



# Kingston Intersection Study

I-587 AT ALBANY AVENUE/BROADWAY INTERSECTION



# Vision – Design Drivers

- Kingston community is proud of the City!!
- Intersection improvements are not just about traffic
- This is the gateway to Kingston
- Mobility improvement is needed for sustainability
- Constrained network is good – one that allows traffic to flow – but at lower speeds and with room for other uses
- A fix at one place should not create problems elsewhere

# Vision – Design Drivers

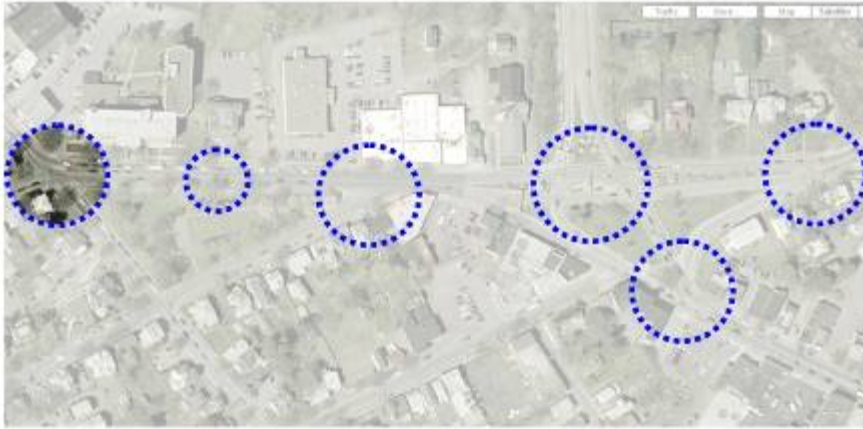
- Fulfill Kingston's potential
- Aesthetics and sense of place are key
- Respect the history, hidden potential, and historic and natural assets of Kingston
- Kingston streets should be complete streets – good for pedestrians, bicyclists, buses, as well as cars
- Wider streets will only invite more traffic, inevitable congestion, and worse conditions for bikes, peds, economic dev, etc.



