

Draft minutes – Village of Kinderhook, HVEA, Tighe & Bond
Albany Avenue Projects discussion
5/31/23

Attendees:

Christopher Ventura, Trustee Quinn Murphy, Dan Valentine - Tighe & Bond, Brendan Fitzgerald, P.E. -HVEA, Jack Gordon, P.E. - HVEA, Jerry Callahan, Trustee Mark Browne, DPW Superintendent Dave Booth, Phil Giltner, Astrid Montagano, Paul Rinehart, and Sue Pulver

Trustee Browne - Working on preliminary design for Albany Ave. Hudson Valley Engineering Associates has been working with us for 6 months. They have 2 contracts. One is for the Albany Ave. Pedestrian and Bicycle Improvement Project. The other is for the preliminary design for Albany Ave. water main upgrade project, just two months in. This presentation will focus on the roads, less about the water. The preliminary design is 40-60% prepared not complete, need preliminary design at 80% complete to be able to go to DOT to ask for permission to move to next phase which is doing detailed design. At this meeting, will take input, prepare for public hearing in June, then go to DOT asking for permission to proceed.

Introduced Brendan Fitzgerald and Jack Gordon, both PE's we've worked with in past. On the water side is Dan Valentine, Tighe & Bond, who subcontracts with HVEA. Need high level coordination between road/sidewalk project and water main project to be successful.

Meeting objectives for Steering Committee – to explore preliminary design to make sure presentation for public is as clear as possible, taking a high-level approach, to make sure we're looking at and addressing all issues. In the past sewer project, the tendency was to include public late in process, after details done, we're trying to reverse that and include public early. Will hold 3 steering committee meetings and 3 public hearings. The third and last meeting will be immediately before construction.

3 steps and this is step 1. One constraint (Village) put on HVEA is that Albany Ave, is a narrow road, 50 feet wide, then at some places it shrinks to 48 feet, to the maximum extent possible we don't want to take peoples' land, these houses are close to right of way, but Trustee Browne feels we should stay within corridor and do our best to fit in and obey the requirements. Grant money won and grant money we're still going for has regulations attached, some are rigid, some are flexible. Some regulations mandated and some grey areas where DOT may bend with sufficient argument. Will approach those individually ahead of time. Absent steering committee members can review slides and catch up. Trustee Browne thanks all participants for attending tonight.

Jack Gorton - HVEA provided overview of project and mentions the design requirements we're held to for federal funding. Preliminary design considerations and schedule discussed, then opens to Q. & A.

The objective of this project is to improve pedestrian and bicycle accommodations on Albany Ave. from Chatham St./Route 9, north to Sunset Ave. and to improve connectivity between the Albany Hudson Electric Trail and the Village.

Albany Ave. has one travel lane in each direction with on street parking both sides of road for majority of corridor, sidewalks on West side of road (Chatham to Sunset) and the majority of eastern side (missing at Mills Park). The road is fairly narrow, roadway width is approximately 40 feet give or take, with sidewalks on either side. Currently obtaining ROW boundary survey, determining exactly how much width, for now assuming village has right to maintain from back of sidewalk to back of sidewalk, about 50 feet.

Sidewalks along corridor in varying state of repair, majority don't meet current ADA standards, vertical discrepancies, some sections have grass buffer which is preferable for pedestrian safety, aesthetics to area and comfort. There's one segment near Chatham St. with railing, the sidewalks are a few inches above roadway grade, will be analyzed. There are other segments where there's no curbing which is not desirable as there's no constraint regarding parking. Folks can park half on pavement half on grass. There are utility poles in buffer area entire corridor, varying side to side, on both sides. There are segments with vertical curb sidewalks with no buffer. Segment with a utility pole in street which is not desirable, needs to be corrected. There are areas with large trees both in median and some behind sidewalk making it difficult to maintain sidewalk, roots cause heaving, and vertical discrepancies which are not safe for pedestrians.

This village received federal funding for this project and that came with strings. The project is under the oversight of NYS DOT, Poughkeepsie, and will be held to design standards. Primary standard we need to follow is NYS DOT highway design manual which has stringent codes we need to meet, lane/sidewalk/parking widths. Must be ADA and PROWAG compliant. PROWAG is a standard developed for sidewalks and bicycle paths in roadway right of ways. Also looking at suggestions in NACTO urban design guide for best practices for design.

