long over due when you look at other cities.

■■■■■■■■■■■■■■■■■■■■@gmail.com

845-■■■■-■■■■

Sent from my iPhone

**Comments Received 9/02/15**

Dear Mr. Slack,

I'm writing you today to express my support of the plan to revitalize the Broadway corridor. I was excited to see the plan includes a protected bike lane. As a recreational cyclist it is challenging to ride on Broadway in it's current configuration. I plan my route to avoid Broadway as much as possible.

On my way home from work I drive Broadway regularly and every time I see local people riding there bikes on the side walk. They look like people that are riding to and from work. We need to support this group of Kingston residents. Who use their bicycles as a primary mode of transportation and a protected bike lane would do just that.

Thank you for your time and consideration. I appreciate all of your work on this project.

Best,

Sean Brix  
127 Lounsbury Place  
Kingston N.Y.  
&  
Kingston Land Trust board member  
--

Best,

Sean

---

I support the plan for a bike lane down Broadway.

Kathy Dundorf  
914-■■■■-■■■■  
■■■■■■■■■■■■■■■■■■■■@hotmail.com





I am very concerned about the declining appearance and environment of the Broadway corridor, which the Ulster County website aptly describes as “the spine of the city”.

As a lifetime resident of the City of Kingston, I have been embarrassed when out-of-town visitors, whose only experience with my city was Chandler Drive and Broadway, have referred to my home town as a “dump”. I have been saddened when, after driving through towns like Amsterdam, NY where the main street is clean, and lampposts are adorned with beautiful hanging flower pots, I return to the litter and empty storefronts of Broadway. I have been angered to see low income housing driving most new construction, yet my fellow citizens sleep in shop entryways, enshrouded in their belongings.

It is clear that midtown Kingston was in need of a plan.

Now I read that there is indeed a plan...to add a bicycle lane.

With the myriad of problems that plague the midtown area, for some the answer appears to be a bicycle lane.

Now, there is nothing particularly wrong with adding a bicycle lane, except that this plan also involves reducing the lanes of traffic from four to two and eliminating 55 parking spaces.

I understand that Broadway is four lanes only from Elmendorf St. to Pine Grove Avenue, however, that half-mile includes 12 intersections, four of which feature traffic lights. By comparison, the remaining portion of Broadway from Pine Grove Avenue to Abeel Street is over twice the distance but has only two more intersections. It is true that there are times of the day when traffic moves efficiently, but rush hour, construction projects, police incidents and accidents frequently reduce all four lanes of traffic to a crawl. Now imagine just two lanes of traffic. With frequent stops for turning vehicles, and the same delays we see today, Broadway could become a travel nightmare.

In that same span, there are nearly a dozen empty store fronts. Eliminating 55 parking spots will do nothing to fill those spaces or keep even more businesses from closing. As with the traffic flow, there are certainly times of the day when it is easy to find parking on Broadway. However, I’m sure every businessman in the corridor has experienced the loss of customers when spaces are unavailable at peak hours. How can we possibly hope to revitalize mid-town’s business district if we eliminate parking? We’ve already seen the migration of shopping from uptown to the malls and clearly, lots of free, accessible parking was a factor.

And we have not yet considered what will happen to Broadway when the High School construction ramps up. Nor have we factored in the loss of parking meter revenue.

Frankly, when it comes to fixing the problems of Broadway this bicycle lane idea seems counter intuitive.

But what about the bikes and their riders?

That’s a fair question.

The answer is found less than one block off Broadway - the Kingston Point Rail Trail.

According to the Kingston Land Trust website this is a 1.5 mile, multi-use, pedestrian and bicycle pathway linking midtown to the Rondout. It is being designed as a 10-foot-wide, paved surface with a “gentle grade of about 3%,”

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**Building a Better  
Broadway**

which is much easier for bicycling or pushing a wheelchair or stroller than the streets between midtown and the Rondout.” It will provide “a protected pedestrian and bicycle route between residential neighborhoods and apartments on the east side of 9W, and important community and civic resources in midtown, including the Kingston High School, the YMCA of Kingston, and City Hall.” The website goes on to offer plans for pocket parks, gardens and bike stations. This is the perfect avenue for bike traffic. It’s safe, free of congestion and impatient car horns, fumes from idling diesels, and the uneven, washboard pavement.

Whatever the cost of redesigning Broadway traffic, painting new lines and removing parking meters, it would be much better spent on the completion of the rail trail.

Please stop Kingston from making a mistake that will further damage midtown while ignoring a safer and healthier alternative.

Thank you,

james naccarato

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Hello Mr. Slack,

A quick note to let you know that I have a family of avid bikers and we are in FULL Support of the proposed bike lane in Kingston, this is the most progressive idea Kingston has had in recent history, We actively seek out cities and towns every year that are bike friendly for vacations, it beautifies a town as well as promoting healthy living, the advantages FAR outweigh the few parking spaces to be sacrificed and it would be tragic not to follow through with this because of a few business owners who are afraid of change and don't fully realize the benefits. I've spoken to many other local families and homeowners who are in complete agreement with me on this proposal and we look forward to this project moving forward.

Regards,

Peter Van Loan

99 Andrew St.

Kingston NY 12401

■■■■■■■■■■@yahoo.com

845-■■■■-■■■■

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We need to do this to help bring back vitality to the corridor.

Gerard Fischetti

1 Dietz Ct.

Kingston, 12401

845-■■■■-■■■■

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**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



I think the proposed new traffic plan is unnecessary. You need to rethink this and have more public hearings.

Thank you,  
Anita Norman

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Mr Brian Slack, As a business owner on Broadway in Kingston NY my business is LaLima"s Barber Shop I have been in business 47 years and have seen a lot and I sure dont want to see BIKE LANES and THE TAKE AWAY OF 55 PARKING PLACES that SIR is not business FRIENDLY if you depended on parking for your living I believe YOU would feel the same as I and my fellow business men and costmers SO SIR I ASK YOU TO RE THINK YOUR IDEA Thank You Joseph LaLima ■■■■-■■■■-■■■■■

**Comments Received 9/04/15**

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Brian Slack  
Ulster County Transportation Council  
244 Fair St.  
Kingston, NY 12401  
Re: Building a Better Broadway Draft Plan

Dear Mr. Slack,  
This past past summer, between selling my car and buying a new one, I needed to get around town. It was summer, the weather was great, so decided to borrow a bike from a friend.....  
I had a surprisingly great couple of weeks riding a bike everywhere, from Uptown to the Rondout, Mid-town (where I live) to even, YES, Adam's Farms for groceries. It was great! I'm 52. I was getting some long-needed exercise. And I was having a totally new and different experience of the City of Kingston and LOVING it. EXCEPT, however, for the traffic and what seemed to be a blatant disregard by motor-vehiclists for bike riders - it's as if they never took a driver's education class, let alone read the learner's permit manual--do they still have those??  
Anyway, when I heard of the proposal to put in bike lanes on Broadway, I was instantly supportive of it. It would tremendously improve the quality of life here in Kingston and encourage people to get about locally without necessarily always having to use their car or truck to drive just a few blocks here or there. And it will provide easy, QUICK and safe access to businesses along Broadway from a third ALTERNATIVE perspective and experience of the City--pedestrian, cyclist and motor-vehiclist.  
I hope whoever is voting on this issue will see there is much to be gained for EVERYONE in this proposal.

Respectfully,  
Frank Camarda  
303 Albany Ave.  
Kingston, NY 12401

**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



**Building a Better  
Broadway**

To Whom It May Concern:

We are writing to express our support of the Building a Better Broadway Draft Plan especially the protected bike lane extending from Elmendorf to Chester St. on Broadway. This initiative would help to make Broadway a much safer place to ride bikes and this would really benefit so many: people commuting to/from work, children riding to/from school, tourists and locals who enjoy bike riding around the city and the rail trails, etc. This is a wonderful opportunity to make Kingston a safer, healthier and better place to live and we sincerely hope that it is implemented.

Thank you for your consideration,

Jenn and Tom Hynes  
140 Andrew St  
Kingston, NY

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To whom it may concern,

I want to strongly advocate for bike lanes on Broadway - I live in midtown (on Franklin Street) and do a lot of shuttling my kids around on Broadway - to Hillside Nursery on McEntee, and to after school and swim classes and our community garden plot at the Y. I prefer to do much of this shuttling by bike, and would feel so much safer with bike lanes. The attached photo shows me biking with my daughter and her cousin - this is how we commute, and I want my kids to be safe.

Feel free to contact me for any reason,

Ilana Berger  
146 Franklin Street

**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



(photo submitted by Ilana Berger)

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Hi friends, these are some reasons why I believe a bike line in Kingston (and on every city) is a great idea:

- More biking = more health benefits
- More biking = less pollution from cars
- More biking = reduced health care costs
- More biking = less money spend on fuel
- More biking = less impact on the roads = less potholes
- More biking = more connection with stores, local businesses and community.

Thank you for your work!

--

Hugo Jule, BPI

[Courtney Strong Inc.](#), an [independent contractor to NYSERDA](#)

A New York State [MWBE](#) since 2010

[■■■■.■■■■@■■■■■■■■■■■■■■■■■■■■.com](#)

■■■■-■■■■-■■■■ cell

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To the Ulster County Planning Board:

My comments on Building a Better Broadway.



**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



**Building a Better  
Broadway**

I lived for 30 years in Kingston. It was and still is a bike-and pedestrian-unfriendly trail-free zone. Cycling Broadway to get anywhere on two wheels is a suicidal horror show of four lanes of undisciplined traffic, double-parked vehicles, and carelessly opened car doors, not to mention bikes riding against traffic, apparently due to the difficulty of getting to the other side. Walking anywhere was and is nearly as difficult, made more difficult by bikes on the sidewalks and limited opportunities to cross a street that is approximately 75 feet wide. Try that with a walker or a wheelchair. I left when I had the opportunity to buy a place in a nearby town that was a short stroll to two rail trails that almost connect to Kingston. Since I frequently spend time in Kingston for shopping, entertainment, and I walk and cycle there, I have standing to comment on the plan.

I enthusiastically support this effort to make Kingston a pedestrian and bike friendly community and look forward to the completion of a Better Broadway, the GreenLine trail, and the interconnection of Kingston to the Wallkill Valley, Ontario and Western, and Ulster and Delaware Rail Trails so that Kingston is once again the hub of Mid Hudson pathways. I might even move back to Kingston someday.

As for the future of Kingston, give people access to public open space and walkable and bikeable infrastructure and they will come, and pay good money for homes and the property taxes that go with them...

Thank you,

Nick Mercurio

161 Cottekill Road  
Cottekill, NY 12419  
[■■■■■■■■@aol.com](mailto:■■■■■■■■@aol.com)

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Hello,

I'm writing to express my support of the bike friendly Broadway draft plan. I live in Shokan and am encouraged by the recent rail trail developments. To add the BFB plan would complete a safe bicycle commute to my job at DEP in midtown Kingston. The midtown neighborhood has potential to be great and I see this bike route as a wonderful step in the right direction. Let's make this happen!