# Community Input







Unusual traffic control

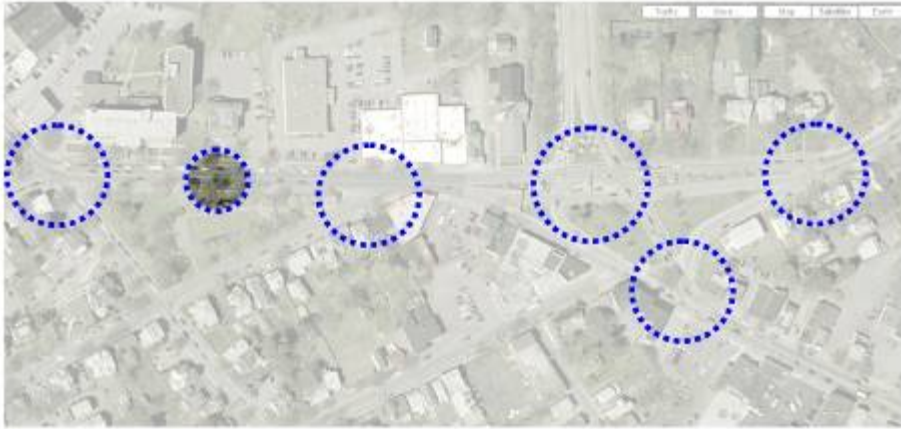


Crosswalk is not where pedestrians need it to be



Driveway at corner of intersection





**Pedestrian signal is not visible**



**Park is an underutilized asset**



**Pedestrian crossing and bus shelter