3 scenarios:

Option A: one travel lane in each direction with on street parking on both sides, vertical curb, with landscape buffer, 5 ft. sidewalks on both sides. Advantages are maximizing parking, green space, buffer space, improvements to pedestrian accommodations making sidewalks ADA compliant. Although negligible improvement for bicyclists, could paint - dedicated space on road highlighting possible presence of bicyclists to vehicles, which slows traffic down, but not a dedicated space.

Option B: 10 ft. travel lanes each direction, a dedicated bike lane each direction, parking on 1 side of road only, sidewalks on both sides, enough room for buffer space on 1 side but not both through entire corridor, buffer space varies dependent on utilities. Halfway down corridor switches sides. Advantages are it maintains parking, with dedicated bicycle lanes,

enhancements can be made, maintains 5 ft. sidewalks. Downside is there's not enough room for buffer on both sides of road and a loss of parking on one side of roadway.

Option C: 10 ft. travel lanes each direction, dedicated bike lanes each direction, buffer on both sides of road by limiting width of sidewalk to 4 ft. (the current minimum allowed) with 5x5 turning space every 200 feet. This is a balance of both A&B, dedicated bike facilities, parking, improved pedestrian accommodations, and the negative is narrower sidewalks.

Questions posed to HVEA:

Did you tell us what current [sidewalk] width is? Majority are 5 feet, which is standard, 4 feet is allowed.

Do any scenarios affect drainage on street? All do, goal is to improve drainage, will add catch basins as necessary and eliminate ponding that exists.

Trustee Mark Browne talked about moving water and drainage.

DPW Super. Dave Booth – only from intersection from square, we only collect 25-30 yards in then hooked to state drain, other than that the road is flat, water does pond in areas, any drainage addition is beneficial to residents on street. Any discussions to side of street where new water main will be placed? Per Dan Valentine, have not settled on side yet, main generally runs on eastern part of street, lay out based on phasing, constructability considerations, some economies to putting water main closer to existing one with tying over services, but not set in stone yet.

Trustee Mark Browne – asks engineers to describe the water main - the water main in middle of street close to route 9 then closer to trail side of street.

Dan Valentine - taps off main in Route 9, isolation valve there, runs along eastern half of road, tee off for Railroad Ave. and tee for Rothermel park, continues down Albany Ave., tees on Sunset, so the proposed replacement covers this corridor of this project in addition to running down Sunset past Samascotts property.

Phil Giltner – what's number of parking spaces from Sunset to Chatham St? Unofficial, 1500 ft. /10 = 150 , per Trustee Browne generally sees 18 cars parked overnight. Each parking spot needs to be 20 feet. What is very narrowest roadway lane allowed in US?

Ten feet. Two ten-foot lanes would be approved.

Can we put a number of traffic spots for parking for traffic calming measure?

Certainly possible, need to understand how much parking is utilized and where residents prefer it?

Paul Rinehart – understands but need to think in terms of agricultural traffic, some machines taking up 2 lanes plus, eased a little by most designs that include painted bike lanes, we have a

lot more parking than we need, 1 side parking might be feasible. Phil Giltner – desirable to have 1 side parking which creates visual corridor, there's issues with people driving too fast.

Brendan Fitzgerald – if we determine what parking demand really is, switch parking from one side of street to other, help create that effect, even another planned pedestrian crossing to help break up corridor, choke down so there's visual effect of narrowing for traffic calming.

Trustee Mark Browne – some slides coming that will address safety issues, conceptually these are three options. How do we think these slides be received in a public forum a month from now? Need to pick optimum path, safest for community and good for whole village.

Christopher Ventura – is there reason they went with parking lane closest to sidewalk instead of parking shielded bike lane?

That's something that we could analyze as well.

Brendan Fitzgerald – some issues with that, a project in Kingston, when the parking is not heavily utilized that space becomes empty space and can causes problems too such as incorrect use, still parking along curb line. It's an option but needs to be carefully considered in this type of corridor.

Phil Giltner – could bike lane be a different level, a tactile signal?

Yes, bicycle tract could be slightly elevated from roadway. Plowing and maintenance are concerns then.

Christopher Ventura – could we not have a 2-way bike lane shielded by cars, so bike lanes all on one side of road shielded by cars, safer for everyone?