Regards,  
Mary Grehl  
Shokan

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I am opposed to a plan that will limit traffic on Broadway to one lane. I have a daughter at the high school and this will add significant time to our busy schedule. Also, there is already a shortage of parking spaces on Broadway, especially when there are events at the school. Please do not reduce the lanes in order to accommodate bikes. There is not enough bike traffic to warrant causing bigger traffic jams and loss of parking.

Nicole O'Connell  
Sent from my iPhone

**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



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Please include my name as a supporter of Better Broadway

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from:

Bill Oderkirk

Kingston's Opera House Office Bldg.

PO Box 3201, Kingston, NY 12402

(845) ■■■■-■■■■■

■■■■■■■■@gmail.com

[www.KingstonOperaHouse.com](http://www.KingstonOperaHouse.com)

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Brian C. Slack, AICP  
Principal Transportation Planner  
Ulster County Transportation Council  
244 Fair Street • Kingston, NY 12401

Dear Brian,

I am a 3rd generation Ulster County Resident and Business Owner and write in **strong support of Building a Better Broadway**. Much of Ulster County is undergoing an amazing renaissance and the City of Kingston has taken a back seat for too long. The problems of inner city poverty, aging infrastructure, high taxes and lack of political will is finally giving way to the wonderful living opportunities that only a city can offer. In its hay-day, Kingston was strong and vital, with successful businesses, culture, education and quality of life. There is simply no more reason for this to not describe Kingston NY 2020.

By implementing BBB, we can make Kingston the GO-TO Upstate City for those that want a small city with charm, character, culture and great city living. We are 2 hours from NYC, and 15 minutes from the Catskill Mountains. We can offer an incredibly attractive place to raise a family and a safe place to retire. We can restore a tax base that has long ago left Kingston for the rural towns that surround us.

It should be noted that we lost IBM, and it will never be replaced in that form. Yet many communities are learning that the next generation is not going to big business centers. They are working from home, and from small work centers in their town. They work from coffee shops and parks. With the BBB's well thought out plan, and money that is already allocated, we have the opportunity to create the most livable city north of Manhattan.

A few relevant facts regarding the NYC success story from the Transportation Alternatives website: <https://transalt.org/issues/bike/bikefaq>

In under 10 years NYC has laid down over **250 miles of bike lanes**.

According to the Department of Transportation's (DOT) [Commuter Cycling Indicator](#), there was a 13 percent increase in daily commuter bicycling between 2009 and 2010 alone. Our city has seen **double-digit growth in**

**Building a Better Broadway – Public Comments Received**  
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**Building a Better**  
**Broadway**

**bike ridership for four straight years** -- effectively doubling the number of regular cyclists on our streets, according to the DOT's [annual counts](#).

According to the DOT's Pedestrian Safety Study and the most recent Sustainable Streets Index, streets with bike lanes have about **40 percent fewer crashes ending in death or serious injury, and that's for all street users: drivers and pedestrians included**. For example, after a parking-protected bike lane was installed on Manhattan's Ninth Avenue, all traffic-related injuries dropped 50 percent. Injuries to pedestrians dropped 29 percent and injuries to cyclists dropped 57 percent.

We have a responsibility to make this happen.

Sincerely,

*Lee S Kalish*  
*Positive Feedback llc*  
*275 Fair Street, Suite 15*  
*Kingston, NY 12401*  
*p. 845-222-2222*  
*c. 914-222-2222*  
[222@222.com](mailto:222@222.com)

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Dear Brian, Dennis & Gregg,

Thank you for your work on the Build a Better Broadway (BBB) project!

Please accept this additional comment. We want to reference the results from a very timely survey:

<http://www.peopleforbikes.org/blog/entry/survey-protected-bike-lanes-are-more-than-twice-as-comfortable-as-striped-o>

The survey was commissioned by the National Board of Realtors and is based on a responses from adults in the 50 largest U.S. metro areas:

<http://trec.pdx.edu/news/millennials-favor-walkable-communities-says-poll-national-association-realtors-and-trec>

From the report of the survey's results (emphasis added): *"Adding a bike lane to a four-lane commercial urban street increases the number of American adults who say they'd be "very comfortable" biking on it from 9 percent to 12 percent. **Making that bike lane protected increases the number from 12 percent to 29 percent.**"*

The results confirm the strong positive impact that retaining the protected bike lane element in the BBB draft Plan will likely have on the resulting bike ridership -- across all demographics and user groups.

This has significant implications on the related Return On Investment for the project as a whole for Ulster County and City of Kingston -- indicating that the protected bike lane is an integral element of the project that should not be minimized or marginalized.



**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

One the core objectives for the BBB project is to help realize a long sought after strengthening of economic health and community vitality in the Midtown Kingston commercial district and surrounding neighborhoods. The links between increased bicycle ridership and increases in business and commercial activity are strong, widespread and increasingly well documented. It follows that a large increase in bicycle ridership through the creation of a protected bike lane will likely be a strong positive contributor to the sustained revitalization of the Broadway corridor and Midtown neighborhoods.

In addition to the many significant educational benefits afforded students by the project-- improved children's safety and health, safe routes to school, and access to active recreational opportunities in urban linear parks -- a successful BBB project will likely also have a strong positive impact on the Kingston School district expanding its tax base, strengthening its budget, and enhancing enrollment. In short, the BBB project promotes the long-term health of the district and the children and families it serves. The issues of parking on Broadway, while important, are largely resolvable in the final project design. Moreover, while important and essential to address, changes in parking patterns should be considered within the larger context and the positive, evidence-based benefits and rationales of the project as designed.

Retaining the protected bike lane largely as proposed in the draft plan is an integral component of the project. Evidence from numerous other locales indicates that it will yield a significantly outsized return on investment on many levels -- public health, transportation, economic & community development, education, the success of the Kingston Greenline & county-wide rail trail linear parks.

Thank you for the opportunity to comment and for your continued work on this important project for the City of Kingston and Ulster County.

Sincerely,  
Kevin Smith & Kathy Nolan, Co-Chairs Friends of the Catskill Mountain Rail Trail

Kevin Smith, Chairman  
Woodstock Land Conservancy

Dr. Kathleen Nolan M.D.  
Senior Research Director  
Catskill Mountainkeeper

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Hi Brian,

Overall I like the plan... That said, with all the parking related noise I was wondering if there is enough room to widen the distance between curbs in the block between Pine Grove and O'Reilly such that parking could be retained on the south side in part or in full. The walk between Hoffman and Pine Grove in particular is quite wide and loosing a foot or two probably wouldn't hurt pedestrianism there.

Also, from observations during my travels on Broadway, often in the evening/night, a cross walk with bump outs at Franklin St. would probably be a good idea. Pedestrians are crossing there now despite the lack of cross walks or lights...

Other than these two items let's get this thing built!

**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



**Building a Better  
Broadway**

Thanks,

John Grossbohlín

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Dear Brian,

In addition to my participation in prior community outreach activities related to the Build a Better Broadway (BBB) project, I am writing now to support the project as presented in the design team's final recommendations ([http://ulstercountyny.gov/sites/default/files/documents/planning/BBB\\_Draft%20Plan%20and%20Recommendations.pdf](http://ulstercountyny.gov/sites/default/files/documents/planning/BBB_Draft%20Plan%20and%20Recommendations.pdf)).

In particular, I support a separated Bike Lane between parking and sidewalks, even though this alternative requires changes in existing parking configurations and a slight narrowing of vehicular travel lanes. I believe that increased pedestrian and bicycle traffic, plus improved signage and parking alternatives (additional municipal parking lots and side-street parking options), will more than compensate for the planned reduction in surplus parking spaces. If areas of particular concern emerge, I could also support narrowing the Bike Lane at the sites of those problems, rather than eliminating the Bike Lane altogether.

As a pediatrician working to promote public health, I am very concerned about overweight and inactive children, and I see a great benefit in their being encouraged to walk more in this urban setting and to use the Bike Lane for transportation and recreation. Increases in physical activity are correlated with weight loss and reductions in obesity-related conditions such as diabetes and heart disease. In addition, increases in physical activity may improve attention, learning, and emotional well-being. Constructing trails near homes and businesses returns almost \$3 for every \$1 in investment, and I fully expect the BBB project, by improving sidewalks with bump-outs and by constructing a separated Bike Lane to make non-motorized transportation more attractive, to provide similar benefits.

In addition, I have observed on my frequent trips to Kingston each week many instances in which either children or adults on bicycles as well as people in wheelchairs place themselves and others at risk by riding in vehicular travel lanes without proper protection. Providing a safer travel environment for all users of the transportation system is an extremely high priority. Moreover, in poorer communities, non-motorized travel is more common, making the provision of safe infrastructure for non-motorized travel (such as sidewalks, trails, and separated bicycle lanes) an important matter of social justice. My younger sister, who lives in Kingston and is chronically mentally ill, cannot drive a car. She walks frequently on Broadway to visit friends, go to church, and to shop, and she has indicated to me that having a safer walking environment would make her life much easier. If a protected Bike Lane is constructed, she is likely to resume riding a bike as she did in more rural environments when she was younger, greatly increasing her mobility.

I firmly believe that the BBB project will enhance the Midtown Kingston area and bring great vitality not only to Kingston's arts and business communities but also to the Kingston High School, the new State University of New York Kingston Extension, and area primary schools. If Kingston becomes one of the first mid-sized cities in New York State to provide its families and neighborhoods with an extensive inter-connected trail network and separated Bike Lane, we are likely to draw increased numbers of talented young people, who recognize the value of such amenities, here to live, work, and play.

**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

I look forward to the day that I, too, can walk safely throughout Kingston and ride my bike in Kingston for recreation, health, and transportation.

Thank you again for your work on this project and for the many opportunities you have provided for participation in the planning process and for comments.

Sincerely,  
Kathy

Kathleen Nolan, MD, MSL  
Senior Research Director  
Catskill Mountainkeeper  
[■■■■■@catskillmountainkeeper.org](mailto:■■■■■@catskillmountainkeeper.org)  
845-■■■■-■■■■ (mobile)

[www.catskillmountainkeeper.org](http://www.catskillmountainkeeper.org)  
Office in Woodstock: 845-■■■■-■■■■

"Working together to protect the Catskills"

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Dear Mr. Slack,

I am writing to express my strong support for the Building a Better Broadway Draft Plan. Since I moved to Kingston in 2007 I have been riding my bike up and down Broadway on a nearly daily basis. On a bike one sees many things happen. My main concern for the Broadway corridor is the peril that pedestrians and people on bikes are put in while traveling on the corridor. Countless times I have seen pedestrians crossing midblock and people on bikes riding on the sidewalks or in the wrong direction. I have witnessed one pedestrian accident, and I have prevented an accident between a car and a Latino mother with her toddler crossing the street. I do not believe these instances that I have witnessed are necessarily due to pedestrian and bicycle behavior, but rather due to the current faulty design of Broadway. I have also witnessed and been subject to irresponsible motorist behavior including speeding, yelling at and harassing me while on my bicycle, not giving bicycles enough berth while passing, and talking or texting on a cell phone. The street environment on Broadway is not friendly to the pedestrian or bicyclist. It is not easy to navigate, nor is it a pleasant place to be for those people traveling in a non-motorized way.