underutilized**





**Large corner radius**



**Skewed intersection is problematic**



**Albany merging with Maiden**





**Sign scale inappropriate for setting**

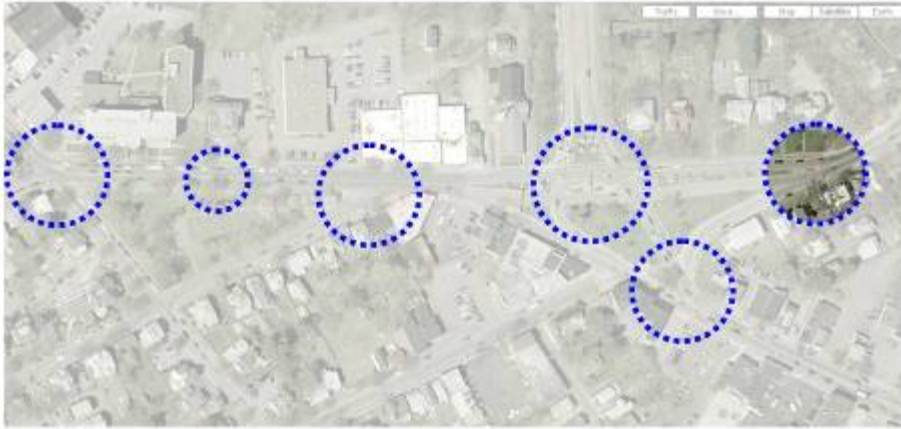


**Sign clutter leads to driver confusion**



**Church driveway too close to intersection**





