



Department of  
Transportation

# Section 106 National Historic Preservation Act FINDING DOCUMENTATION

## Albany Avenue Pedestrian and Bicycle Improvements U.S. Route 9 (Chatham Street) to Sunset Avenue

**Village of Kinderhook**

**Columbia County**

NYS DOT PIN 8762.83

OPRHP #24PR03173

*Prepared by  
Stephanie Lewison, New York State Department of Transportation Region 8 Cultural Resource  
Coordinator*

*and*

*Steve MacAvery, HVEA Engineers*

**June 27, 2024**

## 1. **Project Description**

The subject project is a locally administered federally funded project. The project is partially funded by the federal Transportation Alternatives Program, administered by the New York State Department of Transportation (NYSDOT).

There is currently substandard and insufficient pedestrian and cyclist accommodations on this section of Albany Avenue. The project involves the replacement of existing sidewalks with ADA/PROWAG compliant sidewalks and reconstruction of Albany Avenue in the Village of Kinderhook to provide standard on-street parking aisles and travel lanes that include marked shared travel lanes that will accommodate cyclists, and new storm drainage installation. These improvements will occur along an approximately 1,500-foot portion of Albany Avenue (Columbia County Route 21), extending from U.S. Route 9 (Chatham Street) to Sunset Avenue, providing the adjacent residential neighborhood with safe and efficient pedestrian access to the commercial district of the Village as well as the Albany-Hudson Electric Trail.

The project encompasses both commercial businesses, a historical museum, and residential areas. The commercial business area is at the south end of Albany Avenue at the intersection with NY Route 9 (Chatham Street & Broad Street). The residential area proceeds in a northerly direction away from Route 9 and as you leave the Village at the intersection of Albany Avenue and Best Road outside of the project boundary a more rural farming setting occurs.

### Area of Potential Effect (APE):

The Project's Area of Potential Effect (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist" (36 CFR 800.16(d)).

This project's APE can be characterized as the geographical area adjacent to the Preferred Alternative, as well as an appropriate buffer defined by surrounding topographical features, adjacent neighborhoods, and Albany Avenue. For this Project, the buffer includes properties that are immediately adjacent to and abutting the eastern and western highway boundary along Albany Avenue, and including an area that extends approximately 150' along Sunset Avenue and an area that extends approximately 100' east and west along Chatham Avenue and south along Hudson Street.

The APE extends approximately 45' from the centerline of Albany Avenue to include an adequate area of frontage adjacent to businesses, the Columbia County Historical Museum and residential properties along Albany Avenue to be able to assess any effect the project could have on the character of the houses and their setting.

Ground disturbance activities that define the vertical limits of the APE are limited to Albany Avenue and the existing adjacent sidewalk. Some minor ground disturbance activities will occur beyond the existing sidewalk (between 1' and 10' depending on the specific location) to be able to provide a smooth transition from the new sidewalk to existing residential front walks and driveways. The vertical disturbance within the APE will occur in areas of previously disturbed soil. Based on the guidance in NYSDOT's Engineering Instruction (EI) 14-013 for identifying prior areas of ground disturbance, the area was previously disturbed during the initial construction and subsequent maintenance of Albany Avenue and the sidewalks. The depth of excavation is approximately 1' in the sidewalk area and 2.5' in the curb area, and 5' feet maximum for storm drainage.

See Attachment 2 for a preliminary plan which depicts the Area of Potential Effect (APE) for the project. The APE plan shows the year built for each building, and photo location.

## **2. Steps Taken to Identify Historic Properties**

### **Review of the SHPO Cultural Resource Inventory System (CRIS):**

See the Attachment 1 for the CRIS map.

Screening utilizing the NYSHPO CRIS was completed. The project area is in a National Register Building Site named the Kinderhook Village District (NR #90NR00258). This area was added to the National Register on July 24, 1974, and to the State Register on June 23, 1980. The Nomination Data in CRIS shows that the District meets the National Register criteria, and the property is considered statewide significant. The Statement of Significance in CRIS is listed as – *Property embodies the distinctive characteristics of a type, period, or method of construction or that represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components land individual distinction.*

There are 43 structures abutting or bordering the APE that are listed on CRIS as Listed on the National Register of Historic Places or are greater than 50 years old. There is one structure, 15 Albany Avenue (built in 1820), that does not appear on CRIS. There is one structure, 34 Albany Avenue (built 1860, effective year built 1990), that is listed on the National Register, but the property is set back approximately 175' from Albany Avenue in which the property does not border the APE as access appears to be an easement from Albany Avenue. One structure, 13 Albany Avenue, is listed on CRIS as listed on the National Register but does not appear on Columbia County's Parcel Access Viewer.

It should be noted that the Village of Kinderhook Historical Preservation Commission is currently performing a study to update SHPO's CRIS. It is not envisioned that this effort will be completed prior to the design and construction activities currently underway on this project.

The north and south ends of the project are in an archaeological buffer area, indicating that the location may be archeologically sensitive.

### **Kinderhook Village District (NR #90NR00258) Nomination to the National Register of Historic Places (NRHP) document, July 24, 1974:**

See Attachment 7 for the NRHP Inventory – Nomination Form.

The NRHP Inventory-Nomination Form includes the following description: "*The Historic district comprises the heart of the village, extending roughly north-south along U.S. Route 9 (Broad and Chatham Streets), the Old Post Road, and east-west along County Route 21 (Albany Avenue and Hudson Street). Included within this area are Sylvester, Church and William Streets, Kinder Knoll Road, Maiden and Jarvis Lanes, Railroad Street, and a portion of Sunset Avenue.*"

The NRHP Inventory-Nomination Form describes the district as containing 250 structures of which about 200 predate the 20<sup>th</sup> century. Approximately a dozen 18<sup>th</sup> century buildings remain, while the majority of the rest date from the first half of the 19<sup>th</sup> century. Three structures that border the projects APE are mentioned in the NRHP Inventory-Nomination Form – 28 Albany Avenue (representative of a Gothic revivalist style), 4 Albany Avenue (ornamented with elaborate detail associated with the bracketed styles of the mid-19<sup>th</sup> century), and 31 Albany

Avenue (last half of the 19<sup>th</sup> century simple dwelling, wood-frame rectangular, gable-roofed building, set at right angles). Photographs of two structures that border the APE are included NRHP Inventory-Nomination Form – 1 Chatham Street and 28 Albany Avenue.

### **3. Evaluation of Project Impact on Identified Historic Properties**

The north and south ends of the project are in an archaeological buffer area, indicating that the location may be archeologically sensitive. Based on the guidance in NYSDOT's Engineering Instruction (EI) 14-013 for identifying prior areas of ground disturbance, the area was previously disturbed during the initial construction and subsequent maintenance of Albany Avenue and the sidewalks.

The project is in a National Register Building Site named the Kinderhook Village District (NR #90NR00258). The characteristics that qualify the district for the National Register are the architecture of the structure's (buildings) lined streets, including Albany Avenue, within the district, and the visual character. The district is distinguished for the quantity and quality of 18<sup>th</sup> and 19<sup>th</sup> century structures still present, making the visual character of the community unusually historical. As identified in the National Register of Historic Places Inventory- Nomination Form, the contributing elements of the district are the quantity and quality of its architecture which illustrates the development of an early Dutch community over a period of three centuries. Today the area illustrates a succession of development of Dutch, English, and American themes over a period of three centuries.

The Albany Avenue municipal right-of-way consists today of two (2) travel lanes varying in width from 10' to 12', a parking lane on both sides of the street of variable width, green space (between the curb or edge of pavement and sidewalk) that varies from none to 2' to 5', and concrete sidewalks on both sides that range from 3' to 4' wide and of variable cross slopes.

The project proposes to reconstruct Albany Avenue to provide two 13' wide travel lanes, 7' parking aisles on both sides of the road, 4' to 5' wide sidewalks, and a grass buffer strip ranging from zero feet wide to approximately 7' wide. The project also includes marking the travel lanes with sharrows to indicate that the travel lanes are used by both vehicles and bicycles, speed limit signs, Pedestrian Crossing signs, Bicyclists Share the Lane signs, pedestrian crosswalk markings, and reconstruction of the storm drainage network located within Albany Avenue.

Although not mentioned in the nomination form, it is noted that Albany Avenue was lined with trees located in both the buffer strip (area between the curb or edge of pavement and sidewalk). Several trees were removed by the Village in the Spring of 2024 under a separate project. New trees will be planted in the project corridor and will be shown on the final plans.

Another individual element on Albany Avenue is the raised sidewalk in front of #1, #3, and #5 Albany Avenue. The concrete sidewalk in front of these three buildings is approximately eighteen inches above the adjacent street requiring (for safety reasons) that this stretch of sidewalk have a steel tubular railing at the top of the curb with three breaks in it to allow for steps from the street level to the sidewalk. This section of raised sidewalk and railing was added in the 1990s by a previous Village Board. The project proposes that the high curb, railing, and stair configuration be eliminated and that a functional, safe, and ADA compliant sidewalk be installed.

The *Summary of Anticipated Effects of Alternatives* table at end of this narrative provides a summary of the anticipated effects to each property and structure that were identified as being



listed or eligible for listing for the NRHP or greater than 50 years old. The table includes the locations, year built, key character-defining elements/aspects of each (if known) and proposed changes to each property as a result of the No-Build and Build Alternatives related to this Project. Only those properties within or immediately adjacent to and abutting the APE are listed in the table, as they are the only ones that have the potential for effects resulting from the Project. These properties are depicted on the APE Plans in Attachment 2.

#### 4. Basis for Recommended Project Finding

The Criteria of Adverse Effect (36 CFR Part 800.5) was applied to the historic sites and properties within the APE. Steve MacAvery of HVEA Engineers assessed the project's effect on historic properties. Stephanie Lewison, Cultural Resource Coordinator for the New York State Department of Transportation Region 8, completed the effect determination.

The project will not result in any adverse changes in character or setting of buildings listed on the National Register of Historic Places or over 50 years old, would not introduce visual, atmospheric, or audible elements that would diminish the integrity of the properties or buildings, and none of the NRHP buildings would have its architecture affected by the project.

As indicated in the findings noted below and in the Summary of Anticipated Effects of Alternatives table the project will not be altering the characteristics of historic properties. In applying the criteria of effect in accordance with Section 800.5(b) of 36 CFR Part 800, the NYSDOT finds this undertaking will result in **No Adverse Effect** on the Kinderhook Village District (NR #90NR00258) and the adjacent historic properties listed in the Summary of Anticipated Effects of Alternatives table.

##### Kinderhook Village District

The historical significance of the district is the quality and quantity of the 18<sup>th</sup> and 19<sup>th</sup> century architecture. This results in the character of the community as "unusually historic". Forty-one historical resources (buildings) border the APE. The Kinderhook Village District (NR #90NR00258) National Register of Historic Places (NRHP) nomination form does not identify additional contributing elements beyond the quality and quantity of the 18<sup>th</sup> and 19<sup>th</sup> century architecture, "... *Kinderhook Village contains an exceptional collection of 18<sup>th</sup> century and 19<sup>th</sup> century architecture – both domestic and commercial, simple and pretensions. The present District, comprising the heart of the Village is distinguished for the quantity and quality of its architecture as well as its illustration of the development of an early Dutch community over a period of three centuries.*" Contributing elements that can be considered important to the character or setting of an historic district such as street trees, street dimensions, sidewalk dimensions or building materials are not specifically identified in the nomination form.

As discussed in the Evaluation of Project's Impact on the Identified Historic Properties section the proposed project will maintain the existing street configuration with upgrades to meet current safety standards, and not cause impacts to any of the historical buildings that define the historic significance of the Kinderhook Village District.

##### National Register listed buildings on Albany Ave., Chatham St., Broad St., Hudson St.

As discussed for the Kinderhook Village District, the 18<sup>th</sup> and 19<sup>th</sup> century architecture gives historical significance to the National Register of Historic Places forty-one listed buildings adjacent to the APE. A summary of the historic elements and anticipated effect on each building is provided in the *Summary of Anticipated Effects of Alternatives* table at the end of this

narrative. The project will have no effect on the architecture of any of the forty-one buildings listed on the NRHP.

## 5. Public Involvement

Because the Albany Avenue Pedestrian and Bicycle Improvements project will serve as a redevelopment of a critical area of the Village of Kinderhook, the Village chose to conduct an extensive public outreach with full transparency through a series of meetings to understand the needs, concerns, and desires of the community that will be utilizing the corridor. Overall, the project included the following outreach efforts:

- Steering Committee Meetings
- Public Workshops

Public Involvement Schedule		
Activity	Date	Additional Information in Attachment 5
Steering Committee Meeting 1	May 31, 2023	Minutes
Public Workshop 1	June 28, 2023	Minutes
Public Workshop 2	August 23, 2023	Minutes
Public Workshop 3	October 24, 2023	Presentation
Steering committee Meeting 2	October 25, 2024	Minutes
Public Workshop 4	October 26, 2023	Presentation
Public Workshop 5	November 15, 2023	Minutes
Public Workshop 6	November 28, 2023	Minutes
Public Workshop 7	November 30, 2023	Minutes
Special Meeting	January 23, 2024	Minutes

During the meetings and workshops with the public, the general goals of the project and various potential alternatives were presented with the intent for the community in attendance to be open to ask questions and provide comments on what was presented. It was noted that the project will be primarily driven by ADA and PROWAG compliance. Project logistics such as design considerations and schedules were discussed with transparency to the public, and multiple compromises were agreed to.

The topics covered included the use of shared lanes (10' vs. 13') for vehicles and bicyclists, on-street parking, Historic Preservation input relative to rural and historic character, and proposed signage and radar devices to be deployed along Albany Avenue. The public expressed their concerns and ideas during multiple meetings throughout the preliminary design process, all of which were considered when finalizing the chosen alternative.

Public Information meetings and workshops resulted in questions and concerns regarding drainage, on-street parking, traffic calming, ADA compliance, removal of existing trees, traffic speed, bike lanes, accommodating agricultural vehicles, amount of safety signs, and the historic character of Albany Avenue.

The project scope evolved during the public involvement process to take into consideration the concerns and questions. Efforts to address concerns and comments and to minimize effects on historic resources are summarized below:

- Albany Ave. will retain its existing configuration of two travel lanes, two on-street parking aisles, a variable width grass buffer strip, and 4' to 5' wide sidewalks. With upgrades to meet safety requirements and to provide accommodation for all users (Sharrow markings in the road for bicyclists, ADA compliant sidewalks).
- Sidewalks are being reconstructed essentially at their current locations and remain concrete.
- Signs and pavement markings will be set at the minimum amount and as allowed by the Manual of Uniform Traffic Control Devices (MUTCD). Safety signs will be yellow (as opposed to neon green). Decorative or painted signposts will be considered if the project budget allows.
- New trees will be planted in the buffer strip or on the back side of the sidewalk.
- Granite curb will be in areas where granite curb currently exists and be extended up Albany Ave. by approximately 250'. Concrete curb will be installed on the remainder of Albany Avenue up to Sunset Avenue.
- Crosswalks on Albany Avenue are limited to a crosswalk at Broad St. / Chatham St. (Route 9), and a crosswalk at Sunset Avenue and will be brick pavers with white painted edge lines. Painted ladder crosswalks will be provided across Railroad Ave. and Sunset Ave.

At the November 28, 2023, Public Workshop the Village of Kinderhook's Historic Preservation Committee (HPC) read a statement opposing the proposed project plans (which were being depicted on two sets of plans showing the preferred alternative and another alternative): "*The Historic Preservation Commission of the Village of Kinderhook fully supports the goals of the Albany Avenue Projects to replace the antiquated water mains and to install a proper drainage system. It recognizes these projects as necessary upgrades that will greatly benefit not only the residents of Albany Avenue but also visitors patronizing local businesses and/or attending Village events. However, the HPC finds that the two plans being proposed compromise the historic character of Albany Avenue.*"

At the Special Meeting of the Village of Kinderhook Board conducted on January 24, 2024, a decision was rendered to submit to NYSDOT the preliminary design for review and approval. The Village's consultant, HVEA, submitted the preliminary design to NYSDOT the first week of February 2024. At this time, the Village of Kinderhook Board posted rationale for not accepting all the HPC's recommendations on the Village's website. Both HPC's full statement and the Village Board's response are in Attachment 6.

## **6. Appendices**

- Attachment 1 – Location Maps (CRIS Map and Albany Ave. Location Map)
- Attachment 2 – APE Plans
- Attachment 3 – Photos
- Attachment 4 – Correspondence from SHPO to NYSDOT and NYSDOT response to SHPO (including project plans and key points).
- Attachment 5 – Public Involvement Meeting/Workshop Information
- Attachment 6 – HPC recommendation on the project, and Village Board's response.
- Attachment 7 – National Register of Historic Places Inventory – Nomination Form – Kinderhook Village District

PIN 8762.83 Albany Avenue Pedestrian & Bicycle Improvements  
 U.S. Route 9 (Chatham Street) to Sunset Avenue  
 Kinderhook, N.Y., Columbia County

**SUMMARY OF ANTICIPATED EFFECTS**

Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
1 Hudson St.	02142.000091	1820	Reflects early 19 <sup>th</sup> century mercantile expansion in the village. Local adaptation of New England influenced Federal style.	None – The No Build Alternative would not affect this structure.	None – Physical disturbance of the Build Alternative end at northern side of the Albany Ave. – Hudson St. – Broad St. – Chatham St. intersection and would not affect the character or setting of this structure.
3 Chatham St.	02142.000052	1900	Example of 19 <sup>th</sup> century development.	None – The No Build Alternative would not affect this structure.	None – Physical disturbance of the Build Alternative end at 1 Chatham St. would not affect the character or setting of this structure.
1 Chatham St.	02142.000051	1909	Exhibits some Federal stylistic details.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
4 Albany Ave.	02142.000050	1820	One of only five brick structures built in Kinderhook in the first half of the 19 <sup>th</sup> century. Exhibits Renaissance revival ornamentation and a number of quality out buildings.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.

Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
8 Albany Ave.	02142.000049	1800	Front porch supports are decoratively turned and surrounded by ornamented brackets. Home of Charles L. Beale, one of the first directors of the National Union bank of Kinderhook.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
10 Albany Ave.	02142.000048	1821	Home of the widow Groat and her daughters Judith, Sarah, & Harriet, all successful teachers in the Academy of Public Schools and in their home.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
12 Albany Ave.	02142.000047	1830	Only hip-roof on Albany Ave. former home of Peter Van Slyck	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
14 Albany Ave.	02142.000046	1970	No information on CRIS	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.

Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
16 Albany Ave.	02142.000045	1911	Excellent example of early 20 <sup>th</sup> century architecture.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
18 Albany Ave.	02142.000044	1912	One of the first “ready-cut” houses built in Kinderhook.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
20 Albany Ave.	02142.000043	1720	Exhibits some features that distinctly Federal period style, while other features are reflective of local vernacular building traditions. Built by Aaron VanVleck.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
22 Albany Ave.	02142.000042	1926	Roof details & floor plan are distinctly Federal style.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
24 Albany Ave.	02142.000041	1860	Exhibits significant Federal features as well as delicately conceived 19 <sup>th</sup> century porch.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.



Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
26 Albany Ave.	02142.000040	1910	Contributes to the residential character of the street as well as adding substantial 20 <sup>th</sup> century design to the variety on Albany Ave.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
28 Albany Ave.	02142.000039	1840	The only surviving example in the Village of Gothic Revival architecture.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
30 Albany Ave.	02142.000038	1820	Contributes to the residential character of the street.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
32 Albany Ave.	02142.000037	1887	Exhibits late Federal period detail & may be an important example vernacular building traditions.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
36 Albany Ave. (Columbia County Parcel Access shows 2 buildings #36A Albany Ave. and #36B Railroad Ave.,)	02142.000289	1998 (per Columbia Cnty. Parcel Access)	The original building built 1914 has since been torn down. Site of Kinderhook Pomological Association (KPA) formed by local farmers. Property still owned by local stock holders.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.

Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
53 Albany Ave.	02142.000036	Between 1856 & 1864	One of only two brick dwellings constructed in Kinderhook in the third quarter of the 19 <sup>th</sup> century. One of only two fully developed Italianate buildings in Kinderhook.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
51 Albany Ave.	02142.000032	1870	Typical 19 <sup>th</sup> century domestic building with gingerbread trim that spans the length of the porch.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
47 Albany Ave.	02142.000031	Between 1856 & 1864	Typical 19 <sup>th</sup> century domestic building characterized by left gable end and adjoining low pitched addition.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
45 Albany Ave.	02142.000030	1900	Simple structure that contributes to the residential character of the street.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
43 Albany Ave.	02142.000029	Between 1856 & 1873	3 <sup>rd</sup> quarter 19 <sup>th</sup> century non-distinctive Federal style architecture.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.

Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
41 Albany Ave.	02142.000028	1850	Presumably built on or near site of pre-revolutionary war house. Local account says materials from the older building were used on this building.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
37 Albany Ave.	02142.000027	1848	Contributes to the residential character of the street. Delicate ornamentation on front porch entry. Left wing crowned by criss-crossed balustrated roof top porch.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
33 Albany Ave.	02142.000026	1836	No information on CRIS	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
31 Albany Ave.	02142.000025	1860	Contributes to the residential character of the street. Entry porch has scalloped brackets and finely turned balusters.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.

Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
29 Albany Ave.	02142.000024	1836	No information on CRIS	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
27 Albany Ave.	02142.000023	1870	Contributes to the residential character of Albany Ave. Past relationship with Kinderhook Academy.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
25 Albany Ave.	02142.000022	1850	Contributes to the residential character of Albany Ave. Past relationship with Kinderhook Academy.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
23 Albany Ave.	02142.000021	1865	Contributes to the residential character of Albany Ave. Past relationship with Kinderhook Academy.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
21 Albany Ave.	02142.000020	1830	Contributes to the residential character of Albany Ave. Front wing characterized by ornamental brackets.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.

Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
19 Albany Ave.	02142.000019	1865	Built with stacked boards. Gothic style entry porch.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
17 Albany Ave.	02142.000019	1830	Characterized by interesting geometry.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
15 Albany Ave.	Not listed on CRIS	1820 (Eff. Year Built 2000)	Not listed on CRIS, but description and photos for 13 Albany Ave. on CRIS are of 15 Albany Ave.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
13 Albany Ave. (Columbia County Parcel Access does not show a #13 Albany Ave., but #13 is on CRIS)	02142.000017	1864?	Probably built by Lucas Hoes. Roof has cupola similar to the ones found on barns located in the center of the roof.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
11 Albany Ave.	02142.000016	1826	Interesting window lintel treatment – Center panel with elongated diamond shape flanked by protruding pilaster type detail.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.

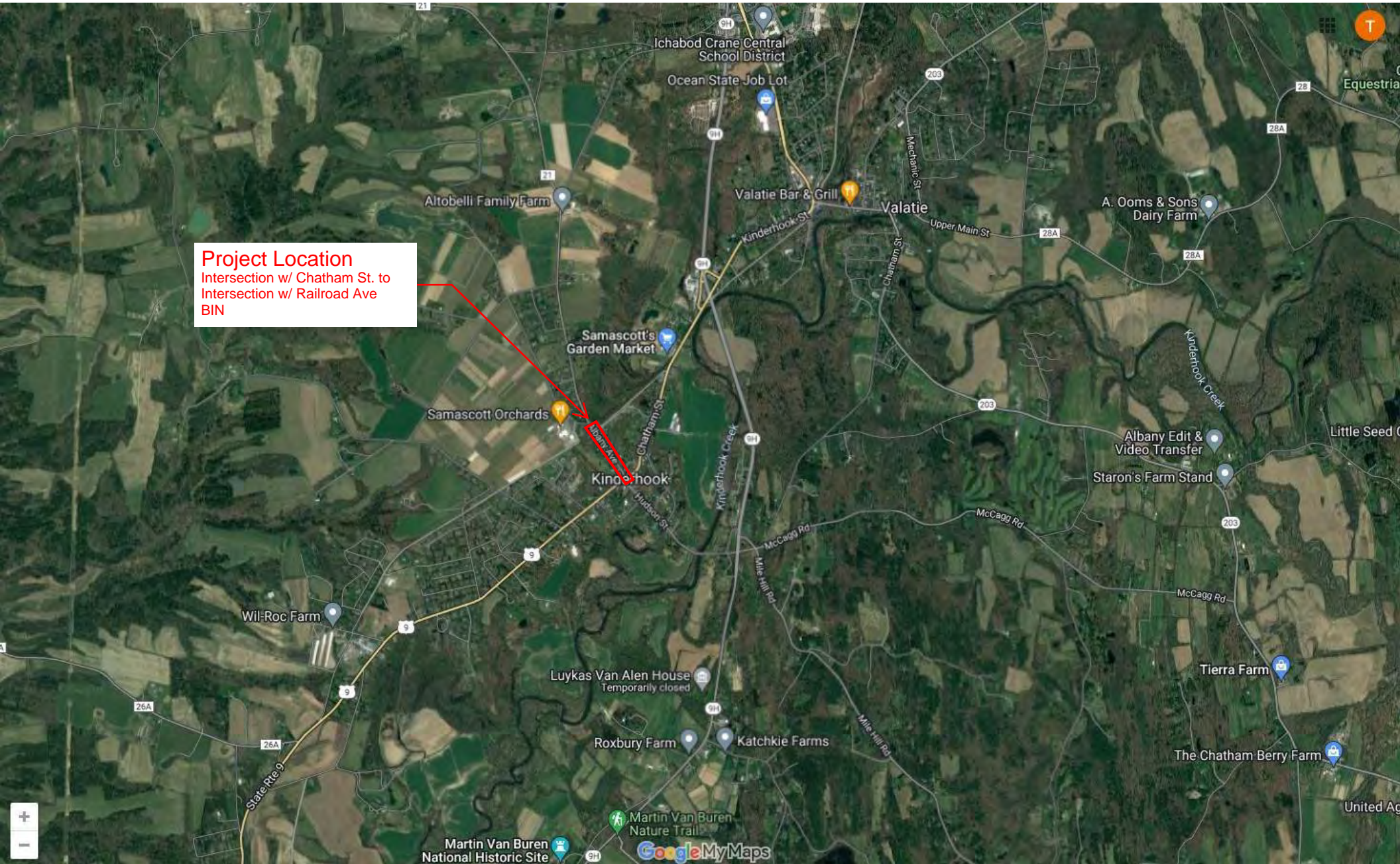
Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
9 Albany Ave.	02142.000015	1859	From the time of construction to 1986 house was occupied by the Palmer family. House and carriage barn constructed in Italianate style.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
7 Albany Ave. (Listed as #7A on Col. Cnty. Parcel Access)	02142.000014	1856	Characterized by double central entry. Ornamental milled woodwork on porch surrounds emulating a Gothic tracery type style.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
5 Albany Ave.	02142.000014	1900	Originally the Masonic Lodge, its use continued as a public building as library, kindergarten, now the County History Museum. Characterized by its massive brick structure.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.
3 Albany Ave.	02142.000012	Standing in 1864	In 1864 was L.B. Flaglers medicinal herb shop. Ca. 1984 exterior was altered considerably.	None – The No Build Alternative would not affect this structure.	No Adverse Effect – Sidewalk replacement & road work of the Build Alternative would not adversely affect the architecture, character or setting of this structure.



Property Address	NRHP Unique Site No. or Other Notation if not listed	Year Built	Character Defining Element	No Build Alternative Anticipated Effects	Build Alternative Anticipated Effects
1 Albany Ave.	02142.000011	1850	Contributes to the character and integrity of the historic Village commercial center.		
2 Broad St.		1850	Two story brick structure has original milled wood cornice and other details.		

ATTACHMENT 1  
LOCATION MAPS

**Project Location**  
Intersection w/ Chatham St. to  
Intersection w/ Railroad Ave  
BIN





**USN Building Points (View)**

- Eligible
- Listed
- Not Eligible
- Not Eligible - Demolished
- Undetermined

**National Register Building Sites (View)**

- National Register Building Site

Project Limit

Archaeological Buffer Area Limits

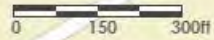
Building Listed on the Nat'l Register (typ)

National Register Building Site

Archaeological Buffer Area Limits

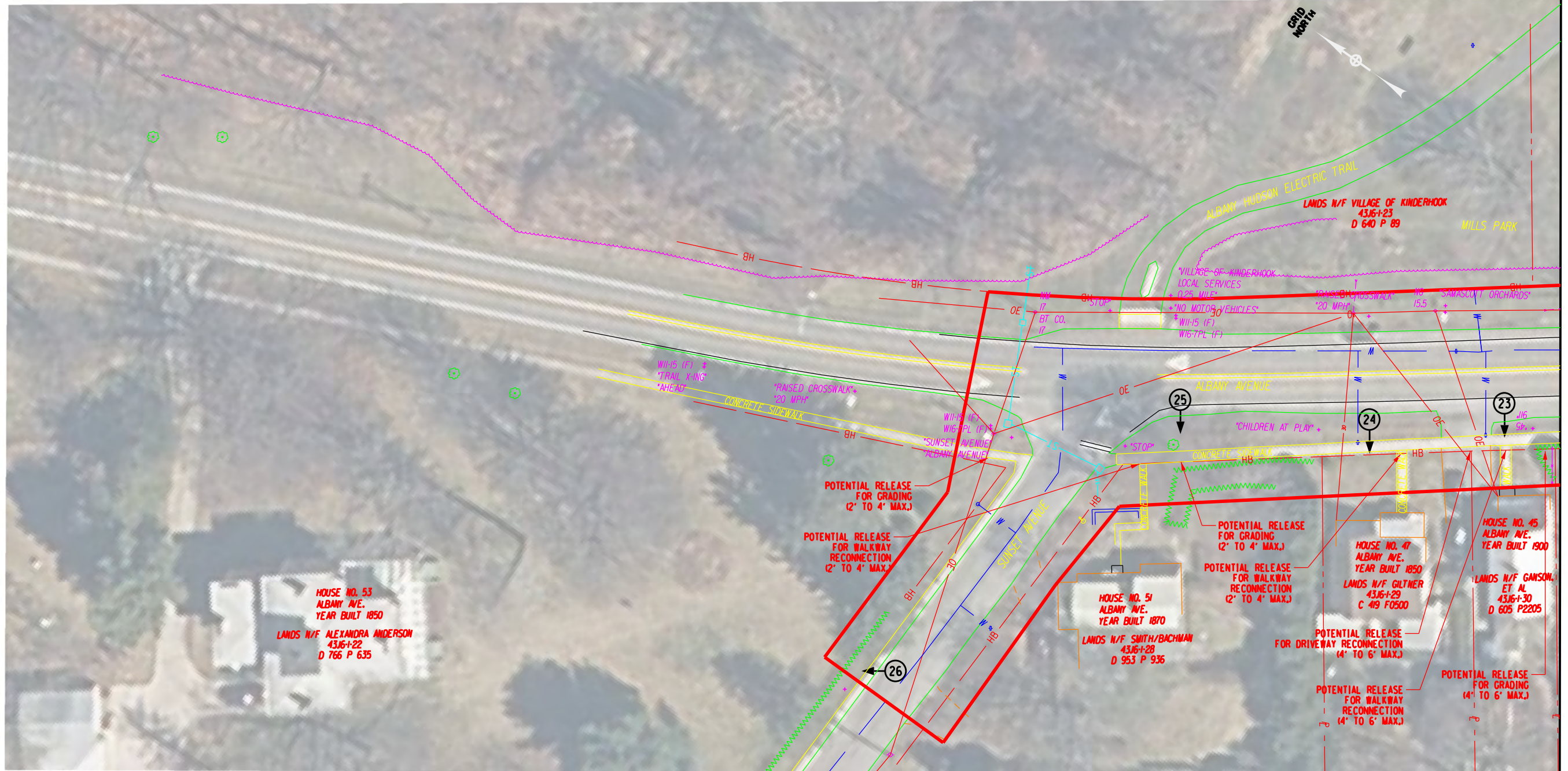
Project Limit

Kinderhook



ATTACHMENT 2  
APE PLANS





MATCH LINE, SEE DWG. GNP-02

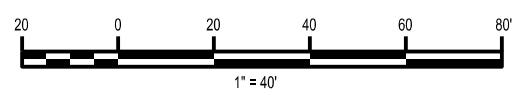
PROJECT MANAGER  
CHECK  
DRAFTING  
CHECK  
DESIGN  
JOB MANAGER  
DESIGN SUPERVISOR

AFFIX SEAL: ON	ALTERED BY: ON

LEGEND	
	AREA OF POTENTIAL EFFECT
	PHOTO LOCATION AND DIRECTION

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS	PIN 8762.83	BRIDGES	CULVERTS
	COUNTY: COLUMBIA	REGION: 8		

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED		CONTRACT NUMBER
<b>APE &amp; PHOTO LOCATION PLAN</b>		DRAWING NO. GNP-01 SHEET NO.

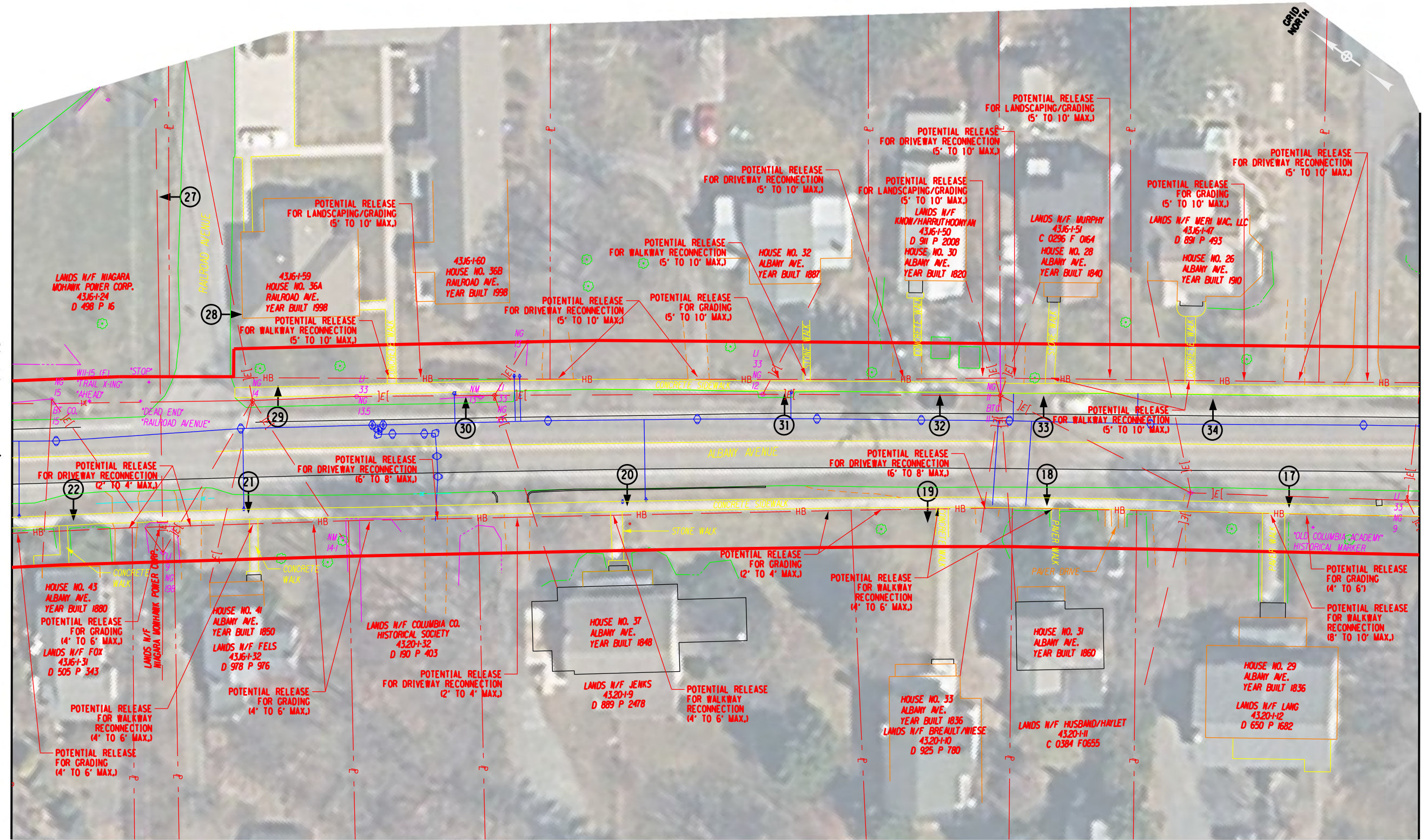


IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



FILE NAME : DGN0SPEC  
DATE/TIME : DGN0SYTIME  
USER : DGN0USERNAME





MATCH LINE, SEE DWG. GNP-01

MATCH LINE, SEE DWG. GNP-03

PROJECT MANAGER

CHECK

DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

AFFIX SEAL: ON:	ALTERED BY: ON:
<p>AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:</p>	

LEGEND	
	AREA OF POTENTIAL EFFECT
	PHOTO LOCATION AND DIRECTION

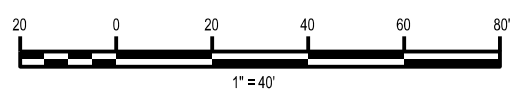
ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS

COUNTY: COLUMBIA REGION: 8

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

PIN 8762.83	BRIDGES	CULVERTS
<p>ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED</p>		
<p>APE &amp; PHOTO LOCATION PLAN</p>		

CONTRACT NUMBER	
DRAWING NO. GNP-02	SHEET NO.

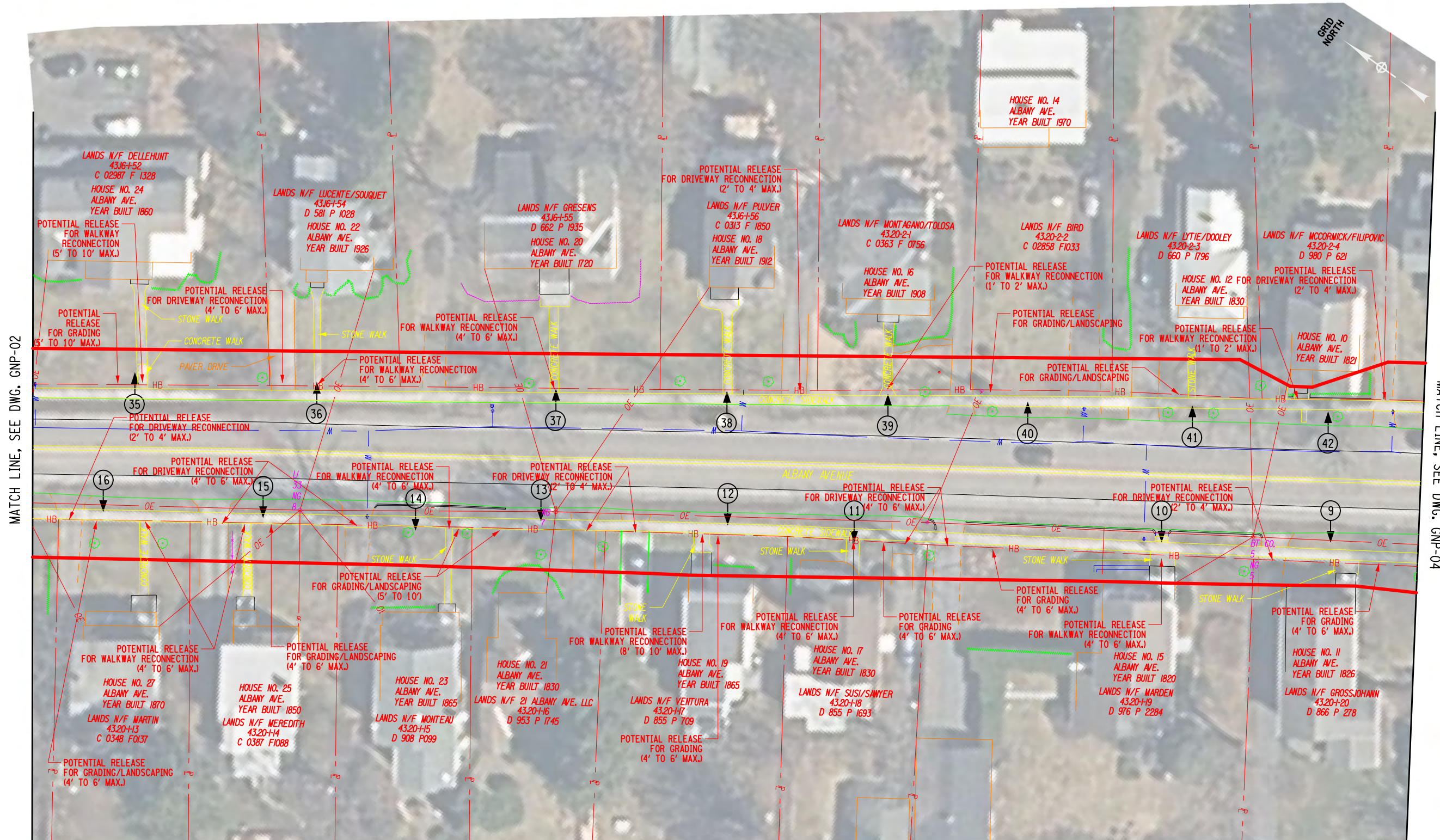


FILE NAME : DGN0SPEC  
DATE/TIME : DGN0SYTIME  
USER : DGN0USERNAME



PROJECT MANAGER  
CHECK  
DRAFTING  
CHECK  
DESIGN  
JOB MANAGER  
DESIGN SUPERVISOR

FILE NAME = 876283\_cph\_gnp\_03.dgn  
DATE/TIME = 02-FEB-2024 08:31  
USER = jsmith



AFFIX SEAL: ON:	ALTERED BY: ON:
<p>AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:</p>	

LEGEND	
	AREA OF POTENTIAL EFFECT
	PHOTO LOCATION AND DIRECTION

ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS

PIN 8762.83

BRIDGES

CULVERTS

COUNTY: COLUMBIA

REGION: 8

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION 'ALTERED BY' FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



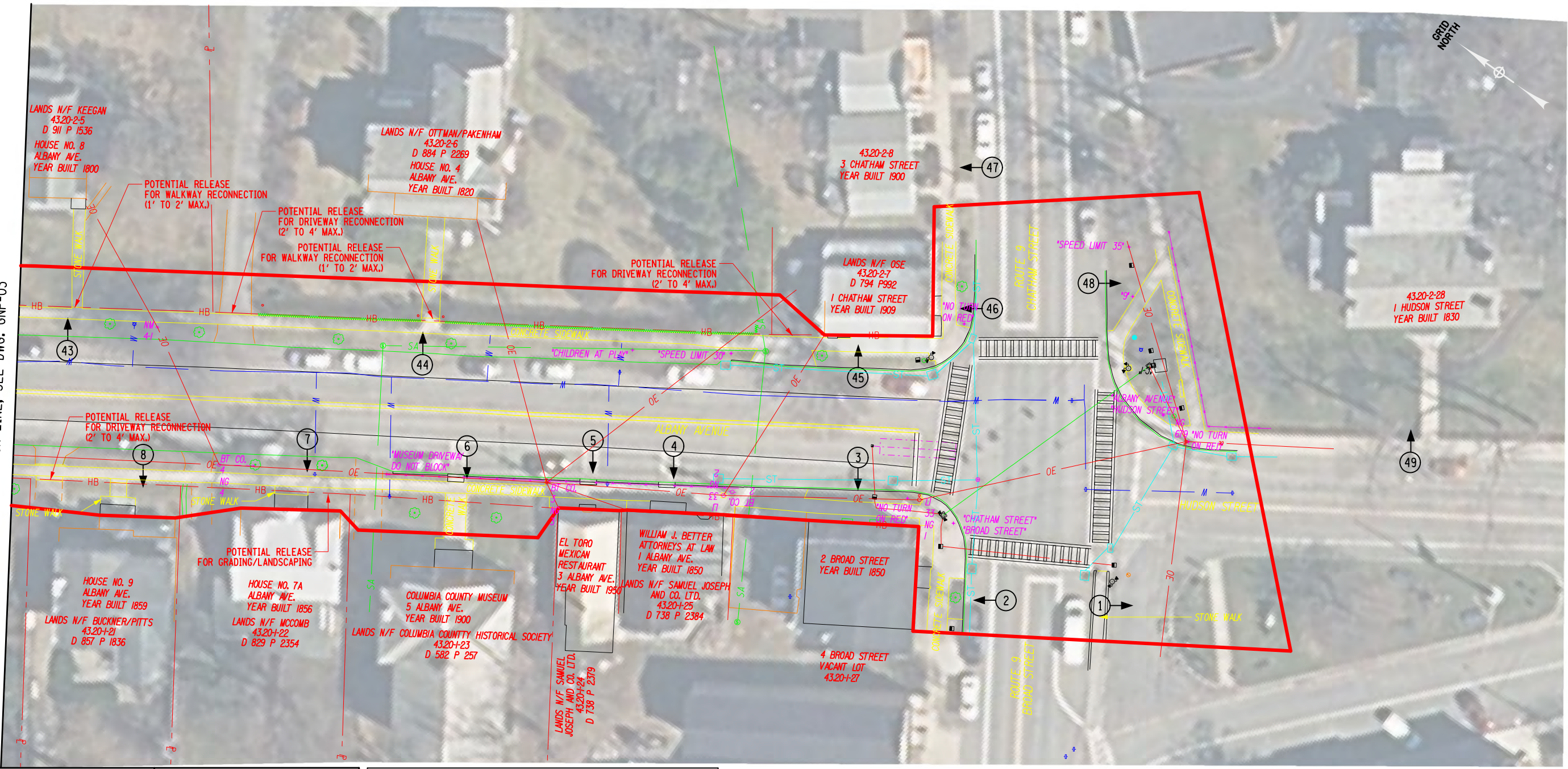
ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED		CONTRACT NUMBER
<b>APE &amp; PHOTO LOCATION PLAN</b>		DRAWING NO. GNP-03
		SHEET NO.