After observing behavior on Broadway over years, I believe the best way to ensure everyone's safety is by building travel lanes for each mode – sidewalks, a protected bike lane, and car lanes. Analysis completed by the NYCDOT in 2014 has shown that protected bike lanes in New York City improved safety for everyone. <http://www.streetsblog.org/2014/09/05/new-dot-report-shows-protected-bike-lanes-improve-safety-for-everybody/>



**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

I know that there are many other reasons that this plan will improve Broadway for business, health, tourism, economic development, etc., but I think that decision-makers should take into very high consideration public safety and social equity for ALL transportation users. I believe our government has an obligation to make our streets safe for everyone, and this draft plan will help Kingston and Ulster County meet that obligation.

On Broadway, especially in Midtown, there are many people from lower socio-economic backgrounds including children and Senior Citizens who are using the street without a car on their way to work, school, or to play. People from lower socio-economic or historically underrepresented backgrounds, especially youth and non-English speakers, may not know about this plan or have the time or wherewithal to comment on this plan, but their silent voices should be heard and their needs should be met. Their safety should be of highest importance.

Along with this letter I attached a Safe Routes to School document on Fighting for Equitable Transportation, and I attached some draft maps I am working on to demonstrate where the majority of people with lower socio-economic status live within relationship to the Kingston High School walking zone. I hope these documents can be considered during the conversation going forward about this plan. I want to emphasize that I support the plan for the protected bike lane to run from Elmendorf to Chester St. passing by the high school. The portion of the bike lane on the Eastern section is just as important as the portion on the Western section as it provides a clear Safe Route to School for students within the walking zone of which many are from lower socioeconomic backgrounds.

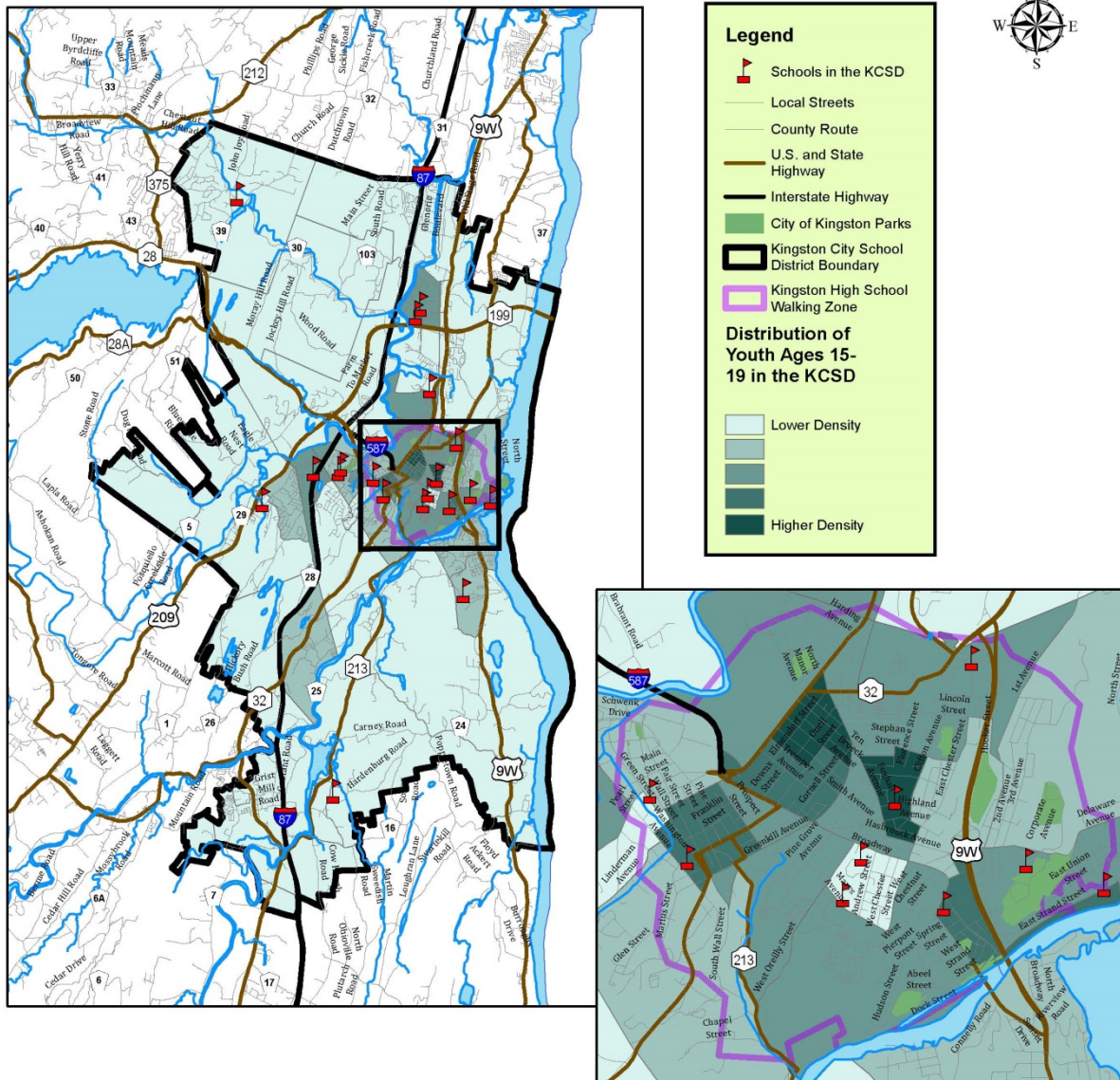
Thank you for your time and consideration.

Best regards,  
Kristen Wilson  
Senior Resource Educator – Healthy Communities Program  
Cornell Cooperative Extension Ulster County  
232 Plaza Rd.  
Kingston, NY 12401  
845- [REDACTED] - [REDACTED] ext. [REDACTED] (o)  
845- [REDACTED] - [REDACTED] (c)

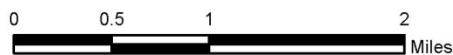
[attachments: 3 maps]



## A Case for the Building a Better Broadway Draft Plan A Safe Route to Kingston High School



Higher numbers of youth ages 15-19 are found in areas within the Kingston High School walking zone than in other parts of the school district. Students in the 1.5 mile walking zone are not provided with bus transportation to the high school. Their options for getting to school include walking, biking, driving themselves, or getting a ride. Students from diverse socio-economic backgrounds should be provided with safe walking and bicycling routes to school as motorized transportation is often not an option.



Map created by Kristen Wilson  
 Data Sources: Ulster County Planning, VersaTrans,  
 and US Census American Community Survey 2009-2013

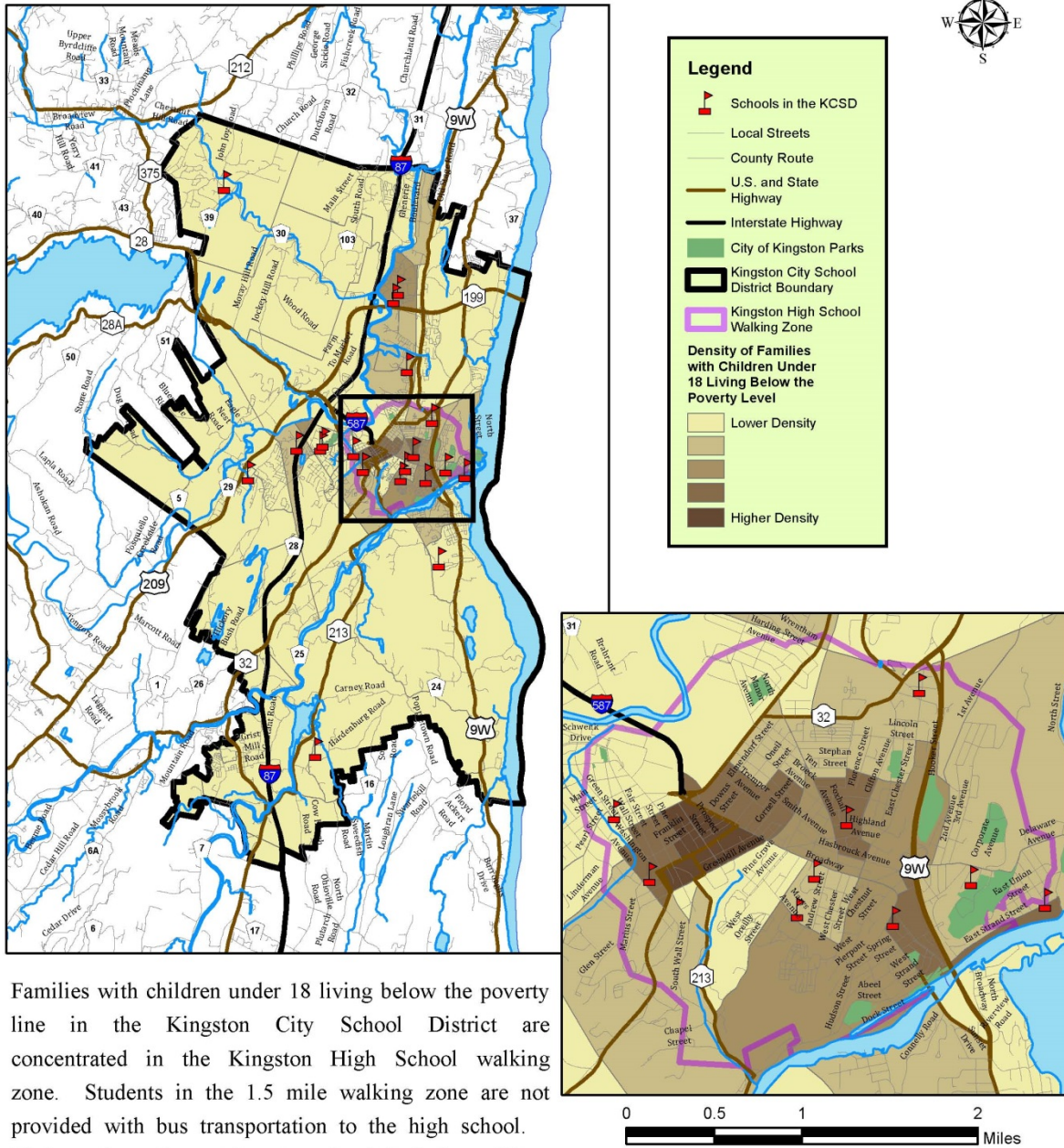


Cornell University  
 Cooperative Extension  
 Ulster County





## A Case for the Building a Better Broadway Draft Plan A Safe Route to Kingston High School



Families with children under 18 living below the poverty line in the Kingston City School District are concentrated in the Kingston High School walking zone. Students in the 1.5 mile walking zone are not provided with bus transportation to the high school. Their options for getting to school include walking, biking, driving themselves, or getting a ride. Students from diverse socio-economic backgrounds should be provided with safe walking and bicycling routes to school as motorized transportation is often not an option.