**Historic Resources**



**Approaching residential area**



**3 lanes merge to one lane**



**2 lanes merge to one lane**

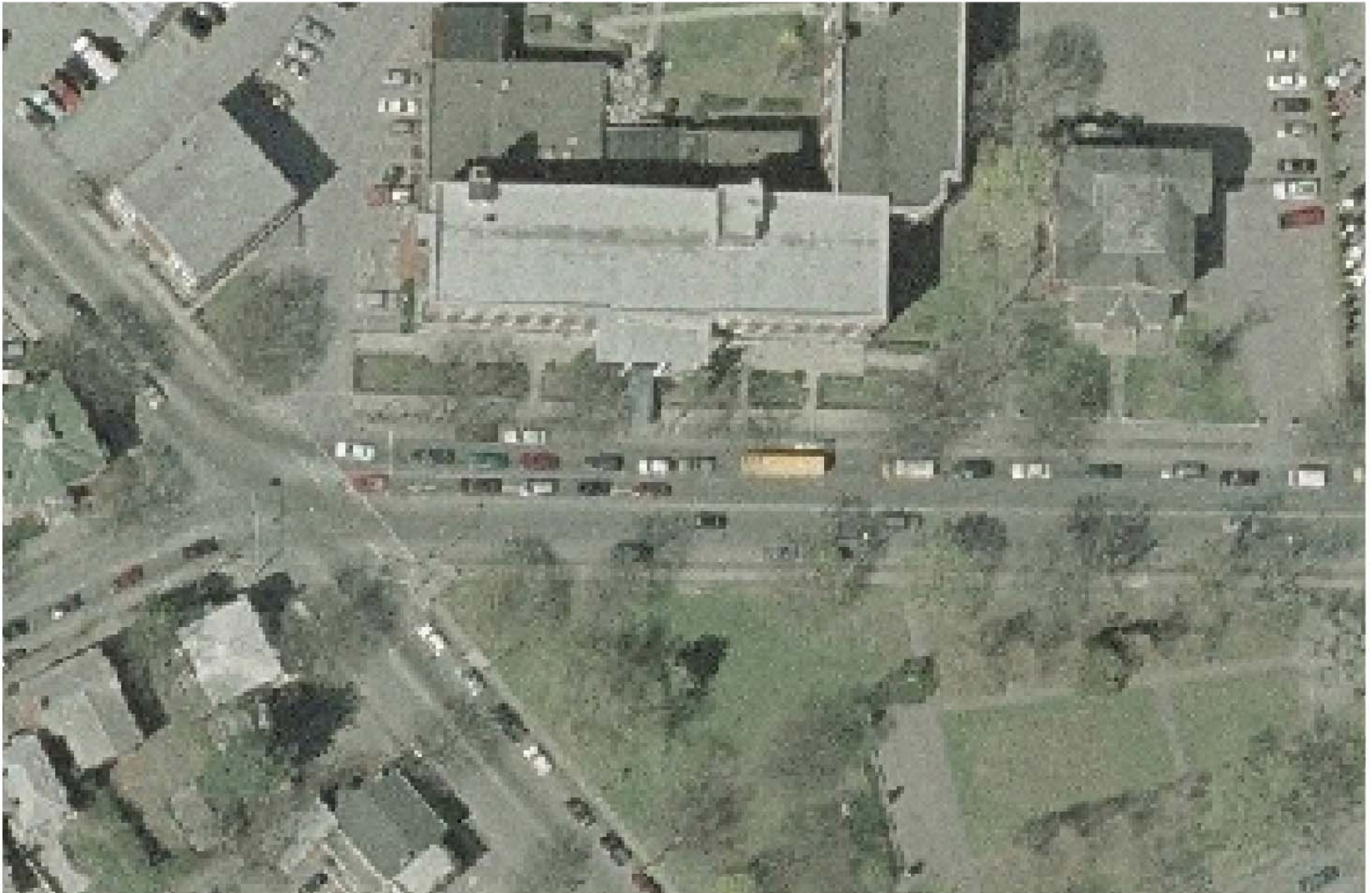


**Scale of signage inappropriate**

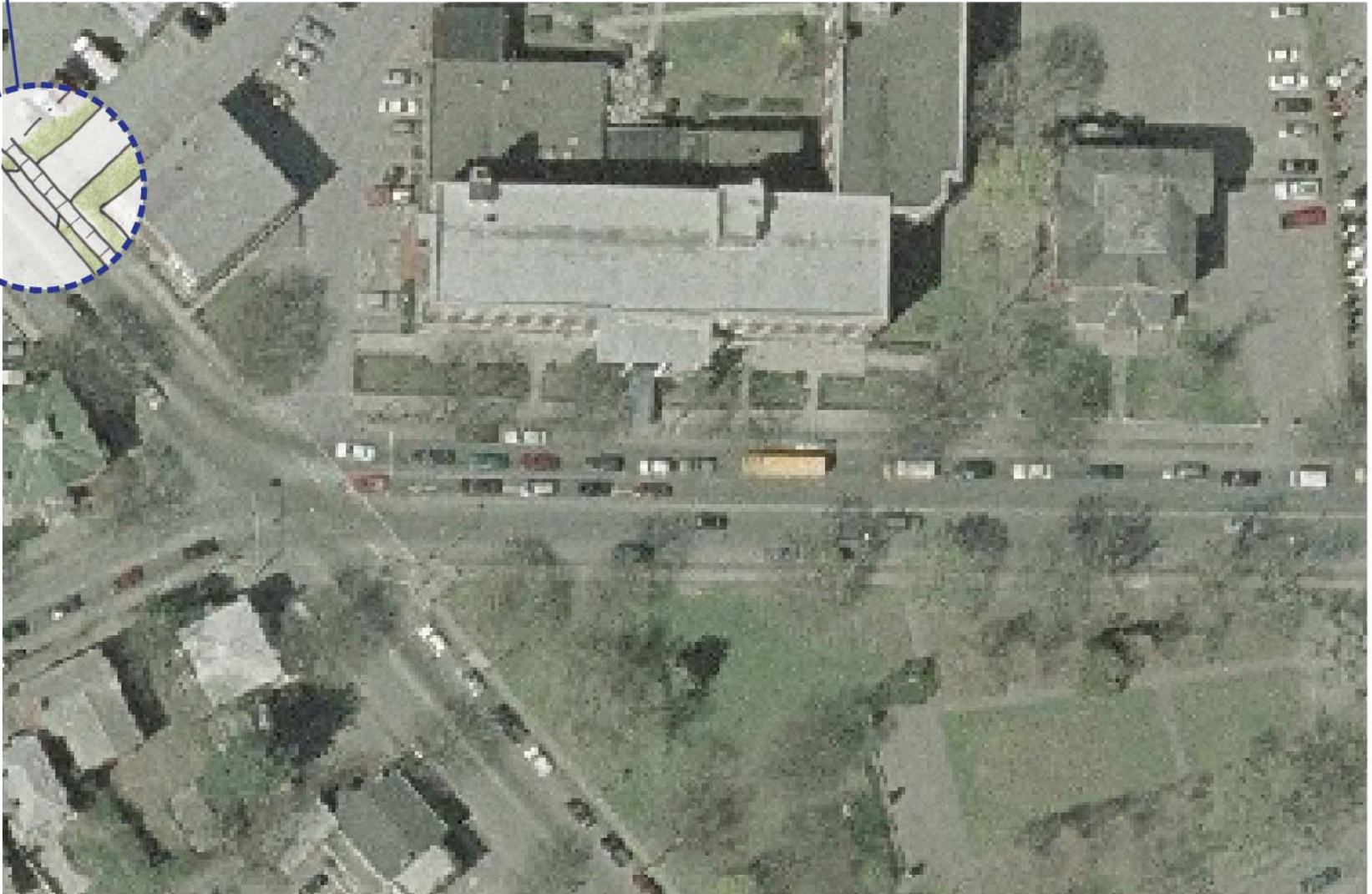
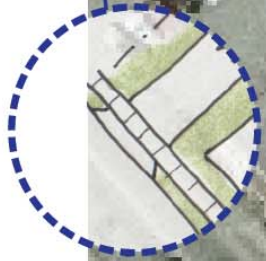