FILE NAME = 876283\_cph\_gnp\_04.dgn  
 DATE/TIME = 02-FEB-2024 08:31  
 USER = jsmth

DESIGN SUPERVISOR  
 JOB MANAGER  
 DESIGN  
 CHECK  
 DRAFTING  
 CHECK  
 PROJECT MANAGER

MATCH LINE, SEE DWG. GNP-03



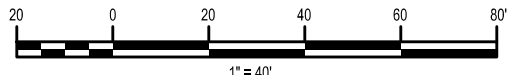
AFFIX SEAL: ON:	ALTERED BY: ON:

LEGEND	
	AREA OF POTENTIAL EFFECT
	PHOTO LOCATION AND DIRECTION

AS-BUILT REVISIONS  
 DESCRIPTION OF ALTERATIONS:

ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS	PIN 8762.83	BRIDGES	CULVERTS
COUNTY: COLUMBIA	REGION: 8		

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED		CONTRACT NUMBER
<b>APE &amp; PHOTO LOCATION PLAN</b>		DRAWING NO. GNP-04 SHEET NO.



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION 'ALTERED BY' FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

ATTACHMENT 3

PHOTOS

Photo Locations Shown on APE Plans





Photo 1 – Kinderhook Village Green (from Broad St.)



Photo 2 - #2 Broad St. (from Broad St.), Built 1850



Photo 3 - #2 Broad St. (from Albany Ave.), Built 1850



Photo 4 – #1 Albany Ave., Built 1850





Photo 5 - #3 Albany Ave., Built 1950



Photo 6 - #5 Albany Ave., Built 1900



Photo 7 - #7 Albany Ave., Built 1856



Photo 8 - #9 Albany Ave., Built 1859





Photo 9 - #11 Albany Ave., Built 1826



Photo 10 - #15 Albany Ave., Built 1820



Photo 11 - #17 Albany Ave., Built 1830



Photo 12 - #19 Albany Ave., Built 1865





Photo 13 - #21 Albany Ave., Built 1830



Photo 14 - #23 Albany Ave., Built 1865



Photo 15 - #25 Albany Ave., Built 1850



Photo 16 - #27 Albany Ave., Built 1870





Photo 17 - #29 Albany Ave., Built 1836



Photo 18 - #31 Albany Ave., Built 1860



Photo 19 - #33 Albany Ave., Built 1836



Photo 20 - #37 Albany Ave., Built 1848





Photo 21 - #41 Albany Ave., Built 1850



Photo 22 - #43 Albany Ave., Built 1880



Photo 23 - #45 Albany Ave., Built 1900



Photo 24 - #47 Albany Ave., Built 1850





Photo 25 - #51 Albany Ave., Built 1870



Photo 26 – #53 Albany Ave., Built 1850





Photo 27 – Mills Park



Photo 28 - #36A Railroad Ave. (from Railroad Ave.), Built 1998



Photo 29 - #36A Railroad Ave. (from Albany Ave.), Built 1998



Photo 30 – 36B Railroad Ave. (from Albany Ave.), Built 1998





Photo 31 - #32 Albany Ave., Built 1887



Photo 32 - #30 Albany Ave., Built 1820

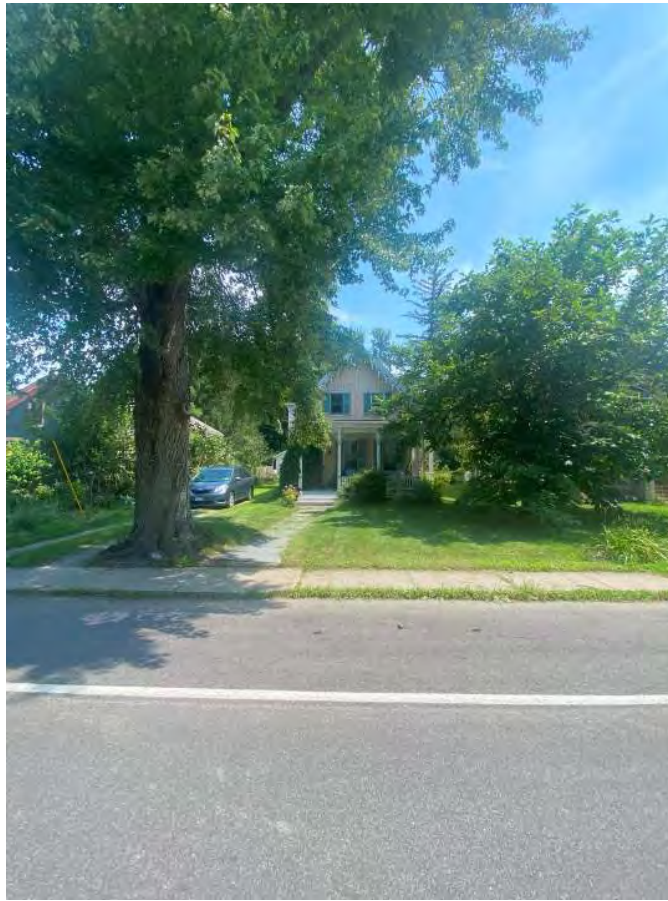


Photo 33 - #28 Albany Ave., Built 1840



Photo 34 - #26 Albany Ave., Built 1910





Photo 35 - #24 Albany Ave., Built 1860



Photo 36 - #22 Albany Ave., Built 1926





Photo 37 - #20 Albany Ave., Built 1720



Photo 38 - #18 Albany Ave., Built 1912



Photo 39 - #16 Albany Ave., Built 1908



Photo 40 - #14 Albany Ave., Built 1970





Photo 41 - #12 Albany Ave., Built 1830



Photo 42 - #10 Albany Ave., Built 1821



Photo 43 - #8 Albany Ave., Built 1800



Photo 44 - #4 Albany Ave., Built 1820





Photo 45 - #1 Chatham St. (from Albany Ave.), Built 1850



Photo 46 - #1 Chatham St. (from Chatham St.), Built 1850



Photo 47 - #3 Chatham St., Built 1900



Photo 48 - #1 Hudson St. (from Chatham St.), Built 1830





Photo 49 - #1 Hudson St. (from Hudson St.), Built 1830

## ATTACHMENT 4

SHPO – NYSDOT Correspondence

May 13, 2024, letter from SHPO to NYSDOT

May 28, 2024, letter from NYSDOT to SHPO

(Including: Project Plans, Existing Conditions Photo, Illustrative Rendering of Proposed Conditions,  
& Key Points Regarding the Project)



**New York State  
Parks, Recreation and  
Historic Preservation**

**KATHY HOCHUL**  
Governor

**RANDY SIMONS**  
Commissioner *Pro Tempore*

May 13, 2024

Stephanie Lewison  
Regional Cultural Resource Specialist, Environmental Specialist 2  
New York State Department of Transportation, Hudson Valley Region  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Re: USDOT  
8762.64 Albany Avenue Pedestrian and Bicycle Improvements  
24PR03173  
8762.64

Dear Stephanie Lewison:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

We note that the project is located within the State and National Register listed Kinderhook Village Historic District. We have reviewed the effect finding documentation provided for the proposed roadway and sidewalk resurfacing project. In order for our office to continue this review, please provide the following additional documentation:

1. Detailed plans illustrating the proposed work including street reconfiguration, crosswalk locations, sidewalks, signage and other proposed new features. Include typical sections illustrating street and sidewalk work and any changes in width or other details.
2. Details of proposed signage including sample photos of sign types and streetscape renderings, if available.

Please respond to our request using the link provided in this CRIS communication.

If you have any questions, I can be reached via email or at (518) 268-2164.

Sincerely,

Weston Davey  
Historic Site Restoration Coordinator  
Weston.davey@parks.ny.gov

**Division for Historic Preservation**

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • parks.ny.gov

● 518-237-8643 ● <https://parks.ny.gov/shpo> ●





May 28, 2024

UPLOADED VIA CRIS

Mr. R. Daniel Mackay  
Deputy Commissioner, State Historic Preservation Officer  
Division for Historic Preservation  
New York State Parks, Recreation & Historic Preservation  
Peebles Island State Park  
P.O. Box 189  
Waterford, NY 12188-0189

**RE: LOCALLY ADMINISTERED PROJECT  
PIN 8762.83 / 24PR03173  
ALBANY AVENUE PEDESTRIAN AND BICYCLE IMPROVEMENTS  
VILLAGE OF KINDERHOOK  
COLUMBIA COUNTY**

Dear Mr. Mackay:

In a letter dated April 12, 2024, the New York State Department of Transportation (NYSDOT) submitted to you information about a locally administered project that will improve pedestrian and bicycle facilities along Albany Avenue in the Village of Kinderhook. The project is subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulation, 36 CFR Part 800 - Protection of Historic Properties.

In a letter dated May 13, 2024, the SHPO responded "In order for our office to continue this review, please provide the following additional documentation:

"1. Detailed plans illustrating the proposed work including street reconfiguration, crosswalk locations, sidewalks, signage and other proposed new features. Include typical sections illustrating street and sidewalk work and any changes in width or other details.

"2. Details of proposed signage including sample photos of sign types and streetscape renderings, if available."

The attached information is in response to these requests.

1. Preliminary Plans illustrating proposed work, crosswalk locations, sidewalks and signage.

2. Illustrative rendering of the proposed improvements
3. Key points regarding the project

The municipality that is sponsoring the project stated “This Albany Avenue Pedestrian and Bicycle Improvement Project resides in the municipal right-of-way. The road and sidewalks are not historic they are infrastructure that must be functional and designed to DOT standards. The changes envisioned will have very minimum impact if any on the historic residences within the district. Every effort will be made to preserve the integrity of the historic residences within the construction zone. This is a maintenance endeavor to restore Albany Avenue to a safer and more beautiful state.”

The project is proposed to start construction very soon. Therefore, we respectfully **request your expedited review of this letter and a response within two (2) weeks.**

If you have any questions, please contact me at Stephanie.Lewison@dot.ny.gov or (845) 431-5823.

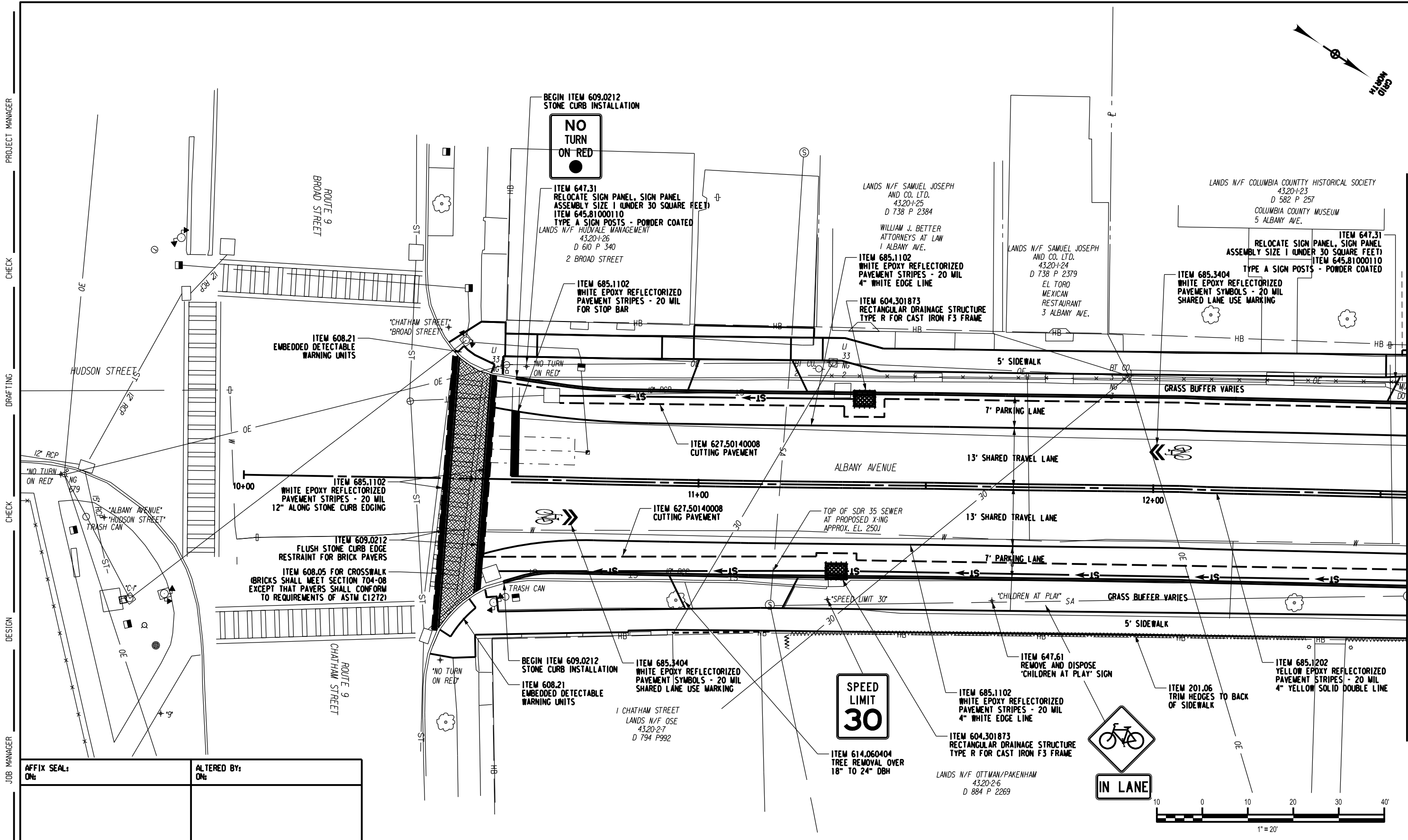
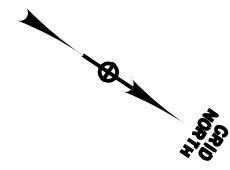
Sincerely,

*Stephanie Lewison*

Stephanie Lewison  
Regional Cultural Resource Coordinator, Region 8

#### Attachments

ec: Orietta Trocard / Joseph Kelley, Local Projects Unit, NYSDOT Region 8  
Holly Frey, Regional Environmental & Landscape Architecture Supervisor,  
NYSDOT Region 8 (via CRIS)  
Sean Higgins, Cultural Resource Specialist, NYSDOT Office of Environment (via  
CRIS)  
Jared Gross, Senior Area Engineer, Federal Highway Administration (via CRIS)



MATCH LINE, SEE DWG. GNP-02

PROJECT MANAGER  
CHECK  
DRAFTING  
CHECK  
DESIGN  
JOB MANAGER  
DESIGN SUPERVISOR

AFFIX SEAL: ON: \_\_\_\_\_  
 ALTERED BY: ON: \_\_\_\_\_

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS	PIN 8762.83	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: COLUMBIA	REGION: 8			<b>GENERAL PLAN</b>	DRAWING NO. GNP-01 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



FILE NAME = DGN0SPEC  
 DATE/TIME = DGN0SYTIME  
 USER = DGN0USERNAME



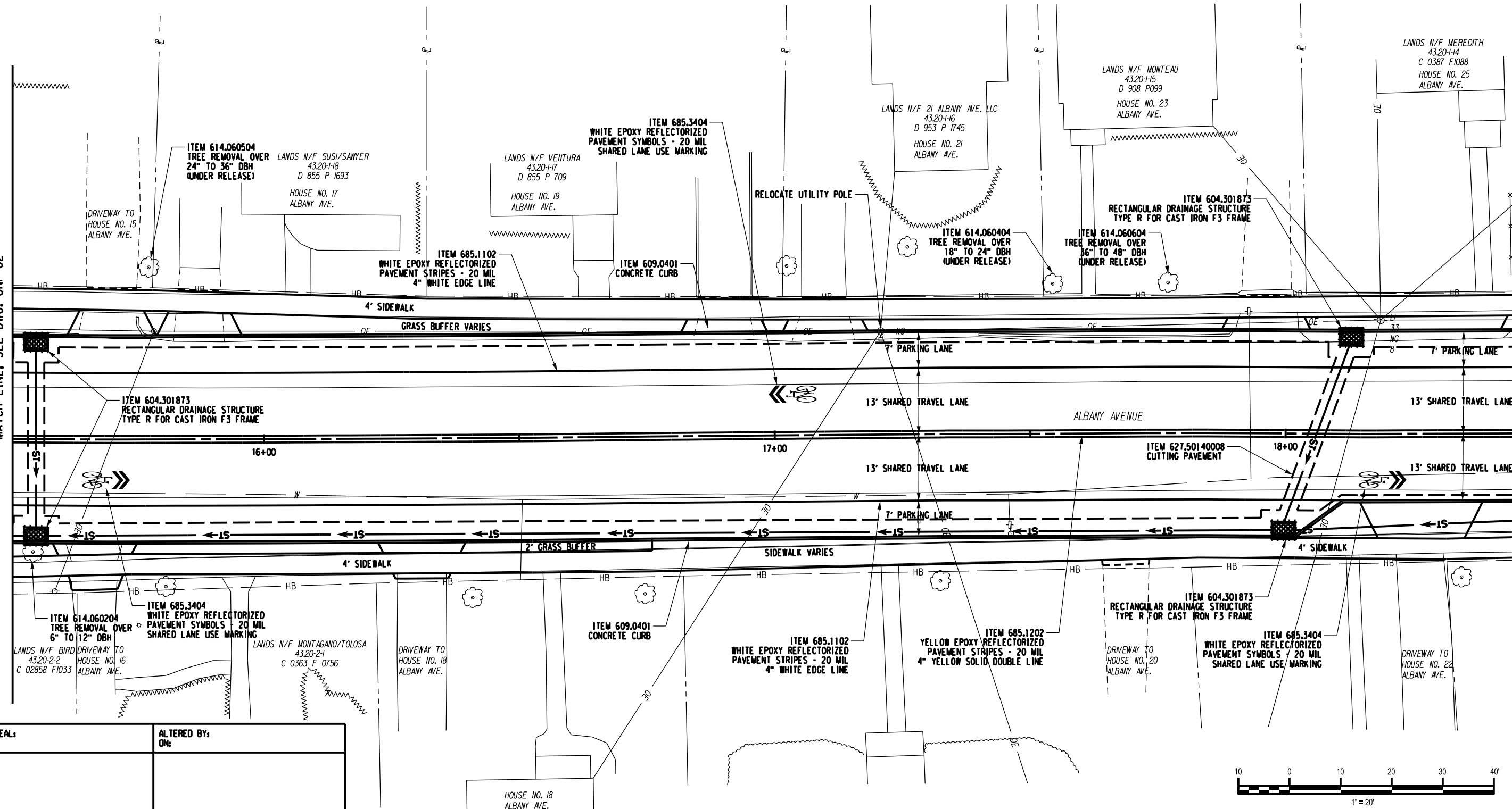
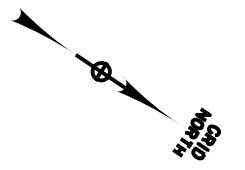


FILE NAME : DGN0SPEC  
 DATE/TIME : DGN0SYTIME  
 USER : DGN0USERNAME

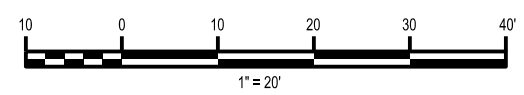
PROJECT MANAGER  
 CHECK  
 DRAFTING  
 CHECK  
 DESIGN  
 JOB MANAGER  
 DESIGN SUPERVISOR

MATCH LINE, SEE DWG. GNP-02

MATCH LINE, SEE DWG. GNP-04



AFFIX SEAL: ON:	ALTERED BY: ON:
--------------------	--------------------



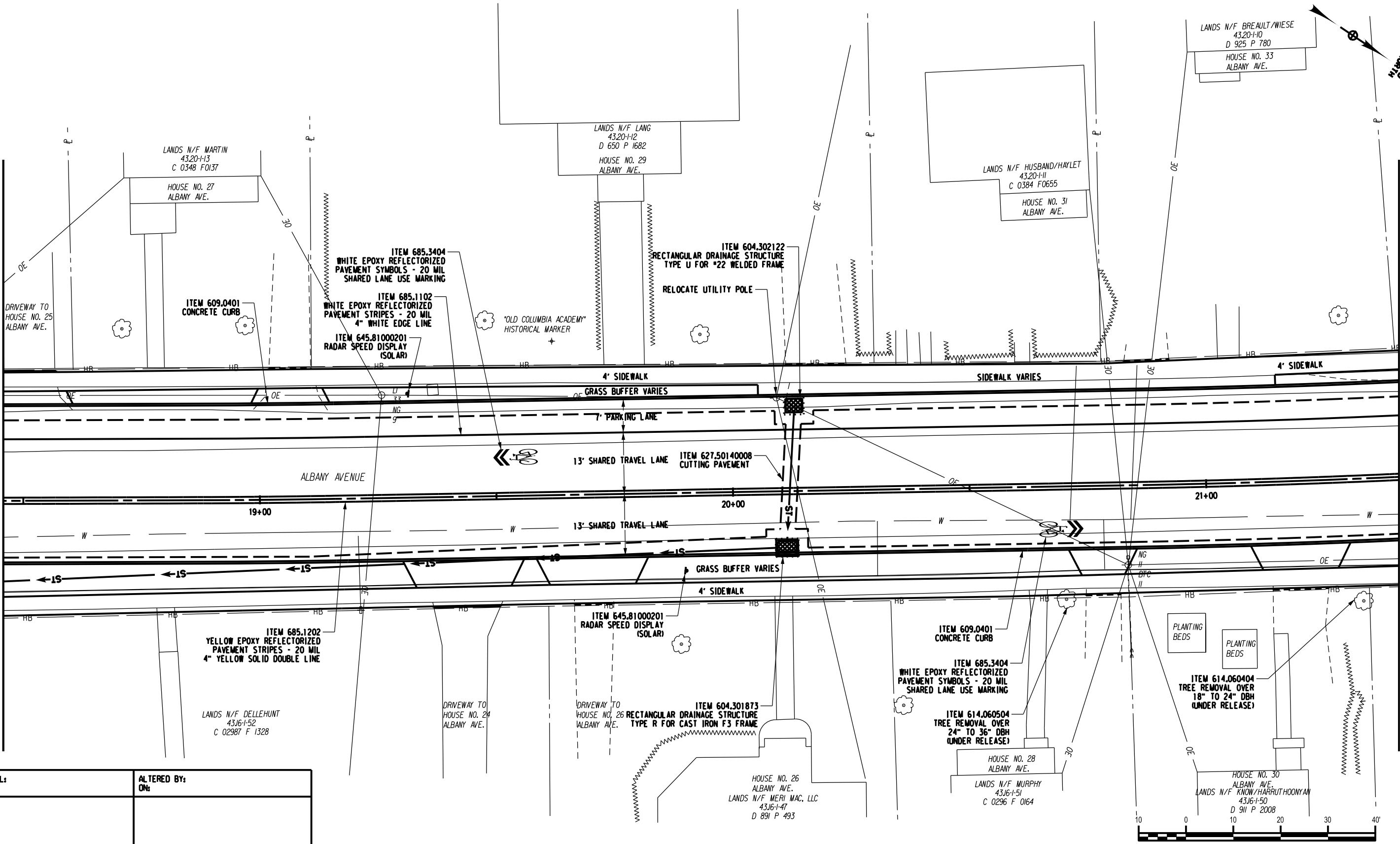
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS	PIN 8762.83	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: COLUMBIA	REGION: 8				GENERAL PLAN
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.						SHEET NO.

FILE NAME = DGN0SPEC  
 DATE/TIME = DGN0SYTIME  
 USER = DGN0USERNAME

PROJECT MANAGER  
 CHECK  
 DRAFTING  
 CHECK  
 DESIGN  
 JOB MANAGER  
 DESIGN SUPERVISOR

MATCH LINE, SEE DWG. GNP-03

MATCH LINE, SEE DWG. GNP-05



AFFIX SEAL: ON  
 ALTERED BY: ON

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS	PIN 8762.83	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: COLUMBIA	REGION: 8				GENERAL PLAN

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



BEACON, NEW YORK 12508  
 (845) 838-3600  
 www.hvespc.com



1" = 20'

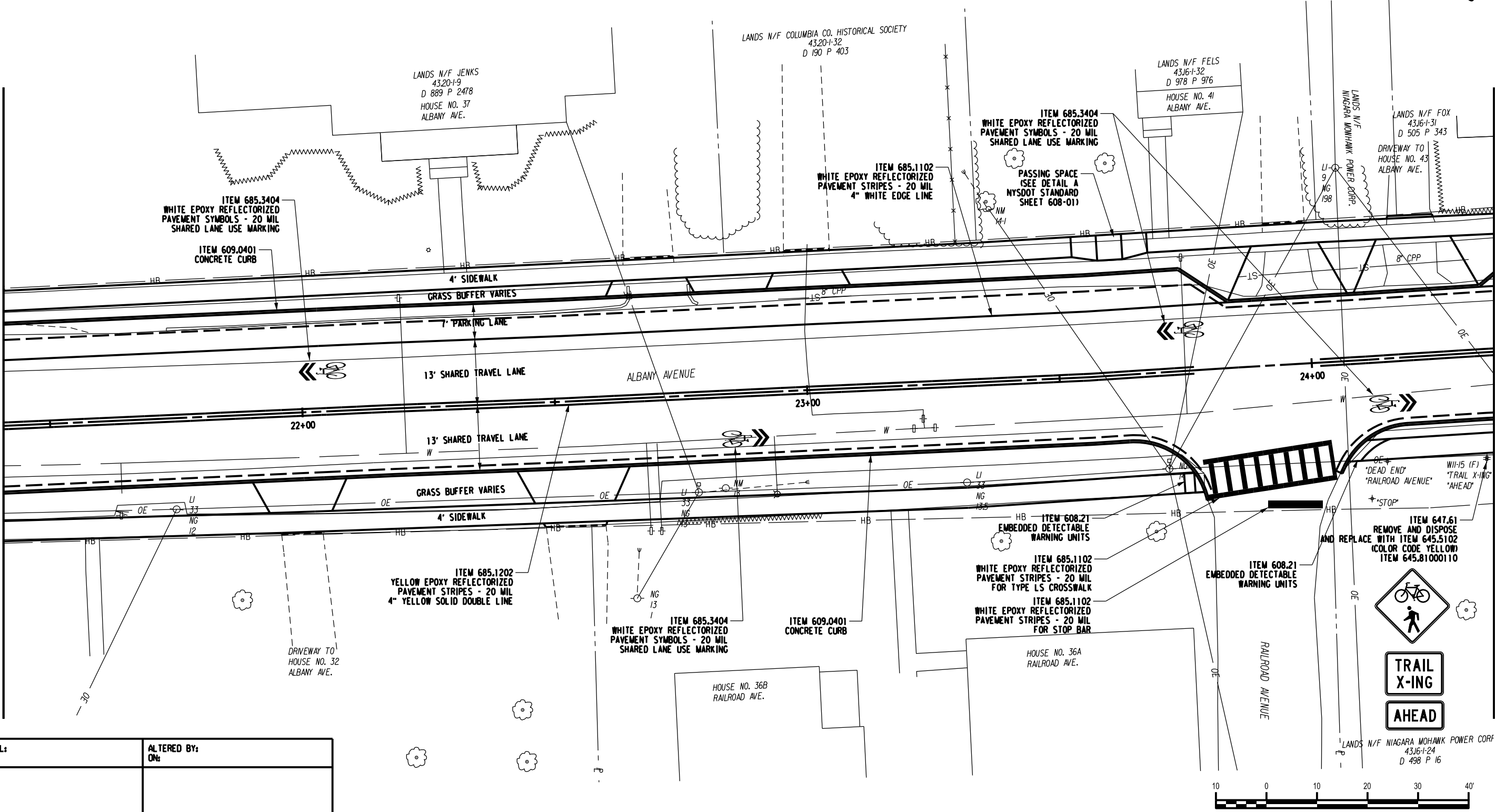


FILE NAME : DGN05PEC  
 DATE/TIME : DGN05SYTIME  
 USER : DGN05USER

PROJECT MANAGER  
 CHECK  
 DRAFTING  
 CHECK  
 DESIGN  
 JOB MANAGER  
 DESIGN SUPERVISOR

MATCH LINE, SEE DWG. GNP-04

MATCH LINE, SEE DWG. GNP-06



AFFIX SEAL: ON  
 ALTERED BY: ON

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS	PIN 8762.83	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	COUNTY: COLUMBIA	REGION: 8				GENERAL PLAN

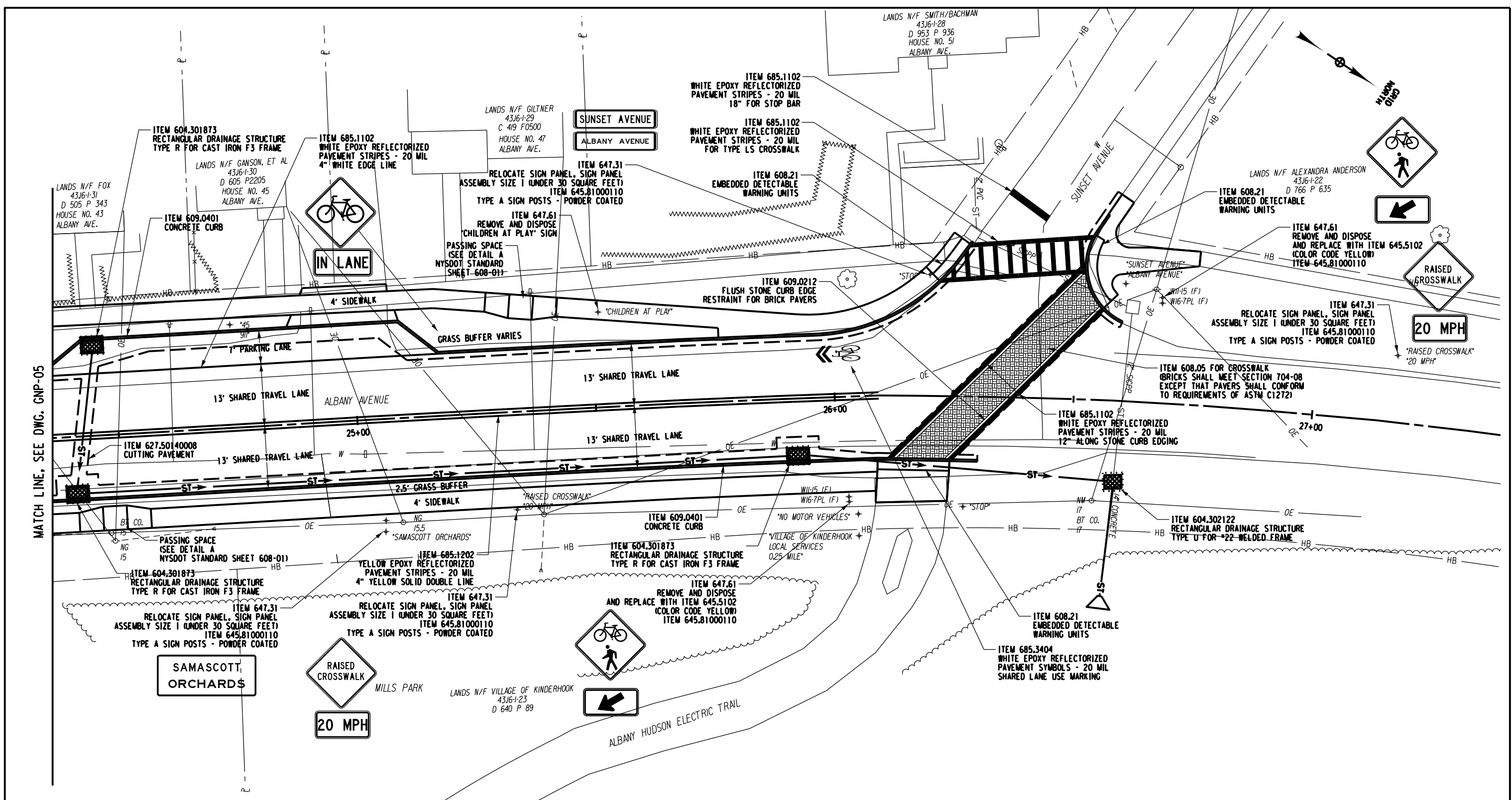
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



BEACON, NEW YORK 12508  
 (845) 838-3600  
 www.hvea.com

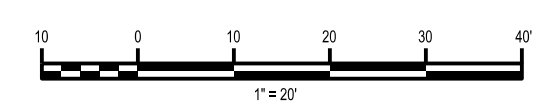


PROJECT MANAGER  
 CHECK  
 DRAFTING  
 CHECK  
 DESIGN  
 JOB MANAGER  
 DESIGN SUPERVISOR



MATCH LINE, SEE DWG. GNP-05

AFFIX SEAL: ON:	ALTERED BY: ON:
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	
ALBANY AVE PEDESTRIAN AND BICYCLE IMPROVEMENTS	
PIN 8762.83	
BRIDGES	
CULVERTS	
ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	
<b>GENERAL PLAN</b>	
CONTRACT NUMBER	
DRAWING NO.	GNP-06
SHEET NO.	



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

BEACON, NEW YORK 12508  
(845) 838-3600  
www.hvespc.com

Village of Kinderhook

FILE NAME = DGN0SPEC  
 DATE/TIME = DGN0SYTIME  
 USER = DGN0USERNAME

Existing conditions:





Illustrative Rendering of Proposed Site Improvements:



## Key points regarding the project:

### 1. Roadway

- Albany Ave in its current configuration has 10 ft travel lanes and a parking lane/shoulder that varies in width up to 10 ft.
- The shoulder/parking lane in some locations extends into the dirt/grass roadside area
- The proposed project configuration has a 13 ft shared vehicle and bike lane and a 7 ft parking lane.
- Both the existing and proposed configurations have a painted double yellow centerline and a white edge line.
- The proposed configuration includes painted sharrows in the travel lane in each direction spaced approximately every 250 ft to indicate the potential of bicycles in the lane.
- The proposed project is fully contained within the existing roadway right-of-way along Albany Ave. The existing pavement edge remains essentially the same and the space is reallocated to better serve all users.

### 2. Sidewalks

- Albany Avenue currently has 4 ft and 5 ft wide concrete sidewalks.
- Sidewalks are mostly being reconstructed at their original locations with slight variations to fit within project constraints.
- The project proposes to upgrade sidewalks to the ADA/PROWAG recommended 5 ft width in all areas that it can fit. Some 4 ft. sidewalk is being retained.
- Proposed sidewalks are to remain concrete.

### 3. Curbing

- Albany Ave currently has granite stone curbing at the corners of the intersection with Chatham/Broad Streets which extends on Albany Ave approximately 50 ft.
- Approximately 130 ft of concrete curbing is existing in front of 1, 2 and 5 Albany Ave. This curbing is not standard height (12"+ height) and results in noncompliant ADA stairs and railing in the public right-of-way. This area has long been considered a nuisance and hazard by local residents.
- Approximately 100 ft of concrete curbing is existing in front of 37 Albany Ave.
- The remaining length of Albany Ave is currently uncurbed
- The project proposed to extend the limits of granite stone curbing approximately 200 ft from Chatham/Broad Streets along both sides of Albany Ave.
- The remaining length of Albany Ave to Sunset Ave proposes 6" high concrete barrier curb. This curbing is considered necessary for areas where the sidewalk is less than 5 ft from the roadway edge and to contain and collect roadside drainage.
- Stormwater ponding and inadequate collection along the edges of Albany Ave has been an ongoing maintenance and complaint issue and there was unanimous consensus

among residents during the public outreach for the project that curbing be installed to resolve the roadside drainage issues.

- The installation of granite curbing instead of concrete curbing will be considered during final design and bidding if the project budget permits.

#### 4. Crosswalks

- A painted ladder bar crosswalks currently exist on Albany Ave at Chatham/Broad Streets.
- No crosswalks currently exist on the intersecting streets of Railroad Ave and Sunset Ave or at the Albany Hudson Electric Trail.
- The crossing at the Albany Hudson Electric Trail is currently raised with signing and will remain raised.
- At the recommendation of the local residents during public workshops, the crosswalks on Albany Ave at Chatham/Broad Street and at the Albany Hudson Electric Trail are proposed to be constructed of brick pavers with painted edge lines.
- Painted ladder bar crosswalks are proposed on Railroad Ave and Sunset Ave.

#### 5. Signing

- Albany Ave within the project limits currently has 16 signs on 10 posts. 3 of the signs are near the intersection of Chatham/Broad Streets and the remaining are near the Albany Hudson Electric Trail crossing and raised crossing.
- Existing signposts are standard galvanized "W" shape highway sign posts.
- The proposed project will maintain all but 2 of these signs.
- The 2 existing Children at Play signs will be replaced with bike/shared road signs.
- The project proposes to change the color of the existing fluorescent green signs to yellow as recommended by residents of Albany Ave.
- The use of painted decorative signposts will be evaluated during final design and bidding if the project budget permits.



ATTACHMENT 5

Public Involvement Meeting/Workshop Information

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.

1<sup>st</sup> of three Steering committee workshops: May 31<sup>st</sup>, 2023

1<sup>st</sup> 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.

## 6/28/23 Albany Avenue Projects Public Workshop #1

### Participants

HVEA: Jack Gorton, Brendan Fitzgerald

Tighe & Bond: Dan Valentine (also a village resident)

Attendees: (see attached sign in sheet)

Mayor Abrams opened the informational meeting and explained two different Albany Avenue improvement projects. Village executed an agreement with DOT and are authorized to proceed with preliminary design of that project. In December 2022 we executed a design contract with Hudson Valley Engineering Associates, who are here to lead the presentation. In March 2023 we executed a second design contract with HVEA and Tighe & Bond, also represented here by Dan Valentine, who's a village resident as well. They're revisiting previous engineering plans covering Albany Ave. watermain upgrade and updating them to comply with newer regulations and to use RF (radio frequency) water meter reader technology first on Albany Avenue and then expanding to all in village. In June, HVEA generated preliminary designs on issues along Albany Ave. to be shared tonight prior to submitting to DOT for authorization to proceed.

Scope of Pedestrian and Bicycle Improvement project is set and the current funding sources have deadlines associated with them.

Mayor Abrams introduced steering committee attendees, specifically Mark Browne who is the Project Manager and Trustee. Introduced Trustees Susan Patterson and Quinn Murphy, Deputy Project Manager and others in attendance.

Trustee Browne thanks Mayor, project is a team effort, happy to have HVEA. Explained HVEA was selected to perform oversight, Tighe & Bond are supporting. Introduced Jack Gorton, Brendan Fitzgerald both representing HVEA and Dan Valentine representing Tighe & Bond.

Preliminary designs for Pedestrian and Bicycle Improvement project are 60-80% prepared but not complete. Post workshops, HVEA will generate a preliminary design to 80% complete level. They then submit designs to NYS DOT, DOT will then give back guidance on design. Work flow is preliminary design to final design to bidding to construction to closing out the project. At each step DOT is involved, there are things we have to do to proceed to get money allocated for us.

Trustee Browne addressed specific issue of adding scope. We're proceeding with scope and funding and how to finance. If we were to add scope, would need to define scope and seek out additional funding. Some desires from the community to put power lines underground for aesthetics, are not currently within scope and would be a board policy decision. Better brought up at meeting with the Board. With a whole new audience, some who follow the Mayor's



blogs, and some who are new, Trustee Browne wanted to briefly talk about funding. Summarizes high level funding of the two projects.

Albany Avenue Pedestrian and Bicycle Improvement Project details:

In November 2022, the Village bonded \$500,000 to cover initial cash flow and expenditures for design. DOT said we had to do this to get money, and it was voted on by board. Going after additional funding grant application and proposals. Grant we received only pays 80% of expenses. Putting forward a proposal under NYForward Downtown Revitalization Initiative for additional 20%. Other funding requests under consideration are items not covered under grant funding (there will be some ineligible project components). Grant won't pay for interest on borrowing, but will pay for legal fees and construction change requests provided they're under the total amount. One way to avoid and mitigate risk is to make sure bid packages as tight as possible. The other thing is project scope adds, the underground power is talked about the most but there may be other things that do not fall under project scope.

The Albany Ave. Pedestrian and Bicycle Improvement project is guided by ADA (American Disability Act) and PROWAG (Pedestrian Right of Way Accessibility Guidelines), two things which drive costs. HVEA will guide us to following these.

The Albany Ave. watermain upgrade project – In 2020/2021 under American Rescue Act we were given \$112,000, board dedicated as seed money to start design of the watermain upgrade project. A preliminary design was done 10 years ago, it's aged significantly, need to relook and add scope such as RF technology. At present, unless we win grants, it's the board's intention to bond \$1m (over 30 years) in parallel with still seeking money. The Water Infrastructure Improvement grant which we've been applying for and will again. Dan helped us with that proposal. Mike had several discussions with those that do evaluations. It was indicated if we know situations where we need to remediate lead loops it helps with our ratings, which increases the possibility of getting money. The WIIA grant is one, the other is the revolving fund loan request from NYS which allows a corporation to loan to municipalities at prevailing rate. If neither of these work, village will then bond and payback over 30 years. Trustee Browne will share graphics online, any questions can meet with him or Jerry Callahan on finance side.

Q. have you been doing cost estimates along the way in design or waiting until 80-90%?

A. started with cost estimates across board, incremented cost estimates on basis of inflation; hopeful we have engineering cost estimates plus or minus 10%; some portions estimated recently, some based on inflation, when we get to construction part, bid package...

Q. public bid? Contingency?

A. we're building contingency and reserve off to the side, certain percentage.

Q. percentage?

A. federal contracts generally have 5% contingency built in, requirement of federal aid money.

On Steering committee several people who work in this domain, helping with the bid package; we will know best with bids in front of us, may need to carve out scope.