Map created by Kristen Wilson  
 Data Sources: Ulster County Planning, VersaTrans,  
 and US Census American Community Survey 2009-2013

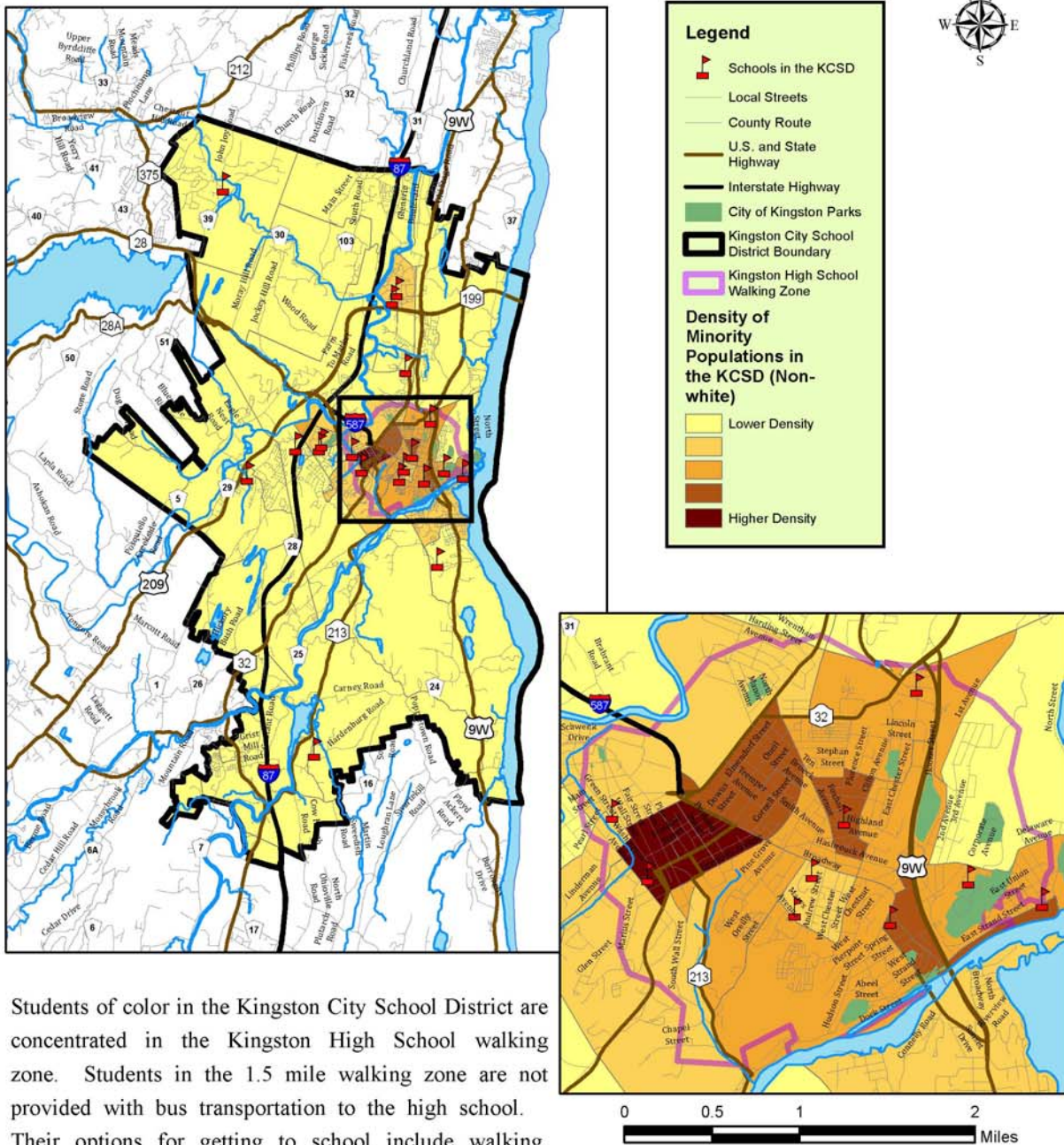


Cornell University  
 Cooperative Extension  
 Ulster County





## A Case for the Building a Better Broadway Draft Plan A Safe Route to Kingston High School



Students of color in the Kingston City School District are concentrated in the Kingston High School walking zone. Students in the 1.5 mile walking zone are not provided with bus transportation to the high school. Their options for getting to school include walking, biking, driving themselves, or getting a ride. Students from diverse socio-economic backgrounds should be provided with safe walking and bicycling routes to school as motorized transportation is often not an option.



**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

**James F. Shaughnessy, Jr.  
11 Delta Place  
Kingston, NY 12401  
(845) 633-2166**

Building a Better Broadway  
Ulster County Planning Department  
c/o Brian Slack  
[bsla@co.ulster.ny.us](mailto:bsla@co.ulster.ny.us)

September 4, 2015

Dear Mr. Slack:

I am a member of the Kingston City School District Board of Education, and I am interested in the Building a Better Broadway (BaBB) plan as it impacts the high school neighborhood. That said, my comments are made as an individual and not on behalf of or authorized by the Board of Education.

As you know, the Kingston City School District has begun a major construction project on the Kingston High School campus. This will be one the largest construction projects in the history of Kingston, and is not scheduled to be finished until 2023. There has been a severe parking shortage in this area for years. The KHS 2<sup>nd</sup> Century Project will exacerbate this situation. To contemplate your Broadway project while this is construction is happening is shortsighted. The high school project was approved by voters in December, 2013, well before the BaBB design began. Your planning seems to have disregarded this.

After the Sandy Hook Elementary School massacre in December, 2012, the KCSD in coordination with local law enforcement agencies and the City of Kingston closed the circular drive in front of the high school. All drop-off and pickup is done along the north and south parking lanes of Broadway. Parking is banned in both of these lanes on during the morning drop-off. The parking spaces are completely filled during the afternoon pickup period of 2:00-3:30 pm, with frequent turn-over.

I notice on page 25 of the Existing Conditions Report the parking lots on campus are classified as underutilized. This is disingenuous, as the counts were taken at approximately 4:30 pm, after the regular school day. During the school day, these lots are full, and the parking capacity on the campus does not meet the demand.



Comments on Building a Better Broadway  
James F. Shaughnessy, Jr.

September 4, 2015  
Page 2

My understanding of the plan is that between Grand St/Pine Grove Ave and E/W Chester Street the proposed configuration is as follows, North to South:

- side walk
- a two-way bike lane
- a buffer lane between the bike lane and a parking lane
- a parking lane
- West-bound traffic
- East-bound traffic
- side walk

I have the following concerns:

At least until the end of the high school renovation project, hours of student drop-off and pickup will be extremely congested and dangerous.

Currently, the south side parking lane in front of the high school provides a buffer for students on the sidewalk. I believe a buffer is necessary. High school students are not always traffic cautious. Last year, in front of Dunkin' Donut, a high school student bolted onto Broadway into the path of a school bus and was seriously injured. The parking lane reduces this risk, in my opinion.

What happens to bus stops if there is not a parking lane on the south side of Broadway?

What is the impact to the passage of emergency vehicles if there are only two traffic lanes and nowhere for east-bound traffic to pull over?

The data on page 21 of the Existing Conditions Report Appendix seems to indicate 2 or 3 bicycles per hour from 3:00 pm to 6:00 pm. I am skeptical that will greatly increase. I don't think this volume of bicycle traffic justifies the increased risk to student pedestrians and the disruption to vehicular traffic.

Thank you for opportunity to express my concerns.

Best regards,



**Building a Better Broadway – Public Comments Received  
August 7 – September 4, 2015**



**Building a Better  
Broadway**

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Our family has operated Earl B Feiden inc. in Kingston New York at 661 Broadway for over 30 Years, we have operated our business in Latham New York for 90 Years.

Pursuant to the "Bike Lane" we do not consider this an improvement and fear the loss of traffic would have an adverse affect on business in a already Troubled Business district.

Thank you for your consideration in this matter, please feel free to call me with any questions ■■■ ■■■  
■■■

--  
Michael J. Feiden  
Earl B. Feiden Inc.  
661 Broadway  
Kingston New York 12401  
845-■■■■-■■■■  
845-■■■■-■■■■ Fax  
518-■■■■-■■■■ Mobile

## Building a Better Broadway – Public Comments Received August 7 – September 4, 2015



## Building a Better Broadway

The following group letter was submitted to UCTCon 9/04/. The body of the letter is shown in its original size for legibility; subsequent signatory pages are reproduced at a smaller scale to conserve space. The full letter is on-record with the City of Kingston (including the Office of the Mayor and Economic Development and Strategic Partnerships) and UCTC.



To:  
Brian Slack  
Ulster County Transportation Council  
244 Fair St.  
Kingston, NY 12401

Re: Building a Better Broadway Draft Plan

Dear Mr. Slack,

The Bike-Friendly Kingston group supports the Building a Better Broadway Draft Plan presented at the August 6<sup>th</sup> public meeting. We are very pleased to see how all travel modes -motorists, pedestrians, people with disabilities, and especially bicycles - were accommodated in this holistic and innovative facelift for Broadway. All who travel and conduct business through this main artery will benefit from this revitalization of the street.

In this letter, we would like to commend the planners and consultants for taking people on bikes into high consideration in the design and for suggesting the build-out of a protected bike lane from Elmendorf to Chester St. This protected bike lane will allow people on bikes of all ages and abilities enjoy traveling from one end of Kingston to the other for pleasure, exercise, and business. We believe for the following reasons that this protected bike lane in its full length should continue to be part of the plan.

- **Revitalization of the Business District:** Several studies have shown that people on bikes spend more money per trip in a business corridor, and that bike lanes can help revitalize a business district. Some of these studies are described in the following websites.
  - <http://bicyclecoalition.org/facts-biking-improves-business/#sthash.fgcjvs9r.dpbs>
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  - <http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/>
- **Social Justice and Safety:** Many people currently on bikes in the Broadway corridor are children, people on who can't drive or own a car on their way to work or elsewhere, and/or people from lower-income and minority backgrounds. Everyone's safety is extremely important, and people who cannot afford or don't want to use a car should be afforded the same level of safety as people in cars. We are concerned about the



number of pedestrian and bicycle crashes on Broadway, and the speed and dominance of the motorists. In addition, by providing the protected bike lane to pass by the high school, the city will increase safety for teens who currently ride or would like to ride a bike to school. By doing this, more teens may ride bikes to school decreasing parent car drop-off and pick-up traffic and increasing the independence of teens to travel to school events and activities. We believe that by providing a protected bike lane, you are increasing safe transportation access to marginalized groups of our population.