## Albany & Clinton Improvements



Relocate Governor Clinton Building Driveway

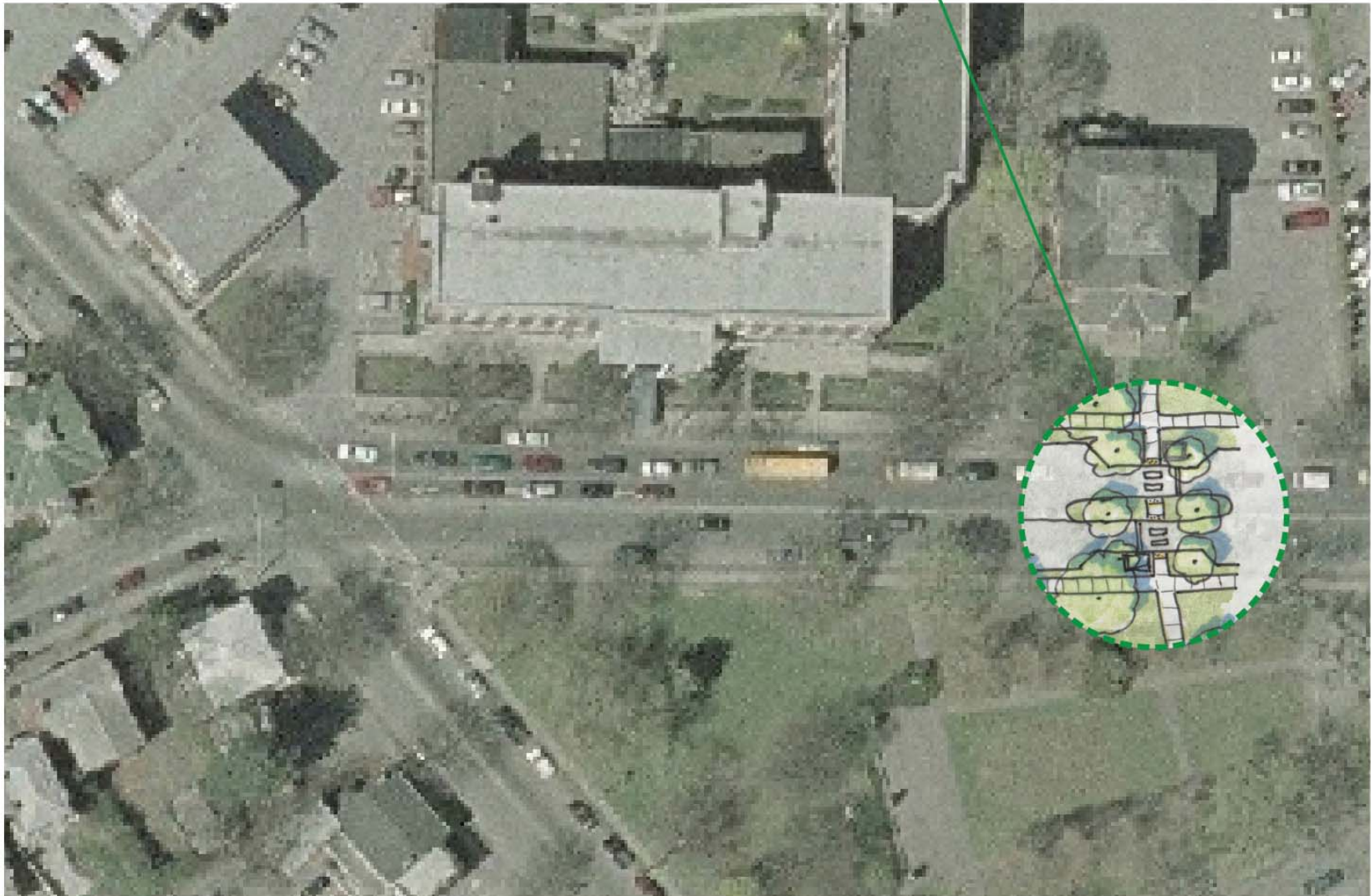




Realign crosswalk at  
Governor Clinton  