Added:

**Steering Committee Members and Administrative/Technical Support (16):**

*James Mark Browne, Project Manager and Trustee, 44 Eichybush Road, former resident 7 and 10 Albany Ave.*

*Quinn Murphy, Deputy Project Manager and Trustee, 28 Albany Avenue*

*Dale Leiser, Water Commissioner– Technical Support*

*Dave Booth, DPW Supervisor – Technical Support*

*Nicole Heeder, Clerk Treasurer – Administrative Support*

*Sue Pulver Recording Secretary– Administrative Support*

*Sean Sawyer, 17 Albany Avenue, HPC member*

*Paul Rinehart, 27 Albany Avenue, Bicycle Advisor*

*Kim Anderson, 2 Broad Street – Business Owner*

*Jerome Callahan, 6 Cortland Drive – Financial Advisor*

*Joe Wildermuth, 17 Presidential Drive – Construction Advisor*

*Thomas Mueller, 5 Maiden Lane – Former DOT Technologist*

*Christopher Ventura, 19-21 Albany Avenue*

*Astrid Montagano, Albany Avenue, Climate Smart Committee Member*

*Phil Giltner, 47 Albany Avenue – Former Planning Board Member*

*Julie Keating, Hudson Street – NYS Business Analyst and Former Running Club Board Member*

HVEA housekeeping and discussion of project objectives; overview; design requirements and considerations.

HVEA will show preliminary design, look for feedback, at certain point will move forward with preferred alternative, then feasible alternative. The big objective today is to present, show ideas, and get feedback. HVEA has done previous design work for village.

**Objective:** to improve pedestrian and bicycle accommodations on Albany Avenue from Chatham St. to Sunset Ave. to the interface with Albany Hudson Electric Trail. Albany Ave. is most direct connection, village wide goal of getting trail users into the village center. Right now there are pedestrian accommodations but a lack of bicycle accommodations. Albany Ave. in this segment is roughly 1500-1600 feet long section. Densely populated with resident houses, as get closer to Chatham St. there are some businesses. The limit of this project is from trail to Chatham St. Albany Ave. does have sidewalks now on both side of street which vary in width and characteristics, on-street parking is not well defined, just an extra shoulder width used for parking. There are areas with and without vertical concrete curbs, some areas with no definition which can create ponding issues, and maintenance concerns for the village. Looking at cleaning up and formalize this interface. There are overhead utility poles in buffer between road and sidewalk. The poles switch to different sides of the street halfway through project. One of the project goals is to maintain that buffer space for utility poles. We have to figure out solution that provides available room for that electric. As Mark said putting electric underground is beyond scope for this project. There are large trees that border sidewalk and the village is in process of getting a tree assessment done for the entire corridor. If there are large root systems under sidewalk, presents long term maintenance issues for village, can heave sidewalk and create tripping hazards.

Q. Taking that tree out then? There's utility pole by the sidewalk, is it going to be moved?  
A. there are poles inside roadway, we want them behind curb line. There won't be poles in road anymore.

Trustee Browne relayed that we did survey of all trees within the ROW and it was recently turned over to HVEA's landscape architect. We don't have full definition of what we're going to do with the trees but we know where they are, their health and what kind and we can share that with public, its all been carefully done.

This project funded with federal funds through Transportation Alternatives Program that DOT oversees, but with those funds come constraints. This project must adhere to NYS DOT's highway design manual which has stringent requirements on lane width, shoulder width, drainage etc. or must show justification why we can't adhere to their requirements. Pedestrian facilities need to comply with ADA and PROWAG. PROWAG has requirements for grade, slope etc. to make sure to accommodate people with disabilities. Also referencing NACTO guide book for innovative techniques for accommodating bicycles within roadway network.

HVEA Overview: (5) options presented.

Option 1) (A) Defining the roadway network similar to the way it is today; cleaning it up, with 1 travel lane in either direction, on street parking on both sides of road, green grass buffer space housing utility poles, trees, with sidewalks on both sides of road. Helps with curbing, and addresses drainage concerns with areas of ponding.

Q. where do bikes go?

A. Benefit of this option maximizes parking, grass buffer both sides of roads, aesthetically pleasing, pedestrian accommodations, but this option has no dedicated bike lane. Not issue for more experienced bicyclists but uncomfortable environment for less experienced or families coming from rail trail to village.

Option 2) Bike lane alternative has travel lanes in either direction, a 4-5 foot wide dedicated bike lane, on either side of street, fit on street parking only on 1 side of street, with sidewalks on both sides. The main positives of this alternative is a dedicated bicycle facility, safer and comfortable environment getting out of travel lanes, improves pedestrian accommodations; maintain on street parking on 1 side of street. Allows grass buffer on 1 side of the street.  
Negatives – loss of on street parking, grass buffer only on one side of street.

Q. does funding require 1 or 2 bike lanes?

A. the scope of the project is pedestrian and bicyclist improvements, need to address bicyclists in some way, but it's not defined, not necessarily a bike lane, but if bike lane alternative is selected, would need to be on both sides of road. Even in option A there's opportunity for improvement with signing and pavement markings directing share to bicyclists.

Q. have your estimates been done on the volume of bicycle traffic we have or can expect?

A. We've not counted the bicycle traffic but could count them.

Q. have we measured tractors that come down street?

A. Yes, it's more than a lane width, a reality of the area and needs to be considered.

We have estimates on use of trail on walking, running, and biking provided by AHET; there's speculation it will increase but don't have firm numbers.

Q. does seem the project started with residents having issues with ponding and speed, so now have grant but residents are more important than someone who might ride a bike by. Lose buffer zone? Yes.

Q. where's utility poles?

A. room for buffer on one side of the street, flipping halfway through street.

Option 3) Similar with bike lanes on both sides of street, worked scenario for small buffer area on both sides of street if narrow the sidewalks from 5 ft. to 4 ft., allowable as long as there's a 5 x 5 passing area every 200 feet.

Q. Option C (3) takes some amount of sidewalk in order to accommodate buffer on both sides and bike lane?

A. compromise is passing area every 200 feet to accommodate the requirement. The degree changes as you get to Broad St. higher and higher.

q. what is typical sidewalk width.

a. Typical sidewalk width 4-5 feet, varies but is not uniform.

Option 4) The shared use path, travel in each direction, on street parking on 1 side of street, sidewalk on 1 side of street, narrow buffer, opposite side has 10 foot wide shared use path, a mixed use facility for pedestrians and bicyclists similar to the trail; interfaces from trail to the village. The disadvantage is the road gets narrowed, issue for farm equipment, also limited on area where utility poles can go, that may require extensive utility relocation to all on one side of street which is a challenge for the project.

Q. sidewalk width on pedestrian side?

A. 5 ft.

Option 5) Cycle track with 2 travel lanes, a parking lane and an 8 ft. wide, contra flow, 2 way bicycle flow separated from travel lanes by on street parking creating buffer, bicyclists not mixing with pedestrians, sidewalks on both side of street. Benefits – dedicated bicycle facilities, parking on 1 side of street. The downside is there's no excess width for large equipment and this is a more innovative approach which may be unfamiliar, with maintenance challenges for the village especially with plowing.

Q. is village required to plow bike path?

A. Yes required to plow by federal funding.

#### Design considerations:

1) taking trees very seriously, save as many as we can, some may undermine sidewalks and need to go, will take it tree by tree. Options to replace trees.

Q. options to replace with specific kind of tree? Or do we have a say in what kind?



A. HVEA will make recommendations of what would be good for a street tree but the public has a say. For example, use native species, kinds of trees already there. Reminder that Tom Butcher is doing the tree survey. Every tree has been identified. Tom's very conservative in taking trees down, and won't bid on that work.

2) utilities: overhead poles have to stay but may need to relocate a select few.

3) hydrants: currently in the road to be addressed by the water main replacement project, will no longer exist after this project and carefully coordinating with Tighe & Bond.

Q. with one parking lane which side will they be?

A. we have not, depending on alternative, there will be sides more favorable for design, may switch sides halfway depending on utility poles, have to look carefully at layout.

4) as get closer to Chatham St. there's a raised sidewalk portion which creates ADA challenges, there's an awkward step with railing up on sidewalk, thought is to raise roadway to match sidewalk helping capture drainage runoff, providing a more traditional 6 inch high curb to the sidewalk.

For alternatives with bicycle lanes, can identify bicycle lanes to highlight presence of bicyclists with colored bicycle lanes using Durablend (proprietary product) cement polymer mixture sprayed on roadways. It's plowable, grippy for tires, and important that it draws attention to bike lane.

Q. not a city; seems more like a city; changes aesthetics...

A. it's just an option, there are other color options, or can use signs for aesthetic reason could blend in. They're finishing one is residential Poughkeepsie area, used combination of grays and brick colors for crossings, a lot of options.

2 crosswalks, one at Chatham St., one at AHET, will look to improve pedestrian safety.

#### Schedule:

Through summer working on preliminary design survey...

Q. Are there any plans other than A to provide for bike lane and parking on both sides of street?

A. No, only A which did not have a bike lane, we have a defined width to define lots of users within existing right of way within road.

Q. there is not sufficient width for parking on both sides and bike lanes?

A. for majority of the area, we are currently having the boundary of road defined, there may be opportunities in some areas to fit everything on both sides, but certainly not for full length and stay within existing road boundary, with not wanting to move utilities, and keeping on timeline and on budget. Trustee Browne states we gave HVEA guidance to not investigate taking land from any homeowner whether DOT agrees with that completely or not, but for the most part, we thought it a non-starter as houses being so close to road as it is. Looking at width from back side of sidewalk to back side of other sidewalk.

Q. are there other municipalities?

A. Bicycle accommodations and pedestrian accommodations do cover the whole spectrum, we could show projects with different treatments, but certainly in this case being close to trail, and having that facility there with a number of users trying to enhance. Would be beneficial.

Q. Does option A. leaves things the same as now?

A. Yes, looking at improvements, but the configuration (traffic) remains same, curbing and drainage, bicycle accommodations would be shared accommodation with road. Pavement marking(sharrow?) shows bicycle with 3 markings, could be used in rural or urban environment, signing in terms of effectiveness is not great.

Q. In the end, who is going to make decision as to how it's constructed?

A. We're here today to get feedback, Mark set up steering committee, feedback and public input, get consensus of what makes most sense.

Q. Lives on Railroad but most folks on Alb. Ave do not have a lot of parking spots, taking those away creates hardship, design to enhance road is terrific, problem with people parking. Look at Saturdays, Albany Ave. is parking lot for any event.

Q. Would there be stipulations eg. No parking from 8am to 4pm? Resident parking? Use bike lane during day/ then parking at night?

A. Not a conventional option.

Per Mayor, the final decision is made by the board of trustees. They will vote on which options. Per Trustee Browne, no decisions have been made. DOT may not look favorably on option A. Seems like a weird thing to show us then. Resident comments it's a done deal, the decision is not yours, mine or anyone else's.

In the sense of DOT, HVEA disagrees with the statement (as it's not a DOT project,) that the public has no input. DOT will provide input but ultimately it's not their decision. If there's consensus and trustees feel there's an appropriate solution, DOT could be convinced of that.

Q. Do you have data on bike usage, parking usage, speed, pedestrian usage?

A. Speed yes.

Q. Any traffic calming?

A. In this case the traffic calming would be confining width of road.

Q. Didn't work on Hudson, we narrowed the road, there's still speeding and now it's more dangerous.

A. There are other traffic calming features.

Q. Length may call for another crossing in middle?

A. Agreed, a mid-crossing could make sense, or could add raised or flushed median, curvature of road with parking one side to other, tabletop for crosswalk, or pinching road in certain spots so visual of coming to an obstruction, are some things that can be done.

Q. Data question?

A. Some on parking, have some generic speed data, and capable of getting more. A simple radar study is part of process to be sent to DOT. Before submitting report HVEA will do radar study.

Q. what about bike or pedestrian data?

A. there's data available, in this project, part of the objectives of empire trail is to connect the village but no data on how many pedestrians/bikers on Albany Ave.

Q. How to determine need?

A. Provide link to encourage users of trail to come to village.

Q. Make more sense for bike trail coming down Broad St. by farm?

Q. Why was that point chosen to bring people into town?

A. Mayor replied it made our grant request stronger. When we looked at water infrastructure, Albany Ave. & William St. is 100 year old plus, and we're on borrowed time now, we don't have money to replace and there's problems with drainage. The Transition Assistance Program grant improves pedestrian and bicycle improvements throughout municipalities, made strong argument that state funded trail helps small businesses in the village.

Q. Also a factor in NYF grant?

A. Applied for state funding if got federal funding, would be easier for trail folks to get to village businesses and would be a lot cheaper to replace water main underneath.

Q. without federal grant, whole cost of water main?

A. Outrageous, we would have to raise taxes.

Q. Did you think of folks living in village who support business too, not just bicyclist on bike path?

A. Sure.

Q. would challenge the presumption, not just here say from businesses, to show actual statistics on how bike path increases volume and bicycle traffic down Albany Ave.

A. Mayor Abrams states we will get hard numbers, HRVG reports 48,000 hits on the trail, pretty significant number.

Village is only municipality along whole stretch that takes care of 38 miles of trail. Trustee Mark Browne – regarding parking on street, volume is mostly homeowners, visitors, volume could be accommodated on one side of street. There's possibility of zone parking one side during the week for residents.

Q. when there's a big activity and a lot of cars coming in, where will they park?

A. Mayor – decision not yet been made. But for other parking options we're talking to Columbia County Historical Society, behind house of history, very big lot. Trying to acquire property across from Trombley's for parking lot. Trying to find other areas.

Q. Historical society is not friendly, there's not a path for people to walk through?

A. There could also be the idea of a bike lane and when scheduled event happens, notice that it would be turned into parking for an event.

Q. Bike lane to historical society? But it's not a paved field, it's a field. If put parking lot there, changes character and culture of community.

A. Have talked to them about temporary parking during construction. Will not be able to park on road for 10 months, looking at alternatives for parking.

Q. Did engineers have anything further to present? Is this it?

A. Dan (Valentine) wants to talk about the water main project.

Tighe & Bond - Water Main discussion presentation:

Trustee Browne relays that Hudson Valley Engineers started on design Dec. 1<sup>st</sup>, second contract issued March 15<sup>th</sup> for Hudson Valley to do water replacement. The whole idea is to take street apart to go after water and put street back together.

The water main on Albany Avenue is 100 years old. There's an 8 inch cast iron watermain. Goal is to replace water main, reconnect services and install new hydrants. Existing main, proposal to do live taps, run 2<sup>nd</sup> water main, to be constructed, filled, disinfected and tested, reconnected, minimizing downtime without drinking water to less than 8 hour window when tying over individual houses. Existing Water set off Rt. 9 Chatham, Broad St. is 12 inch main put in early 90s, part of DOT project in corridor and they did run new water main a little way up Albany Ave. The water main stays on same side of road in Eastern shoulder. There's some residual piping near Mills Park, connects Railroad Ave. Proposing to switch over to other side West side to not undermine utility poles. Also picks up connection that loops to Rothermel Extension, reconnecting Railroad Ave. Provides additional water capacity a portion down Sunset to Samascott's, additional 8 inch watermain in that region. Improves water quality.

Superintendent Dave Booth – able to get shut offs off-street, put on back side of property; each property have shutoff on their property. Also safety hazard of taking fire hydrants out of travel area where could be subject to errant vehicle strike.

Trustee Mark Browne – water (project) is not that far along.

Q. is it possible to do water line on half the street then other half open for traffic and/or parking?

A. Yes, possible for detouring. Trustee Browne – decisions about detouring not made yet. Also current design of laying whole pipe and sanitizing it is to do 6 houses at a time from April to June; so other portion of project could be done. But could do a half road situation, then would need to test it twice.

Q. replacing pipes from water main to houses? Or only ones that were lead?

A. going through lead inventory, when we find lead loops, working with homeowner to remediate. NYS mandated a survey for all connections, and expectation to remediate lead, with a deadline for assessment and expect a deadline for remediation. By Oct. 2024 need initial inventory of all service lines materials, some unknowns, also village will need to prepare replacement plan, under proposed lead/copper revision, if lead/copper exceedances, will need to replace certain percentage of lead service lines every year.

Q. The Murphy's house was lead loop? Whenever flush fire hydrant they get dirty gritty water. One line from main to house?

A. from Main to house is one line. With New main won't be as much iron deposits, should have less flushing concerns going forward with new main.

Q. All homes and fire hydrants served by that one main?

A. Yes. We know less about the water main.

Q. One comment regarding bike lanes and steering traffic from bike path into Kinderhook. If current existing plan resulting in noticeable increase for business owners, I don't understand how is altering it or dedicating bike lanes on each side or large bike lane on one side is going to improve that? They're already getting riders/walkers off bike path to come down to Kinderhook. So what would split be is completely theoretical that there would be an increase above already observed riders, to have dedicated bike lanes, versus signage and other tricks that allow for shared road and mitigation of traffic speed. Other comments on question of utilities, and it's not part of scope as I understand it. I do think the engineers have deference to



utility poles in the design of this project. It's frequently come up. You say unfortunately underground poles not part of project. Would like to ask the engineers and then have floor back again.

Q. If it were part of this project, how would it impact the design, roughly speaking, in some imaginary world, if the village decided it wanted unground lines, how would this impact design of this project?

A. It just offers some more flexibility in where we can locate those facilities, and again the objective is not to move utility poles because it creates another layer of coordination, and money and everything else going into this project, if you have a corridor this wide if you put swaths of land where poles are you can't touch, now we trying to fit, if you take poles away now we have bigger canvas to get stuff on.

Q. they're out of way, lines underground, bigger canvas to work on, more options to show us?

A. potentially more parking etc.

Q. greenspace etc. etc. so just getting lines underground not necessary just an aesthetic procedure to get lines out of our site, but also aesthetic procedure on ground as well, and space. And ease of servicing them, not losing power for 16 hours. Some people would prefer lines and poles instead of green boxes.

Q. If you have to move poles to do this project, who absorbs that cost?

A. If a pole has to move for publicly funded project, private utility would have to pay, not for underground.

Presumably utility would not want to put underground because if would be problematic for them.

A. Certain things they're required to do, they're not required to pay for underground utilities.

Comment - They can go for rate increases whenever they want to.

Q. Kind of a negotiation in a way? We have to have a green space here. You have to move pole to different place? What would utility say? We won't because it would cost us money?

A. in some cases that happens, becomes a negotiation also. Let's say one pole is in the way, in order to move it we have to move five poles, it becomes a much bigger issue to them. There's a balance. Some utilities flat out refuse to do the work. Everyone has seen a utility pole in front of a curb line...or obviously in an area it shouldn't be, sometimes utility companies flat out refuse to do work, not super common but it's a balance. Hard to say if you don't entertain this we're going to make you move every pole...that's not feasible or endorsed, DOT would not allow that to happen.

Q. Presumably if utility decided they're not doing certain things necessary for aesthetics of project, that's sort of what courts of law are all about?

A. In general the requirements we would have, we would have to have an agreement with the utility company to present to DOT, before being allowed to advertised for a project. We'd have to say the utility company has agreed to move this pole into this location within this time frame, signed by utility company, prior to authorization to proceed to construction project, could end up in court, but won't get project built.

Q. if lines are underground, that would be part with similar negotiation with utility company, cost would have to be incurred by builders, village, worked out ahead of time, specking things out with contractors, cost wouldn't be directed upon on by utility company?

A. Yes it would, underground utilities expense would have to be borne by village.

Q. But we'd have the ability to say, part of the contractors you're working with doing the main project, could we get numbers, can we ask for estimates for underground, from contractor?

A. That information would come from utility company themselves. Utility companies use their own contractors. Many projects have utility betterment. Gives example of utility coordination issue. There could be some coordination among utilities.

Q. You said underground lines give more latitude and functionality of this project.

A. Potentially but we have lots of funding constraints. Bigger palate doesn't mean bigger project.

Q. The basis of project being questioned right now. You asked these residents of Albany Ave what would you like about Albany Ave? What I've said for 14 years since I lived here, gee I'd love to bury those power lines. When this meeting started we were told, counseled right away, that's not on the table so let's not talk about. Yet it does seem to me the plan of what's being proposed here serve the people of Albany Ave. are the people not being served here. The bicyclists I don't know and shop owners are being served here. Let's be frank for a minute, how many businesses do we have in downtown Kinderhook? We all want more, want village to thrive, but the people who live there, 24 hours a day, 365 days a year, this is our avenue and it should be protected. Trustee Browne states the road is for everyone. Poses, can we table discussion and bring to board meeting as its policy and the village makes policy. Why would we bury power on Albany Ave and not Hudson St. or Williams St., they all have the same problems with power distribution.

Q. Why did we bury in different neighborhood?

Q. An engineer Charlie Barrows got power buried in Valatie, for safety, can we learn lessons from that, a way we can use Inflation Reduction Act, other funding opportunities, where this is seen as Phase 1? That information would be helpful. Since there's a safety issue with trees?

A. He got it back lotted not buried.

B. Mayor talked to Pat Grattan, they passed a law outlawing power lines, they got ROWs from all residents, and a grant from state that helped pay for it, and he said it was about a 15 year process.

Trustee Mark Browne says I don't think backlotting is a good solution for Albany Ave. Resident commented – has a lot of experience with utilities. The PSC, they can't just give us money, without it being justified. We will be sitting here 4 1/12 years from now before they get their act together, it is under jurisdiction of National Grid, we can't order them to bury the power lines, it doesn't work that way or PSC would have no purpose. To bury those power lines would cost more than both projects together, millions, it's not feasible to say that PSC... Albany Ave. residents spend \$150,000 for each resident. They look at who is it benefitting? It's really not going to happen unless

you can right check right up front yourself, even then 5 years from happening. Could lose grant.

q. what's the date?

A. Date December 2024 to start construction, but if we don't start April, will lose a year (warm weather). Money for water main design needs to be exhausted by December 2024.

Q. were you going to have a quick raising of hands to see if people prefer A rather than the others?

A. Mayor – we asked them to provide as many options as possible, not leaning towards any one, we're legitimately want to hear everyone's input.

Everything is in a range. Standards discussed, accommodating farmers, total amount of traffic, a lot of factors, and it can be a variation. There's really 3 options, you can enhance a travel lane to 13 versus 11 or 10 foot, wider to be a better shared lane with a bicycle. Not having dedicated bike lane (4-5 ft wide) both sides of road, or contraflow 1) bike lane Albany Ave. or not putting bike lane on Albany Ave. or shared use trail.

Q. Can we have show of hands for board and Mayor?

Public comment: focusing on a lot of negatives but positives are reliable water service, better sidewalks, better drainage in front of homes.

Or might have less parking.

Do you live on Albany Ave? No. Parking could be improved a lot.

The project we want is water main project. Got this funding from federal government, now we have to wedge it into what we want, all else bells and whistles if you're not burying power line. We're on register of historic places. You're telling because of urban situation which completely goes away from the nature of village.

When asked for show of hands on options, majority of public (+/- 15 hands) up for Option A.

Q. asks for clarity, does option A mean that there will be funding by village taxpayers to complete the rest of project? Because we will lose grant money?

A. Mayor – Option A. does not mean we lose grant money, there's improvements we can make to connect, bike lanes can share same road as vehicles, sidewalks better, parking area cleaned up, not a lot but improvements will meets intent of grant.

Certainly feasible. HVEA planning on having series of meetings; refine preferred alternatives, present and return before construction for understanding how it will be impacted before construction.

Comment: I think what makes voting difficult is not knowing what cost is between options.

HVEA states the preliminary costs that were developed as part of grant application included something that had bike lane in it, so going down from there, it doesn't mean you spend less money, you might do something different. If there isn't a bike lane, eg. widening road, doing other things for traffic calming etc. Now need to develop that design? A constant process of refinement; part of constraint of program with capped funding, challenge for engineers is meeting objective of project within that amount of money. Sometimes bells and whistles need to drop off, brick pavers etc.

Q. For next meeting can they add slides of shared lane space in option A?

A. Yes, we have to get to point of choosing preferred alternative, when that happens, will show that design on survey drawing, print out and show on boards.

Q. Can clarify how to get there (to option A) to chosen area?

A. Next step is to present preliminary design 80% with supporting documentation to DOT, they will indicate to us their preferred, regards to presentation, give us green light or stop until you do this, then the village board meets to discuss which option.

Q. Who decides what preferred design goes to DOT?

A. We're putting in same way, we'll share the concerns of the village. Not telling them the preferred design right off the bat.

A. They're likely to go with the one with clear designation. That's DOT mind set. If we don't say this is our preferred model, what do we do to make it work?

A. Trustee Browne wants to make sure that DOT accepts the options meet the requirements, don't want to show a preferred, show multiple options, hope they step back let the village make a determination, not just the preferred.

There can be a multitude of feasible alternatives, traffic signal, 4 way stop sign, but has to be preferred alternative. The DOT can have input, push in direction the town wants with some minimums we have to adhere to eg. some accommodation of a bicycle lane. Add agricultural into presentation?

Q. What's a bump out?

A. One of the traffic calming techniques. As drive down road, the road narrows.

Q. What about speed bumps in road?

Q. Double edged sword, some like some don't, agricultural equipment, don't like speed bumps. It's an option. In the city they create a lot of noise.

Trustee Browne – they did look at stop signs on Sunset and Albany, abandoned as a bad idea. The board feels enforcement is the only way. Put up radar signs which show same percentage of speeders, until they get ticketed to stop behavior.

Q. What does HVEA find as best calming method?

A. Done a lot of trail work in Hudson Valley, roundabouts are big but probably not here, medians of some sort, flushed or raised, and bump outs. The city of Beacon has bump outs and put new crosswalks in as traffic calming measure. Certainly medians, including 6 foot median, as crossing refuge but giving a perceived effect. Wouldn't fit the whole



way on Albany Ave. but might be able to put median in somewhere. Traffic is shockingly fast. Could be option. Trustee Browne states there are 19 parkers Sunday evening, 155/25 = 60-70 parking spaces now, could utilize areas to do something in middle to slow traffic down.

Q. how would farm equipment work?

A. Have to look at that.

Q. Bump outs making easier for pedestrian to cross street also mean at that point in the road it eliminates space for cyclists?

A. You don't have to trade off width of travel lane for bump out. Could be barrier curb, mountable-curb, or traversable curb for oversized vehicles, are all options. Durablend or other products like that are painted on road, can actually paint a bump out for texture difference, doesn't affect someone plowing over it. Sometimes biggest engineering hurdle is water not draining. Have to look at that carefully.

Comment: bump outs, cyclists will be on that road whether bike path or not, safer to traverse, slower traffic, safer for everyone, could afford to lose traffic spots.

Q. Will trustees support option A as show of hands supported?

Can't make any decisions in this workshop meeting, need to be in formal meeting due to law. Not sure how members of steering committee are identified, but could reach out to them or directly to HVEA. Probably need to make decision by August board meeting.



## Special Village Board Meeting - Albany Avenue Project

### **AGENDA**

Palmer Engine & Hose Firehouse

39 Chatham Street

Kinderhook, NY

Wednesday, August 23, 2023, at 7:00 pm

1. Design Process
2. Project Schedule and Future Workshop Meetings in October/November 2023
3. Resident Input
4. Preliminary Design Submission

For more Albany Avenue project information please scan the QR code below.



8/23/23 Albany Avenue Projects Public Workshop #2  
Kinderhook Fire Department

Participants

HVEA: Jack Gorton, Brendan Fitzgerald

Tighe & Bond: Dan Valentine (also a village resident)

Attendees: Mayor Abrams, Trustee Weir, Trustee Patterson, Trustee Browne, Grace Van Moritz, Craig Morrison, Daniel Valentine, Renee Shur, Laurel Nicholson-Browne, Sabine & Bill Murphy, Astrid Montagano & Bevis Zotaj, Michael Suzi & Sean Sawyer, James Dunham, Jerry Callahan, John Piddock, Wendy Pulver, Joe Wildermuth, Malcom Bird, Richard Phillips, Phil Giltner, Alexandra Anderson, Emily Heins, Tina Lang and firefighters

Mayor Abrams opened the informational meeting at 7:07 pm with Pledge of Allegiance. Mayor reiterated accomplishments thus far and shared ongoing agenda. Mentioned the water mains at Albany Ave. and William Street were installed about 1920. In the early 1980's conversations began about replacing those watermains, and in the mid 2000's former Mayor Jim Dunham began work on the preliminary designs for watermain replacements. Recently the board members re-looked at the problem with the biggest concern being failure. It's a closed loop water system meaning if a portion breaks it impacts the entire village and emergency replacement is expensive. The village is getting very detailed feedback from residents regarding their displeasure of the condition of Albany Ave. sidewalks, drainage, etc. so they made it a priority to replace the watermain and improve the roads. The challenge is the costs of completing the projects including watermain replacement, repaving, drainage, sidewalks, is estimated at \$3.5m. Currently taxing village residents \$380,000 per year. We couldn't get Albany Ave. done without substantially raising taxes which the village did not want to do so they went after grant money. For consideration, \$2.5m is needed for the William St. watermain and sidewalks and there's a need to save for future generations. The Village aggressively applied for federal and state grants and received two big ones, one TAP grant of \$1.8m for Albany Ave. to repave and improve sidewalks, install drainage, and improve pedestrian and bike pathways from trail to downtown area of village. Also received \$2.25m NYForward revitalization grant for infrastructure. Requesting from the state that \$400,000 of that money goes toward helping to pay for Albany Ave., through the local planning committee, with state approval. Still have \$1.2m to pay for with watermain on Albany Ave. We're applying for water infrastructure grant and talking to state about a revolving fund long term loan which is backed by the state to help pay, instead of a 15 year bond over maybe 30-40 years to reduce monthly payment. Last few years received over \$4m in grant money, (that's 10 years' worth of taxes), these grants have time limits associated with them or the state or federal government can pull back funding, so we need to break ground on Albany Ave. by end of next year. Upon resident feedback the village slowed down process so that people are adequately informed, delayed this meeting to allow folks time to understand and read what's going on via website. On 6/28/23 they conducted Albany Ave. public workshop meeting #1 with option 1 prevailing. Hudson Valley Engineering Associates will develop traffic calming and safety measures into this preliminary design, which we see here tonight, conceptually keeping Albany Avenue the same

as it is right now. It should be stated that there were a minority of residents concerned about bicycle safety. Trustees viewed preliminary updates proposed for option 1. These refinements should address some of the concerns by residents, many of concerns raised may not be addressed until we receive funding for preliminary design, with feedback by DOT, DEC, and NYS Parks and Recreation. The Village of Kinderhook Historic Preservation Commission has reviewed portions and recommended improvements. They recommend a site survey be conducted by NYS Historic Preservation and a report produced for review. NYS Parks and Recreation Director Dan McKay has suggested we use this approach. Village agrees and hopes this can be done over next few months.

Trustee Mark Browne will proceed, and the board will then discuss.

Trustee Browne went over first two agenda items. Found an online toolkit for helping understand the design process, which he shared with everyone and posted on the website. Mentioned three phases, one was scoping which was done Aug. 22<sup>nd</sup>. With initial project submitted, project management plan, smart growth tool, and a complete streets checklist then fully executed agreement goes to DOT. Sent RFQ out to 15 firms, validated by DOT, then negotiated with one firm, and HVEA was awarded the contract and statement of work. HVEA came online in 2022, has addressed what's needed for preliminary design and now advocating submission of preliminary design to DOT, who sends portions to different agencies, eg. to NYS Parks, Recreation and Historic Preservation and NYS DEC, which has to happen by September for feedback to start detailed design for final design process.

Project Schedule and Future Workshop Meetings in October and November 2023. Showed we're on step 10 of schedule handout, steps 11 – 15 is where we're trying to go to do final design. Indicated step 12 is broken down to 5 steps, and the village is willing to have workgroup meetings in October, November and December to go over these concerns, eg. trees and landscaping, then to be turned over to HVEA for detailed design. Will hold special meeting to show to residents. Also, will hold special meetings on speed reduction and bicycle and pedestrian safety, another for historic preservation update, and an additional meeting as there are concerns about signs and street markings. In early December will have more detail about watermain coordination. Breaking ground by April 2024 is the goal.

HVEA presentation of preferred preliminary option 1.

Last public meeting they presented alternatives and gathered feedback from the community and learned that residents like the character of Albany Ave. The overall objective is to maintain the character, upgrade the sidewalks (ADA compliant), keep on street parking, maintain space for large agricultural vehicles and control vehicle speed. Looking at different ways to contract it. Has refined the design and starts with looking at existing condition of roadway. HVEA determined the road has 3 main characters, 1) travel lane, 2) shared shoulder space, and 3) on street parking. Although not delineated, cars park close to curb line to get away from the travel lane and provide an area for doors to swing open without getting into oncoming traffic, an important design consideration. Part of this project is to formalize the roadway, identify a 10



foot wide travel lane, 3 foot shoulder, and 7 foot wide parking lane. When they install formal curb lines, they're able to fit section in for most of the corridor. This maintains character, increases opportunity for room for bikes, accommodates door swing, and provides excess width for agricultural equipment. The identified goal is to maintain as much on street parking as possible, however due to reduction of width as you move north through the corridor, there are areas for on street parking on only one side.

22 feet is the design criteria used to get a car parked against curb line, a realistic approach to how much space is there. The paving on Albany Ave. a couple years ago more formalized the parking areas especially on the north end by Sunset, that's the area they're seeing a big hit on parking from Railroad (not Sunset) is the area that's tight. Their observations show that parking demand is less in that direction, but there's still a 50-60 space range of how many can fit on Albany Ave. They've done counts on different days with consistently seeing 20 cars parked on Albany Ave. mostly by residents. This scenario is still allowing plenty of parking. Installation of a curb and making sidewalks more consistently 5 feet everywhere impacts the corridor, and maintaining green buffer space for utilities, snow storage, and having green space to sidewalks allows more comfort for users.

Regarding vehicle speed concerns, HVEA showed center median island, a physical obstruction 4 inches high, installed in the center of the roadway forcing vehicles to slow down, change the direction of their travel so vehicles would navigate around. It's a proven tool for reducing speeds. Found them very effective as something present in the road draws attention and slowing down. It's a subtle approach using a traversable island, with a wedge curb up to it that agricultural equipment could drive over it, it's plowable, also provides safe area for pedestrians to stand in center of roadway to cross one lane at a time. The thought is to install approximately center of roadway between Sunset and Chatham St., located there to fit between driveways, and have one at AHET crossing. Some feedback received was about the raised intersection there now creates excess noise and need of an effective replacement to control vehicle speeds. This creates a gateway to come into the village, garner attention and slow down traffic. There are other tools for traffic calming, eg. curb bumpouts, to narrow road down, but this is generally more effective. And on street parking reduces the effectiveness of bumpouts. These would be visible down Albany Ave. which draws attention. (Median island) location not fixed in stone, could do one or two, but would be a good option for this road for traffic calming.

Resident Sabine Murphy mentions it appears the island is right in front of her house, and she couldn't park in front of her house. Has done own studies for speeders, the only way to stop is ticketing them. This lessens value of her property having an island in front and not being able to park in front of house which usually has 2-3 cars in the street due to the challenging driveway. HVEA will use judgment in placement of islands between driveways. Sabine mentioned 4 cars can park in front of her house now.

Resident Sean Sawyer asks if people don't have spots, can they reserve them? Sabine Murphy replied she's not going to take a neighbors' spot.

HVEA has done parking surveys, identified 20 cars. The residents know who parks where. Sabine Murphy mentioned it's challenging to get into her driveway. This is taking away parking in front of her house.

HVEA states it would be great information to get from residents - who parks in front of their house on Albany Ave. on a daily basis. They don't necessarily know whose cars they are, visitors or residents. HVEA mentions this is a concept of ways to calm traffic, and the location could be adjusted if so warranted.

Sabine Murphy hasn't complained about speed. Her son sat outside for 1 week all day long and he can tell you who it is. It's closer to the light. She recommends putting island there.

Speeding is pretty bad per Resident Phil Giltner.

Trustee Browne mentioned that radar signs show 15% are speeding between 40-55 mph. The village is trying to mediate with the Sheriff and ticketing.

Resident Malcolm Bird states at a considerable cost to residents.

Firefighter asks for pictures or locations where HVEA has installed this in middle of street? To him it's a nightmare for folks coming down street and hit parked cars, there's not a lot of room. HVEA can share installation information. Mentions there's options where it could be flush and not actually raised. Firefighter mentions the circle at Routes 9 & 9H where people run over curb and take out the trees. HVEA looking at the concept of different purposes, coming into village trying to slow people down as they enter village at trail crossing. Benefit there may be different than at the other stretch.

Grace Van Moritz asked about different traffic calming. HVEA responded most traffic calming would include the appearance of narrow road, could just do pavement markings, trade off with aesthetics, and visual contrast. Most effective are things that actually make it look like road is narrower, to slow down, eg. modern roundabouts have an island, making you slow down as it changes geometry of road.

Resident Dr. Murphy – 28 Albany Ave. asks is there a couple examples to go to and visit? HVEA will research around here and get information back. This process submitting preliminary design to DOT, have discussion to look to incorporate traffic calming measures, can do something different down the line.

Resident Astrid Montagano – project from trail to village, if driving north, cars from Albany Ave. once they pass trail will start going fast creating an uneven balance, are we prepared for excess speeding? Grace Van Moritz states its already an issue, no one's coming that way from village, bikers are headed to the village, it's pretty minimal, but they do speed. Sean Sawyer mentions traffic speed changes to 55 mph there.

Resident Malcolm Bird states when passing crossing area for bicycles heading north, he slows down and is very aware of police presence in area. Not there every day but he looks for it every day as that area lends itself to higher speeds. Feels something in middle of road to slow traffic will take so much away from some residents on the street that it's not a good tradeoff.

HVEA relays that if we just had something where trail crosses, (doesn't want this to dominate discussions as just one aspect), DOT may not have considerable interest in how it's done. Could be one area, two or none. Traffic calming was brought up as issue or concern and they're trying to show ways it could be done but could show different methods. Could focus where trail crossing is and that could be enough.

Sean Sawyer – you've got Mills Park, could sacrifice parking there, although some park there for the trail.

HVEA said what they're showing happening at Sunset doesn't impact any parking. People park at trail. HVEA says people are parking on shoulder and grass.

Trustee Mark Browne responds that since we've put trail in, we've been indicating to people they'd be better off parking at Rothermel, we put things on windshields, and we'd like to keep Mills Park the way it is. He doesn't see benefit of putting parking there.

Resident Alex Anderson lives on corner of Albany Ave. and Sunset and sees people park directly under a no parking sign every day. You have interesting corner, encouraging scooters, Segways even if there are places to park closer, they'll still park on the grass, even with the signs. You're not slowing down trucks here, if there's a median and they don't like it they'll run over it, not sure there's a solution but if you did take away parking, they'll find another place to park. Per HVEA it's an education process, letting people know where to park for the trail.

Resident Phil Giltner's house is by trail, he definitely doesn't want parking space in front of his house. HVEA is not indicating Mills Park will be a parking space. Phil Giltner mentions that since the trail opened people park in his living room. HVEA states if there's an area to prevent parking in front of a house, they could move curb line out to prevent parking. Phil states it would be marvelous to reduce available parking spaces, that we don't need parking for 50 cars.

Grace Van Moritz states there's space for 50 cars, understands residents park in front of their house, asks is it a privilege or expectation, does increase home value, or just a convenience? As she parks in her driveway, trying to figure out what's the most important, what matters most? Is it parking, speed, or bike trail? Not hearing what's most important? Loves Kinderhook, just not hearing what's most important, just character.

HVEA is mostly talking about the cross section of the road. Mentions the big voice heard at last meeting to keep it similar. Just showing a cross section of road, parking, a relatively narrow shoulder and 10 foot travel lane. Need to get consensus from the village in order to move to the next step, the details they can continue to work on. When we submit to DOT, we have to

get acceptance for the criteria used, which is going to be travel lane, shoulder, parking lane, and sidewalk which we're trying to keep consistent and standard minimum of 5 feet. Good to get feedback on traffic speeds and calming. Trustee Browne will create other discussion groups to review those issues. Does anyone have comments about cross section of road? HVEA showed wide shoulders, shared us trail one side, at the last meeting...

Resident Emily Heins asks about the expectation for bikes in this design? HVEA responds it's going to be a shared roadway. Will you have signage for shared roads both sides of trail? Yes. Is there going to be painting in lanes? No. As a cyclist asks is there no designated space for bikes? Right, it's going to be a shared roadway. HVEA is trying to balance concerns of community. Caveat though increasing safety for cyclists is not part of this plan? Per HVEA, part of reason to institute traffic calming measures is to improve bicycle safety, making road consistent width, right now parking's a little haphazard. Signage there's bikers there, presence of trail, really making trail stand out for awareness. What's proposed now does not have a dedicated bike lane down Albany Ave. That would be another level, more impact on parking. Trying to find right balance, with pedestrian use, bicycle use.

Malcolm Bird asks is parking on street, more or less in front of your house, a convenience, a right, or a privilege? Folks assume when they moved there that they can park in front of their house. With this design nobody would be able to park in places traditionally available. Jack personally thinks it's a privilege but will take his comments back with them.

Sabine Murphy states she can't park two extra cars in her driveway. HVEA asks for feedback on which residents absolutely use street parking.

Joe Wildermuth states at the last meeting folks on Albany Ave. said speeding was the main consideration, and also overwhelmingly that option 1 is what they wanted. This is a tremendous opportunity for the village to redo the watermains and streets. Albany Ave. is one of the few streets where people can park. He's not a resident of Albany Ave. Trying to accommodate, look at the whole, address major concerns, understands option 1, few details to manage, and a little parochial to try to work out to everyone's satisfaction.

Alex Anderson relayed the historic community character is very fragile and important. She watches bikers go where they want, on Albany Ave., Sunset and the trail and no one pays attention to signs. They're out of community character, they're urban, loud, fluorescent green, everything we do to preserve rural character is essential, that's why people want to be here. Need stop signs but not every few feet. Best thing we can do is enforce speed limit, need traffic tickets as even farm trucks speed, that's part of our world. Regulation is not going to change it.

HVEA states one of the reasons to show center island traffic calming feature is it's physical, not a sign to modify behavior. With crosswalks the intention is to make brick paver texture contrast which stays in character with a historic village. Sabine Murphy comments classic white stripes is enough, it doesn't have to be colored. HVEA clarified it's not colored but a brick paver.



Malcolm Bird asks what about present hump in road? Still like this but take hump out for median island. HVEA states if something like this, a median island, is chosen for final design, we would take the hump out.

Resident John Piddock questions if thought's been given to wintertime and snow and ice? What about those issues with 8-12 inch snow pushed out in road, and you can't park in street? What about those issues with the narrower road in wintertime?

HVEA trying to keep buffer between curb line and sidewalk for snow storage. Depending on how much snow you get there may be times parking is impacted. We don't want sidewalk right behind curb line. Village DOT? Per Mayor the DPW needs to look at it, part of the issue with handling snow removal is efficiency, we've hired another part-time person, we've got another dump truck to ideally move snow in a timelier manner.

Dr. Bill Murphy states these islands may be most controversial as they take away parking for theoretical slowing down of traffic. He doesn't want to lose parking in front of house, but speeders bother him more, that's the rub.

HVEA could consider putting (island) where trail is, where it has no impact on parking. There are ways to look at finding effective ways (traffic calming) without impacting parking. Understands Mr. Murphy's immediate concern by his house.

Trustee Browne mentions we can also baseline and measure the improvement, right that it may be hypothetical to slow down traffic, but in these guys' experience it does slow down traffic, and we have to trust the engineers. Sabine Murphy said we narrowed Hudson, and that didn't slow speeding. Trustee Murphy states there's others who disagree with that statement. The same percentage are speeding but people in that 15% are slowing down.

