



SUMMARY OF MEETING

DATE: August 31, 2005 **PROJECT:** NYS Route 32 and Fair Street
Planning Study
PLACE: Kingston City Hall Kingston, New York

TIME: 10:00 AM

ATTENDEES:

<u>Name</u>	<u>Title/Representing</u>	<u>Telephone Number</u>
Dennis Doyle	Ulster County Transportation Council	(845) 340-3340
Tom Mank	Ulster County Transportation Council	(845) 334-5508
P. Charles Schaller	Ulster County Traffic Safety Board	(845) 340-3802
Mircea Catona	Ulster County Department of Public Works	(845) 340-3120
Jim Rapoli	NYSDOT Region 8 – Planning and Program Mgmt	(845) 431-5991
Alan Adin	City of Kingston	(845) 334-3968
Suzanne Cahill	City of Kingston	(845) 331-0080
Mark Sargent	Creighton Manning Eng., LLP	(518) 446-0396
Kelley Kircher	Creighton Manning Eng., LLP	(518) 446-0396

PURPOSE: The purpose of this meeting was to kick off the project.

MINUTES:

The following was noted:

Scope Review/Project Expectations

- Mark gave an overview of the project scope. The final product will be similar to the Washington Avenue study, although the report will be formatted similar to an Expanded Project Proposal (EPP). Some preliminary environmental screenings will be completed. Potential Right of Way impacts will be identified, and historic properties, if any, will be recognized. A full EPP document is not contemplated.
- Four to six alternatives will be developed and analyzed, and concept plans will be developed on the aerial photographs for the alternatives which are to be progressed.
- Jim noted that NYSDOT is an interested party only and that no permits will be required.
- Traffic simulations will be prepared for select alternatives.

Public Involvement

- The group discussed the public involvement process. The first public meeting will be an open meeting with a general newspaper announcement, with a few direct mailings.
- Direct mailings should include the five property owners at the corners of the intersection, the school board, and the local Alderman.
- Wednesday, September 28 was set as the date for the meeting, to be held at the George Washington elementary school from 7-9pm. (Note: meeting date, time and location already confirmed by Sue and Tom Mank after the meeting.)

ACTION: Sue provide address information for direct mailings and speak with the Mayor regarding possible announcement of the meeting during the Mayor's weekly radio show.

CME to prepare draft meeting announcement and draft letter for direct mailing. Coordinate with Tom Mank to finalize both. Confirm letters to be on County letterhead.

Background information

- Dennis noted there is a project on the TIP to rehabilitate pavement, improve drainage and construct sidewalks on one side of Route 32 (Boulevard) from the five-way intersection south. This project was submitted by Dennis Larios.
- Dennis noted the five-way intersection was under construction this spring for pavement rehabilitation.
- Charlie noted there was a mix of passenger car and truck traffic at the intersection. Large interstate tractor trailers (WB-67) use the intersection. During the summer, trucks commonly use South Pine Street to reach an icehouse. Alan mentioned that Washington Avenue to Greenkill Avenue is a designated truck route. It was noted that Route 32 follows Fair Street and Wall Street. Most traffic, including trucks, is taking Greenkill Avenue to reach the City rather than following Route 32.
- Jim noted NYSDOT will be designating Bike Route #32 in this area. The route will tentatively follow Henry Street (Route 32) to Wall Street, North to Linderman Avenue to Washington Avenue.
- The group indicated that there is confusion at the intersection. The lack of traffic control on only Fair Street contributes to this confusion, as well as the nature of the one-way operations on Fair Street and Wall Street. Some drivers appear to be afraid to enter the intersection. This may be more of a perception problem than a reality.
- The elementary school on Wall Street generates pedestrian traffic in the area. Pedestrians at the school use the Wall Street entrance, and buses use the Washington Avenue entrance. There is a school bus stop for Junior High School students at the intersection, on the North side of Greenkill Avenue. Students congregate in this area.

Data Review

- The traffic count information was reviewed. Machine counts indicate the PM peak hour, around 4:00, is the critical peak hour. The machine counts on Route 32 (Boulevard) show a peak at 3:00 which is attributed to a shift change at the jail. Intersection counts indicate the predominant movement at the five-way intersection is between Route 32 (Boulevard) and Greenkill Avenue.

ACTION: Tom to provide CME with functional classification maps and TransCAD files. **Sue** to provide CME with zoning information.

- Charlie noted the accident data spans 1997-2005. Accident rates are believed to be relatively low, but some accidents are severe. One problem is parked vehicles on Greenkill Avenue obstructing the views of drivers backing out of Stewart's.

ACTION: Charlie to obtain 3-year accident history for the five-way intersection as well as four others in the vicinity, and provide to CME.

- Dennis questioned whether the City has more detailed Right of Way information at the intersection.

ACTION: Sue will research maps in that area, and provide to CME. **CME** will use the Tax map information and additional mapping provided by the City to show the approximate ROW in the area.

- Dennis questioned whether the City has any information regarding utilities at the intersection. The locations of major utility lines would be helpful for the study.

ACTION: Alan to provide utility data to CME.

- Sue was not aware of any historic properties in the area other than the stone house on Wall Street.

ACTION: Sue to provide historic property information to CME.

- Two properties have higher potential for chemical spills and underground storage tanks. Charlie noted a dump had previously been located on South Wall Street. Dennis noted a gas station was previously located on the south corner of the intersection.

ACTION: CME to perform preliminary screenings on environmental issues.

Alternatives

- The group discussed potential alternatives. One alternative could include changing the directions of Fair Street and Wall Street to reduce confusion. The change in directions could take place at the first side street on Wall Street to limit impact to the elementary school. Charlie noted changing the direction of these roads had been brought up several times in the past. Alan noted Wall Street is currently two-way between Franklin Street and St. James Street. North of that point, the road is again one-way northbound.
- A roundabout was mentioned as a possible alternative. It was noted that accident rates for bicyclists had been shown to increase at a roundabout over a signalized intersection. Jim felt this would not be an issue with proper design, involving bicycles utilizing the path around the roundabout.

- The closing of Route 32 between Washington Avenue and the five-way intersection was suggested. The existing intersection at Route 32 (Boulevard) and Washington Avenue is problematic, with inadequate geometry for truck movements and poor sight distance. The Washington Avenue/Greenkill Avenue intersection is preferable for truck movements.
- Dennis noted if accident rates are low and traffic levels of service are adequate, the proposed solution may be a “null” alternative with enhancements. The enhancement may include improved signing, new curbs installed for better access management at Stewart’s, and landscaping.
- Dennis questioned whether NYSDOT could re-designate Route 32 to be located on Greenkill Avenue rather than on Henry Street. This may reduce confusion for trucks, and this route is more suitable for truck traffic. Jim believed this was possible.

ACTION: Jim to review the process of re-designating Route 32.

- Charlie noted Washington Avenue could be modified to remove parking at intersections and provide left turn lanes.

Schedule

- It was noted that the study will take approximately four to five months to complete. Dennis noted that Federal funding is allocated in January or February. If the project is substantially complete by then, the City could still apply for funding.

The meeting concluded at 12:00 PM.

This meeting summary represents the writers understanding of the major topics discussed. If there are any significant errors or omissions, please contact the undersigned within 10 business days.

Kelley L. Kircher, P.E.

cc: Attendees