Install curb extensions



**Narrow road at crosswalk  
Relocate Bus Shelter  
Install median**





Relocate Governor Clinton Building Driveway

Realign crosswalk at Governor Clinton  
Install curb extensions

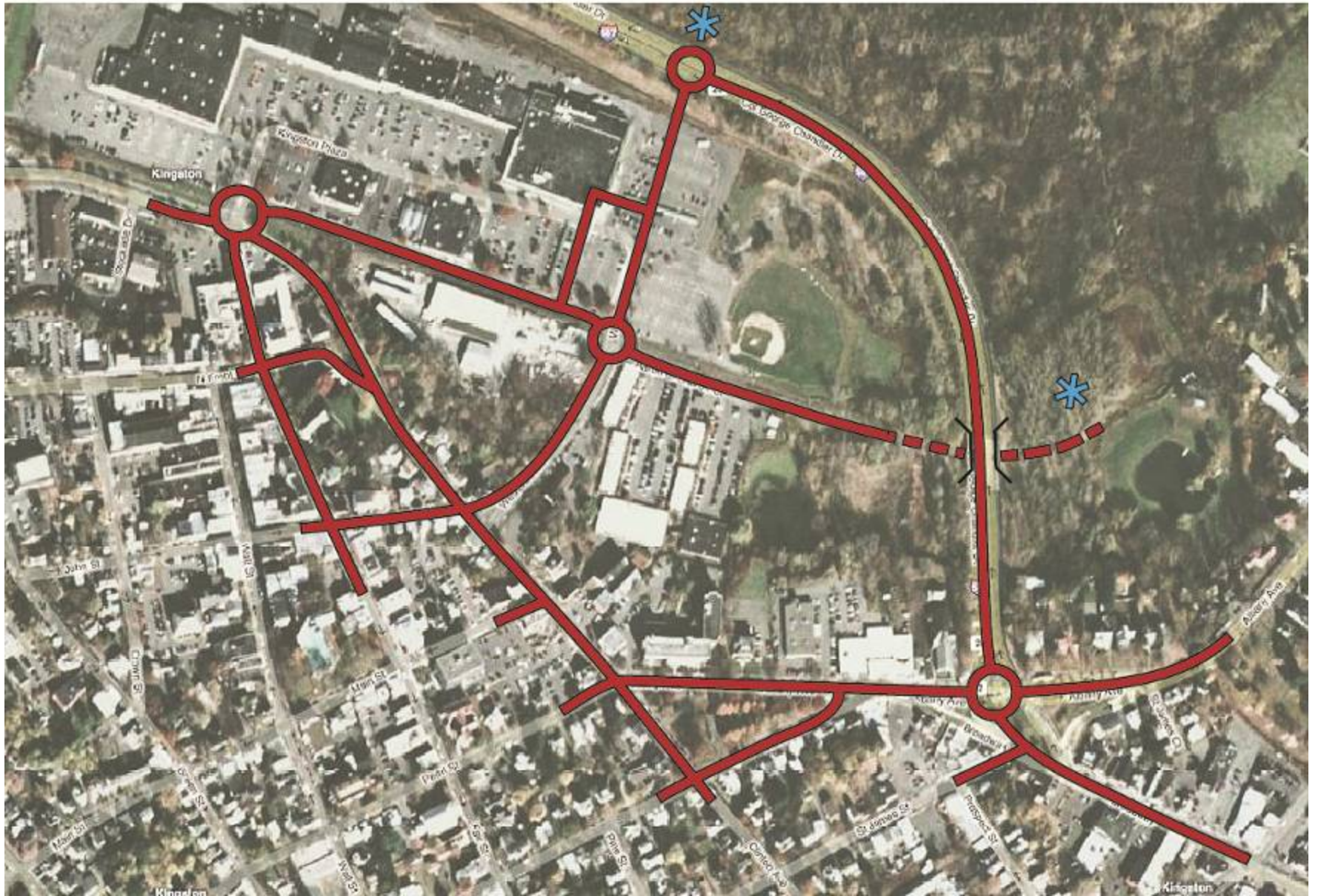
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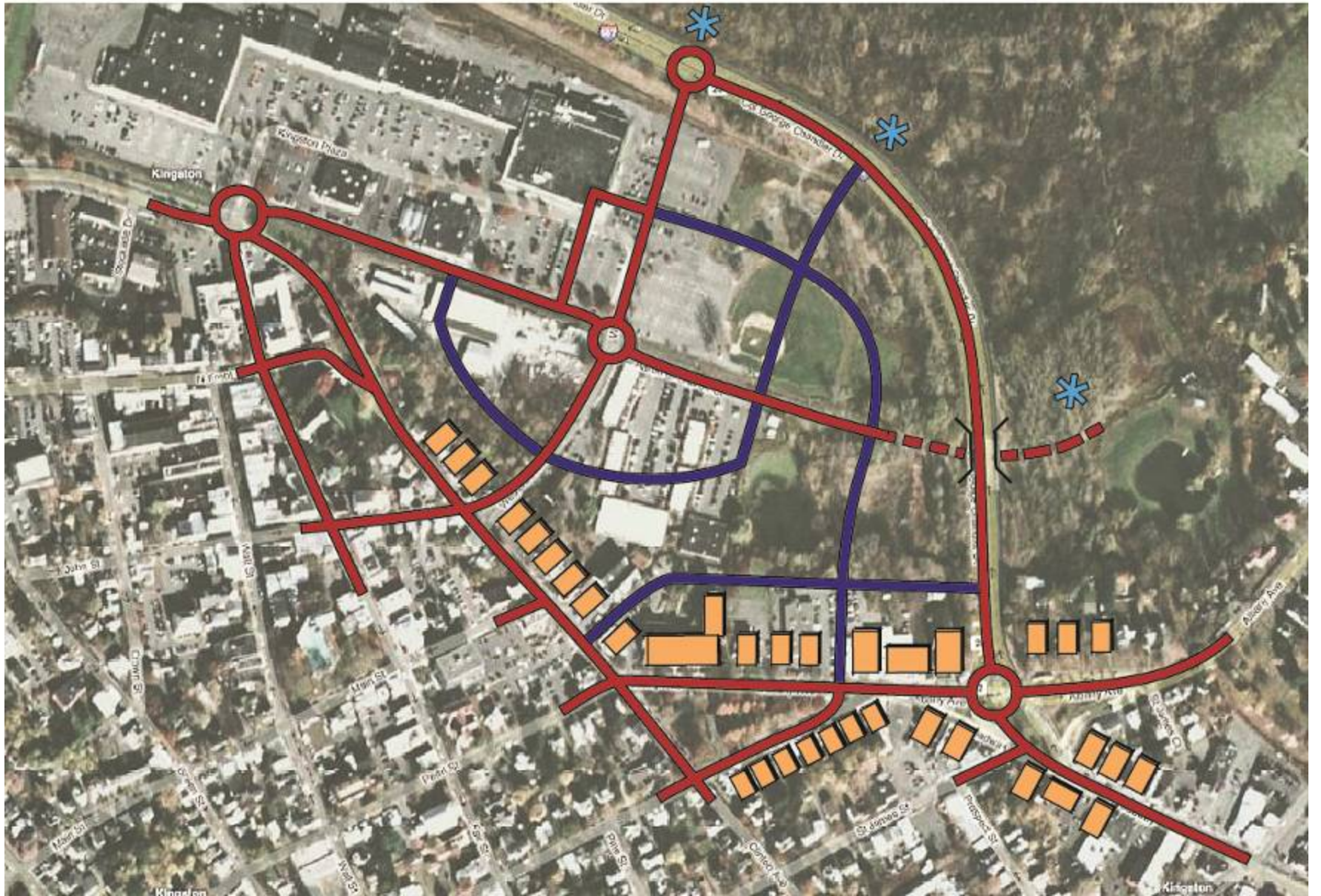