A firefighter asks for proposed island pictures and states it may not be bad by rail trail. HVEA will put on the website.

Tina Lang inquired about what trees are they removing? A lot of people are wondering. Trustee Browne replied there's a dedicated workshop meeting specifically for tree discussion scheduled with the status of every tree.

Per Mayor they will discuss. Based on the last meeting held, overwhelmingly people wanted option 1, parking was a big issue, speeding was a big issue, and after last meeting they heard from a number of residents stating concerns they're not doing enough for bicycle safety, but overwhelmingly people wanted option 1. Will continue to improve the safety.

Trustee Patterson stated that overwhelmingly people want option 1, but she's not satisfied we heard from non-Albany Avenue residents or the rest of the community. This might not be a decision just Albany Ave. residents should make. Has had conversations with three families

who were pretty adamant about wanting a bike lane. The spirit of project is to have safe, accessible, dedicated bike lane, and some kind of access between trail and village and she doesn't see it represented in this drawing. She has listened to a lot of people, kept an open mind and is inclined to go with option B with a dedicated bike lane with parking of both sides of street. Per HVEA 8-10 feet is minimum width for shared use trail.

Trustee Weir asks does DOT have the right to make additional modifications down the road? Per HVEA we have to go to DOT who as a right to comment, and they could ask for more. We may have to justify this would be enough or do what they suggest. If presented to DOT and they accepted and approved this design, if the village wanted to change after that they could, but we may have to go back to get secondary approval from DOT. As a village it falls into funny place for what actual standards need to be, there are standards for bikes and shared lanes. We'll hear something back as DOT has pedestrian and bike coordinators in each region, and they will weigh in.

Trustee Browne states when 5 options were presented, he was an advocate for a dedicated bike lane but does recognize the majority of folks, mostly Albany Ave. residents, want parking on both sides. He begrudgingly moved to go along with what majority of people want. While we don't have a right to parking, it is nice to have parking. Thinks we can also accommodate moving crosswalk to accommodate the disturbance at Murphy house, but who will live there after Murphys? We can't accommodate everyone. An advocate of putting forward to DOT, still have to get input on environmental, submit and get feedback but if we have to change it would be painful and jeopardizes construction.

Trustee Weir is in line with Trustee Browne, who motioned to submit preferred Option 1 to DOT. Trustee Weir seconded, all voted 'Aye.' Trustee Patterson comments she is in favor, not opposed. Mayor will submit Option 1 to DOT.

Mayor motioned to adjourn, seconded by Trustee Weir, meeting adjourned 8:20 pm.

Respectfully submitted by Sue Pulver.



# ALBANY AVENUE PROJECTS

## PUBLIC WORKSHOP – TREES & LANDSCAPING

OCTOBER 24, 2023



# AGENDA

- TREE ASSESSMENT
- TREE PROTECTION
- PLANTING RECOMMENDATIONS
- TREE SELECTION
- TREE EVALUATION
- QUESTIONS AND ANSWERS





- VILLAGE HIRED THOMAS BUTCHER TO PERFORM INDEPENDENT STUDY
- EVALUATED FOR HEALTH AND HAZARD TO PUBLIC INFRASTRUCTURE
- RECOMMENDATIONS WILL BE CONSIDERED AS PART OF DESIGN

## TREE ASSESSMENT

Critical Root Zone – Where possible work (work that can damage roots or compact the soil - excavation, filling, stockpiling, storing equipment) within the critical root zone of existing trees in the area should be avoided. The critical root zone area can be marked out, and vegetation protection fence can be placed at the perimeter of the critical root zone. If work within the critical root zone cannot be avoided, at a minimum the vegetation protection fence can be placed at the drip line of the trees canopy. Critical Root Zone = Tree DBH x 12”

Given the site conditions of this project work avoidance within the critical root zone of many of the existing trees is not practicable and other tree protection measures will need to be used.

Root Pruning – Cleanly prune existing tree roots that have been severed during the construction operations (usually excavation).

NYS DOT Standard Specification Item 614.09

Root Zone Treatment - Treat the critical root zone of existing trees through aeration and/or vertical mulching with compost or a sand /Mycorrhizal Fungi mix.

NYS DOT Standard Specification Item 614.08.

Structural Soil – Use of Structural Soil under the sidewalk in locations within the vicinity of existing and/or new trees. Plan for two cubic feet of structural soil per every square foot of tree crown for existing trees and tree crown projection for new trees.

NYS DOT Special Specification Item 610.14000011.

Root Barriers - Install a root barrier adjacent to the sidewalk. Root barriers can redirect roots down and away from the sidewalk minimizing the risk of the roots causing heaving of the sidewalk. However, root barriers can encourage root girdling (roots are forced to grow in a circle wrapping around the base of the trunk leading to decline and dieback of the crown). Because of the risk of root girdling other measures (providing enough soil volume, using structural soil) should be used before root barriers.

# TREE PROTECTION

Planting Pit - Specify an adequate initial planting pit size. Planting pit size should be 3 x the root ball diameter, with a bare minimum of 2X. When planting in a sidewalk buffer zone the planting pit will need to be elongated to provide the required volume.

Refer to NYSDOT Standard Detail Sheet 611-01 sheet 1 of 2.

Soil Volume – Provide enough soil volume for the tree to grow. Plan for two cubic feet of soil per every square foot of tree crown projection. A tree with a projected 20-foot crown diameter needs approximately 600 cubic feet of soil to support it.

Pruning – After planting prune only broken, rubbing, or crossing branches. If the tree has a co-dominant leader prune it out and leave one dominate leader.

## PLANTING RECOMMENDATIONS

## PLANTING RECOMMENDATIONS

- SPECIES SHOULD BE SELECTED THAT BEST SUITS THE LOCATION
- NATIVE SPECIES RECOMMENDED
- OVERHEAD UTILITIES NEED TO BE CONSIDERED
- 2" – 3 ½" CALIPER – LARGER CALIPERS WILL BE SLOWER TO ADAPT TO ITS NEW SURROUNDINGS



# TREE SELECTION

- Recommended Small Trees:
  - Trident Maple (*Acer buergerianum*)
  - Amur Maple (*Acer tataricum* ssp. *Ginnala*)
  - Serviceberry (*Amelanchier* spp.)
  - Cornelian Cherry (*Cornus mas*)
  - Flowering Crabapple (*Malus* spp.)
  - Snow Goose Cherry (*Prunus* 'Snow Goose')



# TREE SELECTION



- Recommended Large Trees:

Red Maple (*Acer rubrum*)

Sugar Maple (*Acer saccharum*)

Hackberry (*Celtis occidentalis*)

Common Honeylocust (*Gleditsia triacanthos*)

Kentucky Coffeetree (*Gymnocladus dioica*)

American Sweetgum (*Liquidambar styraciflua*)

London Planetree (*Platanus x acerfolia*)

Northern Red Oak (*Quercus rubra*)

American Linden (*Tilia americana*)

American Elm (*Ulmus americana*) – Dutch elm disease resistant variety





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION



Search Google Maps



17 Co Rd 21

Kinderhook, New York

Google Street View

Oct 2019

See more dates



Google



Image capture: Oct 2019 © 2023 Google United States Terms Privacy Report a problem



# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION



Search Google Maps



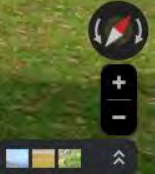
28 Co Rd 21

Kinderhook, New York

Google Street View

Oct 2019

Google





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# QUESTIONS & ANSWERS





10/25/23 HVEA / Albany Avenue Steering Committee meeting  
Village Hall

### Participants

HVEA: Jack Gorton, Brendan Fitzgerald

Attendees: Trustee Browne, Dave Booth, Joe Wildermuth, Chris Ventura, Astrid Montagano, unidentified zoom user

Trustee Browne opened the meeting at 6:06 p.m. Mentioned committee last met in May to look over options, presented options to public June 28<sup>th</sup>, then met on August 23<sup>rd</sup> where the determination was made to go forward with Option 1 or A as preliminary design, and was voted on August 23<sup>rd</sup> at a special meeting. HVEA submitted preliminary design on Sept. 1<sup>st</sup>. On Oct. 6<sup>th</sup> we received formal requests for information regarding the submittal. He, Trustee Murphy (absent due to Fire Dept. duty) and Mayor Abrams met with HVEA multiple times and came up with responses for DOT.

Discussed Mayor's email to residents. As a result of concerns over preliminary design, determined holding series of workshops to address subjects brought up during preliminary design. Scheduled out 5 areas of concern with public meetings to address residents' concerns. Last night had meeting on trees and landscaping which went well with 10-15 participants. HVEA attended and 6-8 residents of Albany Ave. appreciated what was presented and there didn't seem to be a lot of concerns. For trees that will be taken down, will be replaced and in some cases will do plantings in yards where there aren't any now. In the end it will look aesthetically pleasing. Those participating were satisfied. Holding 4 more workshops to go over, the next is speed reduction, pedestrian and bicycle safety to discuss what do we do with hump and speed calming. HVEA to present different scenarios and ask for public comment.

For preliminary design, behind the scenes we're preparing response to DOT's Oct. 6<sup>th</sup> questions which were minor. They asked for definitions on curb ramps and slopes of properties, environmental justice screening, (demographics of people living there), endangered species act to be updated in submission, APE (property that's being affected from an historic perspective). HPC asked to include the entirety of all the properties adjacent to workspace. DOT asked is construction going to affect the buildings? No, included only at the request of HPC. The compromise is we're only going 10-15 ft. into properties. They asked for more information on driveways, grading, and tree planting. There is concern about sidewalk along Mills Park (not there now) and rationale of why we're putting it in and where line is of road versus park. The reason being it helps people walking along AHET without having to cross the road to go down south side sidewalk. NYS Parks Recreation and Historic Preservation asked for information and haven't rendered final decision on overall project.

Mayor's Oct. 19<sup>th</sup> email to residents showed where we are, what we're doing, and reminded we're getting this money to do this work that has to be done. Also gave status of where we are with center median, and that we have to have shared lanes for bicycles. The last part is

parking, which is being discussed still between HVEA, trustees and Mayor. We're asking HVEA to take second look at parking to enable additional parking by first week in November. We have ideas to supplement and come up with a compromise, can't please everyone but may be able to please more people. Trustee Browne and Mayor will meet with residents to discuss augmenting parking in skinniest part of street. Will answer DOT formally by Nov. 1<sup>st</sup> and continue with workshop meetings. Hoping preliminary design is signed off on by Nov. 15<sup>th</sup>. In the background we're working on final design and hoping by Dec. 15<sup>th</sup> to have final design for submission with full steering committee briefing before public hearing. Once final design is submitted and accepted, we're on the way to construction phase. Can begin taking down trees. Early summer taking road apart, putting water in, then putting road back together.

#### Q. & A.s

Joe Wildermuth inquired about the elimination of center median. With no speed humps is traffic calming being addressed or not much of concern anymore?

Jack Gorton mentioned at the request of residents we removed the crossing halfway, and traffic calming is still one of the goals. Tomorrow's meeting to discuss techniques especially around trail crossing at Sunset Ave. HVEA developing 3 concepts discussed with Trustee Browne and Mayor for calming at that particular crossing; 1) medians, 2) raised intersection, 3) curb bump out which narrows the roadway. This creates a narrower path for motorist to slow vehicular speeds and provides shorter crossing distance for pedestrians and bicyclists. Will present tomorrow night and ask for feedback. Pros and cons to all techniques. Still evaluating other traffic calming measures eg. permanent speed radar signs. The village looking to reduce speed there as well to 25 mph. HVEA looking for public input and suggestions. Trustee Browne mentioned traffic calming is needed, mentioned resolution to drop speed to 25 mph from cemetery in and also from the water pump station by bridge in [village]. This would help in densely populated areas and affect ticketing by making it more severe coupled with Sheriff for awareness and slowing down. Trustee Browne concerned someone could get hit. Albany Ave. has highest level of speeding. Joe Wildermuth agrees we need to do all we can to protect walkers and bicyclist and reduce speed. Trustee Browne said we made a concerted effort on Hudson St. and after reviewing radar signs it was determined that was the worst location. Albany Ave. is also bad, concentrated with children, houses, and a lot going on. Watches drivers go through red lights there. This is an opportunity to keep our roads safe.

Astrid Montagano thinks it's important and wondered about 13 ft. lanes, how that affects speeding, narrowing lanes as a traffic calming measure and why 13 ft. lanes are necessary? Trustee Browne stated we considered 10 ft. lanes which would have been alright if there were dedicated bike lanes. Once we put bikes back in shared lanes, the only way to keep it safe is moving to 13 ft. lanes with 7 ft. parking and markings identifying bikes are in lanes. This is gateway for people coming off the trail into the village. More folks coming down Albany Ave. Jack Gordon added we're trying to make it safer for all users, having 10 ft. lane next to parking lanes creates challenges. They are recommending village consider 13 ft. shared lanes, there are other techniques for same effect without compromising roadway section, exploring techniques

for speed reduction, radar signs, enhanced crossing, bicycle markings forcing folks into middle of road, and slowing speeds by highlighting the shared road.

Dave Booth agreed with 13 ft. lanes to give bicyclists some separation. Trustee Browne agreed and conceptually will make it consistent and simpler to navigate.

Water will be discussed in more detail in December. Preliminary design done for water and progressing with scratch tests, taking pictures of meters throughout entire village and concentrating on Albany Ave. This Saturday Trustee Browne and DPW will go up and down Albany Ave. and will assist residents who haven't been able to do this, so we have data on all 45 residents, their meters, shutoff valves, interconnects. We will also work on getting bid package together to acquire long lead item parts for water part of project. As soon as we have detailed design on roads, we're ready to go with water as well.

Superintendent Dave Booth and team garnering information on scratch tests to find material of the waterline, model of meter, and anything in particular needed to know. Concerned about lead time on materials, has been talking to meter distributor, need to keep that in mind as we move forward.

Trustee Browne will reach out to other members who could not attend tonight. Mentioned as we get closer to a complete design, mid-December, will schedule another meeting prior to Dec. 20<sup>th</sup> public hearing, to provide full briefing and ask questions that residents may have to be better prepared. Will go through detailed prints, show information from interface with DOT and various workshops. There's always changes in field, but what is presented in December should be fairly close to what's built in Spring, Summer and Fall 2024. Probably won't do tree replanting until spring of 2025. Tree removal happening in winter of 2024 prior to construction. Environmental issue with bats where we have to stay within certain regulations and can only kill trees in winter. Trustee Browne thanked HVEA and will keep communicating.





## ALBANY AVENUE PROJECTS

### PUBLIC WORKSHOP – VEHICULAR SPEED & TRAIL CROSSING

OCTOBER 26, 2023



# AGENDA

- VEHICULAR SPEED
- TRAIL CROSSING ALTERNATIVES
- QUESTIONS AND ANSWERS



## VEHICULAR SPEED



# SPEED HUMP / RAISED INTERSECTION





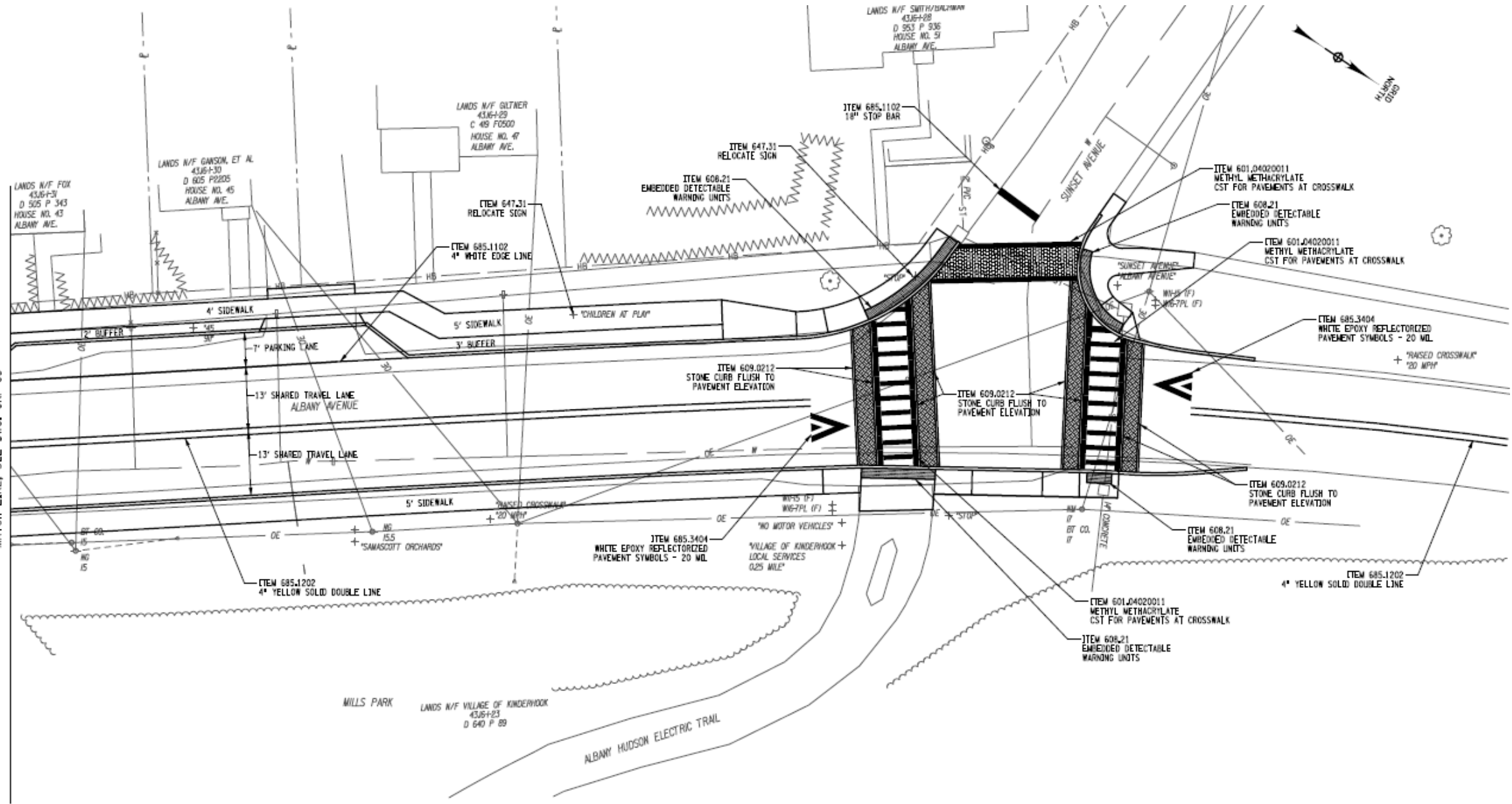
# SPEED HUMP / RAISED INTERSECTION







MATCH LINE, SEE DWG. GNP-05



# CENTER MEDIANS



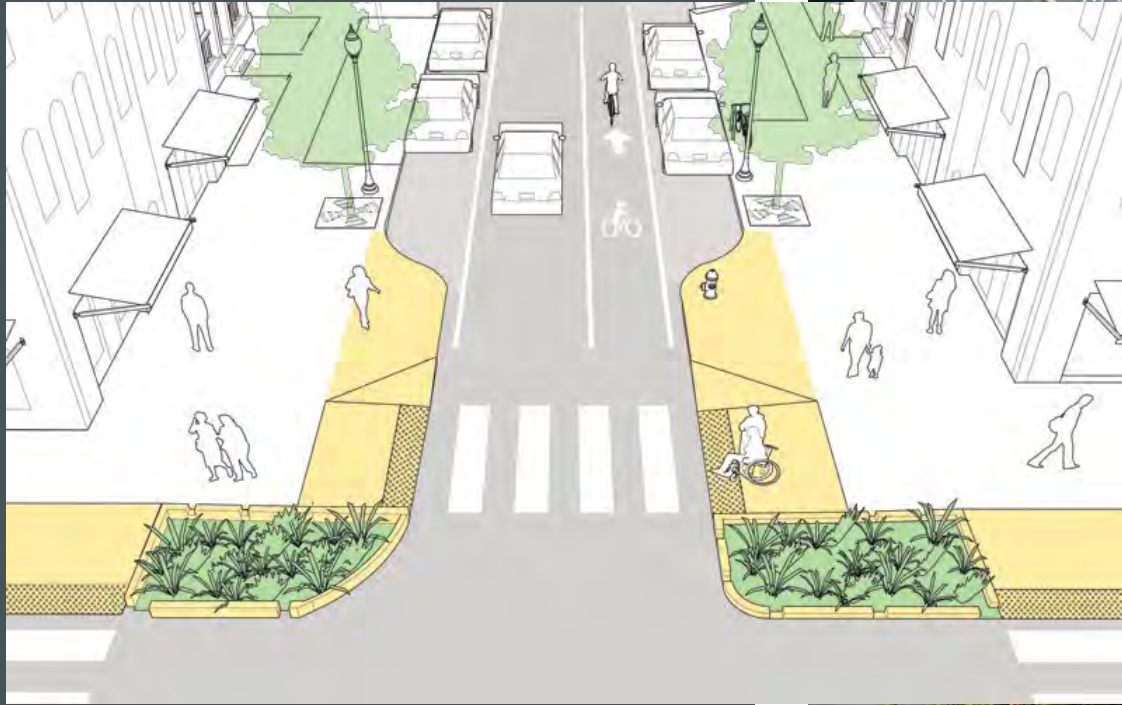




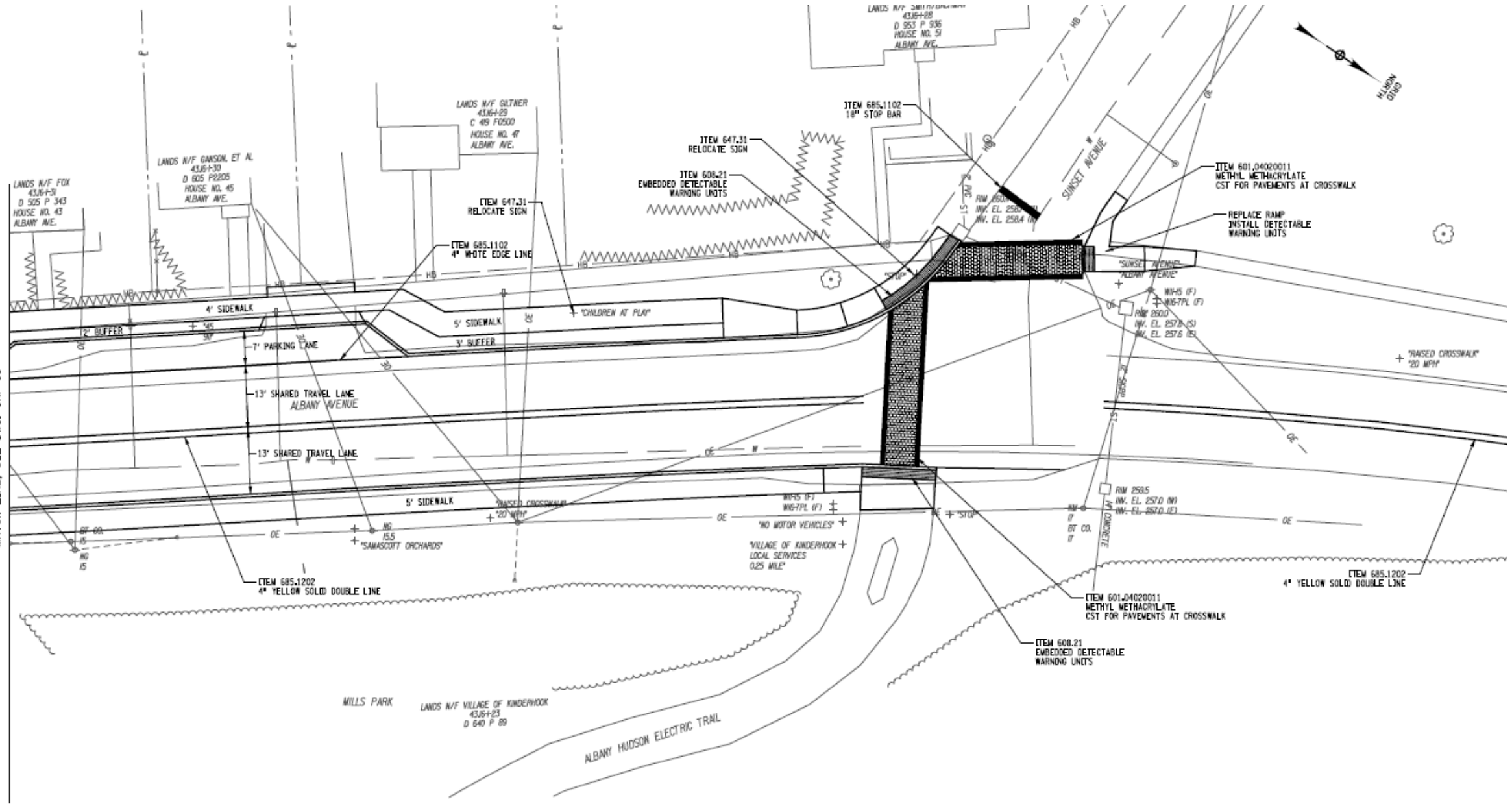




# CURB BUMP-OUTS



MATCH LINE, SEE DWG. GNP-05







# AESTHETIC OPTIONS





# AESTHETIC OPTIONS





# QUESTIONS & ANSWERS





October 26, 2023

Albany Avenue Project meeting

Vehicular speed and trail crossing

6:07pm-7:40pm

Trustee Browne opened by giving the history regarding the intersection and the current traffic calming measure which is a hump in the road. Traffic calming around the albany hudson electric trail and going into the work zone.

Trustee Murphy expressed his concerns with the current plan to expand the lanes. Trustee Browne redirected the group back to the topic at hand for the evening.

HVEA Engineers presented a slide deck which identified different options for the intersection. The slide deck is in the packet.

Ultimately, the residents who were in attendance favored an alternate option that was discussed during the meeting. A diagonal crosswalk that crosses Albany Avenue. With a second cross walk across Sunset Avenue. Diagonal crosswalk with the hump was identified as a viable option though the hump poses issues for the fire trucks. Additionally residents were interested in a digital sign to alert drivers to their speed.

***Melanie Brodowski***

Minutes completed by: Melanie Brodowski, Secretary

Wednesday, November 15, 2023  
 Special Workshop meeting for Albany Avenue Projects - Public Workshop #3  
 Van Buren Hall  
 Minutes

Present: Mayor Mike Abrams	Trustees: Dorene Weir James Mark Browne Susan Patterson Quinn Murphy
<u>Participants</u> HVEA: Jack Gorton, Brendan Fitzgerald  <u>Attendees:</u> Tina Lang, Elizabeth Martin, Bill Murphy, Sabine Murphy, Michael Suzi, Sean Sawyer, Laurel Nicholson-Browne, Astrid Montagano, Sandra Tolosa, Malcolm Bird, Alexandra Andersen, Nicole Heeder, Frank Curran, Joe Wildermuth, Bill Mancini, Max Murphy, Paul ____, others	

Trustee Browne discussed housekeeping. Mayor Abrams opened the informational workshop meeting at 7:09 pm. Discussed purpose of meeting was to present a few options to be presented to NYS DOT and listen to resident feedback. Next step will be to incorporate resident feedback into next draft of preliminary design which will be voted upon by the board. Then official design to go to DOT for feedback in December. Once a response is received from DOT with their feedback on preliminary design, will then hold another meeting to show residents any updates, get feedback again, and vote on final design to be sent back to DOT for approval, likely holding vote in January.

Housekeeping items and history:

Mayor asked Kate Johnson to investigate history of Albany Ave. specifically when sidewalks were paved and thanked her for her time. The concrete sidewalks replaced the dirt walkways on either side of Albany Ave. in 1908, the first paved sidewalks installed in the Village of Kinderhook at that time. It was a pilot project that was funded by surplus \$2,000 in village coffers at end of 1907. The sidewalks were so well received that residents approved a bond to fund the laying of sidewalks in other parts of the village in 1910. Reports on 1910 projects approvals and preparation captured the flavor of the time. A reporter for the Hudson Register explained that “taxpayers of Kinderhook village voted to raise \$10,000 by sale of bonds for over ten years, payable \$1,000 in interest each year. This sum would be used to construct cement sidewalks and is estimated to cover nearly all the walks in the village. A strong sentiment for the improvement brought out nearly every voting taxpayer in the village. Among them a goodly number of women. Automobiles and carriages were used to convey voters to the polls. The result of the vote was 87 for and 18 against the proposition. The experimental blank cement walks on both sides of Albany Ave. two years ago has been so satisfactory that residents of other parts of the village insisted on the extension of an improvement which added so much to the comfort and the beauty of the place.” This from an article in Hudson Register 1910. Mayor noted regarding Kinderhook women voting on sidewalk bond, before winning full-fledged suffrage, sometimes women were allowed to vote in local and school board elections. Reminded all that female New Yorkers won the right to vote 1917 and with 19<sup>th</sup> amendment ratified nationally in 1920.

Mayor discussed planning process:



- 1) stay within Right of Way, outmost edge of sidewalk to outermost edge of other sidewalk, guidance was we didn't want to take or ask for land;
- 2) meet DOT regulations; and
- 3) make sure to show residents every option possible. Review/discuss/get feedback. Mayor didn't want to predetermine decisions or outcomes or resident's needs. Feels role of Mayor is to facilitate process. Has met with dozen or so Albany Ave residents, wants everyone to know they can always call the Mayor or Trustees to sit down and talk to them one on one.

Transportation Alternatives Program fund grant overview: (Mayor quoted from website)

Sen. Schumer visited 2 years ago and made announcement for bill he wanted to pass to provide tens of millions of dollars to rural communities to connect outdoor recreation to drive customers to small businesses in rural communities. Received this grant in large part because of AHET and the proximity to our downtown area. This grant provides funding to get this project done, replacing watermain and improving Albany Ave. Mentioned financials are on website. The grant enables us to drastically improve quality of life for residents Albany Ave. specifically to use sidewalks, making them ADA compliant. It improves greenspace, installing more greenspace, curbs, proper drainage, and properly paved roadway, with brand new watermain. Knows we can keep charm and historical relevancy. Albany Ave. is a special road, but must balance keeping charm with ADA compliance, proper drainage, and keeping road safe. Very similar to what happened in 1908. Challenges tonight are problems of abundance not scarcity.

HVEA's Brendan Fitzgerald (BF) characterized project:

TAP grant's primary purpose is to create or improve pedestrian and bicycle facilities for this project. The village applied for funding, demonstrated need for the money based on condition of sidewalks, lack of bicycle facilities, and location of trail which fit into the grant program objective. When we met the first time and posed options, we didn't yet have survey done or other features that control design, but now do and have refined design. Takeaways from initial meeting were that people wanted to see improvements, were concerned with major changes like widening of road, and HVEA's primary takeaway was fitting whatever we do not just in right of way but in roadway. These TAP grants are federally funded, come with strings, have to comply with certain regulations, under oversight of DOT, using DOT guidance and design criteria and regulations based on federal requirements. The sidewalk is there on both sides of road, the only addition was we looked to extend sidewalk from Railroad down to trail, the limit of the sidewalk is the same, we're making them ADA compliant, even with narrowest section, we can't fit 5 foot sidewalks everywhere and stay within constraints. There are some areas of 4 ft., refining as we go, but objective is to put 5 ft sidewalks where we can and where we can't it will be 4 ft. On the Route 9 end by commercial businesses, looking to get rid of step up, raise and adjust road, put standard curb there, curb ramps, remove railing and steps, which would be a significant improvement. With bike accommodations, the gold standard is having separate facilities off the roadway, a shared use path like the electric trail. To do on this road would have a significant impact, you would lose sidewalks on one side and parking, so this was not feasible alternative for this segment of road. From that we incrementally went down and looked at impacts to roadway. Our preliminary design submitted to DOT included a 13 ft. shared lane (the minimum DOT standard for shared lane). That created some other concerns regarding lane widths. There's another option which is similar, with 13 ft. and a 7 ft. parking lane, maintaining that for length we can but in some sections where we are not able to fit that parking in. In many locations there's telephone poles in pavement, when we put a curb line in there and formalize that utility strip, we'll lose some width of pavement. By formalizing road, putting in curbs, helps with drainage and safety of sidewalk, helps maintain formal integrity of parking, benefits. The area of biggest impact is 600 feet from Railroad Ave. where right of way constricts to less than 50 feet. What we can fit in there is the travel lanes and parking on one side of street but not parking on both sides. After a shared use path, the next step down is to have a dedicated bike lane. A standard bike lane is 5 ft. which would create an additional impact, additional loss of parking and more width of pavement. One step down from that would be to have a 4 ft. shoulder, in case of the alternate shown tonight on the table, a 13 ft. shared lane with 7 ft. parking. We also have an

alternate that is a 10 ft travel lane, 4 ft. shoulder, and a 7 ft. parking. One is 20 ft. width, the other is 21 ft. width, either 40 feet for full width of roadway or 42 feet for full width of roadway. Either scenario can fit within constraints we have in terms of right of way. In going from 13/7 to 10/4/7 we lose additional five parking spaces and some area with 4 ft. sidewalks would need to be extended because of wider section.

HVEA mentioned the great turnout and relayed the intention was to lay out two alternatives to plan and facilitate a roundtable discussion at the table. Will provide brief overview of plans, answer initial questions, get up look at plans and point to areas with questions and concerns. The plan's dark grey area is paved area as it exists today, in some areas lighter grey indicates some areas of slight widening, but primarily fit in existing footprint now. Concept of consistency was mentioned. A 5 ft. sidewalk everywhere is preferred, in terms of roadway cross section for vehicles and bicycles, having consistency in that section is important as could create safety hazard, DOT would certainly look for that section of roadway to be consistent. We have a segment of road, it's Rt. 9 and the trail, this section has logical termini? makes sense to be a consistent roadway section for users. In terms of bicycles, there are people who ride bikes on Albany Ave.

HVEA provided background, projects they've worked on, lots of pedestrian and bicycle infrastructure, designed trails all over Hudson Valley, has good familiarity with them. Brendan has seen people bicycling on Albany Ave., the majority are village residents getting to the trail. On the plan the green indicates vegetative buffer area between sidewalk and curb line. The orange/red color is where it gets to width of 2ft or less but needed for utility or pole but narrows down. Typically, less than 2 ft. is harder to vegetate the area, sometimes hardscaped instead. When you see red on plan it doesn't mean hardscape, it can be grass but generally harder to maintain in smaller areas. On plan there are symbols showing cross section, and below symbols is the survey information, showing existing roadway, edges of pavement, sidewalks, etc. Each plan has actual survey data we've taken information off of. Whatever final scenario decided, there will be refinements, looking at to be plan, curb, sidewalk tie in, other engineering considerations to work our way through, when do all this work there could be changes. Plan also didn't eliminate crosswalks by trail and route 9 just didn't want to show it in tonight's plan.

#### Q. and A.s - Trustee Mark Browne asked public for questions.

Bill Murphy asked according to the TAP grant you have to improve pedestrian and bike facilities – expansion sidewalk improves those, and bike as well, so what is the minimum improvement of bike facilities needs to take place to fulfill TAP grant?

Brendan Fitzgerald (BF) replied what was presented to the DOT, a 13 ft. shared lane is minimum standard for having a bicycle accommodation.

Mayor clarified all that really means is moving white line over a couple feet, the width of the road remains the same, the parking remains pretty much the same. Mayor is a proponent of not having white line at all. Other municipalities don't, Lee, MA, Chatham, NY, have white lines, parking is outlined, and it looks beautiful.

Billy Murphy asked what's most the important factor regarding severity of injury to cyclists on road? Thinks speed is most important factor.

BF replied the most important factor is that they both have space. Speed is important yes, but it isn't the only factor.

Billy Murphy asked do these plans increase the width of road, does that increase speed of automobiles? BF answered not necessarily, there are many factors that go into that. You have a village street that has roadside parking, even with a shared lane, there would be the need for some pavement markings. A sharrow is a symbol that shows a bicycle with an arrow indicated shared space with cars.

Billy Murphy asked would that kind of thing meet minimum requires for DOT, TAP grant, that we've done something to improve safety enhancements to road, and indicate to drivers and cyclists this is a shared space?

BF reminded the minimum is 13 feet. Mayor replied or 10 feet with 4 ft. shoulders and 7 ft. parking. The 2 options, 13 ft lane with 7 ft. parking or another option is a 10 ft. lane, 4 ft. shoulder and 7 ft. parking another alternative that meets NYS DOT regulations. The first option keeps road exactly how it is, the 2nd option widens road.

Billy Murphy asked isn't that the same thing?

BF answered providing that width is a shoulder, intended to facilitate bicycle traffic. It would be the bicycle accommodation. When you look at DOT standards the preferred width of a shared lane is 15 ft. and the minimum standard is 13 ft. If you include a shoulder width to accommodate a bike the preferred width is 5 ft. the minimum standard is 4 ft. Taking other parameters into consideration, the character of Albany Ave. the current traffic speeds, the amount of vehicle traffic, expected bicycle traffic, I'm ok with recommending the minimum standard, putting those parameters together, that's what makes the most sense. The village is lowering the speed limit on Albany Ave. to 25 mph. We've talked traffic calming features, down at the trail, look to put crosswalk at Route 9, putting up small permanent radar speed signs, to calm traffic.

Billy Murphy asked HVEA if they're expert on DOT regulations? Are there stipulations (in DOT regulations) for this 13 ft. shared space when it comes to village street, not city, suburbia, and an historic setting as well?

BF answered you're evaluating impacts. If you're widening the road 4 ft. to create space and that widening was impacting historic properties, we'd evaluate that impact. Here we're trying to reallocate space so its useful for all on road, not just vehicles or bicycles, that's the objective of project, staying within confines, not looking to expand.

Billy Murphy asked are there stipulations pertaining to village settings and historic village settings?

BF responded it depends on nature of what that impact is, eg. widening would be evaluate, there's scenarios where there's no bicycle impact at all.

Resident Paul \_\_\_ is sympathetic to village concerns about speed. Will there be more than just the speed table at Railroad, if you're having 14 ft scenario with a 10 ft lane, and Mike suggested white line at end of 10 ft., but potentially some colored pavements or dashes other than the sharrow to make it clear but essentially really just worried about speed. Is there any other ... markings?

BF responded we can put markings there, we're looking at road section, we could put markings in that 4 ft. section, the sharrows would be on the 13 ft. section, and we could put bicycle lane or other kinds of markings in that 4 ft. section if that was deemed appropriate.

Elizabeth Martin asked for renderings for what this might would look like?

BF states we didn't have time to do that for this presentation but if there's a need, although not a drastic change for cross sections of road.

Malcolm Bird questioned that one plans presented was 10 ft driving plus 3 ft bike lane, 7 ft parking?

BF replied it's not 10 ft. if it's 13 ft. it's a shared lane, if you put a white line in and define a safe place for bicyclists, then it would be a 4 ft. shoulder. 13 plus 7 or 10, 4, and 7, the difference is 1 foot.

Malcolm asked is that roadway going to be 42 ft. wide all way down or 40 ft.?

BF answered in the scenario where it's 10 ft. wide and a 4 ft. shoulder and a 7 ft. parking lane, where we have parking on both sides of road it would be 42 ft. In areas where that section will not fit in, we'd lose parking on one side, in that case 7 ft. would drop off.

Malcolm assumes its more than just narrowing and tapering of the road?

BF we'd adjust the curb line, taper in, run parallel to road.

Chris Ventura asked is 3 ft. lane as safe as 4 ft. lanes for bikes....?

BF said a 13 ft. shared lane is minimum for roadways with bike accommodations, the next step up would be to have a 4 ft. shoulder, then next step up would be 5 ft. shoulder.

Chris asked about next step and safety.



BF said it just creates more space, with roadside parking concerns with door, the more width, more comfort level for users, trying to weigh that.

Malcolm Bird said you speak on 10+3 as shared space, the other is 10 ft. plus 4 ft. shoulder, what's the difference between shared space and shoulder?

BF stated shared space, the bicycle is partly in travel lane of car, the car would have to slow down to maneuver around bicycle, depending on type of car, could do that in confines of yellow line, in other cases it might not, might wait for bicycle to get to location where it leaves roadway, or go around bicycle but there going to occupy same space. With the white line and 4 ft. shoulder, the 10 ft. lane accommodates vehicle entirely, the 4 ft. shoulder is intended for the bicycle. They wouldn't be in same space.

Sean Sawyer posed question about the red line area on plans. Would the curb be right against sidewalk or gravel between sidewalk and curb.

BF said there's no widening on road and explained the red area is just the buffer between the curb and the sidewalk, if more than 2 ft. shown as a vegetative buffer, it can be grass.

Sean Sawyer - that is widening the road because right now we have about 3 1/2 ft. of grass...?

BF will look at their house to see what's there, the curb takes up width (curb could be either granite or concrete the decision has not yet been made.)

Alex Anderson relayed, as current VP of Historical Society, they are concerned with changing historic nature of the village. Not hearing any aesthetic consistency with this project, are curbs granite? Also recommended consideration for residents of the village rather than tourist. Saw clever way to indicated bicycles on Nantucket. They extend bicycles along streets as symbol for bike lanes. No one stays in bike lanes, they ride on sidewalk, in streets etc. Thinks DOT is concerned with traffic but doesn't see DOT is concerned with residents who live in village. Begs every consideration is given to historic character of the village be maintained for safety and aesthetics.

BF replied that responsibility lies with the village not DOT.

HVEA showed two renderings, public gathered to view. (50 mins)

Trustee Mark Browne reminded there will be additional meetings at the end of month regarding historic preservation. Also a signs workshop along the corridor, what signs we're keeping and replacing according to regulations. In December will hold meeting on putting in new water main. Noted the Mayor worked hard to get funding to do the road, still working on funding for water or will have to bond it.

Liz Martin thanked Trustee Browne for his work.

Sean Sawyer asked are there different possibilities for road markings, will there be a workshop on markings or will that be in final design?

BF responded those things can be done in final design, will be presented and comments will be allowed then.

Chris Ventura inquired as to the safest option for cyclists and which of these options is more safe? Is a 4 ft. lane safer for cyclists or does wider road offset, meet safety requirements?

In BF's professional opinion would be dedicated space is always somewhat safer, not asking bike to coexist with traffic. Some safety enhancements to the bicyclists in the 4 ft. lane as opposed to a shared lane. When talking about a 10 ft. lane, 4 ft. shoulder and 7 ft. parking lane, talking about a slight bit of widening, the other scenario 13 ft. lane and 7 ft. parking lane is reallocation of space already there.

Malcolm Bird asked 7 ft. parking and 3 ft. bike lane? Per BF, it's not a 3 ft. bike lane, it's either a 13 ft. shared lane with 7 ft. parking or a 10 ft. travel, 4 ft. shoulder and 7 ft. parking. The other scenario that came up is status quo of leaving roadway at current function now without additional or dedicated space for bicyclist.

Resident inquired is there a NHTS safety data width of road impact on, can you say definitively if one design would be safer than the other?

BF replied no but typically a narrow road has more accidents but less severe.

Billy Murphy referenced a group at Johns Hopkins heard on NPR.

BF was aware and said it was part of a larger podcast on narrowing roads to reduce speeds.

Bill Murphy asked in the scenario where the road's wider would be going against that?

BF replied there are a lot of other factors to include, not just width, can find just as many studies to say there's no difference. Essentially bicyclists in a travel lane are a traffic calming feature.

Billy Murphy stated, the engineering problem you're working with, it narrows as it goes away from village center, is there a role for, 4 ft. bike lanes that works here but not here, is there a hybrid that could be done, where it widens, getting dedicated bike lane there but here have something more organic cars/bikes share the roads, leave parked cars in place which are also traffic calming measures, safety measures for pedestrians and traffic calming for cyclists, you get the dual objective of this project.

