

# The Future of Kingston's Waterfront

November 10, 2005

*Concerns:*

## #2 Traffic

**Last chance to comment:**

Please write (by 1/17/06) to  
Mr. Lee Molyneux, Planning  
Board Chair  
Kingston City Hall, 420 Broadway  
Kingston, NY 12401

## Traffic Increases Mean More Than Lost Time

*Driver and pedestrian safety and home values among concerns*

**Developer's Plan:** According to expert analysis of The Landing's traffic study, 16,000 to 18,000 more vehicle trips each day would burden local roads in Ponckhockie and East Kingston neighborhoods (see chart on opposite side). No mitigation is proposed for these local roads. Instead the developer's plan to handle increased traffic focuses on Route 32, where they propose five new traffic lights, adjusting timing intervals on existing lights and restriping lanes. Shuttles also would be offered to the Rhinecliff Amtrak Station.

**Reality Check:** The Landing's isolated location means that it has poor connections to the regional road network. Therefore, after the project's first phases, 16,000 to 18,000 more vehicle trips would burden existing residential streets adjacent to the proposed project. Neighborhood streets now shared by a few hundred cars and children riding bikes and playing in front yards would be transformed into busy thoroughfares. Streets would be dominated by traffic at nearly 10 times today's levels, according to the developer's own numbers. Research shows that when traffic increases sharply, property values suffer and neighbors socialize less.

**More facts:**

► How to mitigate the traffic? Fewer units and a connection to Route 32. Create safe, convenient connections from the development to Kingston's City Bus system. Restore the trolley to the Rondout. Run shuttles and water taxis to the Rhinecliff Amtrak Station. Consider developer funded-parking improvements at Rhinecliff station.

*see back page*



*Will pedestrian friendly streets remain friendly?*

**Info:**

Call Victor Melendez at 845 473 4440, ext. 211, or e-mail [vmelendez@scenichudson.org](mailto:vmelendez@scenichudson.org). Visit us on line at [www.FriendsofKingstonWaterfront.org](http://www.FriendsofKingstonWaterfront.org) or [www.scenichudson.org](http://www.scenichudson.org).

## Daily Traffic Volumes

	Existing	Projected 2011 (% increase) After Phase 1D	Projected 2015 After Phase 1H *
North Street (north of Delaware Ave.)	400	6,000 (+1400%)	7,000 (+1650%)
<b>First Avenue (north of Delaware Ave.)</b>	<b>900</b>	<b>4,000 (+344%)</b>	<b>2,500 (+178%)</b>
Main Street (extension of Devil's Lake Road, E. Kingston)	900	8,000 (+789%)	4,000 (+344%)
<b>Devil's Lake Road</b>	<b>400</b>	<b>7,000 (+1,650%)</b>	<b>3,000 (+650)</b>
Delaware Avenue (west of North St.)	600	6,000 (+900%)	7,000 (+1,067%)
<b>Delaware Avenue (west of First Ave.)</b>	<b>3,500</b>	<b>12,000 (+243%)</b>	<b>11,000 (+214%)</b>

888% average increase

684% average increase

\*Developer proposes access to Route 32 for later phases of the project, alleviating some traffic increases on neighborhood streets.

Totals cannot be calculated by adding up car trips on each street because car trips will typically occur on more than one street and should only be counted once. Figure of 18,000 cars is based on total of a.m. peak, p.m. peak and Saturday peak.

Source: Traffic Impact Study, The Landing at Kingston and Ulster, John Meyers Consulting, July 11, 2005  
Analysis (above) by BFJ Planning, November 2005, for FoKW

## Quotes:

***“Longtime Hudson Valley residents don’t need traffic counts to tell them area roads and highways are getting busier and busier. The populations of Dutchess and Ulster counties grew by about 8 percent from 1990 to 2000.”***

—Poughkeepsie Journal, Fact Book,  
“Road Congestion Getting Worse,” May 1, 2005

***“We found that older women who feel their neighborhoods are favorable for walking are up to 100 percent more physically active.”***

—Wendy King, lead author, University of Pittsburgh study,  
American Journal of Health Promotion, September 2003

*Continued from front:*

### *Research findings:*

- ▶ Residential streets should not carry more than 3,000 to 4,000 cars daily. Beyond this threshold, residential character, safety, and value of homes will suffer, according to renowned traffic expert Donald Appleyard, author of *Liveable Streets*, University of California Press.
- ▶ Chronic traffic noise can stress children and raise their blood pressure, heart rates and levels of stress hormones, stated a report in the *Journal of the Acoustical Society of America*.
- ▶ Areas with busier streets were associated with increased risk for pedestrian injuries, per a 1985-86 study in Kings County, Washington.