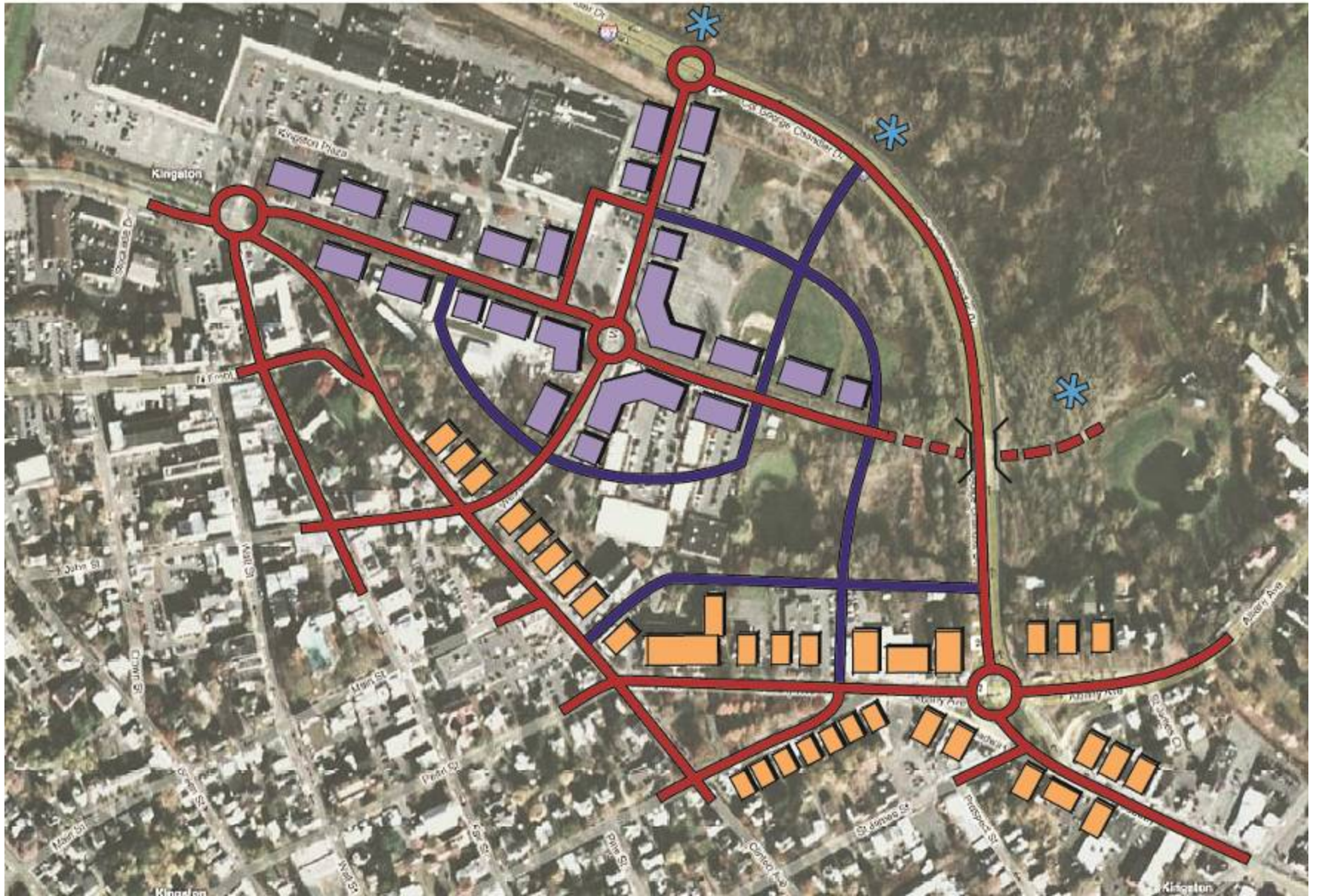






























# Albany/Broadway/ I-587 Improvements





	Broadway & Albany	Clinton & Albany	Elsewhere
<b>Immediate</b>	<ul style="list-style-type: none"> <li>• <b>Signage</b></li> <li>• <b>Pavement Markings</b></li> <li>• <b>Crosswalks Striping</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Relocate Driveway</b></li> <li>• <b>Relocate Crosswalk</b></li> </ul>	
<b>Short Term</b>	<ul style="list-style-type: none"> <li>• <b>Roundabout &amp; Public Space</b></li> <li>• <b>Development/Redevelopment around vicinity</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Bulbouts @ Clinton</b></li> <li>• <b>Enhance crossing mid-block at bus stop</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Adopt Form-Based Zoning Code (Buildings address streets, Maximum block size, On-street parking, Street trees)</b></li> </ul>
<b>Medium</b>	<ul style="list-style-type: none"> <li>• <b>Phase 1 of New Network</b></li> </ul>		<ul style="list-style-type: none"> <li>• <b>Redevelop mall area &amp; Intermodal</b></li> <li>• <b>Right-size I-587</b></li> </ul>
<b>Long Term</b>			<ul style="list-style-type: none"> <li>• <b>Subsequent Phases of Network</b></li> <li>• <b>Consider Aligning John &amp; Westbrook</b></li> </ul>



# Conceptual Cost

## Roundabout Option

- Approximate area reconstructed = 168,000 sf
- Pavement area = 103,000 sf
- Landscaped area = 65,000 sf
  
- Cost = **\$4.6 million** (includes a 20% contingency)

## Conventional Signalized Intersection

- Approximately **\$1 million**