BF mentioned the importance of consistency, the concept of logical termini, go from one place to another and not necessarily changing, if someone went from 4 ft. bike lane into travel lane and got hit by car, how do you defend that, it wouldn't make engineering sense to take a roadway and fit it in space like that.

Billy Murphy said that's the reality of what we're dealing with.

BF said not wanting bicycle accommodations, keeping roadway as is, a valid theme. You have to look at objectives of project and criteria. If not going to show accommodation for bicycle have to justify why we're not going to. One thing we haven't done is count bicycles, that could be done. HVEA has started the process of looking at 3 year history of accidents along Albany Ave. but not a high accident area.

Malcolm Bird asked in 13 ft. wide roadway is there any option for marking outside of 10 ft.?

BF replied yes, those markings would be sharrows in right side of travel lane at an interval. Looks like bicycle intended to alert motorist it's a shared roadway and calming traffic.

Sabine Murphy is not against bicycle safety or bike lanes, or bicyclists, just wondering if you could restate what you heard us say, make sure you know what our concerns are?

BF said yes, the roadway as exists today with the travel lane width and parking where it is desired by many of you. Sabine mentioned it's not just parking it's many other things, snow removal etc.

BF said in final design could work on adequate space for snow storage and things like that.

Sean Sawyer stated with so many factors, it's very hard to be more integrated in discussion of what design is, to fully appreciate the impact, the different elements and how they relate to each other, you're just talking about road width without markings, without knowing where curbs are...

BF mentioned determining the cross section of road is important, it's like building blocks, can't design each scenario to the end because it takes considerable time and effort.

Sean Sawyer said you could show sharrow on one shared, then mark shoulder where white lines would be on other, would give more visual indication of how factors come together, right now there's a very abstract plan.

BF said we could offer some renderings to village to be able to share that. There are different ways to show intended space.

Discussion ensued while village showed pictures of Albany Ave. Mayor remarked in first option the physical footprint of road doesn't change, the white line is moved over to keep parking aligned and making wider so bicycles and cars can utilize lane at the same time. The second option, per DOT the space between the white line and where parking begins must be 4 ft. and parking has to be 7 ft. per DOT regulations. The second option proposes widening road by a foot on each side to get that. Could put no line, add white line later or just put sharrows instead of white line and mark where people can park.

Brendan Fitzgerald mentioned there's no room for parking in some areas.  
Resident mentioned speed challenges.

BF mentioned a toolbox of traffic calming things, alter path of vehicle so you have to do something. Has instituted medians, raised traversable medians, signs (residents don't want more signs), bumpouts, but they don't have much effect on a road like this.

Sabine Murphy recounted that one Saturday she counted 8 trucks in one hour which drove right down the middle. Cars were parked on right, left, and an oncoming car had to slow down, farm trucks have no intention of slowing down.

Sean Sawyer commented on marking options and sharrows.  
HVEA can show a couple renderings of what road section would look like using actual photos.

Trustee Susan Patterson asked for visual, near the Columbia Co. Museum, where the curb is too high. Confused about how they'll raise pavement and make it flush with Route 9.  
BF will show that with cross section there.

Sean Sawyer asked is there some kind of extra detection for light there?  
BF we will have to coordinate that with DOT.

Billy Murphy mentioned there's a reason Albany Ave. residents want preservation scenario...everybody has their own parking.

BF replied there's enough parking, it's just not in front of everyone's house.

Sabine Murphy mentioned parking at our end, Billy added there's some swells, majority of time we have to make adjustments, if all parking moved to one side, creates potential problems, discussed shoveling space and someone else is parking there. Absurd for a village.

BF grew up in small village, there's a lot of competition for parking especially on weekends, he widened his driveway.

Resident who lives at 32 Albany Ave. has lots of parking, doesn't need street parking, but parking on street is a community asset for the street and village, during events that's where people park, as well as informal trailhead on Albany Ave. Right now, parking removed in front of house, from his perspective parking is important. Prefers staying with existing scape, put sharrows on there for bikes, recommends polling residents, see unanimous support for leave alone option. He's not against bike safety, but that's one factor. Purpose is to replace water line and as a bonus get speed reduced. But spending a lot of time on something really no one wants.

Trustee Quinn Murphy mentioned the leave alone option may not meet DOT standards but that's ok as DOT allows for justifications to be made. Can get accident report, if shows 0 car and bicycle accidents, make a strong case to DOT to keep road the way is it. While presented as two options, they're not the only options, the road could stay same which many residents would want, giving justification to DOT.

Chris Ventura asked about bike lanes and ADA.



Sabine Murphy discussed bike safety was not a problem on Albany Ave. Raised her children there.

Trustee Quinn Murphy responded ADA 100%; we'll make sure we comply.

BF stated there's a process for justifying a non-standard feature. It's based on a lot of things, accidents, environmental impacts, property impacts, social and economic impacts. The DOT can not concur with it or they can. Some must come from here, the village and potentially county would have to show accommodations. You want sidewalks, road rebuilt, curbs, drainage, it is federal money and comes with strings attached. They are making a future investment and want return on investment. Every project has a null alternative which is to do nothing. There are hard decisions to be made, have to look at residents of Albany Ave. will take back concerns and incorporate and balance what we can.

Liz Martin asked do you intend to present, plan to propose something for this historic village that's unique, the best alternative, using justifications you were talking about?

BF replied you have to decide this in conjunction with the village and with your officials.

Mayor reminded this will be at village hall for the next several weeks, put on website, continue to talk to everyone, will set a date in December to decide what to send up for next draft of preliminary design, then hear back from DOT. HVEA to add renderings and graphics so they're at village hall.

Paul \_\_\_ asked for rendering including missing trees and moved utility as an option? Trying to get visual impression particularly a southbound perspective.

BF replied utilities poles are slight shifts, just moving them over for consistency. The vast amount of trees are cut back, some not in great health, some property owners wanted them down, some are utility nuisance, understand mitigation areas.

BF will take a look at photography to see if we can show corridor view, it's not a consistent canopy.

Billy Murphy said we used to, and has pictures that show literally a canopy with tunnel.

Malcolm Bird mentioned where the ROW narrows to 49 ft., in those areas the road will be right against the curb/buffer which are right against the sidewalk. About how much of whole stretch will be like that? BF responded it's constricted into an area of a couple 100 feet, the narrowest area that presents problem is about 600 ft. of roadway south of Railroad Ave.

Sabine Murphy questioned where would poles go? Other side?

BF replied we try to stay within utility buffer, just doing slight pole shifts, always looking to keep poles between sidewalk and curb line.

Joe Wildermuth commented the 13 ft. travel lane and shoulder is great design, but disingenuous to say that you can keep things the way they are now and accommodate bicyclists. Mentioned the condition of sidewalks now. Stated people aren't looking at this holistically, a 10 ft. lane on each side is not safer than 13 ft. lane. DOT roads 12 ft. wide, don't have road that goes down to 10 ft. then to bridge 8 ft. wide, then back to 12 ft., none of us could drive that. There must be consistency. Mark did wonderful job to put together an option that works for everybody. Also believes after it's done residents will love it, look at it with intent it was granted, bicycle and pedestrian improvements, look at this holistically. Notion you'll lose parking? Yes, but in village no one else has parking on street. Hudson and Church have some but most don't have that. To say, "I own that area in front of my house is incorrect."

Sabine Murphy mentioned she never said that. Never complained about parking in front of driveway... space for people who want to visit... very happy with work you guys do to work together to come up with holistic plan, for village, to make sidewalks safer. It doesn't mean she has to give up living in a historic village, have no parking in front of house because somebody got money....in this little section.... We do

not have to accept this but can really work as team together to come up with a plan to please Historical Society, Village and residents who live on the street.

Resident mentioned safety is concern for all of us. But for 22 years was unaware of any accident involving pedestrian or bicyclist. Suggests the continuation of Albany Ave. as it is now presents no danger. Obviously could use upgrades, new sidewalks, all improvement infrastructure we need, but would like to preserve street's historic character by keeping to current configuration. May run into DOT or ADA issue but we're on a national registry, we should upgrade and improve the road as it is, in his view is the best and surest way of preserving historic character of street.

Chris Ventura doesn't see how preserving parking on street preserves historic character of village. This is enhancing access to cyclists/pedestrians which have more right to street space. Asks instead of investing in DOT approved traffic calming measures would rather park cars?  
Mayor clarified that road isn't being widened. Just moving placement of white line. The actual footprint of road is exactly the same with some adjustments. Not expanding road.  
Resident said the illusion is the road is wider.

Paul \_\_\_ grateful for fact original design keeps existing sidewalks, outer edge to outer edge the way it is now, but the road has been adequately safe, not sure we need to widen car lanes that much. The bicyclist would benefit from wider lanes but the tradeoff is speed.  
Mayor said predominantly we agree things should remain the same regarding width, but we have more work to do on traffic calming.  
Alex Anderson asked what about the speed limit?  
Mayor we're working on getting that down.

Mayor thanked everyone for attending. Special meeting adjourned at 9:20 p.m.

Meeting notes submitted by Sue Pulver.



Albany Avenue Project

November 28, 2023

6:05pm-7:10pm

### **Historic Preservation**

Trustee Browne opened the meeting by reading a statement from the Mayor which spoke to the perceived visual impact the project will have on the historical nature of the aesthetic of the village. The Village Board does not believe that the updates will have a negative visual impact on the Village.

### **Discussion:**

Granite curb vs concrete curb. Granite was the choice overall

Brick vs alternative material. The consensus was brick.

### **HPC Response**

HPC has a statement which was read outloud, the document is attached for full review.

The Commission opened with the following statement;

The Historic Preservation Commission of the Village of Kinderhook fully supports the goals of the Albany Avenue Projects to replace the antiquated water mains and to install a proper drainage system. It recognizes these projects as necessary upgrades that will greatly benefit not only the residents of Albany Avenue but also visitors patronizing local businesses and/or attending Village events. However, the HPC finds that the two plans being proposed compromise the historic character of Albany Avenue.

Minutes created by:

*Melanie Brodowski*  
Melanie Brodowski, Secretary



Nov 200

# Sign In

- Historic Preservation

- 1 Paul RINEHART 27 ALBANY AV
- 2 MICHAEL SUSI & SEAN SAUNDERS 17 ALBANY AV
- 3 Tim Husband 31 Albany Ave
- 4 Astrid Montagano 16 Albany Ave
- 5 Bevis Zotaj 16 Albany Ave
- 6 Phil GILWIK 47 " "
- 7 Ally Anderson 53 " "

Several residents did not sign in

The Historic Preservation Commission of the Village of Kinderhook fully supports the goals of the Albany Avenue Projects to replace the antiquated water mains and to install a proper drainage system. It recognizes these projects as necessary upgrades that will greatly benefit not only the residents of Albany Avenue but also visitors patronizing local businesses and/or attending Village events. However, the HPC finds that the two plans being proposed compromise the historic character of the Albany Avenue.

The HPC recommends that water main and drainage upgrades be accomplished with minimal impact on the current layout and appearance of Albany Avenue to preserve the historic character and appearance of the neighborhood. Specifically, to retain:

- 10-foot traffic lanes, the standard for the village and roads beyond.
- uninterrupted parking/service lanes of varying width but no narrower than 7 feet on both sides of the street
- verges/buffers of varying width where and as space permits
- walkways of 5 feet reverting to 4 feet as the road narrows

The HPC views the variations or irregularities in dimensions or layout of lanes, verges, and walkways as contributors to the character of the street that reflect its organic evolution over several centuries. It therefore considers them part of the historic fabric of the village and strongly recommends that they be preserved.

While trees are not structures and therefore not technically under the purview of the HPC they are, nonetheless, a defining feature of the street and are part of its historic fabric as well as a visual asset. The Commission recommends that all efforts should be made to preserve them wherever possible even if that requires alterations of the dimensions or layout of walkways, verges, and/or parking/service lanes. Work-arounds are greatly preferred to destruction.

While the Commission recognizes that many NYS DOT guidelines are suitable for urban or suburban areas it views them as inappropriate for a rural village setting. The Commission strongly recommends against the regularization or standardization of features that deprive the street of its historic rural character.

Albany Avenue, along with the core of the village, is on the National Register of Historic Places, a Federal designation. Both the ADA and NYS DOT guidelines explicitly state that places with a National Register designation are eligible for exemptions. In this light, the HPC recommends that an additional third alternative Albany Avenue plan incorporating the recommendations of the HPC outlined above be submitted to NYS DOT.



Albany Avenue Project

November 30, 2023

6:09pm-7:10pm

### **Signage**

Trustee Browne opened the discussion with a review of the current local law as it relates to signage. The local law does not talk much about signage as it relates to the Historic Preservation Commission. There has been some discussion about who controls signage and design of the road; the Mayor has confirmed that the Village of Kinderhook has the authority to make decisions regarding Albany Avenue.

The role of the HPC is to recommend, advise and suggest the best course of action in the lens of historic preservation.

HVEA discussed the Manual of uniform traffic control devices dictates the signage. This is a Federal rule. Jack from HVEA discussed the different signage involved in the project.

Speed signage is a requirement. Children at play signs are optional, the Village Board is deliberating whether or not they will leave the signage in place or remove the signs. Samascots has signage which directs people to their farm, the village will work with Samascots to detour traffic during the work on Albany Avenue. Trail Crossing signs are currently bright yellow for safety, there is a more muted yellow that can be considered that will still meet the requirements. The no turn on red sign will be put back as it is required.

While most of the signage is dictated by the manual of uniform traffic control there are options on the posts used to mount the signs. A member of the public noted that the black post was pleasing to the eye. The Village would like recommendations from the HPC.

In the end, there will be no additional signage than we have now. There may be less signage if the children at play signage is removed.



## **Pavement Markings**

The majority of the pavement markings will be black and white so they send the message without being obnoxious. Bike lane markings can be one of three things; a sharrow, bike lane markings or no markings at all. Crosswalks will have the ladder pattern and the stop line which is a white line. The pavement will be darker so it will be easier to see the pavement markings.

The village looks to HPC for a recommendation on the brick crosswalk color. The use of curbing near railroad avenue would stop the people from parking on mills park and stop bikes hopping off the trail there.

Minutes recorded by:

Nicole Heeder

Minutes document by:

*Melanie Brodowski*

Melanie Brodowski

Sign In Sheet November 30

Signs - Albany Avenue

(1)

Alexandra Anderson  
63 Albany Ave

Astrid Montagano 16 Albany Ave

Sandra Tolosa

"

Beris Zotoj

- " -

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.

1<sup>st</sup> of three Steering committee workshops: May 31<sup>st</sup>, 2023

1<sup>st</sup> 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.



## 6/28/23 Albany Avenue Projects Public Workshop #1

### Participants

HVEA: Jack Gorton, Brendan Fitzgerald

Tighe & Bond: Dan Valentine (also a village resident)

Attendees: (see attached sign in sheet)

Mayor Abrams opened the informational meeting and explained two different Albany Avenue improvement projects. Village executed an agreement with DOT and are authorized to proceed with preliminary design of that project. In December 2022 we executed a design contract with Hudson Valley Engineering Associates, who are here to lead the presentation. In March 2023 we executed a second design contract with HVEA and Tighe & Bond, also represented here by Dan Valentine, who's a village resident as well. They're revisiting previous engineering plans covering Albany Ave. watermain upgrade and updating them to comply with newer regulations and to use RF (radio frequency) water meter reader technology first on Albany Avenue and then expanding to all in village. In June, HVEA generated preliminary designs on issues along Albany Ave. to be shared tonight prior to submitting to DOT for authorization to proceed.

Scope of Pedestrian and Bicycle Improvement project is set and the current funding sources have deadlines associated with them.

Mayor Abrams introduced steering committee attendees, specifically Mark Browne who is the Project Manager and Trustee. Introduced Trustees Susan Patterson and Quinn Murphy, Deputy Project Manager and others in attendance.

Trustee Browne thanks Mayor, project is a team effort, happy to have HVEA. Explained HVEA was selected to perform oversight, Tighe & Bond are supporting. Introduced Jack Gorton, Brendan Fitzgerald both representing HVEA and Dan Valentine representing Tighe & Bond.

Preliminary designs for Pedestrian and Bicycle Improvement project are 60-80% prepared but not complete. Post workshops, HVEA will generate a preliminary design to 80% complete level. They then submit designs to NYS DOT, DOT will then give back guidance on design. Work flow is preliminary design to final design to bidding to construction to closing out the project. At each step DOT is involved, there are things we have to do to proceed to get money allocated for us.

Trustee Browne addressed specific issue of adding scope. We're proceeding with scope and funding and how to finance. If we were to add scope, would need to define scope and seek out additional funding. Some desires from the community to put power lines underground for aesthetics, are not currently within scope and would be a board policy decision. Better brought up at meeting with the Board. With a whole new audience, some who follow the Mayor's

blogs, and some who are new, Trustee Browne wanted to briefly talk about funding. Summarizes high level funding of the two projects.

Albany Avenue Pedestrian and Bicycle Improvement Project details:

In November 2022, the Village bonded \$500,000 to cover initial cash flow and expenditures for design. DOT said we had to do this to get money, and it was voted on by board. Going after additional funding grant application and proposals. Grant we received only pays 80% of expenses. Putting forward a proposal under NYForward Downtown Revitalization Initiative for additional 20%. Other funding requests under consideration are items not covered under grant funding (there will be some ineligible project components). Grant won't pay for interest on borrowing, but will pay for legal fees and construction change requests provided they're under the total amount. One way to avoid and mitigate risk is to make sure bid packages as tight as possible. The other thing is project scope adds, the underground power is talked about the most but there may be other things that do not fall under project scope.

The Albany Ave. Pedestrian and Bicycle Improvement project is guided by ADA (American Disability Act) and PROWAG (Pedestrian Right of Way Accessibility Guidelines), two things which drive costs. HVEA will guide us to following these.

The Albany Ave. watermain upgrade project – In 2020/2021 under American Rescue Act we were given \$112,000, board dedicated as seed money to start design of the watermain upgrade project. A preliminary design was done 10 years ago, it's aged significantly, need to relook and add scope such as RF technology. At present, unless we win grants, it's the board's intention to bond \$1m (over 30 years) in parallel with still seeking money. The Water Infrastructure Improvement grant which we've been applying for and will again. Dan helped us with that proposal. Mike had several discussions with those that do evaluations. It was indicated if we know situations where we need to remediate lead loops it helps with our ratings, which increases the possibility of getting money. The WIIA grant is one, the other is the revolving fund loan request from NYS which allows a corporation to loan to municipalities at prevailing rate. If neither of these work, village will then bond and payback over 30 years. Trustee Browne will share graphics online, any questions can meet with him or Jerry Callahan on finance side.

Q. have you been doing cost estimates along the way in design or waiting until 80-90%?

A. started with cost estimates across board, incremented cost estimates on basis of inflation; hopeful we have engineering cost estimates plus or minus 10%; some portions estimated recently, some based on inflation, when we get to construction part, bid package...

Q. public bid? Contingency?

A. we're building contingency and reserve off to the side, certain percentage.

Q. percentage?

A. federal contracts generally have 5% contingency built in, requirement of federal aid money.

On Steering committee several people who work in this domain, helping with the bid package; we will know best with bids in front of us, may need to carve out scope.

Added:

**Steering Committee Members and Administrative/Technical Support (16):**

*James Mark Browne, Project Manager and Trustee, 44 Eichybush Road, former resident 7 and 10 Albany Ave.*

*Quinn Murphy, Deputy Project Manager and Trustee, 28 Albany Avenue*

*Dale Leiser, Water Commissioner– Technical Support*

*Dave Booth, DPW Supervisor – Technical Support*

*Nicole Heeder, Clerk Treasurer – Administrative Support*

*Sue Pulver Recording Secretary– Administrative Support*

*Sean Sawyer, 17 Albany Avenue, HPC member*

*Paul Rinehart, 27 Albany Avenue, Bicycle Advisor*

*Kim Anderson, 2 Broad Street – Business Owner*

*Jerome Callahan, 6 Cortland Drive – Financial Advisor*

*Joe Wildermuth, 17 Presidential Drive – Construction Advisor*

*Thomas Mueller, 5 Maiden Lane – Former DOT Technologist*

*Christopher Ventura, 19-21 Albany Avenue*

*Astrid Montagano, Albany Avenue, Climate Smart Committee Member*

*Phil Giltner, 47 Albany Avenue – Former Planning Board Member*

*Julie Keating, Hudson Street – NYS Business Analyst and Former Running Club Board Member*

HVEA housekeeping and discussion of project objectives; overview; design requirements and considerations.

HVEA will show preliminary design, look for feedback, at certain point will move forward with preferred alternative, then feasible alternative. The big objective today is to present, show ideas, and get feedback. HVEA has done previous design work for village.

**Objective:** to improve pedestrian and bicycle accommodations on Albany Avenue from Chatham St. to Sunset Ave. to the interface with Albany Hudson Electric Trail. Albany Ave. is most direct connection, village wide goal of getting trail users into the village center. Right now there are pedestrian accommodations but a lack of bicycle accommodations. Albany Ave. in this segment is roughly 1500-1600 feet long section. Densely populated with resident houses, as get closer to Chatham St. there are some businesses. The limit of this project is from trail to Chatham St. Albany Ave. does have sidewalks now on both side of street which vary in width and characteristics, on-street parking is not well defined, just an extra shoulder width used for parking. There are areas with and without vertical concrete curbs, some areas with no definition which can create ponding issues, and maintenance concerns for the village. Looking at cleaning up and formalize this interface. There are overhead utility poles in buffer between road and sidewalk. The poles switch to different sides of the street halfway through project. One of the project goals is to maintain that buffer space for utility poles. We have to figure out solution that provides available room for that electric. As Mark said putting electric underground is beyond scope for this project. There are large trees that border sidewalk and the village is in process of getting a tree assessment done for the entire corridor. If there are large root systems under sidewalk, presents long term maintenance issues for village, can heave sidewalk and create tripping hazards.



Q. Taking that tree out then? There's utility pole by the sidewalk, is it going to be moved?  
A. there are poles inside roadway, we want them behind curb line. There won't be poles in road anymore.

Trustee Browne relayed that we did survey of all trees within the ROW and it was recently turned over to HVEA's landscape architect. We don't have full definition of what we're going to do with the trees but we know where they are, their health and what kind and we can share that with public, its all been carefully done.

This project funded with federal funds through Transportation Alternatives Program that DOT oversees, but with those funds come constraints. This project must adhere to NYS DOT's highway design manual which has stringent requirements on lane width, shoulder width, drainage etc. or must show justification why we can't adhere to their requirements. Pedestrian facilities need to comply with ADA and PROWAG. PROWAG has requirements for grade, slope etc. to make sure to accommodate people with disabilities. Also referencing NACTO guide book for innovative techniques for accommodating bicycles within roadway network.

HVEA Overview: (5) options presented.

Option 1) (A) Defining the roadway network similar to the way it is today; cleaning it up, with 1 travel lane in either direction, on street parking on both sides of road, green grass buffer space housing utility poles, trees, with sidewalks on both sides of road. Helps with curbing, and addresses drainage concerns with areas of ponding.

Q. where do bikes go?

A. Benefit of this option maximizes parking, grass buffer both sides of roads, aesthetically pleasing, pedestrian accommodations, but this option has no dedicated bike lane. Not issue for more experienced bicyclists but uncomfortable environment for less experienced or families coming from rail trail to village.

Option 2) Bike lane alternative has travel lanes in either direction, a 4-5 foot wide dedicated bike lane, on either side of street, fit on street parking only on 1 side of street, with sidewalks on both sides. The main positives of this alternative is a dedicated bicycle facility, safer and comfortable environment getting out of travel lanes, improves pedestrian accommodations; maintain on street parking on 1 side of street. Allows grass buffer on 1 side of the street.  
Negatives – loss of on street parking, grass buffer only on one side of street.

Q. does funding require 1 or 2 bike lanes?

A. the scope of the project is pedestrian and bicyclist improvements, need to address bicyclists in some way, but it's not defined, not necessarily a bike lane, but if bike lane alternative is selected, would need to be on both sides of road. Even in option A there's opportunity for improvement with signing and pavement markings directing share to bicyclists.

Q. have your estimates been done on the volume of bicycle traffic we have or can expect?

A. We've not counted the bicycle traffic but could count them.

Q. have we measured tractors that come down street?

A. Yes, it's more than a lane width, a reality of the area and needs to be considered.

We have estimates on use of trail on walking, running, and biking provided by AHET; there's speculation it will increase but don't have firm numbers.

Q. does seem the project started with residents having issues with ponding and speed, so now have grant but residents are more important than someone who might ride a bike by. Lose buffer zone? Yes.

Q. where's utility poles?

A. room for buffer on one side of the street, flipping halfway through street.

Option 3) Similar with bike lanes on both sides of street, worked scenario for small buffer area on both sides of street if narrow the sidewalks from 5 ft. to 4 ft., allowable as long as there's a 5 x 5 passing area every 200 feet.

Q. Option C (3) takes some amount of sidewalk in order to accommodate buffer on both sides and bike lane?

A. compromise is passing area every 200 feet to accommodate the requirement. The degree changes as you get to Broad St. higher and higher.

q. what is typical sidewalk width.

a. Typical sidewalk width 4-5 feet, varies but is not uniform.

Option 4) The shared use path, travel in each direction, on street parking on 1 side of street, sidewalk on 1 side of street, narrow buffer, opposite side has 10 foot wide shared use path, a mixed use facility for pedestrians and bicyclists similar to the trail; interfaces from trail to the village. The disadvantage is the road gets narrowed, issue for farm equipment, also limited on area where utility poles can go, that may require extensive utility relocation to all on one side of street which is a challenge for the project.

Q. sidewalk width on pedestrian side?

A. 5 ft.

Option 5) Cycle track with 2 travel lanes, a parking lane and an 8 ft. wide, contra flow, 2 way bicycle flow separated from travel lanes by on street parking creating buffer, bicyclists not mixing with pedestrians, sidewalks on both side of street. Benefits – dedicated bicycle facilities, parking on 1 side of street. The downside is there's no excess width for large equipment and this is a more innovative approach which may be unfamiliar, with maintenance challenges for the village especially with plowing.

Q. is village required to plow bike path?

A. Yes required to plow by federal funding.

#### Design considerations:

1) taking trees very seriously, save as many as we can, some may undermine sidewalks and need to go, will take it tree by tree. Options to replace trees.

Q. options to replace with specific kind of tree? Or do we have a say in what kind?

A. HVEA will make recommendations of what would be good for a street tree but the public has a say. For example, use native species, kinds of trees already there. Reminder that Tom Butcher is doing the tree survey. Every tree has been identified. Tom's very conservative in taking trees down, and won't bid on that work.

2) utilities: overhead poles have to stay but may need to relocate a select few.

3) hydrants: currently in the road to be addressed by the water main replacement project, will no longer exist after this project and carefully coordinating with Tighe & Bond.

Q. with one parking lane which side will they be?

A. we have not, depending on alternative, there will be sides more favorable for design, may switch sides halfway depending on utility poles, have to look carefully at layout.

4) as get closer to Chatham St. there's a raised sidewalk portion which creates ADA challenges, there's an awkward step with railing up on sidewalk, thought is to raise roadway to match sidewalk helping capture drainage runoff, providing a more traditional 6 inch high curb to the sidewalk.

For alternatives with bicycle lanes, can identify bicycle lanes to highlight presence of bicyclists with colored bicycle lanes using Durablend (proprietary product) cement polymer mixture sprayed on roadways. It's plowable, grippy for tires, and important that it draws attention to bike lane.

Q. not a city; seems more like a city; changes aesthetics...

A. it's just an option, there are other color options, or can use signs for aesthetic reason could blend in. They're finishing one is residential Poughkeepsie area, used combination of grays and brick colors for crossings, a lot of options.

2 crosswalks, one at Chatham St., one at AHET, will look to improve pedestrian safety.

#### Schedule:

Through summer working on preliminary design survey...

Q. Are there any plans other than A to provide for bike lane and parking on both sides of street?

A. No, only A which did not have a bike lane, we have a defined width to define lots of users within existing right of way within road.

Q. there is not sufficient width for parking on both sides and bike lanes?

A. for majority of the area, we are currently having the boundary of road defined, there may be opportunities in some areas to fit everything on both sides, but certainly not for full length and stay within existing road boundary, with not wanting to move utilities, and keeping on timeline and on budget. Trustee Browne states we gave HVEA guidance to not investigate taking land from any homeowner whether DOT agrees with that completely or not, but for the most part, we thought it a non-starter as houses being so close to road as it is. Looking at width from back side of sidewalk to back side of other sidewalk.



Q. are there other municipalities?

A. Bicycle accommodations and pedestrian accommodations do cover the whole spectrum, we could show projects with different treatments, but certainly in this case being close to trail, and having that facility there with a number of users trying to enhance. Would be beneficial.

Q. Does option A. leaves things the same as now?

A. Yes, looking at improvements, but the configuration (traffic) remains same, curbing and drainage, bicycle accommodations would be shared accommodation with road. Pavement marking(sharrow?) shows bicycle with 3 markings, could be used in rural or urban environment, signing in terms of effectiveness is not great.

Q. In the end, who is going to make decision as to how it's constructed?

A. We're here today to get feedback, Mark set up steering committee, feedback and public input, get consensus of what makes most sense.

Q. Lives on Railroad but most folks on Alb. Ave do not have a lot of parking spots, taking those away creates hardship, design to enhance road is terrific, problem with people parking. Look at Saturdays, Albany Ave. is parking lot for any event.

Q. Would there be stipulations eg. No parking from 8am to 4pm? Resident parking? Use bike lane during day/ then parking at night?

A. Not a conventional option.

Per Mayor, the final decision is made by the board of trustees. They will vote on which options. Per Trustee Browne, no decisions have been made. DOT may not look favorably on option A. Seems like a weird thing to show us then. Resident comments it's a done deal, the decision is not yours, mine or anyone else's.

In the sense of DOT, HVEA disagrees with the statement (as it's not a DOT project,) that the public has no input. DOT will provide input but ultimately it's not their decision. If there's consensus and trustees feel there's an appropriate solution, DOT could be convinced of that.

Q. Do you have data on bike usage, parking usage, speed, pedestrian usage?

A. Speed yes.

Q. Any traffic calming?

A. In this case the traffic calming would be confining width of road.

Q. Didn't work on Hudson, we narrowed the road, there's still speeding and now it's more dangerous.

A. There are other traffic calming features.

Q. Length may call for another crossing in middle?

A. Agreed, a mid-crossing could make sense, or could add raised or flushed median, curvature of road with parking one side to other, tabletop for crosswalk, or pinching road in certain spots so visual of coming to an obstruction, are some things that can be done.

Q. Data question?

A. Some on parking, have some generic speed data, and capable of getting more. A simple radar study is part of process to be sent to DOT. Before submitting report HVEA will do radar study.

Q. what about bike or pedestrian data?

A. there's data available, in this project, part of the objectives of empire trail is to connect the village but no data on how many pedestrians/bikers on Albany Ave.

Q. How to determine need?

A. Provide link to encourage users of trail to come to village.

Q. Make more sense for bike trail coming down Broad St. by farm?

Q. Why was that point chosen to bring people into town?

A. Mayor replied it made our grant request stronger. When we looked at water infrastructure, Albany Ave. & William St. is 100 year old plus, and we're on borrowed time now, we don't have money to replace and there's problems with drainage. The Transition Assistance Program grant improves pedestrian and bicycle improvements throughout municipalities, made strong argument that state funded trail helps small businesses in the village.

Q. Also a factor in NYF grant?

A. Applied for state funding if got federal funding, would be easier for trail folks to get to village businesses and would be a lot cheaper to replace water main underneath.

Q. without federal grant, whole cost of water main?

A. Outrageous, we would have to raise taxes.

Q. Did you think of folks living in village who support business too, not just bicyclist on bike path?

A. Sure.

Q. would challenge the presumption, not just here say from businesses, to show actual statistics on how bike path increases volume and bicycle traffic down Albany Ave.

A. Mayor Abrams states we will get hard numbers, HRVG reports 48,000 hits on the trail, pretty significant number.

Village is only municipality along whole stretch that takes care of 38 miles of trail. Trustee Mark Browne – regarding parking on street, volume is mostly homeowners, visitors, volume could be accommodated on one side of street. There's possibility of zone parking one side during the week for residents.

Q. when there's a big activity and a lot of cars coming in, where will they park?

A. Mayor – decision not yet been made. But for other parking options we're talking to Columbia County Historical Society, behind house of history, very big lot. Trying to acquire property across from Trombley's for parking lot. Trying to find other areas.

Q. Historical society is not friendly, there's not a path for people to walk through?

A. There could also be the idea of a bike lane and when scheduled event happens, notice that it would be turned into parking for an event.

Q. Bike lane to historical society? But it's not a paved field, it's a field. If put parking lot there, changes character and culture of community.

A. Have talked to them about temporary parking during construction. Will not be able to park on road for 10 months, looking at alternatives for parking.

Q. Did engineers have anything further to present? Is this it?

A. Dan (Valentine) wants to talk about the water main project.

Tighe & Bond - Water Main discussion presentation:

Trustee Browne relays that Hudson Valley Engineers started on design Dec. 1<sup>st</sup>, second contract issued March 15<sup>th</sup> for Hudson Valley to do water replacement. The whole idea is to take street apart to go after water and put street back together.

The water main on Albany Avenue is 100 years old. There's an 8 inch cast iron watermain. Goal is to replace water main, reconnect services and install new hydrants. Existing main, proposal to do live taps, run 2<sup>nd</sup> water main, to be constructed, filled, disinfected and tested, reconnected, minimizing downtime without drinking water to less than 8 hour window when tying over individual houses. Existing Water set off Rt. 9 Chatham, Broad St. is 12 inch main put in early 90s, part of DOT project in corridor and they did run new water main a little way up Albany Ave. The water main stays on same side of road in Eastern shoulder. There's some residual piping near Mills Park, connects Railroad Ave. Proposing to switch over to other side West side to not undermine utility poles. Also picks up connection that loops to Rothermel Extension, reconnecting Railroad Ave. Provides additional water capacity a portion down Sunset to Samascott's, additional 8 inch watermain in that region. Improves water quality.

Superintendent Dave Booth – able to get shut offs off-street, put on back side of property; each property have shutoff on their property. Also safety hazard of taking fire hydrants out of travel area where could be subject to errant vehicle strike.

Trustee Mark Browne – water (project) is not that far along.

Q. is it possible to do water line on half the street then other half open for traffic and/or parking?

A. Yes, possible for detouring. Trustee Browne – decisions about detouring not made yet. Also current design of laying whole pipe and sanitizing it is to do 6 houses at a time from April to June; so other portion of project could be done. But could do a half road situation, then would need to test it twice.

Q. replacing pipes from water main to houses? Or only ones that were lead?

A. going through lead inventory, when we find lead loops, working with homeowner to remediate. NYS mandated a survey for all connections, and expectation to remediate lead, with a deadline for assessment and expect a deadline for remediation. By Oct. 2024 need initial inventory of all service lines materials, some unknowns, also village will need to prepare replacement plan, under proposed lead/copper revision, if lead/copper exceedances, will need to replace certain percentage of lead service lines every year.

Q. The Murphy's house was lead loop? Whenever flush fire hydrant they get dirty gritty water. One line from main to house?

A. from Main to house is one line. With New main won't be as much iron deposits, should have less flushing concerns going forward with new main.

Q. All homes and fire hydrants served by that one main?

A. Yes. We know less about the water main.

Q. One comment regarding bike lanes and steering traffic from bike path into Kinderhook. If current existing plan resulting in noticeable increase for business owners, I don't understand how is altering it or dedicating bike lanes on each side or large bike lane on one side is going to improve that? They're already getting riders/walkers off bike path to come down to Kinderhook. So what would split be is completely theoretical that there would be an increase above already observed riders, to have dedicated bike lanes, versus signage and other tricks that allow for shared road and mitigation of traffic speed. Other comments on question of utilities, and it's not part of scope as I understand it. I do think the engineers have deference to



utility poles in the design of this project. It's frequently come up. You say unfortunately underground poles not part of project. Would like to ask the engineers and then have floor back again.

Q. If it were part of this project, how would it impact the design, roughly speaking, in some imaginary world, if the village decided it wanted unground lines, how would this impact design of this project?

A. It just offers some more flexibility in where we can locate those facilities, and again the objective is not to move utility poles because it creates another layer of coordination, and money and everything else going into this project, if you have a corridor this wide if you put swaths of land where poles are you can't touch, now we trying to fit, if you take poles away now we have bigger canvas to get stuff on.

Q. they're out of way, lines underground, bigger canvas to work on, more options to show us?

A. potentially more parking etc.

Q. greenspace etc. etc. so just getting lines underground not necessary just an aesthetic procedure to get lines out of our site, but also aesthetic procedure on ground as well, and space. And ease of servicing them, not losing power for 16 hours. Some people would prefer lines and poles instead of green boxes.

Q. If you have to move poles to do this project, who absorbs that cost?

A. If a pole has to move for publicly funded project, private utility would have to pay, not for underground.

Presumably utility would not want to put underground because if would be problematic for them.

A. Certain things they're required to do, they're not required to pay for underground utilities.

Comment - They can go for rate increases whenever they want to.

Q. Kind of a negotiation in a way? We have to have a green space here. You have to move pole to different place? What would utility say? We won't because it would cost us money?

A. in some cases that happens, becomes a negotiation also. Let's say one pole is in the way, in order to move it we have to move five poles, it becomes a much bigger issue to them. There's a balance. Some utilities flat out refuse to do the work. Everyone has seen a utility pole in front of a curb line...or obviously in an area it shouldn't be, sometimes utility companies flat out refuse to do work, not super common but it's a balance. Hard to say if you don't entertain this we're going to make you move every pole...that's not feasible or endorsed, DOT would not allow that to happen.

Q. Presumably if utility decided they're not doing certain things necessary for aesthetics of project, that's sort of what courts of law are all about?

A. In general the requirements we would have, we would have to have an agreement with the utility company to present to DOT, before being allowed to advertised for a project. We'd have to say the utility company has agreed to move this pole into this location within this time frame, signed by utility company, prior to authorization to proceed to construction project, could end up in court, but won't get project built.

Q. if lines are underground, that would be part with similar negotiation with utility company, cost would have to be incurred by builders, village, worked out ahead of time, specking things out with contractors, cost wouldn't be directed upon on by utility company?

A. Yes it would, underground utilities expense would have to be borne by village.

Q. But we'd have the ability to say, part of the contractors you're working with doing the main project, could we get numbers, can we ask for estimates for underground, from contractor?

A. That information would come from utility company themselves. Utility companies use their own contractors. Many projects have utility betterment. Gives example of utility coordination issue. There could be some coordination among utilities.

Q. You said underground lines give more latitude and functionality of this project.

A. Potentially but we have lots of funding constraints. Bigger palate doesn't mean bigger project.

Q. The basis of project being questioned right now. You asked these residents of Albany Ave what would you like about Albany Ave? What I've said for 14 years since I lived here, gee I'd love to bury those power lines. When this meeting started we were told, counseled right away, that's not on the table so let's not talk about. Yet it does seem to me the plan of what's being proposed here serve the people of Albany Ave. are the people not being served here. The bicyclists I don't know and shop owners are being served here. Let's be frank for a minute, how many businesses do we have in downtown Kinderhook? We all want more, want village to thrive, but the people who live there, 24 hours a day, 365 days a year, this is our avenue and it should be protected. Trustee Browne states the road is for everyone. Poses, can we table discussion and bring to board meeting as its policy and the village makes policy. Why would we bury power on Albany Ave and not Hudson St. or Williams St., they all have the same problems with power distribution.

Q. Why did we bury in different neighborhood?

Q. An engineer Charlie Barrows got power buried in Valatie, for safety, can we learn lessons from that, a way we can use Inflation Reduction Act, other funding opportunities, where this is seen as Phase 1? That information would be helpful. Since there's a safety issue with trees?

A. He got it back lotted not buried.

B. Mayor talked to Pat Grattan, they passed a law outlawing power lines, they got ROWs from all residents, and a grant from state that helped pay for it, and he said it was about a 15 year process.

Trustee Mark Browne says I don't think backlotting is a good solution for Albany Ave. Resident commented – has a lot of experience with utilities. The PSC, they can't just give us money, without it being justified. We will be sitting here 4 1/12 years from now before they get their act together, it is under jurisdiction of National Grid, we can't order them to bury the power lines, it doesn't work that way or PSC would have no purpose. To bury those power lines would cost more than both projects together, millions, it's not feasible to say that PSC... Albany Ave. residents spend \$150,000 for each resident. They look at who is it benefitting? It's really not going to happen unless

you can right check right up front yourself, even then 5 years from happening. Could lose grant.

q. what's the date?

A. Date December 2024 to start construction, but if we don't start April, will lose a year (warm weather). Money for water main design needs to be exhausted by December 2024.

Q. were you going to have a quick raising of hands to see if people prefer A rather than the others?

A. Mayor – we asked them to provide as many options as possible, not leaning towards any one, we're legitimately want to hear everyone's input.

Everything is in a range. Standards discussed, accommodating farmers, total amount of traffic, a lot of factors, and it can be a variation. There's really 3 options, you can enhance a travel lane to 13 versus 11 or 10 foot, wider to be a better shared lane with a bicycle. Not having dedicated bike lane (4-5 ft wide) both sides of road, or contraflow 1) bike lane Albany Ave. or not putting bike lane on Albany Ave. or shared use trail.

Q. Can we have show of hands for board and Mayor?

Public comment: focusing on a lot of negatives but positives are reliable water service, better sidewalks, better drainage in front of homes.

Or might have less parking.

Do you live on Albany Ave? No. Parking could be improved a lot.

The project we want is water main project. Got this funding from federal government, now we have to wedge it into what we want, all else bells and whistles if you're not burying power line. We're on register of historic places. You're telling because of urban situation which completely goes away from the nature of village.

When asked for show of hands on options, majority of public (+/- 15 hands) up for Option A.

Q. asks for clarity, does option A mean that there will be funding by village taxpayers to complete the rest of project? Because we will lose grant money?

A. Mayor – Option A. does not mean we lose grant money, there's improvements we can make to connect, bike lanes can share same road as vehicles, sidewalks better, parking area cleaned up, not a lot but improvements will meets intent of grant.

Certainly feasible. HVEA planning on having series of meetings; refine preferred alternatives, present and return before construction for understanding how it will be impacted before construction.

Comment: I think what makes voting difficult is not knowing what cost is between options.



HVEA states the preliminary costs that were developed as part of grant application included something that had bike lane in it, so going down from there, it doesn't mean you spend less money, you might do something different. If there isn't a bike lane, eg. widening road, doing other things for traffic calming etc. Now need to develop that design? A constant process of refinement; part of constraint of program with capped funding, challenge for engineers is meeting objective of project within that amount of money. Sometimes bells and whistles need to drop off, brick pavers etc.

Q. For next meeting can they add slides of shared lane space in option A?

A. Yes, we have to get to point of choosing preferred alternative, when that happens, will show that design on survey drawing, print out and show on boards.

Q. Can clarify how to get there (to option A) to chosen area?

A. Next step is to present preliminary design 80% with supporting documentation to DOT, they will indicate to us their preferred, regards to presentation, give us green light or stop until you do this, then the village board meets to discuss which option.

Q. Who decides what preferred design goes to DOT?

A. We're putting in same way, we'll share the concerns of the village. Not telling them the preferred design right off the bat.

A. They're likely to go with the one with clear designation. That's DOT mind set. If we don't say this is our preferred model, what do we do to make it work?

A. Trustee Browne wants to make sure that DOT accepts the options meet the requirements, don't want to show a preferred, show multiple options, hope they step back let the village make a determination, not just the preferred.