- **Health:** The City of Kingston struggles with a childhood obesity level of 44%, and over 60 % of Ulster County’s adults are overweight or obese. Obesity can lead to serious chronic diseases, high health costs, and unnecessary suffering, especially for children. Bicycling to school or to work can help people meet the physical activity guidelines (60 minutes/day for children and 150 minutes/week for adults). By installing the protected bike lane, the City of Kingston will enable people of all ages and abilities to ride on a main connector to neighborhoods, schools, parks, and businesses. It will provide a space for more physical activity for the average person, encouraging healthier lifestyles and a culture of health in Kingston. The following research brief describes how the aesthetic appeal of a place can help increase physical activity.  
<http://activelivingresearch.org/creating-places-promote-physical-activity-perceiving-believing>
- **Tourism and Economic Development:** The protected bike lane can potentially connect to several rail trails coming in from 4 different directions in Ulster County. This lane will be the hub for people traveling for different reasons from far reaches of the County. Tourists traveling this system will come into Kingston to enjoy the Midtown business district. In addition, millennials and retirees alike are looking to live in walkable, bikeable communities as described in some articles below. By making Kingston one of the most walkable, bikeable Hudson Valley towns, we may attract new talent and businesses to relocate here, increasing our tax base and the vitality of our business districts. In the public meeting, one new business owner on Broadway came just because he heard about this plan. It’s already happening!
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- **Environmental Benefits:** By getting more people on bikes more regularly in Kingston we can help the City reduce its carbon dioxide emissions through transportation, contributing to the global movement to prevent pollution and climate change. We also understand that the efficient timing of traffic lights will help motorists travel more





smoothly through the corridor decreasing their idling time and carbon dioxide emissions.

We hope that for all these reasons, the plan can move forward with the protected bike lane for the entire length of Broadway. If you have any questions for the Bike-Friendly Kingston group, feel free to contact our leader, Emily Flynn.

Sincerely,

Emily Flynn – BFK Leader

**Members and Supporters**

Aaron Copenhauer	56 Tillson Rd, Tillson NY 12486		
Aaron Ruff	99 West Chestnut St., Kingston, NY 12401	████████████████████	████████
Adi Carter	P.O. Box 803, Stone Ridge, NY, 12484	████████████████	████████
Aidan Ploutz	96 West Hurley Rd, Woodstock, NY, 12498	████████████████	
Alan Carey	106 Ohayo Mt Rd, Woodstock, NY, 12498	████████████████	████████
Alessandra Tecchio	27 Broadway, Kingston NY 12401	████████████████	
Alfred Jankowski	314 Loughran Court, Kingston 12401		
Alison Levy	51 Old Co Rd 1, Kingston, NY 12401	████████████████	
Allison Stein	186 Harwich St. Kingston, NY 12401	██████████████	████████
Amanda Forste	21 Mountain View	██████████████	
Amanda Schmidt	102 West Chestnut St, Kingston NY 12401	████████████████	████████
Amber Rodriguez	26 Lafayette St	████████████████	
Amy White	40 Summer Street, Kingston, NY 12401	██████████████	
Ana Gioia	63 Wurts St Kingston, NY 12401		████████
Andrea Turco-Levin	41 Johnston Ave. Kingston, NY 12401	██████████████	
Andy Szymczak	2875 Denning Rd, Claryville, NY		████████
Anna Dallis	93 Wall St, Kingston, NY, 12401	██████████████	

# Building a Better Broadway – Public Comments Received

## August 7 – September 4, 2015



# Building a Better Broadway

Char Wilcox 63 Roudout Harbor, Port Ewen, NY  
 Charla Malamed 63 Miller Rd, Mt. Tremper NY 12457  
 Cheryl Demuth 68 Moente St, Kingston, NY 12401  
 Chas Parent 48 Canini Way, Kingston, NY 12401  
 Chrata Horning 100 West Chester St, Kingston NY 12401  
 Chrata Rhoads 88 WestChester st., Kingston NY 12401  
 Christina Fabbie 12 Four Sisters Lane, Port Ewen, NY 12456  
 Christina Kulkowsky 2369 Hurley Mt, Kingston, NY, 12401  
 Clayton Horsey 4 Millstream Rd, Woodstock, NY, 12498  
 Connie Carr Abbey St, Kingston, NY, 12401  
 Corinne Wolcott 22 Skyrasant St. #6 Kingston, NY 12401  
 Courtney Starrett 105 Hone Street Kingston, NY 12401  
 Dahlia Graham 329 Wall St, Kingston, NY, 12401  
 Dan Maxon 282 State Rt. 208, New Paltz, NY, 12551  
 Dave Bollea 85 River Rd., Ulster Park, NY, 12487  
 Dave Meyer 314 Upper Byrdcliffe Road Woodstock, NY 12498  
 David Dalis 83 West St, Kingston, NY, 12401  
 David Wright 25 Vinegar Hill Rd, West Hurley NY  
 Deborah Kalish 80 Fairview Ave., Apt 14 - Bldg 12, Kingston, NY 12477  
 Debra Lundgren 15 Leslie Rd., Kingston, NY 12401  
 Dao Ptocok P.O. Box 856, Stone Ridge, NY, 12484  
 Denise Wirsanik 18 Len Cl. Kingston, NY, 12401  
 Danna Satz? 88 WestChester st., Kingston NY 12401  
 Diana Miller 22 Hillcrest Ave, Kingston, NY 12401  
 Daryl Myers 783 Sawkill Rd, Kingston NY

Doug Yoel 629 Zena Highwoods Rd Edward P.O. Box 466, Saugerties, NY, 12477  
 Elaine Lindgren 177 West Pierpont St, Kingston, NY, 12401  
 Eleanor Alford 177 Pearl St, Kingston, NY, 12401  
 Eliene Sniezak 114 Hunter Street, Kingston, NY 12401  
 Elizabeth Boad 109 Main St, Kingston, NY, 12401  
 Elizabeth Higgins 91 Clifton Ave, Kingston, NY, 12401  
 Elizabeth Sohan not provided  
 Ellen Kalish 75 Turkey Point, Saugerties, NY 12477  
 Eliot Toman 18 Livingston Street, Kingston, NY 12401  
 Emma DeRosa 35 Main St, Bloomington, NY, 12411  
 Emma Melamed 435 Samsomville Rd, Katonah, NY, 12446  
 Eric Dood 28 Browning Ter, Kingston, NY 12401  
 Enk Richards not provided  
 Erin Anderson 221 Broadway St, Port Ewen, NY, 12466  
 Erwin Wulke 1040 Codwise St., Kingston, NY 12401  
 Eve Fox 2415 Glasco Tpk Woodstock, NY 12498  
 Faith Delozier 1406 State Route 213, High Falls, NY  
 Faith Delozier 1406 State Route 213, High Falls, NY, 12440  
 Farner Gathan 67 Lindenman Ave, Kingston, NY, 12401  
 Felipa Gaudet 127 Pearl Street Kingston, NY 12401  
 Felix Oliven 63 Broadway, Kingston, NY 12401  
 Frank Camarda 303 Albany Ave Kingston, NY 12401  
 Frank Garatolo 55 Old Stage Rd, Saugerties, NY  
 Gabrielle Grigoli 19 Lafayette Ave

Gail Stamway 592 Swartekill Rd, New Paltz, NY, 12561  
 Gary Myers 783 Sawkill Rd, Kingston NY  
 Garaid Berke 26 Maiden Ln, Kingston, NY, 12401  
 Garaid von Stoddard 185 Cornell St. #115 Kingston, NY 12401  
 Gerard Fiaschetti 1 Dietz Ct, Kingston, NY, 12401  
 Gloria Dermanin 251 Old Rt 32, Saugerties, NY 12477  
 Greg Bornstein 167 Schulz Lane, Ulster Park, NY  
 Gregg Swanzky 28 Presidents Pl Kingston, NY 12401  
 Hannah McHardy 2875 Denning Rd, Claryville, NY  
 Hank Padilla 21 Elizabeth St, Kingston NY, 12401  
 Heather Roberts P.T., Fox Hollow Rd, Shandaken NY,  
 Heidi Scott 88 WestChester st., Kingston NY 12401  
 Helene Lesterlin 28 Gladys Lane, Saugerties NY 12477  
 Henry Collins PO Box 3022, Woodstock NY 12498  
 Hillary Harvov 26 Abeel St., Kingston, NY  
 Hugo Jute 34 Garrison Rd, Shady, NY 12409 (wakes in Kingston)  
 Ian Keir 1406 State Rte 213, High Falls, NY  
 Ilana Berger 148 Franklin Street Kingston, NY 12401  
 Iyaa Simon 14 Crane st, Kingston  
 Isaac Cruz 169 Pine St  
 Jacob Almanza 25/67 Clinton Ave  
 Jaime Parent 48 Canini Way, Kingston  
 James Rhodes 88 WestChester st., Kingston NY 12401  
 Jamie Dreyer 204 W. Chestnut St, Kingston  
 Jamie Dreyer 214 W. Chestnut St, Kingston, NY, 12401

Jamie Kennard Brunette, 33 Broadway, Kingston, NY 12401  
 Jamian Alexander 88 WestChester st., Kingston NY 12401  
 Janet Dow 203 Hurley Mountain Rd, Kingston, NY, 12401  
 Jason 92 River Road, Ulster Park, 12487  
 Stachouse 93 River Rd, Ulster Park, NY  
 Jeanie Antonelli 238 Clinton Ave, Kingston, NY, 12402  
 Jeff Brody 140 Andrew St, Kingston  
 Jennifer Borrero 52 West Pierpont St., Kingston, NY, 12401  
 Jennifer Fowler 443 New Salem Rd, Kingston, NY  
 Jennifer Palterson-Jankowski 314 Loughran Court, Kingston  
 Jeremy Truex 206 John Joy Rd., Woodstock NY 12498  
 Jerrod Brady 354 Broadway, Ulster Park, NY  
 Jessie Able 36 Wall St, Kingston, NY 12401  
 Jim King 572 Ulster Ave, Kingston, NY, 12401  
 Jim Rowe 200 Downs St, Kingston, NY  
 Jipala Kagan Po box 3354 kingston NY 12402  
 Joanne Maendal 88 WestChester st., Kingston NY 12401  
 Joe Decker 609 Lapa Rd, Kingston NY 12401  
 Joel Schuman 6 Hill St, Saugerties NY 12477  
 John Grossbohin 16 Quarry St, Kingston, NY 12401  
 John Kowalski 18 Smith St. Red Hook, NY, 12571  
 Johnny Scott 88 WestChester st., Kingston NY 12401  
 Jon Jones PO Box 285, Shokan NY  
 Jonathan Rich 1331 Glasco Turnpike, Woodstock, NY, 12498  
 Jordan Kalish 75 Turkey Point, Saugerties, NY 12477