Yes, in most instances where you have contraflow on bikeway adjacent to roadway, can't rely on parking, generally want to see a 5 ft. offset or some kind of positive barrier. Urban environments have plastic vertical delineators, those have maintenance issues. Having a shared use trail versus bike lanes and sidewalks, you could try to develop a shared use trail, forgo sidewalks on both sides, there's lots of combinations, trying to find scenarios that make most sense for this corridor. Chris – Like the sounds of trail leading to other trail, no sidewalks to maintain.

Trustee Mark Browne – that would probably take away greenspace, trying to avoid plastic things in street as they break down, trying for low maintenance and HPC-wise not trying for terribly modern, just modern enough to increase safety.

Phil Giltner – there's a safety argument to making it harder to drive, a lot of folks will look at these pictures and think oh you're putting a highway in my neighborhood.

Trustee Quinn Murphy – discussing a lot of traffic calming measures, look at Hudson St. If you're coming into village from Hudson St. on very narrow road, uphill, there's a speed sign there, we have naturally occurring traffic calming measures and the average daily top speed is

46 mph. Traffic measures are not effectively stopping speeders, narrowing road may not help just make road more dangerous as speeding on more narrow roads.

Phil Giltner - Studies show narrow roads help slow down traffic. Trustee Quinn Murphy - has data showing people are not slowing down on really narrow roads with curves and hills. Phil Giltner disagrees it's a really narrow road. Quinn Murphy – if we look at Main St. Valatie which is really narrow road – someone got hit and killed there. Doesn't remember anyone getting hit or killed on Albany Ave. Doesn't want to try to fix a problem that doesn't exist and trying to find a solution that will help a problem that doesn't exist.

Trustee Mark Browne – there's other safety measures further in slides, could consider bump outs, 3-way stop sign at Sunset/Albany. Quinn's point is well taken, just narrowing lanes will still have 15% speeders coming in, road itself may not be way to address it, may need something else.

Jerry Callahan – On option C bike lanes widths are different on each side, and green area different widths, what the reason?

Yes - trying to keep within 49-50 feet width. When you have a bike lane adjacent to parking lane, DOT requires a 5 ft. width for mirrors or doors. If no on street parking, can go to 4 feet bike lane. The buffer trying to fit between section, for landscape buffer 3 ft. is ideal, but did show 2 ft. if we have to pinch things, show at least some separation between roadway and sidewalks.

Astrid Montagano – Option B where you said there would be something halfway through road. Yes, right now overhead utilities, they switch over sides halfway down the road. The buffer area will be whichever side of the road the utility pole is on.

Trustee Mark Browne - Crosses over by Sue Jenks and Quinn [Murphy's] house. Slight variation of presentation on B as get closer to AHET. Although may ask National Grid to move pole in road, weren't contemplating moving any other poles.

Paul Rinehart – how often do people ask for buried lines as part of this project?

Trustee Browne – a number of them. We met with National Grid and asked informally (there's a formal process to ask for bid on how to put power underground), informally discussed possibility of backlotting both sides or putting utilities underground. Had to coach them into a ballpark price, they mentioned backlotting 1 million dollars each side, throw in right of ways etc. add another million each side. Puts underground estimates at 5 million. This grant would not provide money to do that, and funding would need to be bonded separately, from Mark's perspective this is outside of the timeframe. There are at least three houses along Albany Ave. that have power comes down pole and goes underground to ancillary residence in back yard, considering making offer to residents if they want to do that, (there's not a pole in front of every house, they'd need to run laterally) we'd be trenching allowing lateral, they would take responsibility, negotiate with contractor for fixed price. Most homeowners will not want to do this, estimates \$1,000 – \$1,500 to do that for homeowner. That's our stance today. Also request to National Grid to at least put piping in so one day could go underground. National

Grid has requirements that change, nothing to say National Grid would use those pipes in the future. With putting power underground, still need lighting fixtures, would need to still buy those. Not a big advocate, there will be public that wants it, not sure where the money will come from.

Christopher Ventura - Worth getting serious quote? High estimate considering we have trenching equipment, could lay our own pipes, then only pay for wire or hookup. Complication as three phase line runs there. Now they have higher power going across those lines up high, not only housing support. Trustee Browne – not an advocate as would hold up project.

How much savings on getting rid of streetlights? Talk to Bill Mancini. Solar option too? Beyond scope of this project. The two projects combined hopefully come in under 5 million. Plus, HVEA not engaged with designing it either, and would need another design contract, with specialized designer. Queensbury has done it. Backlotting was done in Valatie. These things best done in new construction. Although they did do it in Great Barrington for 25 million. For underground hookup to house, could get information under Inflation Reduction Act. HVEA will get information to Trustee Mark Browne.

