

Tinti, Elisa

From: Sarah Wenk <smwenk2@gmail.com>
Sent: Thursday, January 13, 2022 12:36 PM
To: Hill, Barbara; Frankel, Carl; Scott-Childress, Reynolds; Worthington, Rita; Muhammad, Naimah; Davis, Tony; Olivieri, Michael; Schabot, Steven; Hirsch, Michele; Tinti, Elisa
Cc: Shaut, Andrea
Subject: [EXTERNAL EMAIL] Additional comments on Traffic

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To the Common Council:

I am writing to submit additional comments for the public hearing regarding Fair St. Extension.

As you can see from the attached pages, the Ulster County Road Safety Plan, just this summer, noted that North Front Street is one of the most problematic segments for accidents in the county. I hope that you will find out more about this study, and the peer review of the original traffic study, in considering the abandonment of Fair St. Extension, a well-used and important street in Uptown Kingston.

In addition I have attached a photo I took in 2019, turning left from Wall St. onto N. Front. This is approximately the spot where the entrance to the parking garage would be located. The photo shows a very common occurrence - delivery trucks blocking N. Front, and cars maneuvering around the truck, in both directions. If you add to this already dangerous situation cars crossing the sidewalk to enter and exit the garage, and remove the nearby outlet of Fair St. Extension, the likelihood of traffic backups and accidents increases greatly.

And these backups and lack of access will increase the problems for fire and other emergency vehicles trying to access the area.

Please study and consider the existing reports carefully. The traffic and safety issues have not been well examined by the SEQR process, but it's not too late to improve on that.

Thank you,

Sarah Wenk

TOP-10 PRIORITY LOCATIONS

The project team used additional analysis, review, and stakeholder input to pare down the top-50 lists to shortlist locations to be analyzed and addressed with recommended safety treatments. UCTC and the TAC finalized the top-10 locations to receive recommendations for potential safety improvements. The list includes five intersection locations and five segment locations. As part of the analysis and project identification, the team completed an inventory of roadway characteristics and safety data at each location, including any information required to complete Highway Safety Manual Predictive Analysis.

Table 1. Top-5 Intersection Locations

ID	Location Type	Route Name	Int. Route	AADT	Posted Speed (Max)	Highest Crash Type (FSI)	Roadway Owner	Jurisdiction (Rural/Urban)	Crash Info
1	Int.	Route 44	County Route 7	2,342	55	Right Angle (Right Angle)	NYSDOT & County	Gardiner (Rural)	25 crashes 52% Inj; 3 PSI
2	Int.	Lucas Turnpike	Cottkill Rd	3,624	35	Right Angle (Right Angle)	County & County	Rosendale (Rural)	18 crashes 39% Inj; 1 FSI
3	Int.	County Route 7	Ulsterville	2,104	35	Right Angle (None)	County & Town	Shawangunk (Rural)	17 Crashes 47% Inj
4	Int.	Route 44	State HWY 208	6,958	55	Rear End (Left Turn)	NYSDOT	Gardiner (Rural)	27 crashes 26% Inj; 1 SI
5	Int.	Route 208	Walkkill & Central	8,574	35	Rear End (Head On)	NYSDOT & County & Town	Walkkill (Urban)	27 crashes; 26% Inj; 1 SI

Table 2. Top-5 Segment Locations

ID	Location Type	Route Name	AADT	Posted Speed	Highest Crash Type (FSI)	Roadway Owner	Jurisdiction (Rural/Urban)	Crash Info
6	Segment	Route 44	3,182	55	Fixed Object (Fixed Object)	NYSDOT	Gardiner (Rural)	23 Crashes 39% Inj; 3 SI
7	Segment	N Front St	6,584	30	Right Angle (Bicycle)	City	Kingston (Urban)	44 crashes 13% Inj; 2 SI
8	Segment	Route 28	5,858	55	Rear End (Head On)	NYSDOT	Olive (Rural)	13 Crashes 23% Inj; 1 SI
9	Segment	Morton Blvd	8,255	30	Right Angle (Pedestrian)	Town	Ulster (Urban)	18 Crashes 17% Inj; 2 SI
10	Segment	Mohank Rd	3,247	35	Rear End (None)	County	Marbletown (Rural)	12 crashes 17% Inj



Location 7: Front Street

This 0.22-mile segment is a city-maintained urban arterial located in downtown Kingston. This location is a combination of the eighth and twelfth-ranked segment locations from the network screening process based on crash rates and severity. Members of the TAC ranked these locations “high” priorities. The treatments recommended are a combination of feedback received on similar locations with non-motorist and urban considerations, as well as benefit-cost comparison using the expected crash rate.