There can be a multitude of feasible alternatives, traffic signal, 4 way stop sign, but has to be preferred alternative. The DOT can have input, push in direction the town wants with some minimums we have to adhere to eg. some accommodation of a bicycle lane. Add agricultural into presentation?

Q. What's a bump out?

A. One of the traffic calming techniques. As drive down road, the road narrows.

Q. What about speed bumps in road?

Q. Double edged sword, some like some don't, agricultural equipment, don't like speed bumps. It's an option. In the city they create a lot of noise.

Trustee Browne – they did look at stop signs on Sunset and Albany, abandoned as a bad idea. The board feels enforcement is the only way. Put up radar signs which show same percentage of speeders, until they get ticketed to stop behavior.

Q. What does HVEA find as best calming method?

A. Done a lot of trail work in Hudson Valley, roundabouts are big but probably not here, medians of some sort, flushed or raised, and bump outs. The city of Beacon has bump outs and put new crosswalks in as traffic calming measure. Certainly medians, including 6 foot median, as crossing refuge but giving a perceived effect. Wouldn't fit the whole

way on Albany Ave. but might be able to put median in somewhere. Traffic is shockingly fast. Could be option. Trustee Browne states there are 19 parkers Sunday evening, 155/25 = 60-70 parking spaces now, could utilize areas to do something in middle to slow traffic down.

Q. how would farm equipment work?

A. Have to look at that.

Q. Bump outs making easier for pedestrian to cross street also mean at that point in the road it eliminates space for cyclists?

A. You don't have to trade off width of travel lane for bump out. Could be barrier curb, mountable-curb, or traversable curb for oversized vehicles, are all options. Durablend or other products like that are painted on road, can actually paint a bump out for texture difference, doesn't affect someone plowing over it. Sometimes biggest engineering hurdle is water not draining. Have to look at that carefully.

Comment: bump outs, cyclists will be on that road whether bike path or not, safer to traverse, slower traffic, safer for everyone, could afford to lose traffic spots.

Q. Will trustees support option A as show of hands supported?

Can't make any decisions in this workshop meeting, need to be in formal meeting due to law. Not sure how members of steering committee are identified, but could reach out to them or directly to HVEA. Probably need to make decision by August board meeting.



## Special Village Board Meeting - Albany Avenue Project

### **AGENDA**

Palmer Engine & Hose Firehouse

39 Chatham Street

Kinderhook, NY

Wednesday, August 23, 2023, at 7:00 pm

1. Design Process
2. Project Schedule and Future Workshop Meetings in October/November 2023
3. Resident Input
4. Preliminary Design Submission

For more Albany Avenue project information please scan the QR code below.





8/23/23 Albany Avenue Projects Public Workshop #2  
Kinderhook Fire Department

Participants

HVEA: Jack Gorton, Brendan Fitzgerald

Tighe & Bond: Dan Valentine (also a village resident)

Attendees: Mayor Abrams, Trustee Weir, Trustee Patterson, Trustee Browne, Grace Van Moritz, Craig Morrison, Daniel Valentine, Renee Shur, Laurel Nicholson-Browne, Sabine & Bill Murphy, Astrid Montagano & Bevis Zotaj, Michael Suzi & Sean Sawyer, James Dunham, Jerry Callahan, John Piddock, Wendy Pulver, Joe Wildermuth, Malcom Bird, Richard Phillips, Phil Giltner, Alexandra Anderson, Emily Heins, Tina Lang and firefighters

Mayor Abrams opened the informational meeting at 7:07 pm with Pledge of Allegiance. Mayor reiterated accomplishments thus far and shared ongoing agenda. Mentioned the water mains at Albany Ave. and William Street were installed about 1920. In the early 1980's conversations began about replacing those watermains, and in the mid 2000's former Mayor Jim Dunham began work on the preliminary designs for watermain replacements. Recently the board members re-looked at the problem with the biggest concern being failure. It's a closed loop water system meaning if a portion breaks it impacts the entire village and emergency replacement is expensive. The village is getting very detailed feedback from residents regarding their displeasure of the condition of Albany Ave. sidewalks, drainage, etc. so they made it a priority to replace the watermain and improve the roads. The challenge is the costs of completing the projects including watermain replacement, repaving, drainage, sidewalks, is estimated at \$3.5m. Currently taxing village residents \$380,000 per year. We couldn't get Albany Ave. done without substantially raising taxes which the village did not want to do so they went after grant money. For consideration, \$2.5m is needed for the William St. watermain and sidewalks and there's a need to save for future generations. The Village aggressively applied for federal and state grants and received two big ones, one TAP grant of \$1.8m for Albany Ave. to repave and improve sidewalks, install drainage, and improve pedestrian and bike pathways from trail to downtown area of village. Also received \$2.25m NYForward revitalization grant for infrastructure. Requesting from the state that \$400,000 of that money goes toward helping to pay for Albany Ave., through the local planning committee, with state approval. Still have \$1.2m to pay for with watermain on Albany Ave. We're applying for water infrastructure grant and talking to state about a revolving fund long term loan which is backed by the state to help pay, instead of a 15 year bond over maybe 30-40 years to reduce monthly payment. Last few years received over \$4m in grant money, (that's 10 years' worth of taxes), these grants have time limits associated with them or the state or federal government can pull back funding, so we need to break ground on Albany Ave. by end of next year. Upon resident feedback the village slowed down process so that people are adequately informed, delayed this meeting to allow folks time to understand and read what's going on via website. On 6/28/23 they conducted Albany Ave. public workshop meeting #1 with option 1 prevailing. Hudson Valley Engineering Associates will develop traffic calming and safety measures into this preliminary design, which we see here tonight, conceptually keeping Albany Avenue the same

as it is right now. It should be stated that there were a minority of residents concerned about bicycle safety. Trustees viewed preliminary updates proposed for option 1. These refinements should address some of the concerns by residents, many of concerns raised may not be addressed until we receive funding for preliminary design, with feedback by DOT, DEC, and NYS Parks and Recreation. The Village of Kinderhook Historic Preservation Commission has reviewed portions and recommended improvements. They recommend a site survey be conducted by NYS Historic Preservation and a report produced for review. NYS Parks and Recreation Director Dan McKay has suggested we use this approach. Village agrees and hopes this can be done over next few months.

Trustee Mark Browne will proceed, and the board will then discuss.

Trustee Browne went over first two agenda items. Found an online toolkit for helping understand the design process, which he shared with everyone and posted on the website. Mentioned three phases, one was scoping which was done Aug. 22<sup>nd</sup>. With initial project submitted, project management plan, smart growth tool, and a complete streets checklist then fully executed agreement goes to DOT. Sent RFQ out to 15 firms, validated by DOT, then negotiated with one firm, and HVEA was awarded the contract and statement of work. HVEA came online in 2022, has addressed what's needed for preliminary design and now advocating submission of preliminary design to DOT, who sends portions to different agencies, eg. to NYS Parks, Recreation and Historic Preservation and NYS DEC, which has to happen by September for feedback to start detailed design for final design process.

Project Schedule and Future Workshop Meetings in October and November 2023. Showed we're on step 10 of schedule handout, steps 11 – 15 is where we're trying to go to do final design. Indicated step 12 is broken down to 5 steps, and the village is willing to have workgroup meetings in October, November and December to go over these concerns, eg. trees and landscaping, then to be turned over to HVEA for detailed design. Will hold special meeting to show to residents. Also, will hold special meetings on speed reduction and bicycle and pedestrian safety, another for historic preservation update, and an additional meeting as there are concerns about signs and street markings. In early December will have more detail about watermain coordination. Breaking ground by April 2024 is the goal.

HVEA presentation of preferred preliminary option 1.

Last public meeting they presented alternatives and gathered feedback from the community and learned that residents like the character of Albany Ave. The overall objective is to maintain the character, upgrade the sidewalks (ADA compliant), keep on street parking, maintain space for large agricultural vehicles and control vehicle speed. Looking at different ways to contract it. Has refined the design and starts with looking at existing condition of roadway. HVEA determined the road has 3 main characters, 1) travel lane, 2) shared shoulder space, and 3) on street parking. Although not delineated, cars park close to curb line to get away from the travel lane and provide an area for doors to swing open without getting into oncoming traffic, an important design consideration. Part of this project is to formalize the roadway, identify a 10

foot wide travel lane, 3 foot shoulder, and 7 foot wide parking lane. When they install formal curb lines, they're able to fit section in for most of the corridor. This maintains character, increases opportunity for room for bikes, accommodates door swing, and provides excess width for agricultural equipment. The identified goal is to maintain as much on street parking as possible, however due to reduction of width as you move north through the corridor, there are areas for on street parking on only one side.

22 feet is the design criteria used to get a car parked against curb line, a realistic approach to how much space is there. The paving on Albany Ave. a couple years ago more formalized the parking areas especially on the north end by Sunset, that's the area they're seeing a big hit on parking from Railroad (not Sunset) is the area that's tight. Their observations show that parking demand is less in that direction, but there's still a 50-60 space range of how many can fit on Albany Ave. They've done counts on different days with consistently seeing 20 cars parked on Albany Ave. mostly by residents. This scenario is still allowing plenty of parking. Installation of a curb and making sidewalks more consistently 5 feet everywhere impacts the corridor, and maintaining green buffer space for utilities, snow storage, and having green space to sidewalks allows more comfort for users.

Regarding vehicle speed concerns, HVEA showed center median island, a physical obstruction 4 inches high, installed in the center of the roadway forcing vehicles to slow down, change the direction of their travel so vehicles would navigate around. It's a proven tool for reducing speeds. Found them very effective as something present in the road draws attention and slowing down. It's a subtle approach using a traversable island, with a wedge curb up to it that agricultural equipment could drive over it, it's plowable, also provides safe area for pedestrians to stand in center of roadway to cross one lane at a time. The thought is to install approximately center of roadway between Sunset and Chatham St., located there to fit between driveways, and have one at AHET crossing. Some feedback received was about the raised intersection there now creates excess noise and need of an effective replacement to control vehicle speeds. This creates a gateway to come into the village, garner attention and slow down traffic. There are other tools for traffic calming, eg. curb bumpouts, to narrow road down, but this is generally more effective. And on street parking reduces the effectiveness of bumpouts. These would be visible down Albany Ave. which draws attention. (Median island) location not fixed in stone, could do one or two, but would be a good option for this road for traffic calming.

Resident Sabine Murphy mentions it appears the island is right in front of her house, and she couldn't park in front of her house. Has done own studies for speeders, the only way to stop is ticketing them. This lessens value of her property having an island in front and not being able to park in front of house which usually has 2-3 cars in the street due to the challenging driveway. HVEA will use judgment in placement of islands between driveways. Sabine mentioned 4 cars can park in front of her house now.

Resident Sean Sawyer asks if people don't have spots, can they reserve them? Sabine Murphy replied she's not going to take a neighbors' spot.



HVEA has done parking surveys, identified 20 cars. The residents know who parks where. Sabine Murphy mentioned it's challenging to get into her driveway. This is taking away parking in front of her house.

HVEA states it would be great information to get from residents - who parks in front of their house on Albany Ave. on a daily basis. They don't necessarily know whose cars they are, visitors or residents. HVEA mentions this is a concept of ways to calm traffic, and the location could be adjusted if so warranted.

Sabine Murphy hasn't complained about speed. Her son sat outside for 1 week all day long and he can tell you who it is. It's closer to the light. She recommends putting island there.

Speeding is pretty bad per Resident Phil Giltner.

Trustee Browne mentioned that radar signs show 15% are speeding between 40-55 mph. The village is trying to mediate with the Sheriff and ticketing.

Resident Malcolm Bird states at a considerable cost to residents.

Firefighter asks for pictures or locations where HVEA has installed this in middle of street? To him it's a nightmare for folks coming down street and hit parked cars, there's not a lot of room. HVEA can share installation information. Mentions there's options where it could be flush and not actually raised. Firefighter mentions the circle at Routes 9 & 9H where people run over curb and take out the trees. HVEA looking at the concept of different purposes, coming into village trying to slow people down as they enter village at trail crossing. Benefit there may be different than at the other stretch.

Grace Van Moritz asked about different traffic calming. HVEA responded most traffic calming would include the appearance of narrow road, could just do pavement markings, trade off with aesthetics, and visual contrast. Most effective are things that actually make it look like road is narrower, to slow down, eg. modern roundabouts have an island, making you slow down as it changes geometry of road.

Resident Dr. Murphy – 28 Albany Ave. asks is there a couple examples to go to and visit? HVEA will research around here and get information back. This process submitting preliminary design to DOT, have discussion to look to incorporate traffic calming measures, can do something different down the line.

Resident Astrid Montagano – project from trail to village, if driving north, cars from Albany Ave. once they pass trail will start going fast creating an uneven balance, are we prepared for excess speeding? Grace Van Moritz states its already an issue, no one's coming that way from village, bikers are headed to the village, it's pretty minimal, but they do speed. Sean Sawyer mentions traffic speed changes to 55 mph there.

Resident Malcolm Bird states when passing crossing area for bicycles heading north, he slows down and is very aware of police presence in area. Not there every day but he looks for it every day as that area lends itself to higher speeds. Feels something in middle of road to slow traffic will take so much away from some residents on the street that it's not a good tradeoff.

HVEA relays that if we just had something where trail crosses, (doesn't want this to dominate discussions as just one aspect), DOT may not have considerable interest in how it's done. Could be one area, two or none. Traffic calming was brought up as issue or concern and they're trying to show ways it could be done but could show different methods. Could focus where trail crossing is and that could be enough.

Sean Sawyer – you've got Mills Park, could sacrifice parking there, although some park there for the trail.

HVEA said what they're showing happening at Sunset doesn't impact any parking. People park at trail. HVEA says people are parking on shoulder and grass.

Trustee Mark Browne responds that since we've put trail in, we've been indicating to people they'd be better off parking at Rothermel, we put things on windshields, and we'd like to keep Mills Park the way it is. He doesn't see benefit of putting parking there.

Resident Alex Anderson lives on corner of Albany Ave. and Sunset and sees people park directly under a no parking sign every day. You have interesting corner, encouraging scooters, Segways even if there are places to park closer, they'll still park on the grass, even with the signs. You're not slowing down trucks here, if there's a median and they don't like it they'll run over it, not sure there's a solution but if you did take away parking, they'll find another place to park. Per HVEA it's an education process, letting people know where to park for the trail.

Resident Phil Giltner's house is by trail, he definitely doesn't want parking space in front of his house. HVEA is not indicating Mills Park will be a parking space. Phil Giltner mentions that since the trail opened people park in his living room. HVEA states if there's an area to prevent parking in front of a house, they could move curb line out to prevent parking. Phil states it would be marvelous to reduce available parking spaces, that we don't need parking for 50 cars.

Grace Van Moritz states there's space for 50 cars, understands residents park in front of their house, asks is it a privilege or expectation, does increase home value, or just a convenience? As she parks in her driveway, trying to figure out what's the most important, what matters most? Is it parking, speed, or bike trail? Not hearing what's most important? Loves Kinderhook, just not hearing what's most important, just character.

HVEA is mostly talking about the cross section of the road. Mentions the big voice heard at last meeting to keep it similar. Just showing a cross section of road, parking, a relatively narrow shoulder and 10 foot travel lane. Need to get consensus from the village in order to move to the next step, the details they can continue to work on. When we submit to DOT, we have to

get acceptance for the criteria used, which is going to be travel lane, shoulder, parking lane, and sidewalk which we're trying to keep consistent and standard minimum of 5 feet. Good to get feedback on traffic speeds and calming. Trustee Browne will create other discussion groups to review those issues. Does anyone have comments about cross section of road? HVEA showed wide shoulders, shared us trail one side, at the last meeting...

Resident Emily Heins asks about the expectation for bikes in this design? HVEA responds it's going to be a shared roadway. Will you have signage for shared roads both sides of trail? Yes. Is there going to be painting in lanes? No. As a cyclist asks is there no designated space for bikes? Right, it's going to be a shared roadway. HVEA is trying to balance concerns of community. Caveat though increasing safety for cyclists is not part of this plan? Per HVEA, part of reason to institute traffic calming measures is to improve bicycle safety, making road consistent width, right now parking's a little haphazard. Signage there's bikers there, presence of trail, really making trail stand out for awareness. What's proposed now does not have a dedicated bike lane down Albany Ave. That would be another level, more impact on parking. Trying to find right balance, with pedestrian use, bicycle use.

Malcolm Bird asks is parking on street, more or less in front of your house, a convenience, a right, or a privilege? Folks assume when they moved there that they can park in front of their house. With this design nobody would be able to park in places traditionally available. Jack personally thinks it's a privilege but will take his comments back with them.

Sabine Murphy states she can't park two extra cars in her driveway. HVEA asks for feedback on which residents absolutely use street parking.

Joe Wildermuth states at the last meeting folks on Albany Ave. said speeding was the main consideration, and also overwhelmingly that option 1 is what they wanted. This is a tremendous opportunity for the village to redo the watermains and streets. Albany Ave. is one of the few streets where people can park. He's not a resident of Albany Ave. Trying to accommodate, look at the whole, address major concerns, understands option 1, few details to manage, and a little parochial to try to work out to everyone's satisfaction.

Alex Anderson relayed the historic community character is very fragile and important. She watches bikers go where they want, on Albany Ave., Sunset and the trail and no one pays attention to signs. They're out of community character, they're urban, loud, fluorescent green, everything we do to preserve rural character is essential, that's why people want to be here. Need stop signs but not every few feet. Best thing we can do is enforce speed limit, need traffic tickets as even farm trucks speed, that's part of our world. Regulation is not going to change it.

HVEA states one of the reasons to show center island traffic calming feature is it's physical, not a sign to modify behavior. With crosswalks the intention is to make brick paver texture contrast which stays in character with a historic village. Sabine Murphy comments classic white stripes is enough, it doesn't have to be colored. HVEA clarified it's not colored but a brick paver.

Malcolm Bird asks what about present hump in road? Still like this but take hump out for median island. HVEA states if something like this, a median island, is chosen for final design, we would take the hump out.

Resident John Piddock questions if thought's been given to wintertime and snow and ice? What about those issues with 8-12 inch snow pushed out in road, and you can't park in street? What about those issues with the narrower road in wintertime?

HVEA trying to keep buffer between curb line and sidewalk for snow storage. Depending on how much snow you get there may be times parking is impacted. We don't want sidewalk right behind curb line. Village DOT? Per Mayor the DPW needs to look at it, part of the issue with handling snow removal is efficiency, we've hired another part-time person, we've got another dump truck to ideally move snow in a timelier manner.

Dr. Bill Murphy states these islands may be most controversial as they take away parking for theoretical slowing down of traffic. He doesn't want to lose parking in front of house, but speeders bother him more, that's the rub.

HVEA could consider putting (island) where trail is, where it has no impact on parking. There are ways to look at finding effective ways (traffic calming) without impacting parking. Understands Mr. Murphy's immediate concern by his house.

Trustee Browne mentions we can also baseline and measure the improvement, right that it may be hypothetical to slow down traffic, but in these guys' experience it does slow down traffic, and we have to trust the engineers. Sabine Murphy said we narrowed Hudson, and that didn't slow speeding. Trustee Murphy states there's others who disagree with that statement. The same percentage are speeding but people in that 15% are slowing down.

A firefighter asks for proposed island pictures and states it may not be bad by rail trail. HVEA will put on the website.

Tina Lang inquired about what trees are they removing? A lot of people are wondering. Trustee Browne replied there's a dedicated workshop meeting specifically for tree discussion scheduled with the status of every tree.

Per Mayor they will discuss. Based on the last meeting held, overwhelmingly people wanted option 1, parking was a big issue, speeding was a big issue, and after last meeting they heard from a number of residents stating concerns they're not doing enough for bicycle safety, but overwhelmingly people wanted option 1. Will continue to improve the safety.

Trustee Patterson stated that overwhelmingly people want option 1, but she's not satisfied we heard from non-Albany Avenue residents or the rest of the community. This might not be a decision just Albany Ave. residents should make. Has had conversations with three families



who were pretty adamant about wanting a bike lane. The spirit of project is to have safe, accessible, dedicated bike lane, and some kind of access between trail and village and she doesn't see it represented in this drawing. She has listened to a lot of people, kept an open mind and is inclined to go with option B with a dedicated bike lane with parking of both sides of street. Per HVEA 8-10 feet is minimum width for shared use trail.

Trustee Weir asks does DOT have the right to make additional modifications down the road? Per HVEA we have to go to DOT who as a right to comment, and they could ask for more. We may have to justify this would be enough or do what they suggest. If presented to DOT and they accepted and approved this design, if the village wanted to change after that they could, but we may have to go back to get secondary approval from DOT. As a village it falls into funny place for what actual standards need to be, there are standards for bikes and shared lanes. We'll hear something back as DOT has pedestrian and bike coordinators in each region, and they will weigh in.

Trustee Browne states when 5 options were presented, he was an advocate for a dedicated bike lane but does recognize the majority of folks, mostly Albany Ave. residents, want parking on both sides. He begrudgingly moved to go along with what majority of people want. While we don't have a right to parking, it is nice to have parking. Thinks we can also accommodate moving crosswalk to accommodate the disturbance at Murphy house, but who will live there after Murphys? We can't accommodate everyone. An advocate of putting forward to DOT, still have to get input on environmental, submit and get feedback but if we have to change it would be painful and jeopardizes construction.

Trustee Weir is in line with Trustee Browne, who motioned to submit preferred Option 1 to DOT. Trustee Weir seconded, all voted 'Aye.' Trustee Patterson comments she is in favor, not opposed. Mayor will submit Option 1 to DOT.

Mayor motioned to adjourn, seconded by Trustee Weir, meeting adjourned 8:20 pm.

Respectfully submitted by Sue Pulver.



# ALBANY AVENUE PROJECTS

## PUBLIC WORKSHOP – TREES & LANDSCAPING

OCTOBER 24, 2023



# AGENDA

- TREE ASSESSMENT
- TREE PROTECTION
- PLANTING RECOMMENDATIONS
- TREE SELECTION
- TREE EVALUATION
- QUESTIONS AND ANSWERS



- VILLAGE HIRED THOMAS BUTCHER TO PERFORM INDEPENDENT STUDY
- EVALUATED FOR HEALTH AND HAZARD TO PUBLIC INFRASTRUCTURE
- RECOMMENDATIONS WILL BE CONSIDERED AS PART OF DESIGN

## TREE ASSESSMENT



Critical Root Zone – Where possible work (work that can damage roots or compact the soil - excavation, filling, stockpiling, storing equipment) within the critical root zone of existing trees in the area should be avoided. The critical root zone area can be marked out, and vegetation protection fence can be placed at the perimeter of the critical root zone. If work within the critical root zone cannot be avoided, at a minimum the vegetation protection fence can be placed at the drip line of the trees canopy. Critical Root Zone = Tree DBH x 12”

Given the site conditions of this project work avoidance within the critical root zone of many of the existing trees is not practicable and other tree protection measures will need to be used.

Root Pruning – Cleanly prune existing tree roots that have been severed during the construction operations (usually excavation).

NYS DOT Standard Specification Item 614.09

Root Zone Treatment - Treat the critical root zone of existing trees through aeration and/or vertical mulching with compost or a sand /Mycorrhizal Fungi mix.

NYS DOT Standard Specification Item 614.08.

Structural Soil – Use of Structural Soil under the sidewalk in locations within the vicinity of existing and/or new trees. Plan for two cubic feet of structural soil per every square foot of tree crown for existing trees and tree crown projection for new trees.

NYS DOT Special Specification Item 610.14000011.

Root Barriers - Install a root barrier adjacent to the sidewalk. Root barriers can redirect roots down and away from the sidewalk minimizing the risk of the roots causing heaving of the sidewalk. However, root barriers can encourage root girdling (roots are forced to grow in a circle wrapping around the base of the trunk leading to decline and dieback of the crown). Because of the risk of root girdling other measures (providing enough soil volume, using structural soil) should be used before root barriers.

# TREE PROTECTION

Planting Pit - Specify an adequate initial planting pit size. Planting pit size should be 3 x the root ball diameter, with a bare minimum of 2X. When planting in a sidewalk buffer zone the planting pit will need to be elongated to provide the required volume.

Refer to NYSDOT Standard Detail Sheet 611-01 sheet 1 of 2.

Soil Volume – Provide enough soil volume for the tree to grow. Plan for two cubic feet of soil per every square foot of tree crown projection. A tree with a projected 20-foot crown diameter needs approximately 600 cubic feet of soil to support it.

Pruning – After planting prune only broken, rubbing, or crossing branches. If the tree has a co-dominant leader prune it out and leave one dominate leader.

## PLANTING RECOMMENDATIONS

## **PLANTING RECOMMENDATIONS**

- SPECIES SHOULD BE SELECTED THAT BEST SUITS THE LOCATION
- NATIVE SPECIES RECOMMENDED
- OVERHEAD UTILITIES NEED TO BE CONSIDERED
- 2" – 3 ½" CALIPER – LARGER CALIPERS WILL BE SLOWER TO ADAPT TO ITS NEW SURROUNDINGS

# TREE SELECTION

- Recommended Small Trees:  
Trident Maple (*Acer buergerianum*)  
Amur Maple (*Acer tataricum* ssp. *Ginnala*)  
Serviceberry (*Amelanchier* spp.)  
Cornelian Cherry (*Cornus mas*)  
Flowering Crabapple (*Malus* spp.)  
Snow Goose Cherry (*Prunus* 'Snow Goose')





# TREE SELECTION



- Recommended Large Trees:

Red Maple (*Acer rubrum*)

Sugar Maple (*Acer saccharum*)

Hackberry (*Celtis occidentalis*)

Common Honeylocust (*Gleditsia triacanthos*)

Kentucky Coffeetree (*Gymnocladus dioica*)

American Sweetgum (*Liquidambar styraciflua*)

London Planetree (*Platanus x acerfolia*)

Northern Red Oak (*Quercus rubra*)

American Linden (*Tilia americana*)

American Elm (*Ulmus americana*) – Dutch elm disease resistant variety





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION



Search Google Maps



17 Co Rd 21

Kinderhook, New York

Google Street View

Oct 2019

See more dates

Google



# TREE EVALUATION





# TREE EVALUATION



Search Google Maps



20 Co Rd 21

Kinderhook, New York

Google Street View

Oct 2019

See more dates



Google



# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION



Search Google Maps



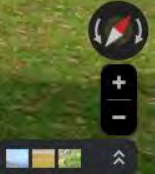
28 Co Rd 21

Kinderhook, New York

Google Street View

Oct 2019

Google





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# TREE EVALUATION





# QUESTIONS & ANSWERS



10/25/23 HVEA / Albany Avenue Steering Committee meeting  
Village Hall

### Participants

HVEA: Jack Gorton, Brendan Fitzgerald

Attendees: Trustee Browne, Dave Booth, Joe Wildermuth, Chris Ventura, Astrid Montagano, unidentified zoom user

Trustee Browne opened the meeting at 6:06 p.m. Mentioned committee last met in May to look over options, presented options to public June 28<sup>th</sup>, then met on August 23<sup>rd</sup> where the determination was made to go forward with Option 1 or A as preliminary design, and was voted on August 23<sup>rd</sup> at a special meeting. HVEA submitted preliminary design on Sept. 1<sup>st</sup>. On Oct. 6<sup>th</sup> we received formal requests for information regarding the submittal. He, Trustee Murphy (absent due to Fire Dept. duty) and Mayor Abrams met with HVEA multiple times and came up with responses for DOT.

Discussed Mayor's email to residents. As a result of concerns over preliminary design, determined holding series of workshops to address subjects brought up during preliminary design. Scheduled out 5 areas of concern with public meetings to address residents' concerns. Last night had meeting on trees and landscaping which went well with 10-15 participants. HVEA attended and 6-8 residents of Albany Ave. appreciated what was presented and there didn't seem to be a lot of concerns. For trees that will be taken down, will be replaced and in some cases will do plantings in yards where there aren't any now. In the end it will look aesthetically pleasing. Those participating were satisfied. Holding 4 more workshops to go over, the next is speed reduction, pedestrian and bicycle safety to discuss what do we do with hump and speed calming. HVEA to present different scenarios and ask for public comment.

For preliminary design, behind the scenes we're preparing response to DOT's Oct. 6<sup>th</sup> questions which were minor. They asked for definitions on curb ramps and slopes of properties, environmental justice screening, (demographics of people living there), endangered species act to be updated in submission, APE (property that's being affected from an historic perspective). HPC asked to include the entirety of all the properties adjacent to workspace. DOT asked is construction going to affect the buildings? No, included only at the request of HPC. The compromise is we're only going 10-15 ft. into properties. They asked for more information on driveways, grading, and tree planting. There is concern about sidewalk along Mills Park (not there now) and rationale of why we're putting it in and where line is of road versus park. The reason being it helps people walking along AHET without having to cross the road to go down south side sidewalk. NYS Parks Recreation and Historic Preservation asked for information and haven't rendered final decision on overall project.

Mayor's Oct. 19<sup>th</sup> email to residents showed where we are, what we're doing, and reminded we're getting this money to do this work that has to be done. Also gave status of where we are with center median, and that we have to have shared lanes for bicycles. The last part is

parking, which is being discussed still between HVEA, trustees and Mayor. We're asking HVEA to take second look at parking to enable additional parking by first week in November. We have ideas to supplement and come up with a compromise, can't please everyone but may be able to please more people. Trustee Browne and Mayor will meet with residents to discuss augmenting parking in skinniest part of street. Will answer DOT formally by Nov. 1<sup>st</sup> and continue with workshop meetings. Hoping preliminary design is signed off on by Nov. 15<sup>th</sup>. In the background we're working on final design and hoping by Dec. 15<sup>th</sup> to have final design for submission with full steering committee briefing before public hearing. Once final design is submitted and accepted, we're on the way to construction phase. Can begin taking down trees. Early summer taking road apart, putting water in, then putting road back together.

#### Q. & A.s

Joe Wildermuth inquired about the elimination of center median. With no speed humps is traffic calming being addressed or not much of concern anymore?

Jack Gorton mentioned at the request of residents we removed the crossing halfway, and traffic calming is still one of the goals. Tomorrow's meeting to discuss techniques especially around trail crossing at Sunset Ave. HVEA developing 3 concepts discussed with Trustee Browne and Mayor for calming at that particular crossing; 1) medians, 2) raised intersection, 3) curb bump out which narrows the roadway. This creates a narrower path for motorist to slow vehicular speeds and provides shorter crossing distance for pedestrians and bicyclists. Will present tomorrow night and ask for feedback. Pros and cons to all techniques. Still evaluating other traffic calming measures eg. permanent speed radar signs. The village looking to reduce speed there as well to 25 mph. HVEA looking for public input and suggestions. Trustee Browne mentioned traffic calming is needed, mentioned resolution to drop speed to 25 mph from cemetery in and also from the water pump station by bridge in [village]. This would help in densely populated areas and affect ticketing by making it more severe coupled with Sheriff for awareness and slowing down. Trustee Browne concerned someone could get hit. Albany Ave. has highest level of speeding. Joe Wildermuth agrees we need to do all we can to protect walkers and bicyclist and reduce speed. Trustee Browne said we made a concerted effort on Hudson St. and after reviewing radar signs it was determined that was the worst location. Albany Ave. is also bad, concentrated with children, houses, and a lot going on. Watches drivers go through red lights there. This is an opportunity to keep our roads safe.

Astrid Montagano thinks it's important and wondered about 13 ft. lanes, how that affects speeding, narrowing lanes as a traffic calming measure and why 13 ft. lanes are necessary? Trustee Browne stated we considered 10 ft. lanes which would have been alright if there were dedicated bike lanes. Once we put bikes back in shared lanes, the only way to keep it safe is moving to 13 ft. lanes with 7 ft. parking and markings identifying bikes are in lanes. This is gateway for people coming off the trail into the village. More folks coming down Albany Ave. Jack Gordon added we're trying to make it safer for all users, having 10 ft. lane next to parking lanes creates challenges. They are recommending village consider 13 ft. shared lanes, there are other techniques for same effect without compromising roadway section, exploring techniques



for speed reduction, radar signs, enhanced crossing, bicycle markings forcing folks into middle of road, and slowing speeds by highlighting the shared road.

Dave Booth agreed with 13 ft. lanes to give bicyclists some separation. Trustee Browne agreed and conceptually will make it consistent and simpler to navigate.

Water will be discussed in more detail in December. Preliminary design done for water and progressing with scratch tests, taking pictures of meters throughout entire village and concentrating on Albany Ave. This Saturday Trustee Browne and DPW will go up and down Albany Ave. and will assist residents who haven't been able to do this, so we have data on all 45 residents, their meters, shutoff valves, interconnects. We will also work on getting bid package together to acquire long lead item parts for water part of project. As soon as we have detailed design on roads, we're ready to go with water as well.

Superintendent Dave Booth and team garnering information on scratch tests to find material of the waterline, model of meter, and anything in particular needed to know. Concerned about lead time on materials, has been talking to meter distributor, need to keep that in mind as we move forward.

Trustee Browne will reach out to other members who could not attend tonight. Mentioned as we get closer to a complete design, mid-December, will schedule another meeting prior to Dec. 20<sup>th</sup> public hearing, to provide full briefing and ask questions that residents may have to be better prepared. Will go through detailed prints, show information from interface with DOT and various workshops. There's always changes in field, but what is presented in December should be fairly close to what's built in Spring, Summer and Fall 2024. Probably won't do tree replanting until spring of 2025. Tree removal happening in winter of 2024 prior to construction. Environmental issue with bats where we have to stay within certain regulations and can only kill trees in winter. Trustee Browne thanked HVEA and will keep communicating.



## ALBANY AVENUE PROJECTS

### PUBLIC WORKSHOP – VEHICULAR SPEED & TRAIL CROSSING

OCTOBER 26, 2023



# Village of hook

12 MARTIN VILLAGE BLVD



- 
- 
-





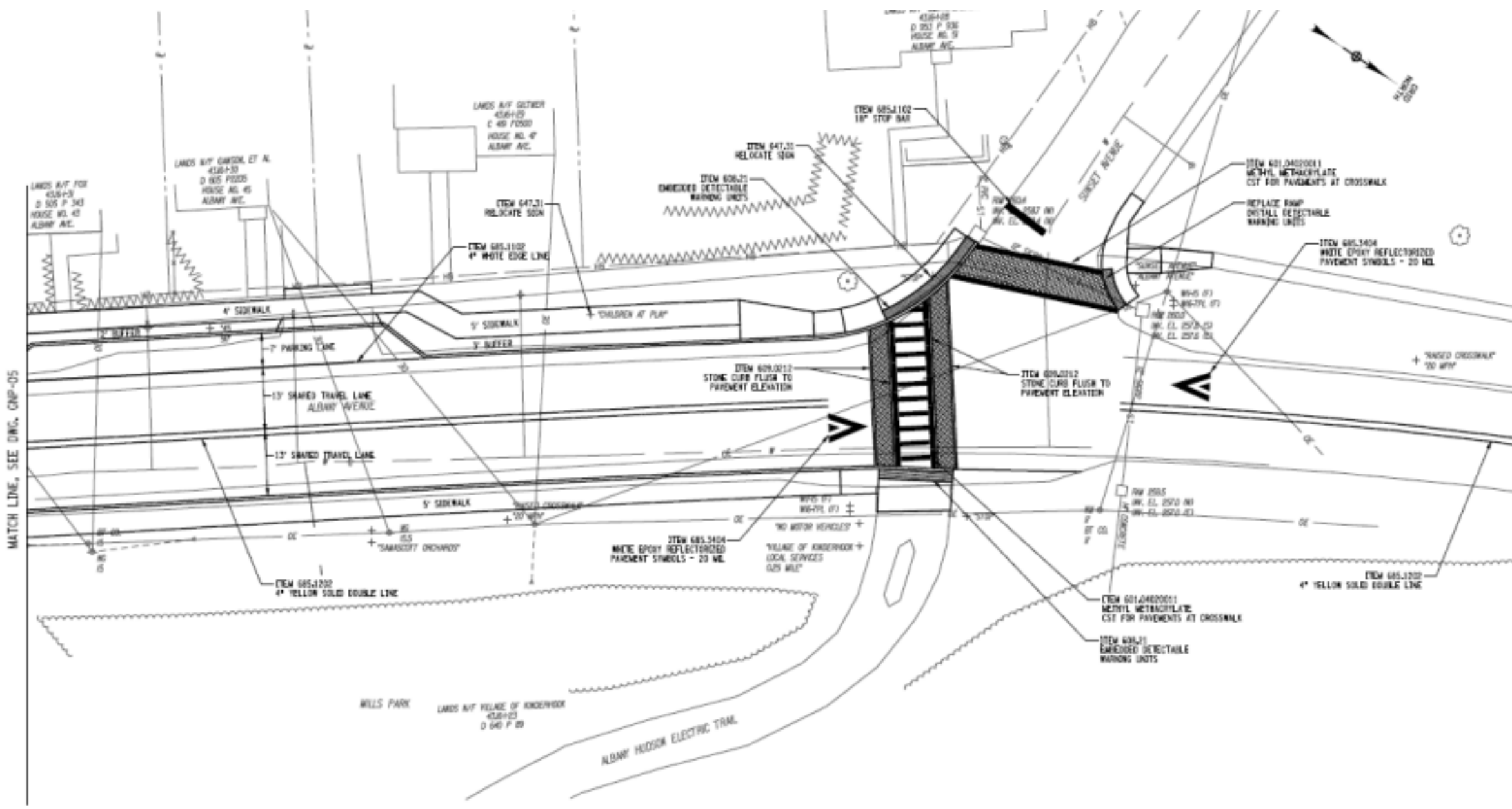








MATCH LINE, SEE DWG. CMP-05



WILLIS PARK  
 LANDS BY RELAGE OF KODENHORN  
 438-123  
 D 640 P 20

ALBANY HUDSON ELECTRIC TRAM

LANDS BY FOR  
 438-123  
 D 505 P 343  
 HOUSE NO. 45  
 ALBANY AVE.

LANDS BY GIBSON, ET AL  
 438-130  
 D 605 P 000  
 HOUSE NO. 45  
 ALBANY AVE.

LANDS BY GIBSON  
 438-123  
 C 45 P 000  
 HOUSE NO. 4  
 ALBANY AVE.

438-100  
 D 207 P 000  
 HOUSE NO. 19  
 ALBANY AVE.

ITEM 601.24020001  
 METHYL METHACRYLATE  
 CST FOR PAVEMENTS AT CROSSWALK

REPLACE RAMP  
 INSTALL DETECTABLE  
 WARNING UNITS

ITEM 605.3404  
 WHITE EPOXY REFLECTORIZED  
 PAVEMENT SYMBOLS - 20 ML

ITEM 609.0012  
 STONE CURB FLUSH TO  
 PAVEMENT ELEVATION

ITEM 609.0012  
 STONE CURB FLUSH TO  
 PAVEMENT ELEVATION

ITEM 605.3404  
 WHITE EPOXY REFLECTORIZED  
 PAVEMENT SYMBOLS - 20 ML

ITEM 601.24020001  
 METHYL METHACRYLATE  
 CST FOR PAVEMENTS AT CROSSWALK

ITEM 606.21  
 EMBEDDED DETECTABLE  
 WARNING UNITS

ITEM 605.2202  
 4" YELLOW SOLID DOUBLE LINE

ITEM 605.2202  
 4" YELLOW SOLID DOUBLE LINE

ITEM 647.21  
 RELOCATE SIGN

ITEM 647.21  
 RELOCATE SIGN

ITEM 606.21  
 EMBEDDED DETECTABLE  
 WARNING UNITS

ITEM 605.1102  
 4" WHITE EDGE LINE

4" SIDEWALK

7' PARKING LINE

12' SHADDED TRAVEL LANE  
 ALBANY AVENUE

12' SHADDED TRAVEL LANE

5' SIDEWALK

5' SIDEWALK

NO MOTOR VEHICLES

RELAGE OF KODENHORN  
 LOCAL SERVICES  
 025 AVE

NO MOTOR VEHICLES

RELAGE OF KODENHORN  
 LOCAL SERVICES  
 025 AVE

SHADDED CROSSWALK  
 20 MPH

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

STREET SIGNAGE

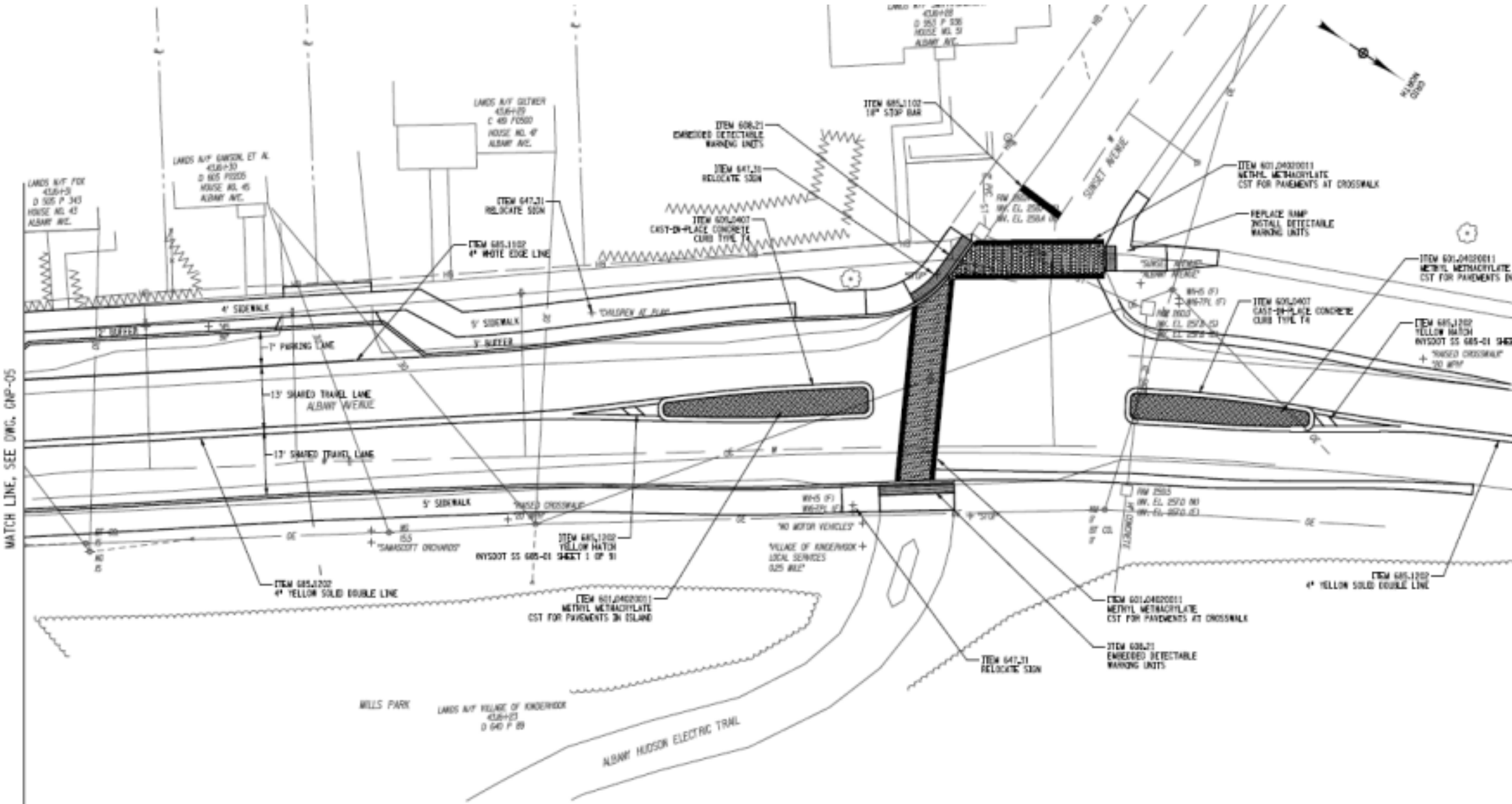
STREET SIGNAGE

STREET SIGNAGE









MATCH LINE, SEE DWG. CWP-05



MILLS PARK

ALBANY HUDSON ELECTRIC TRAIL

ALBANY WAY

SUNSET AVENUE

LANDS A/T GARDNER ET AL  
4384-30  
D 485 P 3000  
HOUSE NO. 47  
ALBANY AVE.