# Building a Better Broadway – Public Comments Received August 7 – September 4, 2015



## Building a Better Broadway



To:  
Brian Slack  
Ulster County Transportation Council  
244 Fair St.  
Kingston, NY 12401

Re: Building a Better Broadway Draft Plan

Dear Mr. Slack,

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Andrea Turco-Levin	41 Johnston Ave. Kingston, NY 12401		
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Anna Monahan	34 Lower Jones St, Rosendale, NY, 12472		
Amabelle Vioin	334 Upper Byrdcliffe Road, Woodstock, NY, 12498		
Anne Cavallaro	174 Chase Rd., Shokan, NY, 12481		
Anne Rajs	266 Millers Way		
Anthony Harris	55 Wall St, West Hurley NY		
Arthur Zaczekiewicz	28 West Chester Street, Kingston, NY 12401		
Asia Kowalewska	PO Box 394, Bearsville, NY 12409		
B Cedric Cogell	4 W. Union St, Kingston, NY, 12401		
Bethany Hamilton	102 West Chestnut St, Kingston NY 12401		
Betsy Blair	658 Hurley Ave, Hurley, NY 12443		
Betty Paler	PO Box 292, Boiceville, NY		
Bill Baird	3 Valentine Court Kingston, NY 12401		
Bill Consiglio	31 Oriole Dr. Woodstock 12498		
Brandi Schulz	50 Hoffman St		
Brian Gathen	67 Lindeman Ave, Kingston 12401		
Brian Kehoe	36 Wall Street, Kingston, NY 12401		
Brian Kehoe	36 Wall St, Kingston, NY, 12401		
Bridget Miller	P.O. Box 486, Saugerties, NY, 12477		
Brittany Goode	61 Downs St, Kingston, NY 12401		
Bryan Roberts	Overlook Mountain Bikes 93 Tinker St Woodstock, NY 12498		
Candida Ellis	110 Norma Ct		
Carmen Sensi	127 Barclay Lane, Saugerties, NY, 12477		
Carol Melamed	435 Samsonville Rd, Kerhonkson, NY, 12446		
Cathy Brown	221 Binneuat Rd, Kingston, NY, 12401		
Chalice Ohlson-Brady	354 Broadway, Ulster Park, NY 12401		



# Building a Better Broadway – Public Comments Received August 7 – September 4, 2015



## Building a Better Broadway

Jordan Souzgs	48 Main Street, Kingston		
Joseph Conrad-Fern	39 Lafayette St., Saugerties NY 12477		
Kali Rosenblum	26 Piney Woods Rd, Bearsville NY 12409		
Kate Crow	108 Way Rd, Rhinebeck, NY, 12572		
Kate Donhan	199 Ridge Rd, Marlboro, NY, 12542		
Kathlyn Simon	24 Livingston Street, Kingston, NY		
Kathleen Podmaniczky	8 Creek Circle, Rhinebeck, NY, 12572		
Kathryn Cullay	165 Pearl St, Kingston, NY, 12401		
Kathryn Meyer	122 Elm Street, Saugerties, NY 12477		
Kathy Nolan, MD, MSL	Senior Research Director Catskill Mountaineer 34 Tinker Street Woodstock NY 12498		
Kathy Young	3878 Alwood Rd, Stone Ridge, NY, 12484		
KayCae Wimbish	143 Henry Street, Kingston, NY		
Kelly Fitzgerald	99 Andrus St, Kingston NY 12401		
Kelly VonderLieten	38 White Schoolhouse Rd, Rhinebeck, NY		
Ken Kircher	27 Cornsile Ln, Catskill, NY, 12419		
Ken Monahan	34 Lower Jones St, Rosendale, NY, 12472		
Ken Roll	130 N Front St., Kingston, NY, 12401		
Kenneth Johnson	1095 Sansonville Rd, Kohnkonon, NY		
Kerri Kievan	15 Presidents Place, Kingston, NY 12401		
Kevin D. Smith	26 Piney Woods Rd, Bearsville, NY 12409		
Kevin Godley	387 O'Reilly St, Kingston, NY, 12401		
Kevin Pitcock	38 Brook Farm Rd, Stone Ridge, NY, 12484		
Kim Butwell	Office for Aging, 1003 Development Court, Kingston, 12401		
Krista Danielson	167 Schulz Lane, Ulster		

Kristen Wilson	66 Ravine St, Kingston, NY 12401		
Kristen Flynn	3763 Alwood Rd, Stone Ridge, NY 12484		
Kristin Franco	85 Florence St, Kingston, NY 12401		
Kristin Golgolia	PG Box 129, Kingston, NY 12401		
Laura Sagan	28 Hart Drive, Poughkeepsie, NY		
Laurie Rankin	8 Walkill Ave, Tison		
Leah Rosen	159 Wilbur St, Kingston, NY, 12401		
Lee Kallah	75 Turkey Point, Saugerties, NY 12477		
Leona Mathis	88 Westchester st., Kingston NY 12401		
Leslie Nagy	70 Bingham St, Kingston NY 12401		
Leslie Reinick	4 Millstream Rd, Woodstock, NY, 12498		
Linda Kozak	138 Fairway Drive, Hurley, NY 12443		
Lindsey Stern	110 S Manor Ave, Kingston, NY 12401		
Lisa Magrin	254 Lindenman Ave, Kingston, NY, 12401		
Lori King	872 Ulster Ave, Kingston, NY, 12401		
Lynne Gilson	6 Hill St, Saugerties NY 12477		
M. Elias Dueker	148 Franklin St., Kingston, NY		
M.G. Yelland	67 Glenene Ln, Sugarloaf, 12477		
Madeleine Friedman	5118 Rt 213, Olivebridge, NY, 12461		
Malinda Kibbons	not provided		
Marci Ellwood	192 O'Neil St, Kingston		
Margaret Tullis	31 Green Street Apt 4, Kingston, NY, 12401		
Marge Gagnon	Rose Women's Care Service, 24 Main St., 12401		

Maria Philippis	47 N. Front St, Kingston		
Maribel Torres	214 W. Chestnut St, Kingston, NY, 12401		
Marisel Johnson	1095 Sansonville Rd, Kohnkonon, NY		
Maria Stiepp	262 Broadway, Kingston		
Marlo Torchio	314 Wall Street, Kingston, NY, 12401		
Marissa Foti	252 State Rt. 206, New Paltz, NY, 12551		
Maria Lopez-Mans	2318 Glasco Turnpike, Woodstock, NY 12498		
Mark Brill	PO Box 363, Woodstock NY 12498		
Mark Feighn PhD	267 Upper Byrdcliffe Rd, Woodstock NY 12498		
Mark Montera MD	34 Oriole Drive, Woodstock NY 12495		
Mark Rosenberg	509 Hurley Ave, Hurley, NY, 12443		
Maria Brucker	181 Catskill Rd, Catskill, NY, 12419		
Marley Alford	177 Pearl St, Kingston, NY, 12401		
Marilyn Heath	85 Garden St		
Mary DeChristoden	81 Ulster Ave., Ulster Park, NY 12487		
Mary Grehl	50 Parker Lane, Shokan NY 12481		
MaryBeth Davis Slayer	138 Pine St. #140, Kingston, NY 12401		
Matt Durn-Dowson Council Majority Leader	189 Main Street, Kingston, NY 12401		
Matthew Wetzler	2567 Hinton Ave 19 Sittany Dr, Hurley, NY, 12431		
Maxanne Resnick	4 Pokonkie Road, Ulster Park, 12487		
Meg Clark-Goldhammer	272 Underman Ave, Kingston		
Megan Costello	43 Tillson Rd, Tillson NY		
Melinda Wright	12486		
Melissa Everett, Ph.D.	PO Box 460, Port Ewon NY 12456		

Michael Gayk	103 Home Street Kingston, NY, 12401		
Michelle Dural	28 Mulford Ave, Staatsburg, NY, 12580		
Michelle Rasolo	91 Lucas Ave., Kingston, NY, 12401		
Miguel Alvarado Jurez	66 Ravine St, Apt. 1, Kingston, NY		
Mike Leggett	82 Prince St., Kingston, NY		
Milo Hemberger	1057 Coldbrook Road Olive, NY		
Moo Keegan	55 River Rd., Ulster Park, NY, 12487		
Molly Stiers	193 Downs St., Kingston, NY		
Monique schaeffer	145 Parsell St., Kingston, ny 12401		
Naomi Maddox	783 Sawkill Rd, Kingston, NY		
Natasha Williams	22 Cornsile Ln, Catskill, NY , 12419		
New Yorks for Active Transportation (NY4AT)	P.O. Box 8868   Albany, NY   12208		
Nick Sakas	140 Chestnut Street Albany New York 12210		
Nicole Aulione	75 St James St, Kingston, NY, 12401		
Nina Isabelle	599 Abbeel St, Kingston		
Noelle Melody	1 Zandvoak Rd., Hurley, NY, 12442		
Owen Harvey	98 Clifton Ave, Kingston, NY, 12401		
Owen O'Connor	26 Abbeel St., Kingston, NY		
Parrella Wannino	143 Henry Street, Kingston, NY		
Patsia Cummins	Mid-Hudson Health and Safety Institute at SUNY Ulster		
	29 Elk Street, Albany NY 12207		
	8 Cord Rd, Wappingers Falls, NY, 12590		