Figure 19. Front Street Crash Diagram

This location had 44 total crashes from 2014–2018, 13 percent resulting in injury. Most of the crashes at this location were a result of vehicles entering and exiting various access points and parking along Front Street. The highest crash frequency conflict points of this type include the parking lot entrances/exits on the north and south side between Crown and Green Street and those on the north and south side of the street west of Frog Alley and Greet Street. Cars turning into these parking lots were involved in side-swipe crashes when other vehicles tried to pass them or rear-end crashes if vehicles were following too closely. There were two serious injuries at this location, one of which was a bicyclist struck by a motor vehicle.

This plan recommends a combination of low-cost countermeasures for this location. Traffic Calming through street design, narrowing, or speed humps could help slow travel speeds through this area and reduce the angle and rear-end crashes at access points, as well as severity. The eastern portion of the segment makes use of these treatments. Reducing the number and size of access points to the parking lots identified could also reduce a high percentage of the crashes in this segment for a low cost. Bicycle infrastructure is also recommended based on the multiple bicycle crashes and access to a State Bike Route in this corridor.

Table 9. Front Street Countermeasure Summary

Treatment	Cost	Crash Modification Factor	Benefit/Cost Ratio	Notes
Traffic Calming (Speed Humps)	\$1,000	0.60	861.4	Other items to match the feel of east end
Buffered Bike Lanes	\$10,000	0.40 (bike crashes)	149.2	State bike route within segment
Access Management	\$10,000	0.93	376.8	High driveway density (consolidate)



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Tinti, Elisa

From: Sarah Wenk <smwenk2@gmail.com>
Sent: Tuesday, January 11, 2022 3:56 PM
To: Tinti, Elisa
Subject: [EXTERNAL EMAIL] Comments for 1/12 hearing

Hi Elisa, I may still speak in person, but I'd like these comments on the record. I'd appreciate acknowledgment of receipt.

Thanks,

Sarah Wenk

I'd like to begin by stating, for approximately the 10 millionth time, that this project will NOT greatly increase public parking uptown. The 270 public spaces number touted by the Mayor in his comments for this very hearing has been reduced again and again. According to the new designs submitted by Scott Dutton, the **combined** number of spots for the public and Kingstonian hotel guests, retail, and hospitality customers is 203, and that doesn't take into account adjustments necessary to adhere to the city's zoning rules for parking. This is just basic math, but no one seems to want to do it.

There is a lot of new information available about the impacts of the Kingstonian. I strongly urge the Council, both new and returning members, to read and study three reports carefully before voting on closing Fair St. Extension.

The first is not new, but deserves scrutiny. The initial traffic study was conducted over the course of TWO HOURS in 2019. Obviously much has changed in Kingston since, and that grossly inadequate study was roundly debunked by the second document, the peer review of that traffic study by Langan Engineering. This review points out the inadequacy of the initial

report and raises questions which must be answered before this vote is taken.

The third is the recent fire safety report, which paints a truly terrifying picture of the potential damage to the Stockade District because of traffic pattern and access changes caused by the closure of Fair St. Extension.

The process that has led us to this point has been, frankly, a mess. The lack of transparency, and even more important, the lack of serious investigation and questioning by the Council, have brought us to a place where at the 11th hour, we're suddenly being confronted with possible fire safety issues.

These studies raise questions that should have been answered long ago. Closing Fair St. Extension has enormous implications for life in Kingston. You have the opportunity now to study these reports, ask questions of city officials and the developers, and to make a decision based on real facts and your own knowledge, not Corporation Council's, not the Planning Board's but your own. I strongly urge you to do so.

Thank you for your time.

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