

Tinti, Elisa

From: Joseph Difalco <difalcobrandy@aol.com>
Sent: Tuesday, June 01, 2021 10:29 AM
To: Tinti, Elisa
Cc: Morell, Jeffrey; Koop, Douglas; Scott-Childress, Reynolds; Worthington, Rita; Tallerman, Donald; Davis, Tony; O'Reilly, Patrick; Schabot, Steven; Hirsch, Michele; Shaut, Andrea
Subject: [EXTERNAL EMAIL] Public Comment for Tuesday June 1 Council Meeting

Greetings...

Please find my comments for tonight's Common Council meeting, Tuesday, June 1. I would like them to be part of the proceedings.

Thank you for your courtesies.

Joseph DiFalco
66 Glen Street
Kingston NY

June 2021 Council Meeting—Council President and AldermenThank you for the opportunity to offer my comments as they relate to **Resolution No. 106** “Adding A Loading Zone At 20 Cedar Street For General Use Of Entire Building” and **Resolution No. 110** “Removal Of Signal And Additional Stop Sign On Greenkill Avenue At Wilbur Avenue”

Resolution No. 106--The request by RUPCO to add a loading zone at 20 Cedar Street for six cars in front of the Energy Square property and a handicap parking space (according to the April 1 communication from RUPCO's assistance VP of Real Estate and Construction) will have a trickle-down effect on other businesses and venues along the Broadway corridor. By making this section a loading zone will also hamper available parking for UPAC performances. Ward 2 alderman said it best at the recent Public Safety/General Government meeting that there would be 100 percent loss of parking if this were allowed.

The building has 57 mixed income apartments and the first floor tenants include: The Draw (an art education project by Kingston Midtown Arts District—MAD), Seasoned Delicious, a café and shop and Creative Center for Education (an arts, wellness and education organization). The six parking spots that will potentially be used for a “No Parking Loading Zone” in front of 20 Cedar Street will accommodate the **entire** building's tenants. Keep in mind the building has an extensive off-street parking lot for their tenants in the rear. Why isn't this a consideration as a safe pick up/drop off area? Safety first should be the answer for children attending CCE classes and other programs. This would eliminate blocking traffic along Cedar Street as they do now. It is difficult to maneuver from Iwo Jima Lane when sight is restricted trying to make turns onto Cedar Street. It makes more sense for parents to drop off and pick up their children off at the rear of the

building. A recent observation in the stockade area now is **most** loading zones have been transformed to accommodate outdoor dining.

Resolution No. 110--The recommendation by the city engineer to remove the traffic signal light at Greenkill and Wilbur Avenues is short-sighted. He stated this action makes perfect sense and will benefit the city and general public. The reasoning is because the equipment is antiquated? This is a poorly designed section of Greenkill Avenue by NYSDOT to accommodate the Empire State Trail system. We have already had a death and a pending lawsuit. Residents who live along this section are severely inconvenienced and have difficulty on a daily basis maneuvering in and out of their driveways, if they have them; several cars have been totaled and there has been property damage.

The stop line set back will have to be moved for sight distance and truck movements, accounting for 4 percent of traffic, according to the city engineer, will cause an occasional back-up of traffic. Imagine winter time and poor driving conditions at this location.

It is irresponsible for this action to pass and consideration should be given to replace the traffic signal with modern features which include pedestrian push buttons, which was the engineer's poor excuse to make this an all-way stop intersection.

Thank you.
Joseph DiFalco
66 Glen Street
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