# Building a Better Broadway – Public Comments Received August 7 – September 4, 2015



## Building a Better Broadway

Patricia Marsh	25 Spruce St, Kingston NY, 12401			
Patrick Cummins	8 Card Rd, Wappingers Falls, NY 12590			
Patty Goodwin	PO Box 312 Glenford, NY 12433			
Paul Rakou	28 W. Chestnut St, Kingston, NY, 12401			
Peg Bauer	143 Fair St, Kingston, NY, 12401			
Peg Duke	9 Beach Rd., Saugerties, NY 12486			
Perry Beckman	2385 Glasco Turnpike, Woodstock NY 12495			
Pete Nimmer	20 Hollbrook Lane Ulster Park, NY, 12487			
Pete Vulpiani	160 Route 375, West Hurley NY 12480			
Peter Demuth	143 Fair St, Kingston, NY, 12401			
Peter Van Loan	95 Andrew St, Kingston NY 12401			
Rebecca Dem	557 Broadway, Port Ewen, NY 12486			
Reynolds J. Scott-Chloras	62 Lounsbury Place, Kingston, NY 12401			
Richard Erickson	948 Rt 28, Kingston, NY, 12401			
Richard Waidemann	24 L. Kingston Street, Kingston, NY 12401			
Rick Sarthou	272 Linderman Ave, Kingston			
Rik Flynn	14 Corriedale Ln, Cottekill, NY 12419			
Rob Pstoy	19 Valley View Rd, Hyde Park, NY, 12538			
Robert Leibowitz	26 Ronobut Harbor, Port Ewen, NY			
Roberta Jackson	446 John Jay Rd, Woodstock, NY, 12498			
Robin Guenther	107 Abel St, Kingston, NY, 12401			
Ronald J Frank	Hauptman Rd Saugerties, NY 12477			
Rosanna Scott	100 West Chester St, Kingston NY 12401			
Rosemary Quinn	72 W O'Reilly St, Kingston, NY 12401			
Ruth Lancaster	373 Plantasia Ave, Connelly, NY, 12417			
Sadee Brathwaite	not provided			
Saides Brown	171 Main Street Kingston, NY 12401			
Sam Brody	488 Hutchin Hill Rd., Shady NY 12409			
Sam Kaller	not provided			
Samantha Moranville	107 Second Avenue, Kingston, NY 12401			
Sandra Hutton	72 Highland Ave 86 WestChester st., Kingston NY 12401			
Sandra Scott	39 North Front St, Kingston, NY, 12401			
Sandy Antowak	12 Partition St, Saugerties NY 12477			
Sara Conman	92 Clinton Ave, Kingston NY,			
Sara Snider	104 Franklin St, Kingston, NY 12401			
Sarah Boris	99 West Chestnut St., Kingston, NY 12401			
San Wynne Rull	192 O'Neil St, Kingston			
Scott Cooper	127 Barclay Lane, Saugerties, NY, 12477			
Scott Lianan	108 Home Street Kingston, NY 12401			
Scott Starrett	28 Heritage Ct, Kingston, NY, 12401			
Sean Demvir	92 Canton Ave, Kingston, NY 12401			
Sean Ritchey	1040 Codwise St., Kingston			
Sharon Wulke	10 Prospect St 105 Dushnerre Rd, Gardiner, NY 12525			
Sheena Lepaz	237 W. Chestnut St 435 Samsonville Rd, Karmukoon, NY, 12448			
Sheila Gilday	107 Second Avenue, Leibowitz Kingston, NY 12401			
Sheila Ward	3 Valentine Court Kingston, NY 12401			
Sel Melamed	15 Dogwood Knoll, Highland, NY, 12528			
Stephen Leibowitz	Kingston			
Stephanie Baird	41 Johnston Ave Kingston NY 12401			
Steve Alhadad	48 Janet St, Kingston, NY, 12401			
Steve Gilday	105 Dushnerre Rd, Gardiner, NY 12525			
Stevan	33 Emerson St., Kingston, NY, 12401			
Schallenkamp	102 Old Farm Rd, Woodstock, NY 12498			
Susan and Dick Goldman	102 Old Farm Rd Woodstock, NY 12498			
Susan Dupleigate	2342 Glasco Turnpike Woodstock, NY 12498			
Susan Auschinos	106 Ghayo Mt Rd, Woodstock, NY, 12498			
Susan Buckler	PO Box 1890, New Paltz, NY 12561			
Susan L Rogers	14 Corriedale Ln, Cottekill, NY 12419			
Susan Richmann	8 Moon Hwy Rd, West Shokan 12494			
Susie Cusker	177 West Pierport St 153 Porell St., Kingston, NY, 12401			
Suzanna Walton	115 S. Manor Ave, Kingston, NY 12401			
Sylvia Murphy	97 Highland Avenue, Kingston, NY			
Tait Simpson	200 Downs St, Kingston, NY			
Teal Hutton	21 Ravine Street, Kingston, NY, 12401			
Terra Rowe	not provided			
Thomas Grady	34 Mountain Ed, Shokan, NY, 12481			
Thomas Roberts	68 McEntee Street, Kingston NY 12401			
Thomasa Roberts	28 Gladys Lane, Saugerties NY 12477			
Tiffanie Delozier	93 River Road, Ulster Park, 12487			
Tim Waidemann	140 Andrew St, Kingston			
Tim Waidemann	28 Hart Drive, Poughkeepsie, NY 11 Broadway Apt. #32, Kingston NY 12401			
Todd Vos	104 Arnold Drive, Kingston			
Tom Burt	not provided			
Tom Hynes	1675 Sawkill Road Kingston Woodstock Land Conservancy			
Tom Mawhinney	Fox Hollow Rd, Shandaken NY			
Tom O'Dowd	25 Dak Williams R., Ulster Park, NY 12487			
Tom Polk	159 Main Street, Kingston, NY 12401			
Tom Reis	161 Cottekill Road, Cottekill, NY 12419			
Tony Levin	140 Chestnut Street Albany New York 12210			
Tracy Bagino	471 LeFever Falls rd, Rosendale NY 12472			
Tracy Kennart	3 Treia Terrace Saugerties, NY 12477			
Tri-State Transportation Campaign	113 Stone Dook Rd, High Falls, NY, 12440			
Vanessa VanBuren	21 Ravine Street, Kingston, NY, 12401			
Virginia Luppino	68 Band Camp Ed, Saugerties ny 12477			
Warren Hurley	Overlook Mountain Bikas 93 Tinker St Woodstock, NY 12498			
Wendy Tocco	1675 Sawkill Road Kingston PO Box 854 Woodstock NY 12498			
Wendy Weirnich	not provided			
William Dentar	not provided			
William Sheldon	not provided			
Woodstock Land Conservancy	not provided			
Wyatt Robert	not provided			
Yvette Araasona	not provided			
Zoe Dunn	not provided			
Nick Mercutio	not provided			

**Building a Better Broadway – Public Comments Received**  
**August 7 – September 4, 2015**



**Building a Better  
Broadway**

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Dear Brian,

This is an additional comment from the Woodstock Land Conservancy (WLC) on the BBB project -- and the value of retaining the protected bike lane in the final project design from a social and environmental justice standpoint. We write this from WLC's "perch" as a land trust whose mission is to protect open space and just as importantly, our commitment to provide quality opportunities for people to connect directly with nature regardless of their means or where they happen to live.

This is at the core of WLC's support for Ulster County's Rail Trail Project at the Ashokan Reservoir connected to the City of Kingston, the Kingston Greenline rail trail hub and the county-wide rail trail network connecting ultimately to the Walkway Over the Hudson.

In the near future, the Broadway Corridor in Midtown may contain "trailheads" that connect to four signature rail trails: the Kingston Point Trail, Walkill Valley Rail Trail, and via Ulster County's Rail Trail Project on the county-owned Ulster & Delaware ROW) connecting to both the Catskill Park and Ashokan Rail Trail, and the incredibly popular O&W Rail Trail in the Rondout Valley.

Because of the unique geometry of rail corridors (wide, flat and accessible to the all types of users), rail trails are often referred to as linear parks. And, while the City of Kingston has many parks, the Midtown area -- the area of greatest population density and lowest economic standard by income -- does not. The attached infographic, created in 2014 by Tom O'Dowd of the Bard College Center of Environmental Studies, depicts the "park desert" in Midtown quite clearly.

We are very excited about the BBB project and the Kingston Greenline in part, because the proposed protected bike lane will provide two-way connectivity to these linear parks that will crisscross the city. They will bring significant numbers of residents and visitors to Kingston and a revitalized Broadway Corridor commercial district.

But just as importantly if not more so, they will simultaneously, via the protected bike lane and trailheads, provide safe and enjoyable passage for children, families and individuals to travel by foot or bicycle between urban neighborhoods (including Kingston High School and SUNY Ulster's new Kingston Center) throughout Kingston and to some of Ulster County's signature natural resources and parks. This would be a Public Good of the highest order and we whole-heartedly endorse Ulster County's and the City of Kingston's project in this regard.

Many thanks for the many opportunities to learn more about the BBB project and to provide comments.

Sincerely Yours,  
Kevin D Smith

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Dear Mr. Slack,

I just wanted to send a note to support protected bicycle lanes on Broadway in Kingston. I think keeping the lanes separate like the bike trails outside of the city is the best option.

Thanks,



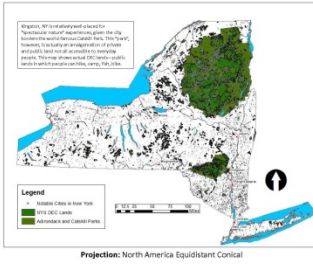
# Building a Better Broadway – Public Comments Received August 7 – September 4, 2015



## Building a Better Broadway

Lou Deering

### Investigating Park Deserts: Improving Park Access in Kingston, NY

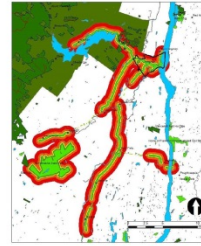


**Introduction**  
This project investigated park access in the City of Kingston, NY using GIS analysis. The focus was on outdoor places that give people contact with nature and how easy or challenging it is for pedestrians (walkers specifically) to get to those places. So "park" could mean park, playground, cemetery, beach, track, field, or rail trail. I chose Kingston because it is one of Bard's nearby, "urban" places, similar to several small-to-medium cities in the Hudson Valley, and it represents a microcosm of bigger cities like New York City. Some basic assumptions about parks and park access:

**People need nature, everybody knows that** intuitively, but experts in many fields concur that contact with nature is important for our minds, bodies, and souls. Parks generally provide people with their regular dose "Vitamin N". From the biggest national parks to the smallest pocket parks, people seek out natural places set aside for their enjoyment on a regular basis. We all need a good mix of "spectacular nature"—e.g. the Grand Canyon—and "nearby nature"—like the trees or gardens along our streets.

**Getting to parks can sometimes be a challenge.** Time, money, and distance are some of the biggest challenges to making it to parks. If a person doesn't have a car or a lot of money, they might not make it to a national or even a state park on a regular basis. But what about city parks? Studies have shown that excessive walking distance can keep people from visiting parks—although they haven't agreed on the exact distance. 1/8, 1/4, 1/2, or 1 mile might be too far to walk depending on your age or fitness.

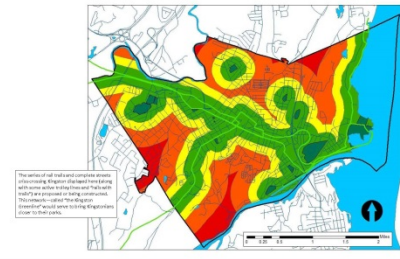
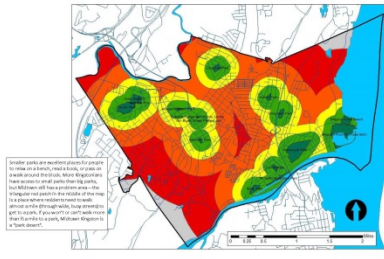
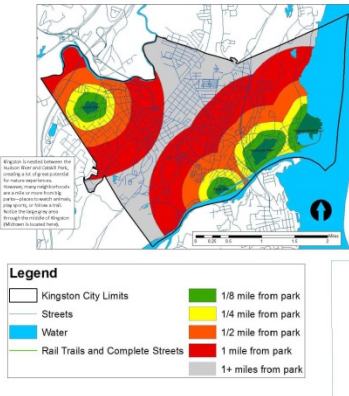
**This project uses GIS to:**  
1) identify "park deserts"—neighborhoods that lack walkable access to parks,  
2) recommend locations where new parks could be constructed/invented, and  
3) recommend new "complete street" solutions for getting people to parks.