LANDS A/T GARDNER ET AL  
4384-30  
D 485 P 3000  
HOUSE NO. 48  
ALBANY AVE.

LANDS A/T FOX  
4384-30  
D 505 P 340  
HOUSE NO. 45  
ALBANY AVE.

LANDS A/T VILLAGE OF ANDERHOOK  
4384-30  
D 640 P 89

LANDS A/T VILLAGE OF ANDERHOOK  
4384-30  
D 640 P 89  
HOUSE NO. 51  
ALBANY AVE.

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

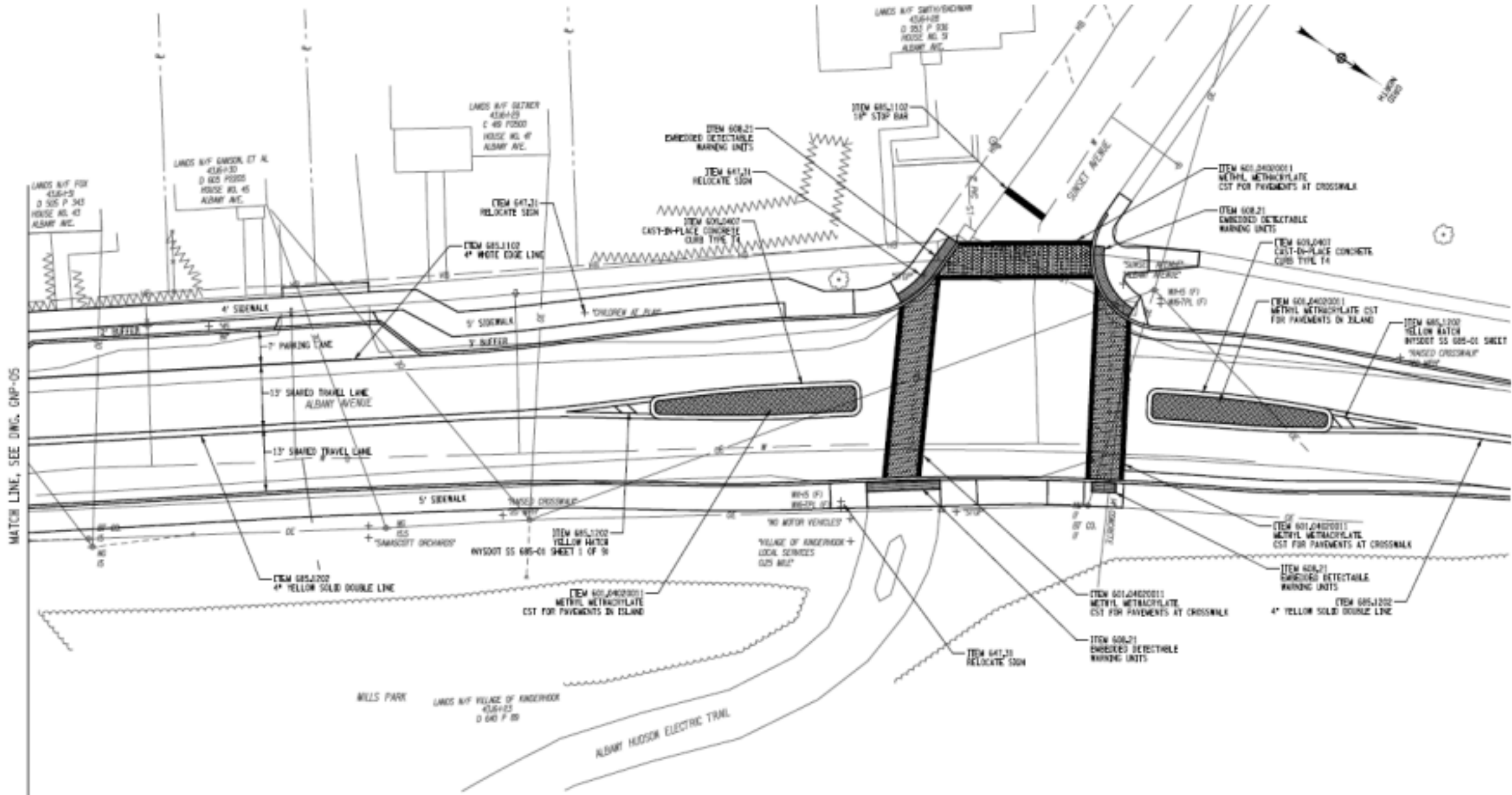
R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

R/W 25.00  
R/W EL. 2570.00  
R/W EL. 2570.00

MATCH LINE, SEE DWG. GMP-05











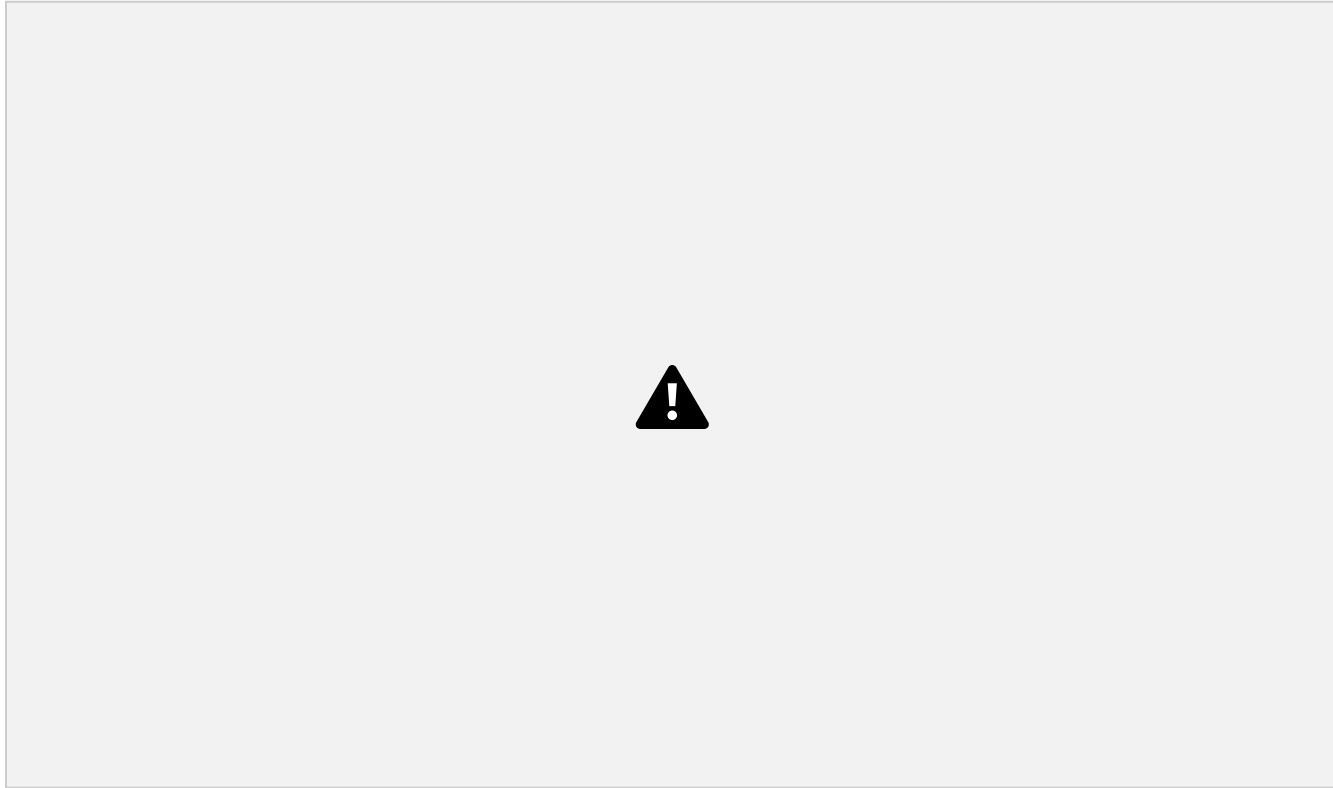














October 26, 2023

Albany Avenue Project meeting

Vehicular speed and trail crossing

6:07pm-7:40pm

Trustee Browne opened by giving the history regarding the intersection and the current traffic calming measure which is a hump in the road. Traffic calming around the albany hudson electric trail and going into the work zone.

Trustee Murphy expressed his concerns with the current plan to expand the lanes. Trustee Browne redirected the group back to the topic at hand for the evening.

HVEA Engineers presented a slide deck which identified different options for the intersection. The slide deck is in the packet.

Ultimately, the residents who were in attendance favored an alternate option that was discussed during the meeting. A diagonal crosswalk that crosses Albany Avenue. With a second cross walk across Sunset Avenue. Diagonal crosswalk with the hump was identified as a viable option though the hump poses issues for the fire trucks. Additionally residents were interested in a digital sign to alert drivers to their speed.

***Melanie Brodowski***

Minutes completed by: Melanie Brodowski, Secretary

Wednesday, November 15, 2023  
 Special Workshop meeting for Albany Avenue Projects - Public Workshop #3  
 Van Buren Hall  
 Minutes

Present: Mayor Mike Abrams	Trustees: Dorene Weir James Mark Browne Susan Patterson Quinn Murphy
<u>Participants</u> HVEA: Jack Gorton, Brendan Fitzgerald  <u>Attendees:</u> Tina Lang, Elizabeth Martin, Bill Murphy, Sabine Murphy, Michael Suzi, Sean Sawyer, Laurel Nicholson-Browne, Astrid Montagano, Sandra Tolosa, Malcolm Bird, Alexandra Andersen, Nicole Heeder, Frank Curran, Joe Wildermuth, Bill Mancini, Max Murphy, Paul ____, others	

Trustee Browne discussed housekeeping. Mayor Abrams opened the informational workshop meeting at 7:09 pm. Discussed purpose of meeting was to present a few options to be presented to NYS DOT and listen to resident feedback. Next step will be to incorporate resident feedback into next draft of preliminary design which will be voted upon by the board. Then official design to go to DOT for feedback in December. Once a response is received from DOT with their feedback on preliminary design, will then hold another meeting to show residents any updates, get feedback again, and vote on final design to be sent back to DOT for approval, likely holding vote in January.

Housekeeping items and history:

Mayor asked Kate Johnson to investigate history of Albany Ave. specifically when sidewalks were paved and thanked her for her time. The concrete sidewalks replaced the dirt walkways on either side of Albany Ave. in 1908, the first paved sidewalks installed in the Village of Kinderhook at that time. It was a pilot project that was funded by surplus \$2,000 in village coffers at end of 1907. The sidewalks were so well received that residents approved a bond to fund the laying of sidewalks in other parts of the village in 1910. Reports on 1910 projects approvals and preparation captured the flavor of the time. A reporter for the Hudson Register explained that “taxpayers of Kinderhook village voted to raise \$10,000 by sale of bonds for over ten years, payable \$1,000 in interest each year. This sum would be used to construct cement sidewalks and is estimated to cover nearly all the walks in the village. A strong sentiment for the improvement brought out nearly every voting taxpayer in the village. Among them a goodly number of women. Automobiles and carriages were used to convey voters to the polls. The result of the vote was 87 for and 18 against the proposition. The experimental blank cement walks on both sides of Albany Ave. two years ago has been so satisfactory that residents of other parts of the village insisted on the extension of an improvement which added so much to the comfort and the beauty of the place.” This from an article in Hudson Register 1910. Mayor noted regarding Kinderhook women voting on sidewalk bond, before winning full-fledged suffrage, sometimes women were allowed to vote in local and school board elections. Reminded all that female New Yorkers won the right to vote 1917 and with 19<sup>th</sup> amendment ratified nationally in 1920.

Mayor discussed planning process:



- 1) stay within Right of Way, outmost edge of sidewalk to outermost edge of other sidewalk, guidance was we didn't want to take or ask for land;
- 2) meet DOT regulations; and
- 3) make sure to show residents every option possible. Review/discuss/get feedback. Mayor didn't want to predetermine decisions or outcomes or resident's needs. Feels role of Mayor is to facilitate process. Has met with dozen or so Albany Ave residents, wants everyone to know they can always call the Mayor or Trustees to sit down and talk to them one on one.

Transportation Alternatives Program fund grant overview: (Mayor quoted from website)

Sen. Schumer visited 2 years ago and made announcement for bill he wanted to pass to provide tens of millions of dollars to rural communities to connect outdoor recreation to drive customers to small businesses in rural communities. Received this grant in large part because of AHET and the proximity to our downtown area. This grant provides funding to get this project done, replacing watermain and improving Albany Ave. Mentioned financials are on website. The grant enables us to drastically improve quality of life for residents Albany Ave. specifically to use sidewalks, making them ADA compliant. It improves greenspace, installing more greenspace, curbs, proper drainage, and properly paved roadway, with brand new watermain. Knows we can keep charm and historical relevancy. Albany Ave. is a special road, but must balance keeping charm with ADA compliance, proper drainage, and keeping road safe. Very similar to what happened in 1908. Challenges tonight are problems of abundance not scarcity.

HVEA's Brendan Fitzgerald (BF) characterized project:

TAP grant's primary purpose is to create or improve pedestrian and bicycle facilities for this project. The village applied for funding, demonstrated need for the money based on condition of sidewalks, lack of bicycle facilities, and location of trail which fit into the grant program objective. When we met the first time and posed options, we didn't yet have survey done or other features that control design, but now do and have refined design. Takeaways from initial meeting were that people wanted to see improvements, were concerned with major changes like widening of road, and HVEA's primary takeaway was fitting whatever we do not just in right of way but in roadway. These TAP grants are federally funded, come with strings, have to comply with certain regulations, under oversight of DOT, using DOT guidance and design criteria and regulations based on federal requirements. The sidewalk is there on both sides of road, the only addition was we looked to extend sidewalk from Railroad down to trail, the limit of the sidewalk is the same, we're making them ADA compliant, even with narrowest section, we can't fit 5 foot sidewalks everywhere and stay within constraints. There are some areas of 4 ft., refining as we go, but objective is to put 5 ft sidewalks where we can and where we can't it will be 4 ft. On the Route 9 end by commercial businesses, looking to get rid of step up, raise and adjust road, put standard curb there, curb ramps, remove railing and steps, which would be a significant improvement. With bike accommodations, the gold standard is having separate facilities off the roadway, a shared use path like the electric trail. To do on this road would have a significant impact, you would lose sidewalks on one side and parking, so this was not feasible alternative for this segment of road. From that we incrementally went down and looked at impacts to roadway. Our preliminary design submitted to DOT included a 13 ft. shared lane (the minimum DOT standard for shared lane). That created some other concerns regarding lane widths. There's another option which is similar, with 13 ft. and a 7 ft. parking lane, maintaining that for length we can but in some sections where we are not able to fit that parking in. In many locations there's telephone poles in pavement, when we put a curb line in there and formalize that utility strip, we'll lose some width of pavement. By formalizing road, putting in curbs, helps with drainage and safety of sidewalk, helps maintain formal integrity of parking, benefits. The area of biggest impact is 600 feet from Railroad Ave. where right of way constricts to less than 50 feet. What we can fit in there is the travel lanes and parking on one side of street but not parking on both sides. After a shared use path, the next step down is to have a dedicated bike lane. A standard bike lane is 5 ft. which would create an additional impact, additional loss of parking and more width of pavement. One step down from that would be to have a 4 ft. shoulder, in case of the alternate shown tonight on the table, a 13 ft. shared lane with 7 ft. parking. We also have an

alternate that is a 10 ft travel lane, 4 ft. shoulder, and a 7 ft. parking. One is 20 ft. width, the other is 21 ft. width, either 40 feet for full width of roadway or 42 feet for full width of roadway. Either scenario can fit within constraints we have in terms of right of way. In going from 13/7 to 10/4/7 we lose additional five parking spaces and some area with 4 ft. sidewalks would need to be extended because of wider section.

HVEA mentioned the great turnout and relayed the intention was to lay out two alternatives to plan and facilitate a roundtable discussion at the table. Will provide brief overview of plans, answer initial questions, get up look at plans and point to areas with questions and concerns. The plan's dark grey area is paved area as it exists today, in some areas lighter grey indicates some areas of slight widening, but primarily fit in existing footprint now. Concept of consistency was mentioned. A 5 ft. sidewalk everywhere is preferred, in terms of roadway cross section for vehicles and bicycles, having consistency in that section is important as could create safety hazard, DOT would certainly look for that section of roadway to be consistent. We have a segment of road, it's Rt. 9 and the trail, this section has logical termini? makes sense to be a consistent roadway section for users. In terms of bicycles, there are people who ride bikes on Albany Ave.

HVEA provided background, projects they've worked on, lots of pedestrian and bicycle infrastructure, designed trails all over Hudson Valley, has good familiarity with them. Brendan has seen people bicycling on Albany Ave., the majority are village residents getting to the trail. On the plan the green indicates vegetative buffer area between sidewalk and curb line. The orange/red color is where it gets to width of 2ft or less but needed for utility or pole but narrows down. Typically, less than 2 ft. is harder to vegetate the area, sometimes hardscaped instead. When you see red on plan it doesn't mean hardscape, it can be grass but generally harder to maintain in smaller areas. On plan there are symbols showing cross section, and below symbols is the survey information, showing existing roadway, edges of pavement, sidewalks, etc. Each plan has actual survey data we've taken information off of. Whatever final scenario decided, there will be refinements, looking at to be plan, curb, sidewalk tie in, other engineering considerations to work our way through, when do all this work there could be changes. Plan also didn't eliminate crosswalks by trail and route 9 just didn't want to show it in tonight's plan.

#### Q. and A.s - Trustee Mark Browne asked public for questions.

Bill Murphy asked according to the TAP grant you have to improve pedestrian and bike facilities – expansion sidewalk improves those, and bike as well, so what is the minimum improvement of bike facilities needs to take place to fulfill TAP grant?

Brendan Fitzgerald (BF) replied what was presented to the DOT, a 13 ft. shared lane is minimum standard for having a bicycle accommodation.

Mayor clarified all that really means is moving white line over a couple feet, the width of the road remains the same, the parking remains pretty much the same. Mayor is a proponent of not having white line at all. Other municipalities don't, Lee, MA, Chatham, NY, have white lines, parking is outlined, and it looks beautiful.

Billy Murphy asked what's most the important factor regarding severity of injury to cyclists on road? Thinks speed is most important factor.

BF replied the most important factor is that they both have space. Speed is important yes, but it isn't the only factor.

Billy Murphy asked do these plans increase the width of road, does that increase speed of automobiles? BF answered not necessarily, there are many factors that go into that. You have a village street that has roadside parking, even with a shared lane, there would be the need for some pavement markings. A sharrow is a symbol that shows a bicycle with an arrow indicated shared space with cars.

Billy Murphy asked would that kind of thing meet minimum requires for DOT, TAP grant, that we've done something to improve safety enhancements to road, and indicate to drivers and cyclists this is a shared space?

BF reminded the minimum is 13 feet. Mayor replied or 10 feet with 4 ft. shoulders and 7 ft. parking. The 2 options, 13 ft lane with 7 ft. parking or another option is a 10 ft. lane, 4 ft. shoulder and 7 ft. parking another alternative that meets NYS DOT regulations. The first option keeps road exactly how it is, the 2nd option widens road.

Billy Murphy asked isn't that the same thing?

BF answered providing that width is a shoulder, intended to facilitate bicycle traffic. It would be the bicycle accommodation. When you look at DOT standards the preferred width of a shared lane is 15 ft. and the minimum standard is 13 ft. If you include a shoulder width to accommodate a bike the preferred width is 5 ft. the minimum standard is 4 ft. Taking other parameters into consideration, the character of Albany Ave. the current traffic speeds, the amount of vehicle traffic, expected bicycle traffic, I'm ok with recommending the minimum standard, putting those parameters together, that's what makes the most sense. The village is lowering the speed limit on Albany Ave. to 25 mph. We've talked traffic calming features, down at the trail, look to put crosswalk at Route 9, putting up small permanent radar speed signs, to calm traffic.

Billy Murphy asked HVEA if they're expert on DOT regulations? Are there stipulations (in DOT regulations) for this 13 ft. shared space when it comes to village street, not city, suburbia, and an historic setting as well?

BF answered you're evaluating impacts. If you're widening the road 4 ft. to create space and that widening was impacting historic properties, we'd evaluate that impact. Here we're trying to reallocate space so its useful for all on road, not just vehicles or bicycles, that's the objective of project, staying within confines, not looking to expand.

Billy Murphy asked are there stipulations pertaining to village settings and historic village settings?

BF responded it depends on nature of what that impact is, eg. widening would be evaluate, there's scenarios where there's no bicycle impact at all.

Resident Paul \_\_\_ is sympathetic to village concerns about speed. Will there be more than just the speed table at Railroad, if you're having 14 ft scenario with a 10 ft lane, and Mike suggested white line at end of 10 ft., but potentially some colored pavements or dashes other than the sharrow to make it clear but essentially really just worried about speed. Is there any other ... markings?

BF responded we can put markings there, we're looking at road section, we could put markings in that 4 ft. section, the sharrows would be on the 13 ft. section, and we could put bicycle lane or other kinds of markings in that 4 ft. section if that was deemed appropriate.

Elizabeth Martin asked for renderings for what this might would look like?

BF states we didn't have time to do that for this presentation but if there's a need, although not a drastic change for cross sections of road.

Malcolm Bird questioned that one plans presented was 10 ft driving plus 3 ft bike lane, 7 ft parking?

BF replied it's not 10 ft. if it's 13 ft. it's a shared lane, if you put a white line in and define a safe place for bicyclists, then it would be a 4 ft. shoulder. 13 plus 7 or 10, 4, and 7, the difference is 1 foot.

Malcolm asked is that roadway going to be 42 ft. wide all way down or 40 ft.?

BF answered in the scenario where it's 10 ft. wide and a 4 ft. shoulder and a 7 ft. parking lane, where we have parking on both sides of road it would be 42 ft. In areas where that section will not fit in, we'd lose parking on one side, in that case 7 ft. would drop off.

Malcolm assumes its more than just narrowing and tapering of the road?

BF we'd adjust the curb line, taper in, run parallel to road.

Chris Ventura asked is 3 ft. lane as safe as 4 ft. lanes for bikes....?

BF said a 13 ft. shared lane is minimum for roadways with bike accommodations, the next step up would be to have a 4 ft. shoulder, then next step up would be 5 ft. shoulder.

Chris asked about next step and safety.



BF said it just creates more space, with roadside parking concerns with door, the more width, more comfort level for users, trying to weigh that.

Malcolm Bird said you speak on 10+3 as shared space, the other is 10 ft. plus 4 ft. shoulder, what's the difference between shared space and shoulder?

BF stated shared space, the bicycle is partly in travel lane of car, the car would have to slow down to maneuver around bicycle, depending on type of car, could do that in confines of yellow line, in other cases it might not, might wait for bicycle to get to location where it leaves roadway, or go around bicycle but there going to occupy same space. With the white line and 4 ft. shoulder, the 10 ft. lane accommodates vehicle entirely, the 4 ft. shoulder is intended for the bicycle. They wouldn't be in same space.

Sean Sawyer posed question about the red line area on plans. Would the curb be right against sidewalk or gravel between sidewalk and curb.

BF said there's no widening on road and explained the red area is just the buffer between the curb and the sidewalk, if more than 2 ft. shown as a vegetative buffer, it can be grass.

Sean Sawyer - that is widening the road because right now we have about 3 1/2 ft. of grass...?

BF will look at their house to see what's there, the curb takes up width (curb could be either granite or concrete the decision has not yet been made.)

Alex Anderson relayed, as current VP of Historical Society, they are concerned with changing historic nature of the village. Not hearing any aesthetic consistency with this project, are curbs granite? Also recommended consideration for residents of the village rather than tourist. Saw clever way to indicated bicycles on Nantucket. They extend bicycles along streets as symbol for bike lanes. No one stays in bike lanes, they ride on sidewalk, in streets etc. Thinks DOT is concerned with traffic but doesn't see DOT is concerned with residents who live in village. Begs every consideration is given to historic character of the village be maintained for safety and aesthetics.

BF replied that responsibility lies with the village not DOT.

HVEA showed two renderings, public gathered to view. (50 mins)

Trustee Mark Browne reminded there will be additional meetings at the end of month regarding historic preservation. Also a signs workshop along the corridor, what signs we're keeping and replacing according to regulations. In December will hold meeting on putting in new water main. Noted the Mayor worked hard to get funding to do the road, still working on funding for water or will have to bond it.

Liz Martin thanked Trustee Browne for his work.

Sean Sawyer asked are there different possibilities for road markings, will there be a workshop on markings or will that be in final design?

BF responded those things can be done in final design, will be presented and comments will be allowed then.

Chris Ventura inquired as to the safest option for cyclists and which of these options is more safe? Is a 4 ft. lane safer for cyclists or does wider road offset, meet safety requirements?

In BF's professional opinion would be dedicated space is always somewhat safer, not asking bike to coexist with traffic. Some safety enhancements to the bicyclists in the 4 ft. lane as opposed to a shared lane. When talking about a 10 ft. lane, 4 ft. shoulder and 7 ft. parking lane, talking about a slight bit of widening, the other scenario 13 ft. lane and 7 ft. parking lane is reallocation of space already there.

Malcolm Bird asked 7 ft. parking and 3 ft. bike lane? Per BF, it's not a 3 ft. bike lane, it's either a 13 ft. shared lane with 7 ft. parking or a 10 ft. travel, 4 ft. shoulder and 7 ft. parking. The other scenario that came up is status quo of leaving roadway at current function now without additional or dedicated space for bicyclist.

Resident inquired is there a NHTS safety data width of road impact on, can you say definitively if one design would be safer than the other?

BF replied no but typically a narrow road has more accidents but less severe.

Billy Murphy referenced a group at Johns Hopkins heard on NPR.

BF was aware and said it was part of a larger podcast on narrowing roads to reduce speeds.

Bill Murphy asked in the scenario where the road's wider would be going against that?

BF replied there are a lot of other factors to include, not just width, can find just as many studies to say there's no difference. Essentially bicyclists in a travel lane are a traffic calming feature.

Billy Murphy stated, the engineering problem you're working with, it narrows as it goes away from village center, is there a role for, 4 ft. bike lanes that works here but not here, is there a hybrid that could be done, where it widens, getting dedicated bike lane there but here have something more organic cars/bikes share the roads, leave parked cars in place which are also traffic calming measures, safety measures for pedestrians and traffic calming for cyclists, you get the dual objective of this project.

BF mentioned the importance of consistency, the concept of logical termini, go from one place to another and not necessarily changing, if someone went from 4 ft. bike lane into travel lane and got hit by car, how do you defend that, it wouldn't make engineering sense to take a roadway and fit it in space like that.

Billy Murphy said that's the reality of what we're dealing with.

BF said not wanting bicycle accommodations, keeping roadway as is, a valid theme. You have to look at objectives of project and criteria. If not going to show accommodation for bicycle have to justify why we're not going to. One thing we haven't done is count bicycles, that could be done. HVEA has started the process of looking at 3 year history of accidents along Albany Ave. but not a high accident area.

Malcolm Bird asked in 13 ft. wide roadway is there any option for marking outside of 10 ft.?

BF replied yes, those markings would be sharrows in right side of travel lane at an interval. Looks like bicycle intended to alert motorist it's a shared roadway and calming traffic.

Sabine Murphy is not against bicycle safety or bike lanes, or bicyclists, just wondering if you could restate what you heard us say, make sure you know what our concerns are?

BF said yes, the roadway as exists today with the travel lane width and parking where it is desired by many of you. Sabine mentioned it's not just parking it's many other things, snow removal etc.

BF said in final design could work on adequate space for snow storage and things like that.

Sean Sawyer stated with so many factors, it's very hard to be more integrated in discussion of what design is, to fully appreciate the impact, the different elements and how they relate to each other, you're just talking about road width without markings, without knowing where curbs are...

BF mentioned determining the cross section of road is important, it's like building blocks, can't design each scenario to the end because it takes considerable time and effort.

Sean Sawyer said you could show sharrow on one shared, then mark shoulder where white lines would be on other, would give more visual indication of how factors come together, right now there's a very abstract plan.

BF said we could offer some renderings to village to be able to share that. There are different ways to show intended space.

Discussion ensued while village showed pictures of Albany Ave. Mayor remarked in first option the physical footprint of road doesn't change, the white line is moved over to keep parking aligned and making wider so bicycles and cars can utilize lane at the same time. The second option, per DOT the space between the white line and where parking begins must be 4 ft. and parking has to be 7 ft. per DOT regulations. The second option proposes widening road by a foot on each side to get that. Could put no line, add white line later or just put sharrows instead of white line and mark where people can park.

Brendan Fitzgerald mentioned there's no room for parking in some areas.  
Resident mentioned speed challenges.

BF mentioned a toolbox of traffic calming things, alter path of vehicle so you have to do something. Has instituted medians, raised traversable medians, signs (residents don't want more signs), bumpouts, but they don't have much effect on a road like this.

Sabine Murphy recounted that one Saturday she counted 8 trucks in one hour which drove right down the middle. Cars were parked on right, left, and an oncoming car had to slow down, farm trucks have no intention of slowing down.

Sean Sawyer commented on marking options and sharrows.  
HVEA can show a couple renderings of what road section would look like using actual photos.

Trustee Susan Patterson asked for visual, near the Columbia Co. Museum, where the curb is too high. Confused about how they'll raise pavement and make it flush with Route 9.  
BF will show that with cross section there.

Sean Sawyer asked is there some kind of extra detection for light there?  
BF we will have to coordinate that with DOT.

Billy Murphy mentioned there's a reason Albany Ave. residents want preservation scenario...everybody has their own parking.

BF replied there's enough parking, it's just not in front of everyone's house.

Sabine Murphy mentioned parking at our end, Billy added there's some swells, majority of time we have to make adjustments, if all parking moved to one side, creates potential problems, discussed shoveling space and someone else is parking there. Absurd for a village.

BF grew up in small village, there's a lot of competition for parking especially on weekends, he widened his driveway.

Resident who lives at 32 Albany Ave. has lots of parking, doesn't need street parking, but parking on street is a community asset for the street and village, during events that's where people park, as well as informal trailhead on Albany Ave. Right now, parking removed in front of house, from his perspective parking is important. Prefers staying with existing scape, put sharrows on there for bikes, recommends polling residents, see unanimous support for leave alone option. He's not against bike safety, but that's one factor. Purpose is to replace water line and as a bonus get speed reduced. But spending a lot of time on something really no one wants.

Trustee Quinn Murphy mentioned the leave alone option may not meet DOT standards but that's ok as DOT allows for justifications to be made. Can get accident report, if shows 0 car and bicycle accidents, make a strong case to DOT to keep road the way is it. While presented as two options, they're not the only options, the road could stay same which many residents would want, giving justification to DOT.

Chris Ventura asked about bike lanes and ADA.



Sabine Murphy discussed bike safety was not a problem on Albany Ave. Raised her children there.

Trustee Quinn Murphy responded ADA 100%; we'll make sure we comply.

BF stated there's a process for justifying a non-standard feature. It's based on a lot of things, accidents, environmental impacts, property impacts, social and economic impacts. The DOT can not concur with it or they can. Some must come from here, the village and potentially county would have to show accommodations. You want sidewalks, road rebuilt, curbs, drainage, it is federal money and comes with strings attached. They are making a future investment and want return on investment. Every project has a null alternative which is to do nothing. There are hard decisions to be made, have to look at residents of Albany Ave. will take back concerns and incorporate and balance what we can.

Liz Martin asked do you intend to present, plan to propose something for this historic village that's unique, the best alternative, using justifications you were talking about?

BF replied you have to decide this in conjunction with the village and with your officials.

Mayor reminded this will be at village hall for the next several weeks, put on website, continue to talk to everyone, will set a date in December to decide what to send up for next draft of preliminary design, then hear back from DOT. HVEA to add renderings and graphics so they're at village hall.

Paul \_\_\_ asked for rendering including missing trees and moved utility as an option? Trying to get visual impression particularly a southbound perspective.

BF replied utilities poles are slight shifts, just moving them over for consistency. The vast amount of trees are cut back, some not in great health, some property owners wanted them down, some are utility nuisance, understand mitigation areas.

BF will take a look at photography to see if we can show corridor view, it's not a consistent canopy.

Billy Murphy said we used to, and has pictures that show literally a canopy with tunnel.

Malcolm Bird mentioned where the ROW narrows to 49 ft., in those areas the road will be right against the curb/buffer which are right against the sidewalk. About how much of whole stretch will be like that? BF responded it's constricted into an area of a couple 100 feet, the narrowest area that presents problem is about 600 ft. of roadway south of Railroad Ave.

Sabine Murphy questioned where would poles go? Other side?

BF replied we try to stay within utility buffer, just doing slight pole shifts, always looking to keep poles between sidewalk and curb line.

Joe Wildermuth commented the 13 ft. travel lane and shoulder is great design, but disingenuous to say that you can keep things the way they are now and accommodate bicyclists. Mentioned the condition of sidewalks now. Stated people aren't looking at this holistically, a 10 ft. lane on each side is not safer than 13 ft. lane. DOT roads 12 ft. wide, don't have road that goes down to 10 ft. then to bridge 8 ft. wide, then back to 12 ft., none of us could drive that. There must be consistency. Mark did wonderful job to put together an option that works for everybody. Also believes after it's done residents will love it, look at it with intent it was granted, bicycle and pedestrian improvements, look at this holistically. Notion you'll lose parking? Yes, but in village no one else has parking on street. Hudson and Church have some but most don't have that. To say, "I own that area in front of my house is incorrect."

Sabine Murphy mentioned she never said that. Never complained about parking in front of driveway... space for people who want to visit... very happy with work you guys do to work together to come up with holistic plan, for village, to make sidewalks safer. It doesn't mean she has to give up living in a historic village, have no parking in front of house because somebody got money....in this little section.... We do

not have to accept this but can really work as team together to come up with a plan to please Historical Society, Village and residents who live on the street.

Resident mentioned safety is concern for all of us. But for 22 years was unaware of any accident involving pedestrian or bicyclist. Suggests the continuation of Albany Ave. as it is now presents no danger. Obviously could use upgrades, new sidewalks, all improvement infrastructure we need, but would like to preserve street's historic character by keeping to current configuration. May run into DOT or ADA issue but we're on a national registry, we should upgrade and improve the road as it is, in his view is the best and surest way of preserving historic character of street.

Chris Ventura doesn't see how preserving parking on street preserves historic character of village. This is enhancing access to cyclists/pedestrians which have more right to street space. Asks instead of investing in DOT approved traffic calming measures would rather park cars?  
Mayor clarified that road isn't being widened. Just moving placement of white line. The actual footprint of road is exactly the same with some adjustments. Not expanding road.  
Resident said the illusion is the road is wider.

Paul \_\_\_ grateful for fact original design keeps existing sidewalks, outer edge to outer edge the way it is now, but the road has been adequately safe, not sure we need to widen car lanes that much. The bicyclist would benefit from wider lanes but the tradeoff is speed.  
Mayor said predominantly we agree things should remain the same regarding width, but we have more work to do on traffic calming.  
Alex Anderson asked what about the speed limit?  
Mayor we're working on getting that down.

Mayor thanked everyone for attending. Special meeting adjourned at 9:20 p.m.

Meeting notes submitted by Sue Pulver.



Albany Avenue Project

November 28, 2023

6:05pm-7:10pm

### **Historic Preservation**

Trustee Browne opened the meeting by reading a statement from the Mayor which spoke to the perceived visual impact the project will have on the historical nature of the aesthetic of the village. The Village Board does not believe that the updates will have a negative visual impact on the Village.

### **Discussion:**

Granite curb vs concrete curb. Granite was the choice overall

Brick vs alternative material. The consensus was brick.

### **HPC Response**

HPC has a statement which was read outloud, the document is attached for full review.

The Commission opened with the following statement;

The Historic Preservation Commission of the Village of Kinderhook fully supports the goals of the Albany Avenue Projects to replace the antiquated water mains and to install a proper drainage system. It recognizes these projects as necessary upgrades that will greatly benefit not only the residents of Albany Avenue but also visitors patronizing local businesses and/or attending Village events. However, the HPC finds that the two plans being proposed compromise the historic character of Albany Avenue.

Minutes created by:

*Melanie Brodowski*  
Melanie Brodowski, Secretary



Nov 200

# Sign In

- Historic Preservation

- 1 Paul RINEHART 27 ALBANY AV
- 2 MICHAEL SUSI & SEAN SAUYER 17 ALBANY AV
- 3 Tim Husband 31 Albany Ave
- 4 Astrid Montagano 16 Albany Ave
- 5 Bevis Zotaj 16 Albany Ave
- 6 Phil GILWIK 47 " "
- 7 Ally Anderson 53 " "

Several residents did not sign in

The Historic Preservation Commission of the Village of Kinderhook fully supports the goals of the Albany Avenue Projects to replace the antiquated water mains and to install a proper drainage system. It recognizes these projects as necessary upgrades that will greatly benefit not only the residents of Albany Avenue but also visitors patronizing local businesses and/or attending Village events. However, the HPC finds that the two plans being proposed compromise the historic character of the Albany Avenue.

The HPC recommends that water main and drainage upgrades be accomplished with minimal impact on the current layout and appearance of Albany Avenue to preserve the historic character and appearance of the neighborhood. Specifically, to retain:

- 10-foot traffic lanes, the standard for the village and roads beyond.
- uninterrupted parking/service lanes of varying width but no narrower than 7 feet on both sides of the street
- verges/buffers of varying width where and as space permits
- walkways of 5 feet reverting to 4 feet as the road narrows

The HPC views the variations or irregularities in dimensions or layout of lanes, verges, and walkways as contributors to the character of the street that reflect its organic evolution over several centuries. It therefore considers them part of the historic fabric of the village and strongly recommends that they be preserved.

While trees are not structures and therefore not technically under the purview of the HPC they are, nonetheless, a defining feature of the street and are part of its historic fabric as well as a visual asset. The Commission recommends that all efforts should be made to preserve them wherever possible even if that requires alterations of the dimensions or layout of walkways, verges, and/or parking/service lanes. Work-arounds are greatly preferred to destruction.

While the Commission recognizes that many NYS DOT guidelines are suitable for urban or suburban areas it views them as inappropriate for a rural village setting. The Commission strongly recommends against the regularization or standardization of features that deprive the street of its historic rural character.

Albany Avenue, along with the core of the village, is on the National Register of Historic Places, a Federal designation. Both the ADA and NYS DOT guidelines explicitly state that places with a National Register designation are eligible for exemptions. In this light, the HPC recommends that an additional third alternative Albany Avenue plan incorporating the recommendations of the HPC outlined above be submitted to NYS DOT.



Albany Avenue Project

November 30, 2023

6:09pm-7:10pm

### **Signage**

Trustee Browne opened the discussion with a review of the current local law as it relates to signage. The local law does not talk much about signage as it relates to the Historic Preservation Commission. There has been some discussion about who controls signage and design of the road; the Mayor has confirmed that the Village of Kinderhook has the authority to make decisions regarding Albany Avenue.

The role of the HPC is to recommend, advise and suggest the best course of action in the lens of historic preservation.

HVEA discussed the Manual of uniform traffic control devices dictates the signage. This is a Federal rule. Jack from HVEA discussed the different signage involved in the project.

Speed signage is a requirement. Children at play signs are optional, the Village Board is deliberating whether or not they will leave the signage in place or remove the signs. Samascots has signage which directs people to their farm, the village will work with Samascots to detour traffic during the work on Albany Avenue. Trail Crossing signs are currently bright yellow for safety, there is a more muted yellow that can be considered that will still meet the requirements. The no turn on red sign will be put back as it is required.

While most of the signage is dictated by the manual of uniform traffic control there are options on the posts used to mount the signs. A member of the public noted that the black post was pleasing to the eye. The Village would like recommendations from the HPC.

In the end, there will be no additional signage than we have now. There may be less signage if the children at play signage is removed.



## **Pavement Markings**

The majority of the pavement markings will be black and white so they send the message without being obnoxious. Bike lane markings can be one of three things; a sharrow, bike lane markings or no markings at all. Crosswalks will have the ladder pattern and the stop line which is a white line. The pavement will be darker so it will be easier to see the pavement markings.

The village looks to HPC for a recommendation on the brick crosswalk color. The use of curbing near railroad avenue would stop the people from parking on mills park and stop bikes hopping off the trail there.

Minutes recorded by:

Nicole Heeder

Minutes document by:

*Melanie Brodowski*

Melanie Brodowski

Sign In Sheet November 30

Signs - Albany Avenue

(1)

Alexandra Anderson  
63 Albany Ave

Astrid Montagano 16 Albany Ave

Sandra Tolosa

"

Beris Zotoj

- " -

Tuesday, January 23, 2024  
 Special Village Board and Public Information Meeting  
 Albany Avenue Pedestrian and Bicycle Improvement Projects  
 Van Buren Hall, Kinderhook  
 Minutes

<p><b>Present:</b> Mayor Mike Abrams          Nicole Heeder</p>	<p><b>Trustees:</b>          Dorene Weir          James Mark Browne          Susan Patterson          Quinn Murphy</p>
<p><u>Participants</u>          HVEA: Jack Gorton, Brendan Fitzgerald          Tighe and Bond: Dan Valentine</p> <p><u>Attendees:</u>          Wendy Pulver, John Piddock, Paul Rinehart, Tina Lang, Renee Shur, Chris Van Moessner, Emilia Teasdale, Laurel Nicholson-Browne, Bevis Zotaj, Jerry Callahan, Rob Fitzsimmons, Esq., Wayne Clark, Joe Wildermuth, Timothy Husband, Sean Sawyer, Sabine Murphy, Dr. Billy Murphy, Alexandra Anderson,) Paul Reinhardt, Helger Wiese</p>	

Opening Summary: Mayor Abrams opened the meeting at 7:09 p.m. Trustee Mark Browne discussed the meeting’s format and objectives. HVEA will cover a presentation of two designs followed by a public comment period. The trustees will then discuss, debate and decided on which preliminary design to send to NYS DOT. The meeting will be followed by an Executive Session.

Detailed Minutes: HVEA provided a history of the Village’s application for the Federal Transportation Alternatives Program (TAP) grant who’s primary objectives are to improve access and accommodations for non-motorized transportation modes. In 2022, the Village of Kinderhook was awarded \$1.8 million to construct pedestrian and bicycle improvements along Albany Avenue. The purpose and objectives were to improve pedestrian facilities to provide safe pedestrian access along Albany Avenue, install accommodations to provide for safe travel for bicyclists from the Village’s commercial center to the Albany Hudson Electric Trail, install ADA and PROWAG compliant sidewalks, curb ramps and crosswalks, and install drainage system to mitigate areas of ponding. The existing conditions don’t currently have identified provisions for bicyclists. Based on public informational meetings and workshops through this project’s development, HVEA narrowed options down to 2 alternatives. One alternative 13 foot travel lane, 7 ft. parking lane, fulfills min design criteria, next alternate is 10 ft. shared lane, etc. requiring justification and approval from DOT, no separate provision or appropriate width for bicycle/shoulder.

Jack Gorton, HVEA, presented the two alternatives. The first was a 13 foot wide travel lane, a shared lane with bicycles and sharrows in it, with a 7 foot parking lane rendering, with enough space for car and bicyclist to share the lane. This option maintains parking through most of the corridor.