Jack Gordon – speaks to design considerations. There are trees both in buffer space and behind sidewalks. Tree survey being conducted for assessing health, root structure with survey going from roadway out to 4 feet behind sidewalks, where root structure would impact the condition of the sidewalks. In order to meet federal funding requirements, sidewalks need to be level. Can't have vertical discrepancies. May entail removing trees in certain locations. Spoke about utilities in greenspace between road and sidewalks. Poles to be maintained in greenspace, that's where they envision maintaining them, hence buffer where poles are, trying not to ask company to move them behind sidewalk. Water main will be upgraded, eliminate scenarios where hydrants are in roadway, likely move them behind sidewalk with shut off valves. Tighe & Bond looking further at this. Unique situation near Chatham St. with raised sidewalk, not ideal, not ADA compliant, preliminary thought was to want to pick road up, standard 6-inch-high curb, maintain grade of sidewalks, maintain access to buildings, elevate railing and also achieve ADA compliance. Various techniques could be implemented if bike lane is selected. The preferred method is to color bike lanes green to highlight the dedicated space, not used for shoulder or passing space. Currently have 2 crossings, Chatham St. and at Electric Trail, would like to improve those with colored treatment. Right now, speed hump, would like to know how that's functioning.

Phil Giltner – speed hump at electric trail doesn't work at all. Just a jump for vehicles, absolutely must be a different color. HVEA will consider different options, bump outs, traffic calming, maintain speed hump, and will take a hard look at this.

Christopher Ventura - Add stop sign? Phil Giltner - Noisy and may deteriorate quality of neighborhood.

HVEA - Can look to install additional crossings along corridor, especially if on street parking is only one side, provide dedicated areas where residents could get to homes, bump outs, speed humps etc. to slow vehicles down.

Trustee Mark Browne – within corridor under grant consideration, looking at crosswalk at AHEC and one quadrant of Rt. 9. Upon winning this award, spoke to DOT and relayed we'll be ADA compliant from Anderson's to Chatham St., but the rest of intersection not ADA compliant, could they help us make rest ADA compliant? They said 'No' but Mark will continue to ask, as constraint there. We'll have brand new crossing, but other spokes left the way they are. They're supposed to put in battery backup system, but they said they don't have time right now. Will lean on them, since spending all this money.

Trustee Browne – discussed tree study. Tom Butcher won contract to do tree survey, independent and worked with these trees for years, will indicate what trees, what condition they're in. Trees with roots under sidewalk out to road, we're responsible for what remediation we can do during this construction to keep tree as safe as we can. Trying to do things ahead of time. Some trees National Grid will have to take down, some trees need to be taken down with replanting. Further down in detail design, more to follow after landscape architect takes our input during survey of how we feel about each tree.

Phil Giltner – would be desirable to add more trees in the end. It all depends per Trustee Browne, positive and negative aspects. Any tree in ROW we have responsibility to trim, at the landowner's property they have responsibility to trim, up to 14 ft. high.

Chris Ventura – a lot of trees to give the road a more uniform look?

Trustee Browne – Open to suggestions, Tom Butcher has recommended linden trees as the don't grow as high, and roots go down instead of spreading out. Folks may have other suggestions. HVEA will subcontract to landscape architect to produce pictures showing what we're proposing. Won't have that at first public hearing but by second public hearing we'll be indicating what we hope to do.

Super. Dave Booth – placement of trees in relation to water service lines and proximity to sidewalks and pavement is very important, likes trees but they can be extremely destructive, looking forward to seeing renderings and new tree placement. Trees in buffer zone between road and sidewalks typically don't do well, roots prone to girdling, push up sidewalk panels, tripping, they get ground and become brittle, host of problems putting trees next to sidewalks and pavement. Need to be conscious of that and realistic.

Jack Gorton - Schedule:

This summer preliminary design.

1st of three Steering committee workshops: May 31st, 2023

1st public information meeting sometime next month (June). Date coming soon.

Fall and winter – working on final design.

Construction goal – Spring 2024.

Trustee Browne – the idea here is to supplement the PowerPoint presentation with questions raised from community and answers and show detailed schedule. Hopefully further along with water issues, have water preliminary design further along also, as we're meeting regularly with HVEA.