Bard Environmental and Urban Studies Program  
Tom O'Dowd  
5/11/14  
**Parks and Landmarks near Kingston's Rail Trails**

Legend:  
- Kingston's Rail Trails  
- Catskill Trails  
- Catskill Parkland  
- Catskill Park  
- NY Landmarks

Kingston is one of the most walkable cities in the region. It has a high density of parks and green spaces, and a high density of rail trails. However, there are still gaps, from the rail trail corridor to the city center, and from the city center to the surrounding area. This map shows the locations of parks and landmarks near Kingston's rail trails, and highlights areas where new parks could be constructed/invented, and where new "complete street" solutions for getting people to parks could be recommended.



**Research Methods**  
I first conducted a literature review. Various sources discussed people's need for nature and what constituted "accessible" nature. I used NYS GIS Clearinghouse to find GIS data on Kingston's big parks, water bodies, NYS parks, places, landmarks, boundaries, etc. I used Google Earth to find and digitize the locations of Kingston's smaller parks (pocket parks, playgrounds, playing fields, etc.) and used the Convert from KML tool in ArcGIS to add these to my maps. Since there is a debate about what is considered walkable, I decided to use the Multiple Ring Buffer tool in ArcGIS to show relatively better/worse places for park access in Kingston. I did this for the big parks, all the parks combined, and the parks plus rail trails and complete streets. The GIS data for rail trails/complete streets came from the City of Kingston and its partners working to develop a system of such paths—"the Greenline". I then used Google Earth to digitize potential parks (and converted this info to an ArcGIS layer with the Convert from KML tool). I used the NYS streets layer and Kingston orthoregistry to recommend future complete streets projects.



**Proposed Rail Trails and Complete Streets**

Legend:  
- Underway  
- Potential

**"Nearby Nature"**

Symbology:  
- Cemetery  
- Golf Course  
- Potential Park

**Conclusion**  
**Kingston is not a big city.** In fact, it challenges what people call "urban." You might even call Kingston a rural city—there is a lot of "undeveloped" green space and plenty of "suburban" neighborhoods. In fact, some of the "park deserts" on my maps are filled with suburban homes with ample lawns—what you might call personalized private parks. Perhaps new parks are not necessary in these areas.

**However, Kingston's core ("midtown") has problems many urban areas face.** Midtown is the part of Kingston with the most crime, traffic accidents, and empty storefronts. Many factors contribute to this, including the problem of abandoned lots or excessively set-back buildings known as "missing teeth"—making this an unappealing place to linger. Another factor is danger to pedestrians—midtown is not always a safe or fun place to stroll. Broadway, the main thoroughfare is a 4-6 lane-wide "broad" with few crosswalks placed far from each other. The recently added "sharrow" (intended to signal the presence of cyclists) do not seem as welcoming as painted bike lanes, let alone bike lanes with physical barriers. And Kingston's beautiful bluestone sidewalks sometimes make for an uneven or dangerous path for people of various ages and modes of mobility.

**My analysis raises the question of park access.** There are no parks of significant size in midtown and my map shows one part of midtown that is about a mile from any park. Additional parks could improve the quality of life in midtown, but might not be feasible given the lack of completely empty lots and given midtown's commercial nature. Access to parks via rail trails or complete streets, however, could mean a world of difference for this troubled area (and could connect the entire city to regional parks). I recommend continued action on the current "Greenline" to connect various rail trails and complete streets in this former railroad hub, with added emphasis on street trees, pocket parks, "nature benches", and other strategies to use nearby nature along with other common complete street strategies. Curb-side paths, creative uses of former industrial sites, or re-imagining cemeteries as "parks" could also greatly expand park access for Kingstonians. When people live in park deserts, unhealthy trends arise. When people have access to local parks full of nature, people are happier, healthier, and safer. Let's push for more parks—and more park access—in Kingston and all our cities!

WHY IN GOD'S NAME DO WE NEED A BIKE LANE ... I AM ON BROADWAY EVERYDAY AND I SEE VERY FEW BIKERS. HAVE ANY OF YOU THOUGHT OF THE NUMBER OF EMERGENCY VEHICLES THAT TRAVEL UP AND DOWN BROADWAY EACH DAY? LASTLY HAVE YOU GIVEN ANY THOUGHT TO THE FACT THAT ENTERING AND LEAVING BROADWAY WILL BE A NIGHTMARE, WITH OR WITHOUT LIGHTS.

IT'S NOT BROKEN PEOPLE, LETS NOT TRY TO FIX IT.  
■■■■■■■■@aol.com

Dear Brian,

During my many discussions with businesses in the area between Pine Grove/Grand Street and Chester Street, the following issues were raised with some frequency. I firmly believe that each issue can be resolved without sacrificing the integrity of the proposed bicycle and pedestrian infrastructure.

**Building a Better Broadway – Public Comments Received  
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**Building a Better  
Broadway**

On street parking - the plan should be adjusted wherever possible, without compromising safety and accessibility for all bicyclists and pedestrians, to retain existing on street parking, with a particular focus on parking spots identified by area businesses as critical to their financial success. This should include the following revisions to the preferred design: 1) bump-ins in front of Rite Aid and the Murphy Center to retain the existing 8 parking spots on the south side of Broadway. This option is depicted in the design concept mockup that I sent to you previously.

Efficiency of public parking - to increase availability of public parking in off street lots, which is important to local businesses as customer and employee parking, and to some residents as the only alternative to on street parking, municipal lots should be managed more effectively. The study should recommend that the city explore specific options, to include: a) metering municipal lots or b) limiting the duration of parking in municipal lots. In either case, special provisions should be made (such as special permits) to ensure that employees of Broadway businesses and residents of Broadway housing units are able to utilize the municipal lots freely. A major area of concern is the use of municipal lots as de facto student parking for KHS, which negatively impacts businesses in this section of the corridor.

Sufficient width of travel lanes - from a safety perspective for motorists, bicyclists and pedestrians, as well as for emergency vehicles traversing the corridor, we should consider reducing the bike lane width from 10' to 8' and increasing travel lane width from 10' to 11' wherever total roadway width is not sufficient for a 10' bike lane and 11' or greater travel lanes. The width of the "door buffer" separating the bike lanes from parked cars should not be reduced, for safety reasons.

Drop-off and pick-up for KHS - the study should recommend options in response to concerns about the removal of approximately 12-16 on street parking spots in front of KHS, which are apparently important as a location for drop-off and pick-up for the high school. Options may include: a) shifting travel lanes north in this area only, to preserve parking spots in front of KHS, and instead removing parking in front of City Hall, or b) phasing in the lane reconfiguration in this block to coincide with the changes to the KHS main entrance that are part of the campus renovation plans.

Though there has been vocal opposition to certain aspects of the preferred alternative from area businesses, it is important to note that the above accommodations provide solutions to all concerns that have been relayed to me. I continue to believe that, although challenging, we can find solutions that improve the overall quality of the design.

However, I would caution that the interests of a handful of businesses, while important, are no more important than the interests of all residents and visitors to the area, who would benefit in numerous ways from the bike/Ped aspects of the design. We have heard strong support for the preferred design from many stakeholders, and I urge the County and the City to push forward with a design that preserved these features.

Thank you,

-Tim

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**Tim Weidemann, Principal**  
Rondout Consulting  
+1 ■■■■■■■■ | Main  
+1 ■■■■■■■■ | eFax

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Please note that RUPCO's letter was not included in the original publication; letter was misplaced/overlooked.



*Strengthening Homes,  
Communities  
and Lives*

[www.rupco.org](http://www.rupco.org)

Brian Slack  
Ulster County Transportation Council  
244 Fair St.  
Kingston, NY 12401

**RECEIVED**

SEP 04 2015

ULSTER COUNTY  
PLANNING DEPARTMENT

September 4, 2015

**Re: Building a Better Broadway Draft Plan**

Dear Mr. Slack,

The Bike-Friendly Kingston group supports the Building a Better Broadway Draft Plan presented at the August 6th public meeting. On behalf of RUPCO tenants and residents of the city of Kingston, we are very pleased to see that multiple travel modes -motorists, pedestrians, people with disabilities, and especially bicycles - were accommodated in this holistic and innovative proposed facelift for Broadway. We are persuaded that all who travel and conduct business through this main artery will benefit from this revitalization of the street.

The planners and consultants deserve a salute for taking people on bikes into high consideration in the design and for suggesting the build-out of a protected bike lane from Elmendorf to Chester St. This protected bike lane will allow people on bikes of all ages and abilities enjoy traveling from one end of Kingston to the other for pleasure, exercise, and business. We believe for the following reasons that this protected bike lane in its full length should continue to be part of the plan.

- **Revitalization of the Business District:** Studies have shown that people on bikes spend more money per trip in a business corridor, and that bike lanes can help revitalize our business district.
- **Social Justice and Safety:** Residents who cannot afford or don't want to use motorized transportation deserve the same level of safety as people in cars. With a protected bike lane to pass by the high school, the city will increase safety for teens that ride or would like to ride a bike to school, increasing safe transportation access to marginalized groups of our population.
- **Health:** The City of Kingston struggles with a childhood obesity level of 44%, and over 60 % of Ulster County's adults are overweight or obese. Obesity is implicated in chronic diseases, high health costs, and unnecessary suffering, especially for children. Bicycling to school or to work can help people meet the physical activity guidelines for children and adults, and encourage healthier lifestyles and a culture of health in Kingston.
- **Tourism and Economic Development:** The protected bike lane can potentially connect to several rail trails coming in from 4 different directions in Ulster County making Kingston

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one of the most walkable, bikeable Hudson Valley towns making it an attractive place to visit for tourists and to invest for entrepreneurs.

- **Environmental Benefits:** By getting more people on bikes more regularly in Kingston we can help the City reduce its carbon dioxide emissions through transportation, contributing to the global movement to prevent pollution and climate change in accordance with the adopted Kingston Climate Action Plan.

As a former member of the city of Kingston Complete Streets Commission, I encourage you to move forward with the protected bike lane for the entire length of Broadway.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Guy Thomas Kempe', with a long horizontal line extending to the right.

Guy Thomas Kempe  
Vice President of Community Development  
Program Director, Green Jobs/Green NY  
RUPCO