Paul Rinehart – do you want a selection on options on road profile? Trustee Browne mentions don't need committee to totally agree, personally would like to offer options to whole community. Paul's been part of selection committees where no options were accepted. Hammered out agreement.

Christopher Ventura – could we get option with parking shielded bike lane for the public meeting? Yes, HVEA can lay out and see how fits within corridor.

Trustee Browne – in this presentation we verbalized pros and cons, perhaps should formalize pros and cons.

Brendan Fitzgerald – Other potential section that came up was the idea of using contraflow shared use trail, should that be developed for public hearing? Christopher Ventura – Yes would be worthwhile having that option, folks want to see what that would look like. Phil Giltner – yes show it but expect people would not want to lose sidewalk entirely, there'd be some resistance to that.

Trustee Browne - lowest ranking but presenting that promotes others higher, favors before public hearing, being transparent in early stages, show preliminary design 40-60% done, taking input from people, and hear from community. Committee doesn't need to vote, hear community and react to it afterwards.

Christopher Ventura - Agrees to add pros and cons on each PowerPoint slide so it's more beneficial. Show what works and what doesn't.

Brendan Fitzgerald – another con of shared use trail is utility poles, if did on one side, not realistic to switch sides, resulting in utility relocation. Present to show all options out there.

Paul Rinehart - In front of house of history, sidewalk doesn't raise, road is low there for a reason, creates gravity pull for water, head's up, if road is raised may present an issue.

Trustee Browne – raising road we'd still pitch water to drainage line on Route 9, right now only goes a certain number of feet in, could extend further out, pipeline underground doesn't have to be level. Paul Rinehart - Engineering part could be solved, would need to extend grates and drainage significantly farther northbound if you're trying to catch water trying to flow away from square, heads up.

Brendan Fitzgerald - understood. Going to try to utilize splitting flow, creating another drainage trunkline further north.

Jerry Callahan - do we know how many residents need on street parking on a regular basis as opposed to their ability to park off street? Trustee Browne - we can put out a survey request. Quinn is handling surveying residents regarding water connections. Could put out a separate email regarding parking. But no formal count yet.

Phil Giltner - A lot more parking from Railroad Ave. outward, on both sides since trail.
Trustee Browne - Not desirable to park on Mill Park grass. Likely need to convert Railroad Ave. as temporary pass through for community as cut across, use Railroad as detour, repave Railroad, fix up below DPW, the folks on Railroad would not be able to park there.

Christopher Ventura – effect of climate change and materials being used, assessed, concrete/asphalt and rising temperatures. Any studies done, material resistance to climate change?

Porous surfaces and low carbon concrete included?

Brendan Fitzgerald – have to use DOT approved specifications and materials. Even now DOT has changed specifications regarding asphalt, from hot mix to warm mix as carbon reduction technique. Will take advantage of that. Haven't really used other than plantings, greenspace, recycled materials, if there's anything else (solar lighting) some being developed depending on function. Anything in particular, they can take a look. If something different or particular in mind, could take a look and seek approval.

Christopher Ventura - More concerned with effects of materials being used. NYC uses different mixes of concrete due to climate change.

Jack Gordon – on asphalt there have been advancements on binder of emulsion, DOT making more resistance to temperatures.

Christopher Ventura – effects of rock salt on trees/shrubs/plantings, usually suggestion is use plants generally found closer to ocean to handle stress put on them in winter.

Brendan Fitzgerald – last year hired landscape architect who's valuable at recommending appropriate plantings, perspective of environment, using native species that can withstand roadside environment.

Trustee Mark Browne – we didn't cover finances tonight, Jerry Callahan is helping, need brief segment on Finance for the public. Have engineering estimates. Finance gets tighter as bids come in, won't get better until Nov/Dec timeframe when put out bid package. Also, great deal of concern over limiting signage, don't just create more and more signs along road, but limit and combine. Last thing is historic preservation. HVEA putting together package for state to review, will be shared with HPC. Will be further along in another month before public hearing, will have more information generated. DOT has asked for this information early even in draft form. Want to break ground early next year. HVEA revving up and we have to engage in community to get concurrence of best way to go about this.

Email Trustees Mark Browne or Quinn Murphy after presentation, will consolidate comments, take into consideration. All welcome at public hearing (to be held at firehouse). Some are on other committees already. Astrid on Rec Committee and Climate Smart Committee, in some

instances will be advocates as we share information with those committees. Trustee Mark Browne sending follow up email with slides and official documentation.