Starting at Chatham St. there was adequate room on the southern end of the corridor for 13 foot shared lanes, with 7 foot parking lanes on both sides of the street with variable width grass



bumper between curb line and sidewalk. Moving north the right of way constricts at house 22 on the right side of road showed a loss of on-street parking, with parking maintained on the left side of street up to the trail crossing at Albany Hudson Electric Trail, (AHET).

The 10 foot shared lane scenario with a variable width shoulder is similar but does not have adequate space for a vehicle and bicycle to occupy the lane at the same time. This segment mimics the existing curb lines. A 10 foot wide parking lane on the southern end of the corridor matches what's there today. Moving north the right of way pinches at house 22, on the right side we can maintain a 7 foot wide parking lane gaining an additional 7 parking spots up to house 30 where there is no adequate space for parking on that side of road. Difference of 7 parking spaces along 4 properties.

### **Public comments:**

Resident Helger Wiese, 33 Albany Ave. questioned - from a safety point of view, does a wider lane allowing cars to overtake cyclists vs. lane where car is behind cyclist, what do we know statistically what is safer? HVEA replied in the development of bicycle facilities, it's safer for each to have their space. As far as speed, is it wider lanes that cause more speeding vs. narrow lanes? Per Mayor, its inconclusive but will go through data during my comments. Per resident with the wider spaces people tend to speed up?

Resident Sean Sawyer agreed, bicycling in NYC, the most dangerous streets were broader streets, safer where cars were constrained and had to wait to pass. Was told that an average of 18 cars park on Albany Ave., seems like a specious argument, doesn't seem like wider lanes are safer for bicyclists. HVEA responded that if no one is parked, bicyclists would choose to use the parking lane but then there's opportunities for conflict. Creating space for all users is the objective. Resident doesn't understand why we need to change the configuration of the street for no clear benefit.

Resident Paul Rinehart, 27 Albany Ave. an experienced cyclist who owns a bicycle shop in town. The key thing from a cyclist's perspective is the speed of cars, the delta between their speed and cyclists. 10 ft. lane looks like there's a second painted line? No per HVEA only one white line at 10 feet then the parking lane varies from 10 feet to 7 feet. Resident asks, is it a technical impossibility to put in a second line for 3 ft. lane? Cyclists are keenly aware of whether someone is in their cars. Could achieve a couple goals, slightly narrower for cars, slowing them down and in turn giving cyclists a designated area. The design with wider lanes with sharrows isn't defining an area for cyclists. Per HVEA the scenario described is the 13 ft. scenario with another line, some of the impacts would be the same but would lose a little parking. HVEA looked at that including 9 ft. lane with 4 ft. shoulder, was met with resistance for a bike lane. Paul never saw a plan for 9 ft. lane. Understand the consequence of 13 ft. lane is net loss of parking and fewer parking spots? HVEA stated there are 7 less parking spaces with 13 ft. and 7 ft. parking lane due to width of lane.

Resident Chris Van Moessner was concerned after last snowstorm with plows, snow between cars and plowed area of street, trimming 10 ft. lane tighter for cyclists, and facing slush. Bikes have the right to the street and not just for recreation but transportation. Asked were there any thoughts to shorten crosswalk at intersection? HVEA will show parking getting pushed back to intersection for sight lines. Bumpouts were non-starters and didn't receive favor by the public.

Resident Alexandra Andersen, lives at Albany Ave and Sunset, very concerned and is in a good position to see bikes and parkers. Also Vice President of Columbia County Historical Society. Pointed out these renditions are highly schematic with no account for traffic's nature, irregularities, all kinds of things in residential districts. This is not a suburban road or superhighway. A narrower road makes people realize they are in a residential district. Not showing any mitigating effects of speed. Thinks this is highly conceptual, cars speed up after the intersection of Sunset and Albany Ave. because wider streets make cars go faster and bikes don't stay in lanes. Never heard engineers talk about historic districts. This puts residents last behind visitors. Believes narrow streets automatically have traffic control.

Resident Joe Wildermuth, Presidential Drive, supports 13 ft. lanes, anecdotally hears 10 ft. lanes safer but points to evidence that across the nation they're trying to encourage bikes, pedestrians, cars to share roads (wider roads). Putting bicyclist on 10 ft. road with a 7 ft. shoulder doesn't give anyone very much room. Not all people are riding bikes slowly, many are riding to get where they're going or competitively. Reminds folks the title of the project is Pedestrian and Bicycle Improvements on Albany Ave.

Resident Billy Murphy, Albany Ave. stated when this project started it was to slow traffic down and make it safer. With 13 ft. lanes and no trees it creates a superhighway, there aren't always bikes to slow down traffic, presented data earlier showing 6 mph increases between 10 ft. lane widths to a 13 ft. lane. Trustee Browne disagreed, countered with 1-3 mph increase at best. Billy asked if the goal is to slow traffic why would you do anything to make it faster. Heard from residents the most important factor is the speed of traffic. Stated trees provide slowing down psychologically, the 10 ft. lane preserves what we have now, keeps basic layout of road and won't see an increase in mph with that design. Mentioned this is an historic district, the street's been this way for 200 years. The street does not need to be altered radically to achieve goals of safety, pedestrian safety and slowing traffic. HVEA clarified the tree removals are not due to widening road, but mainly for impacts to sidewalks.

Joe Wildermuth asked if it's true the board is considering voting to lower the speed limit there from 30 to 25? True. He feels the board is taking appropriate mitigating action to control speed. Enforcement is an appropriate action to control speed.

Trustee Murphy clarified the reason the grant was received was to replace the water main. Per Mayor, that was part of it.

Resident Helger Wiese commented on the amount of effort and work this project has taken which is admirable. The village's goal is to be attractive to pedestrians, visitors, people who live and have kids here. Stated we're not suburban, this town is from 1667. And we just threw away \$200,000 on new tarmac a year and a half ago and has someone who doesn't live on the street saying it's ok. People like facts, he's worried about the fact nothing in the design shows any pinch points halfway to slow down traffic. Worried about farm trucks barging through. Need to make the town safe, attractive, and an historic town, get back to basics, less tarmac, plant new trees.

Resident Chris Van Moessner agreed with the former resident. There were a lot of ideas, pinch points, good traffic calming measures appeared early on in plans but all canceled out for various aesthetic, historic reasons, not his choice.

Resident Helger Wiese hasn't seen one pinch point. Hearing talk about parking spaces, he and his neighbor don't need parking space, add green space. Feels options forced on them, disappointed considering the amount of work put into this.

Resident John Piddock, 18 Albany Ave. asked how are fire hydrants to be addressed in changes since some are on the street? HVEA replied some will be repositioned to a buffer between curb and sidewalk or relocated.

Tina Lang, 29 Albany Ave. was not sure what the real issue was as there are so many things wrong with Albany Ave. and this is a huge improvement. There's a pond at the end of the driveway, and someone could trip and break leg walking from the post office. There's talk about taking out trees but they'll replace the trees. Resident Sabine Murphy said she can't have her tree replaced because it won't grow back. HVEA responded that if she wanted to sacrifice parking to create space to replace trees it was within the purview of the project. Showed options presented in different workshops which could still be an option. But that was not feedback received during a series of meetings HVEA showed bump outs and other things. They're not creating new tarmac but taking space and dividing up differently to service different users. Could put trees closer to road but would have to eliminate parking. Had a lot of public interaction, most from those living on Albany Ave. We're talking about getting preliminary design approved by DOT then there's an opportunity in final design to talk about those things, if the village desires. Tina stated you can't change the whole thing for one person's personal preferences. Helger Wiese said he was not speaking to personal preferences, tried to say that more open space equals more suburbia, asks to take into account this is an historic town, and appreciates all the work involved. Tina Lang has attended a lot of meetings over several years and stated all alternatives have been looked at. Thinks we're doing a good job keeping the town historic. HVEA reminded that historical aesthetics can be considered in final design, type of curbing, crosswalk, brick pavers etc. Looked at removing signs, reducing pavement markings, all those suggestions from the public will be taken into final design.

Sean Sawyer, as member of HPC, the process has been very strictly ordered, but we weren't allowed to think in a landscape architecture way but thinking in an engineering way. Believes the last place to take parking from is the Murphy's house, and recommends taking it from across the street. Proposes a street with irregularities, design, layers, changes, lack of symmetry, as those are important historical characteristics.

Resident Alex Anderson stated it seems clear folks want narrower roads, keep historic irregularities, and safety. Complained pictures showing nothing of the character of the village. Relayed covered bridge history. Doesn't feel residents are being listened to, that they want to keep it the same. Asked if there has been a bicycle accident on Albany Ave.? Per HVEA not recently and they felt they have listened, the reason these two alternatives are before public today, most consensus is that drainage is a big issue, curb line is needed, development of that alternative was a direct result of the input received.

7:58 p.m. Trustee Browne relayed everyone can stay but closed the meeting to public input.

Mayor Abrams thanked the public for engagement through the process. Addressed issues: 1) speeding with respect to lane widths – both options presented were staying within the current footprint of Albany Ave. greenspace and sidewalk, and not widening the right of way. The difference between 10 ft. option and 13 ft. options is where we are putting white line on the



road. 2) concerns that widening travel lanes causes speeding and concerns keeping a 10 ft. travel lane is less safe for bicycles. Mayor relayed NYS DOT standards state that a minimum 13 ft. lane is required for shared lane and a bicycle and 15 ft. is preferable. Issue of lane width is just one factor in slowing traffic and HVEA engineers agreed. Residents have said otherwise that increasing width increases speeding. Mayor shares concerns of vehicle speeding. Residents have shared studies showing what happens when the road width changes. Mayor shared the National Association of City Transportation Officials (NACTO) Urban Street Design guide on lane width materials which states 'Narrow streets help promote slower driving speeds.' The guide does not say 'the evidence shows' or 'data shows' narrower lanes reduce speeds. Felt this study is inconclusive and showed no consensus on the relationship between lanes and speed. Shared another NACTO study entitled The Relationship between Lane Width and Speed Review of Relevant Literature, which reviewed all literature to date on lane width and speeding. Mayor will share web link. The study states there is no consensus in literature on the relationship between lane width and speed. Some studies showed up to 3 mph reduction per foot of lane narrowing, other studies show slight 1mph reduction per foot of lane narrowing for no significant effect at all. The studies agree there is wide variability between sites suggesting lane width alone is not responsible for entire speed reduction. Lane widths of 15 ft. are desirable to accommodate shared operation of bicycles and motor vehicles, the standard NYS DOT has adopted. NACTO's position is there's no consensus between lane width and speed. Another study mentioned entitled Narrower Traffic Lanes in Cities Could Help Lower Risk of Traffic Related Collisions published by Johns Hopkins School of Public Health mentioned widening lanes, there's a good chance speeding may happen but at the conclusion states 'the researchers also found no significant changes in car crashes with wider traffic lanes in speed limit zones between 20 and 25 mph. Village will be voting to lower speed limit on Albany Ave. to 25 mph. Another study residents emailed entitled 'The Effects of Widening Longitudinal Road Markings' researchers from Texas A&M studied freeways around San Antonio, based on 650,000 observations, they found drivers drive 2.2 mph faster on average in 12 ft. lanes than comparable 11 ft. lanes, arguing for every foot increase lane width increases speed increases by 2.2 mph. Taking the same increase in speeding percentage, 2.2 mph at 70 mph is 3% increase. A 3% increase on 25 mph street would be .75 mph x 3 (indicating 12-13 ft. lane increase) estimates a 2-3 mph increase according to this study. Mayor thinks this study shows Albany Ave. marginally may increase 1-2 mph. Mayor had conversations with City of Auburn engineer as The City of Auburn is in an historic district, and in 2019 they removed parking on one side of street and increased lane widths from 10-14 ft. and installed shared lanes on both sides, similar in nature to what we're proposing, after 4 years engineers stated they had no noticeable increase in speeding nor accidents involving bicyclists. Also Chatham, NY has 14 ft. lanes with 7 ft. parking with no issues. In summary, NYS DOT road design standards require minimum 13 ft. width for a shared lane. To submit for a 10 ft. shared lane the village would have to submit for a non standard feature justification for bicycle accommodation and lack of shoulder. DOT engineers confirmed the standard and said studies were inconclusive. HVEA experts stated the same thing. NACTO reviewed literature and studies on lane widths and speeding and stated the evidence was inconclusive, there are many factors that impact speeding. The Johns Hopkins study states that streets with 20-25 mph limit did not experience speed increases as related to lane width. Similar examples in Auburn, NY and Chatham, NY. Mayor assessed, due to evidence and data, that we won't see an additional increase in speeding along with speed reduction, speed feedback signs, crosswalk and hump and enhanced enforcement. Concerned the Village is growing, with more vehicle traffic today The AHET has had exponential growth, and the village will have more pedestrians and bicyclists use this corridor to get into and out of the village. Need to look at how we're building infrastructure to support volume and usage of tomorrow, not yesterday. Mayor showed a rendering explaining

why parking spaces are being lost as right of way narrows approaches Sunset Ave. Lack of curbs enables people to park on green space. The 10 ft. option has curbs up and down road to accommodate drainage which has been the number one complaint of residents, also preventing parking on greenspace. Concerns with bicyclists getting squeezed into travel lanes where road narrows. Proposes the 13 ft. lane has nice consistency of parking all the way up the travel lane for bicycles, and enough space for vehicle and bicycle to share the entire lane.

Regarding historic preservation, in many spots there will be increased green space with a 13 ft. option which is a restoration of what has been there historically. Spoke to NYS Parks, Recreation and Historic Preservation officials and held conversations with program analysts and reviewer of preliminary design. The program analyst stated if we stay within the right of way, the village can reallocate the space any way we want. They saw no red flags from a historic preservation perspective, which was confirmed by another NYSOPRHP program analyst. Also stated that road markings have no historical relevance, nor does where the white line is placed. With conversation with the Auburn, NY engineer, the Mayor asked what was their HPC's involvement in their road design, and was told they were primarily concerned with the historic stone used in their sidewalks, but had no concern or authority over lane widths, ADA compliant sidewalks, bicycle accommodations for whether to adhere to DOT standards. This will be an upgrade to the quality of life for residents here. HPC member relayed to Mayor that Albany Ave. has always been a wide road. Also the village historian relayed the road has predominantly been the same size. Making it narrower will look like the Village of Valatie Main Street if we go with 10 ft. roads, and 7 ft. parking. As far as irregularities, there's instances where there's pavement up to sidewalk for drainage historically may have been greenspace which will be restored, curb has degraded where grass has overflowed into parking spaces, causing problems with drainage, all those irregularities will be corrected. The green space in front of homes is of all different sizes, widths and lengths. These plans have some irregularities in sidewalks. In closing, Mayor said Albany Ave. is a pretty straight road with natural curb, there will still be irregularities. Mayor went through research and data, took public comments, with increasing the road to 13 ft. in rural villages with additional speed reduction measures, and ADA compliant sidewalks, we're improving pedestrian and bicycle pathways making it safer for everyone. State Historic Preservation officials see no red flags utilizing the same footprint, we are meeting state DOT standards and federal ADA requirements. The design will install proper drainage and increase greenspace. 60 or so parking spaces will remain, and offered to widen the front part of resident's driveways so two cars can park side by side. Offered accommodations to widen driveways so residents could park side by side. The petition that went around showed 18/38 homes inside the construction zone were represented, less than half in the zone. Some folks who signed the petition relayed privately they would support either design.

#### Trustee Browne comments:

Let me acknowledge that the advocates for a 10' lane solution have merit and have been heard. With regards to the statement that 10' narrow lanes slow traffic 1-3 MPH - I acknowledge this point. However, when considering studies and applying this principle to design it is important to consider your situation as compared to the latest macro lane study and the assumptions contained therein. One of the studies I looked at was the Synthesis on Lane Widths on Urban and Suburban Roads. A study conducted by the National Cooperative Highway Research Program, Transportation Research Board, National Research Council states on page vi, the first paragraph begins by saying in essence that narrow lanes at an intersection crosswalk are easier for pedestrians – They have more time to cross the street. . . . however, beyond the evident

advantages for pedestrians, the disadvantages for motor vehicles and bicycle traffic of providing narrow lanes on urban arterials needs to be considered. This study goes on to say; ..... When additional width is allocated to the outside vehicle lane for bicycle use, it is termed a wide curb lane (WCL), [our 13' lane solution is a WCL design]. The study goes on to say; . . . Wide curb lanes and bicycle lanes are particularly beneficial in that they offer improved safety and maneuverability for bicyclists and vehicles. TAP grant's primary purpose is to create or improve pedestrian and bicycle facilities for this project. Our preliminary design submitted to DOT included a 13 ft. shared lane (the minimum DOT standard for shared lane). Meaning they (DOT) has no objections to the 13 ft lanes. I contend that wider traffic lanes are safer for the bikes in lane along Albany Avenue. With regards to resident petitions: There have been resident petitions against Village capital projects throughout our recent history. In the 1990s the route 9 corridor upgrade had residents opposing the effort, the sewer project had negative petitions and a referendum wherein approximately 150 residents opposed and 350 residents were in favor. The sidewalk link project had lawsuits that needed to be resolved. So the fact that we face opposition to this project is not without precedent. I have been told by several residents that we cannot please everyone nor should we have to and that doing what is right is of the utmost importance.

#### Trustee Murphy comments:

How many accidents have occurred on this street? HVEA replied that there were no accidents in the last few years from Chatham St. to Sunset Ave. Do we have data on the speed of vehicles on this stretch of road? HVEA replied the Village does. Trustee Murphy stated this data showed no significant speeding which is contrasted to the later part of Albany Ave. with outliers of speeders. But the median speed on this stretch of the road is 31 mph. Changing from how the road is laid out, without a single accident ever on this road with this layout, drastically changing that trying to create a solution to a problem that simply does not exist, is a gross incompetence and a disservice to the residents that live there. It only puts them at risk. God forbid someone gets struck because of a speeding vehicle, the blood on your hands if you vote for 13 ft. lanes. Mayor responded blood's on your hands if we don't and someone gets hurt as well but it's inappropriate to accuse anyone of blood on their hands for where we put a white line on a road. Trustee Murphy replied, and on every previous Mayor's hands and every previous trustee's hands, because they also chose 10 ft. lanes throughout the history of this road. Asked who are we to think we're better than all previous boards to think we should change it because we know better, it's selfish? Gonna operate under the presumption that a car sees a bicycle on a shared roadway, on a 13 ft. lane, it's gonna speed by bicyclist, now on a 10 ft. lane, will have to make a decision, it will need to slow down and wait to pass or pass the bicycle if no oncoming which frequently there is not. The road is in perfect harmony with rarely more than 16-18 cars parked on Albany Ave. there's plenty of room for bicyclists to bike safely. Both the bikers and parkers have the responsibility to avoid a collision by simply checking the shoulder, or giving adequate room, standard bicycle and driver procedures, not going to change on 13. ft. lanes. With no bikes on the road, drivers are going to pull down Albany Ave. It will be a wide open road with no trees, and no parked cars, the reason on this stretch of road the average speed is significantly lower than others due to the appearance of parked cars. Talking about driver behavior, the wider road encourages people to speed subconsciously. Both these options solve main problems, mass flooding, sidewalk repair, and give the option to replace water mains. Almost 80% of full time Albany Ave. residences signed that petition. It's clear tonight people prefer 10 ft. wide lanes. and it's our job to represent the people who live there the most, on a daily basis. Who walk this road and understand this road. And to sit and think we know better, or the NYS DOT knows better than residents who live here, is selfish. Trustee Murphy encourages the board to represent the



interests of people affected the most, see through their eyes, what this means to them, and the impact they know this change will bring. Thank you.

Trustee Patterson comments:

She understands the very delicate complexities of the issue. Appreciates the choices prepared and presented. She has seen approximately 7-9 design scenarios by now and come to this point, considering these last two. She recognizes this is just the preliminary design, to decide where the white stripe will go, for lanes to be 10 ft. or 13 ft., and that there are elements of the design yet to be worked out, such as trees. Appreciates the community's input which has been significant and states we have listened. Trustee Patterson hears from the community at large, that predominantly the public is concerned with safety and they equate safety with narrower lanes, the perception is narrower lanes will reduce speed. She's also considering all the data, national data, the State DOT data, and respects the professionals doing their job. If that's the data that's been presented, she has to believe that data. She's a little bit torn between the 10 ft. lanes which the community wants or to recognize and respect the data presented by professionals, at this time inclined to do the latter, and vote for 13 ft. lanes. Thank you for the opportunity.

Trustee Weir comments:

All of us have had a little input into this process. Appreciates everyone who has come to all the meetings. Trustee Patterson and I have had an opportunity to reach out to our first responders and agricultural neighbors. In talking with them they sent email replies stating they both prefer 13 ft. lanes for safety reasons, coupled with data from safety and transportation people, she is inclined to go with 13 ft. lanes also.

**Mayor Abrams motioned to send 13 ft. lane option to DOT as a preliminary design.**

Trustee Browne read resolution **RESOLUTION NO. 1 of 2024**

**Resolution covering Albany Avenue Pedestrian and Bicycle Improvement Project, PIN 8762.83**

**Selection of a Preliminary Design by the Village Board and approval to submit to NYSDOT for approval to proceed with the Final Detailed Design; and,**

**Short Environmental Assessment Form Part 1 – Project Information and Short Environmental Assessment Form Part 2 – Impact Assessment.**

This resolution was proposed and seconded:

Resolution by: Mayor Michael Abrams

Seconded by: Trustee James Mark Browne

WHEREAS, the Village of Kinderhook has entered into an agreement with NYSDOT and has a responsibility to comply and submit to NYSDOT in a timely manner all applicable preliminary design report documents as required under the provisions of the agreement and follow the NYSDOT Procedures for Locally Administered Federal Aid Projects manual and adhere to current Federal and/or State laws, rules and regulations; and,

WHEREAS, the Village of Kinderhook has issued a contract to Hudson Valley Engineering and Associates to obtain these design services and complete the preliminary design in preparation for submission to NYSDOT and thereafter request approval and authorization to proceed with the final detailed design; and,

WHEREAS, the Village of Kinderhook Board previously voted on the submission of a draft preliminary design at a Special Public Meeting conducted August 24, 2023, and thereafter NYSDOT responded back with requests for clarifications and minor revisions that have been prepared, reviewed and deemed satisfactory; and,

WHEREAS, the Village of Kinderhook Board and residents have been kept informed as to the status of the completion of the preliminary design since this August 24<sup>th</sup>, 2023 Special Public Meeting at Regular Village Board Meetings conducted on September 13<sup>th</sup>, October 11<sup>th</sup>, November 8<sup>th</sup>, and December 13<sup>th</sup>, 2023; and,

WHEREAS Village residents were informed of progress and changes to this preliminary design at five (5) workshops dedicated to their specific concerns covering (Trees and Landscaping, Speed Reduction and Bicycle and Pedestrian Safety, Lane Width, Historic Preservation, Signs and Street Markings), where resident questions were addressed and options/alternatives discussed; and,

WHEREAS, the Village Board provided written responses to the open concerns and recommendations as submitted by the Village of Kinderhook's Historic Preservation Commission (HPC), resident Sabine Murphy and others and Trustee Quinn Murphy to include the rationale for not following these recommendations as well as disagreeing with their proposed approach to how to execute the project at the Village Board Meeting conducted, December 13<sup>th</sup>, 2023; and,

WHEREAS, At the Village of Kinderhook - Village Board Meeting conducted, December 13<sup>th</sup>, 2023, Hudson Valley Engineering and Associated presented to the Village Board aerial photographs containing the preliminary design options overlaid on these same photographs to clarify and better understand the positioning of design elements within the preliminary design options; and, thereafter;

WHEREAS, the Village of Kinderhook has now decided to proceed with the approval to **submit the executed preliminary design** to NYSDOT this date identified as the 13<sup>th</sup> foot lane **solution** to be accompanied with all necessary support documentation with one element being the SEQRA documentation referred to above and to be certified this date.

Upon question of the foregoing Resolution, the following Board members voted "Aye" in favor of the Resolution:

Mayor Michael Abrams;  
Trustee James Mark Browne;  
Trustee Dorene Weir; and  
Trustee Susan Patterson.

The following Board member voted "No" in opposition  
thereto:

Trustee Quinn Murphy, "abstain".

The Resolution having been approved by a majority of the Village Board, the same was declared duly adopted by the Mayor of the Village of Kinderhook.

SEQR Short Environmental Assessment Form

Trustee Browne read aloud the SEQR Short Environmental Assessment Form.

Village attorney Rob Fitzsimmons read aloud the SEQR Short Environmental Assessment Form Part 2 - Impact Assessment.

Motion that the Village of Kinderhook has determined that the Albany Avenue Pedestrian and Bicycle Improvement project, identified as the 13 ft. solution, does not present any significant negative environmental impacts and issues a motion for a negative declaration for purposes of SEQRA.

Trustee Browne motioned for a negative declaration for purposes of SEQRA, Trustee Patterson seconded, Trustee Murphy abstained. Roll call: Browne - aye, Weir - aye, Patterson - aye. Murphy - abstained. The motion passed.

Setting of Public Hearing to reduce the speed on Albany Ave

Trustee Browne proposed a motion to set a public hearing for speed reduction 30 mins. prior to the next regular village board meeting, Trustee Murphy seconded, all voted 'Aye.'

9:00 p.m. Trustee Browne motioned to adjourn meeting and enter executive session, to include Rob Fitzsimmons, Jerry Callanan and Dan Valentine - Tighe & Bond, to discuss land acquisition and EFC loan, seconded by Mayor Abrams, all voted 'Aye.'

Minutes respectfully submitted by Sue Pulver.

Executive Session

Trustee Browne made a motion to have the Mayor sign the contract with Robinson Appraisal Consultants in the amount of \$3,600; seconded by Trustee Weir, all voted "aye."

Trustee Browne indicated that discussions with EFC are continuing and look promising.

A motion made by Mayor Abrams to adjourn executive session at 9:27 pm; seconded by Trustee Patterson, all voted 'Aye.'

Respectfully submitted,  
Nicole H. Heeder  
Village clerk



## ATTACHMENT 6

Village of Kinderhook Historic Preservation Commission (HPC) Project Recommendation  
(from Nov. 28, 2023 Public Workshop)

Village Board Response to HPC Project Recommendation

The Historic Preservation Commission of the Village of Kinderhook fully supports the goals of the Albany Avenue Projects to replace the antiquated water mains and to install a proper drainage system. It recognizes these projects as necessary upgrades that will greatly benefit not only the residents of Albany Avenue but also visitors patronizing local businesses and/or attending Village events. However, the HPC finds that the two plans being proposed compromise the historic character of the Albany Avenue.

The HPC recommends that water main and drainage upgrades be accomplished with minimal impact on the current layout and appearance of Albany Avenue to preserve the historic character and appearance of the neighborhood. Specifically, to retain:

- 10-foot traffic lanes, the standard for the village and roads beyond.
- uninterrupted parking/service lanes of varying width but no narrower than 7 feet on both sides of the street
- verges/buffers of varying width where and as space permits
- walkways of 5 feet reverting to 4 feet as the road narrows

The HPC views the variations or irregularities in dimensions or layout of lanes, verges, and walkways as contributors to the character of the street that reflect its organic evolution over several centuries. It therefore considers them part of the historic fabric of the village and strongly recommends that they be preserved.

While trees are not structures and therefore not technically under the purview of the HPC they are, nonetheless, a defining feature of the street and are part of its historic fabric as well as a visual asset. The Commission recommends that all efforts should be made to preserve them wherever possible even if that requires alterations of the dimensions or layout of walkways, verges, and/or parking/service lanes. Work-arounds are greatly preferred to destruction.

While the Commission recognizes that many NYS DOT guidelines are suitable for urban or suburban areas it views them as inappropriate for a rural village setting. The Commission strongly recommends against the regularization or standardization of features that deprive the street of its historic rural character.

Albany Avenue, along with the core of the village, is on the National Register of Historic Places, a Federal designation. Both the ADA and NYS DOT guidelines explicitly state that places with a National Register designation are eligible for exemptions. In this light, the HPC recommends that an additional third alternative Albany Avenue plan incorporating the recommendations of the HPC outlined above be submitted to NYS DOT.

Decisions/Responses since the November 15<sup>th</sup>, 2023 workshop meeting covering concerns/recommendations not followed, and/or, explanations relative to rationale for these differences of opinion and/or decisions rendered that disagree with approaches proposed relative to how to execute the project

	HPC Recommendations	Draft Responses and/or Proposed Decisions
1.	<p>The Historic Preservation Commission of the Village of Kinderhook fully supports the goals of the Albany Avenue Projects to replace the antiquated water mains and to install a proper drainage system. It recognizes these projects as necessary upgrades that will greatly benefit not only the residents of Albany Avenue but also visitors patronizing local businesses and/or attending Village events. However, the HPC finds that the two plans being proposed compromise the historic character of the Albany Avenue.</p>	<p>Agree with the first sentence. It should be state that these improvements/upgrades are necessary for not only Albany Avenue road/sidewalks - they are needed to maintain the integrity and operation of the water distribution system throughout the Village.</p> <p>Disagree with the second sentence statement, however, we acknowledge their point of view and understand that their perspective may vary from a more wholistic view – what is best for all Village residents.</p>
2.	<ul style="list-style-type: none"> <li>- 10-foot traffic lanes, the standard for the village and roads beyond.</li> </ul>	<p>Disagree – Village does not make the standards – DOT determines minimum allowable lane sizes associated with the conditions found within the construction zone.</p>
3.	<ul style="list-style-type: none"> <li>- 10-foot traffic lanes, the standard for the village and roads beyond.</li> </ul>	<p>Disagree - the 13' wide lanes would provide more safety to bicycle traffic and most large truck/farm traffic could stay in the road lane and not cross the white line into the shoulder or cross the center yellow line.</p>



Decisions/Responses since the November 15<sup>th</sup>, 2023 workshop meeting covering concerns/recommendations not followed, and/or, explanations relative to rationale for these differences of opinion and/or decisions rendered that disagree with approaches proposed relative to how to execute the project

4.	The HPC views the variations or irregularities in dimensions or layout of lanes, verges, and walkways as contributors to the character of the street that reflect its organic evolution over several centuries. It therefore considers them part of the historic fabric of the village and strongly recommends that they be preserved.	Disagree. We certainly would accept and consider aesthetic recommendations and apply them if practical and possible.
5.	While trees are not structures and therefore not technically under the purview of the HPC they are, nonetheless, a defining feature of the street and are part of its historic fabric as well as a visual asset. The Commission recommends that all efforts should be made to preserve them wherever possible even if that requires alterations of the dimensions or layout of walkways, verges, and/or parking/service lanes. Work-arounds are greatly preferred to destruction.	In general, we agree with this recommendation. However, the Tree locations should not be prioritized over the layout of the road and sidewalks and green spaces.
6.	While the Commission recognizes that many NYS DOT guidelines are suitable for urban or suburban areas it views them as inappropriate for a rural village setting. The	In general, we agree. However, the regularization and standardization of some features to comply with DOT is necessary in some specific instances and is a priority over just do not apply the standard.

Decisions/Responses since the November 15<sup>th</sup>, 2023 workshop meeting covering concerns/recommendations not followed, and/or, explanations relative to rationale for these differences of opinion and/or decisions rendered that disagree with approaches proposed relative to how to execute the project

	Commission strongly recommends against the regularization or standardization of features that deprive the street of its historic rural character.		
7.	Albany Avenue, along with the core of the village, is on the National Register of Historic Places, a Federal designation. Both the ADA and NYS DOT guidelines explicitly state that places with a National Register designation are eligible for exemptions. In this light, the HPC recommends that an additional third alternative Albany Avenue plan incorporating the recommendations of the HPC outlined above be submitted to NYS DOT.	Agreed. The exemptions need to be specific and not ethereal. We disagree with the notion that a third alternative is needed. Minor revisions to the two (2) proposed solutions is deemed adequate to address some and not all of HPC concerns.	
Resident Sabine Murphy's Concern and voiced by others	. . . Keep the road configuration as it is right now . . .	Disagree. Constraints and Provisions within the grant agreement require us to do otherwise to gain approval.	
Trustee Quinn Murphy's Approach	. . the leave alone option may not meet DOT standards but that's ok as DOT allows for justifications to be made. . . .	There is not a compelling reason to approve a non-standard feature justification. Do not pursue.	
Other Concerns	Questions raised Nov. 15th	Agree with answers in minutes	

ATTACHMENT 7

National Register of Historic Places Inventory – Nomination Form –  
Kinderhook Village District



MISSHP  
AUG 1 1974  
Rec'd NR COMS

OFFICE COPY

ENTRIES IN THE NATIONAL REGISTER

STATE NEW YORK

Date Entered JUL 24 1974

Name

Location

Kinderhook Village District

Kinderhook  
Columbia County

**COPY OF CONGRESSINAL NOTIFICATION**

Also Notified

- Hon. Jacob K. Javits
- Hon. James L. Buckley
- Hon. Carleton J. King



NEW YORK STATE PARKS & RECREATION South Swan Street Bldg. South Mall, Albany, New York 12223 Information 518 474-0456  
Alexander Aldrich, Commissioner

February 20, 1974

Dr. William Murtagh  
Keeper of the National Register  
National Park Service  
Washington, D.C. 20240

Dear Dr. Murtagh:

As the State Historic Preservation Officer, I am forwarding the enclosed nomination to the National Register of Historic Places:

Kinderhook Village District, Kinderhook, Columbia County


The above nomination has been reviewed and approved by the Committee on the Registers in accordance with the criteria outlined in Section 2.2 of the Grants Guide.

The staff of the New York State Division for Historic Preservation, the officially designated Preservation Agency, would welcome the opportunity to discuss this submission with your office.

Sincerely,

ALEXANDER ALDRICH  
State Historic Preservation  
Officer

By:

  
F. L. RATH, JR.  
Deputy Commissioner

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: New York
COUNTY: Columbia
FOR NPS USE ONLY
ENTRY DATE

1. NAME

COMMON:  
Kinderhook Village District

AND/OR HISTORIC:  
OFFICE COPY

2. LOCATION

STREET AND NUMBER:  
Various

CITY OR TOWN:  
Kinderhook

CONGRESSIONAL DISTRICT: 29  
Rep.: Carleton J. King

STATE: New York CODE: 036 COUNTY: Columbia CODE: 021

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input checked="" type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)

4. OWNER OF PROPERTY

OWNER'S NAME:  
Various

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Columbia County Courthouse

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:  
Hudson New York 036

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:  
Historic Resources of the Hudson (published)

DATE OF SURVEY: 1969  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:  
Hudson River Valley Commission

STREET AND NUMBER:  
South Mall

CITY OR TOWN: STATE: CODE:  
Albany New York 036

SEE INSTRUCTIONS

STATE: New York  
COUNTY: Columbia  
ENTRY NUMBER:  
DATE:  
FOR NPS USE ONLY



7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Kinderhook Creek rises in eastern Rennselaer County and flows in a southwesterly direction through a part of Columbia County where it empties into the Hudson River. At a bend in the creek about five miles inland from the Hudson are a stretch of fertile flatland and, situated on a plain west of the creek and slightly higher in elevation, the village of Kinderhook. The historic district comprises the heart of the village, extending roughly north-south along U. S. Route 9 (Broad and Chatham Streets), the Old Post Road, and east-west along County Route 21 (Albany Avenue and Hudson Street). Included within this area are Sylvester, Church and William Streets, Kinder Knoll Road, Maiden and Jarvis Lanes, Railroad Street, and a portion of Sunset Avenue.

The district contains approximately 250 structures of which about 200 predate the 20th century. Approximately a dozen 18th century buildings remain, while the majority of the rest date from the first half of the 19th century. The predominant building materials were clapboarded wood frame, and brick. Ranging for the most part from 1 to 2 1/2 stories in height, the structures within the village district are harmonious in scale. Coupled with a wide range of building functions, the diversity of building styles-- in several instances attaining a striking degree of sophistication-- lend to the district a singular vitality.

The earliest remaining structures are those which date from the village's predominantly Dutch period. The wood-frame Cornelius Schermerhorn House (33 Broad Street), built in four sections between c. 1713 and c. 1770, illustrates the one-and-one half story, five bay, gable-roofed building form common to farmhouse design in the Dutch Hudson Valley. By the middle of the 18th century the Dutch in this area were using the gambrel roof, represented in Kinderhook by the one-and-one-half story John Pruyn House ( 26 William Street) and the one-and-one-half story dwelling at 15 Hudson Street, distinguished by its brick front and clapboarded sides. The former, dated 1766 by glazed-brick headers inlaid on the side walls, is a particularly large house, of special interest for its muizetanden brick pattern on the gable end and steep lower slope of the roof.

David Van Schaack's two-story brick residence, (24 Broad Street) described as "a house like a castle" when it was built in 1774, possesses the substantial dimensions and restrained neo-classical formality typical of a gentleman's elegant rural residence of the last half of the 18th century. Four interior end chimneys, a hipped roof, and a Palladian window further characterize this example of the style.

The major embodiment of the architectural style characteristic of the federal period is the James Vanderpoel House ( 16 Broad Street), designed in 1810 by Barnabus Waterman of Hudson. A two-story, five-bay-by-three bay, gable-roofed, brick residence, the

SEE INSTRUCTIONS

See continuation sheet

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

STATE	New York
COUNTY	Columbia
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

7. Description

(Continuation Sheet)

(Number all entries)

Vanderpoel House possesses the smooth wall surface, elliptical forms, and delicate classical motifs characteristic of the style. The popularity of this style throughout the village is evidenced by the abundance of exterior and interior trim executed in this mode--for example the small dwelling at 29 Hudson Street.

Present but visually less prominent are the revivalist styles of Greek and Gothic; the former today best represented by the two-story, wood frame pilastered dwelling at 29 Broad Street, and the latter by the board and batten cottage at 28 Albany Avenue and St. Paul's Episcopal Church (8 Sylvester Street). The substantial two-story brick dwelling at 4 Albany Avenue might once have born Greek Revival trim but today is ornamented with the more elaborate detail associated with the bracketed styles of the mid-19th century. The popularity of these styles is clear from the profusion of ornament and outline commonly associated with this architectural period. The rectangular flat-roofed building form is illustrated by the wood-frame residence at 14 Sylvester Street, the brick Post Office (a former bank, 2 Broad Street), and the far simpler wood-frame residence/store at 24 Hudson Street. In the large residence at 46 Hudson Street are combined such features as asymmetrical outline, variety in silhouette, round and roundheaded windows, and an imposing square tower covered by a mansard roof.

Construction during the last half of the 19th century appears to have been largely confined to simple dwellings and commercial structures at the village center. The former are plain, wood-frame rectangular, gable-roofed buildings, sometimes two such forms set at right angles as in the case of 31 Albany Avenue. The row of commercial structures on Hudson Street at the village center replaced a series of 1-3 1/2 story clapboard wood-frame buildings destroyed in a major fire on May 9, 1880.

The survival of a variety of "dependencies" leads to the district-replete with residential and religious structures--a special dimension. In addition to the cluster of 19th century commercial buildings at the main intersection, there are throughout the district structures such as: a 19th century livery stable (3 Hudson Street), a Dutch Barn (Broad Street), a false-front grain storage barn (22 Hudson Street), a small stone smokehouse (Broad Street), a former forge (3 William Street), and a small, one story, gable front shop once a hoop skirt factory and once a harness shop.

**SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |  |                                       |  |                                       |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input checked="" type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century |                                       |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education              | <input type="checkbox"/> Political           | <input type="checkbox"/> Urban Planning        |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering            | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic                | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science             | _____  |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture           | _____  |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____  |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater             | _____  |
| <input type="checkbox"/> Commerce                | <input type="checkbox"/> Military               | <input type="checkbox"/> Transportation      | _____  |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music                  |  |  |
| <input type="checkbox"/> Conservation            |   |  |  |

STATEMENT OF SIGNIFICANCE

Still bordered by the rich flatlands of Kinderhook Creek that sustained the community's agricultural prosperity for almost three centuries, Kinderhook Village contains an exceptional collection of 18th century and 19th century architecture--both domestic and commercial, simple and pretentious. The present District, comprising the heart of the Village is distinguished for the quantity and quality of its architecture as well as its illustration of the development of an early Dutch community over a period of three centuries.

Attracted by the low, wet flatland along Kinderhook Creek, Dutch farmers from the Fort Orange settlement (Albany) to the north first settled at Kinderhook during the 1650's and 1660's. The first roads appear to have followed the edges of the rich flatland, and the early dwellings were erected on the ridge overlooking a bend in the creek. A settlement of 15 houses and a Dutch Reformed Church in 1763, by 1813 the village of Kinderhook contained "20 or 30 dwellings, several of which, in the style of county seats are very elegant, several stores, shops etc., a church and an academy." Agricultural prosperity generated a network of roads, luring the Kings Highway or Post Road inland, and necessitating a major route to the river landing from which produce, especially wheat, could be shipped south to New York City by sloop.

The considerable agricultural capacity of the land produced a period of considerable growth during the 1820's--evidenced by the quantity of domestic architecture from this period. Described as "one of the most important business places in the county", Kinderhook in 1836--two years prior to incorporation--contained three dry goods stores, two groceries, one stove and hardware store, one wool warehouse, hat factory and store, a furnace for castings, a mill Wright shop, two carriage makers, three smiths, two tailors, three shoe makers, one saddle and harness maker, plough maker, painter and glazier, a watch and jewel store, a printing office, book store, three public houses, four lawyers, and four physicians. In addition to two churches, an academy "in much repute," and "one district and two select schools for misses," the village

SEE INSTRUCTIONS

See continuation sheet



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

STATE	
New York	
COUNTY	
Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

8. Significance

(Continuation Sheet)

(Number all entries)

had a total of "86 dwellings, distributed upon seven streets, some of which, large and remarkably neat, are surrounded with pleasant lawns, adorned with shrubs." <sup>3</sup> Seven years later the population stood at 1400, and the dwellings at about 200, figures which would seem to support the contention that in 1843 "no place in the vicinity of Hudson exceeds this village for its beautiful location, and the salubrity of its climate."--and, one might add, its economic health.<sup>4</sup>

Although the village throughout much of its history produced a number of political figures on the local, state, and national scenes, the best known, Martin Van Buren, achieved prominence at this period, serving as Vice-President under Andrew Jackson and 8th President, 1836-1840. Born and raised in Kinderhook where his father was a farmer and innkeeper, Van Buren retired to "Lindenwald", a country seat south of the village which he had purchased in 1859.

With the construction of rail lines in the 1850's and 1860's, most commercial and industrial enterprise was diverted westward to the rail depots and the village of Kinderhook retained for the most part only its agricultural base on which to depend.<sup>5</sup> However, the settlement's visual and salubrious appeal remained unimpaired for Kinderhook in the 1870's was "known chiefly as being the home of a large and respectable class of people whose means have permitted them to retire to this place to enjoy the refinement and culture it affords."

The village today continues as a largely residential community of landed farmers and professionals. The latter are both retired and active for the popularity of the horseless carriage and the improvement of roadways has brought Kinderhook within commuting distance of the urban Capitol District to the north. In anticipation of future growth the Village Government has recently adopted a Comprehensive Development Plan including an ordinance to protect the historic district.

The historic resources within this district are outstanding both for the quantity and quality of 18th and 19th century structures still present. Twentieth century intrusions are minimal at the heart of the district and for the greater part of its outer reaches. The visual character of the community is therefore unusually "historical". This consistency is matched in distinction by the range and high quality of both modest and pretentious vernacular architecture--in some respects common to the period, in others unique to the Dutch settlements once scattered in the Middle Atlantic States. What distinguishes Kinderhook Village from others is the remarkable survival in their agricultural setting--of structures representing a diversity of architectural styles and community functions, illustrative of a very prosperous inland village during the 18th and 19th centuries.

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

STATE	New York	
COUNTY	Columbia	
FOR NPS USE ONLY		
ENTRY NUMBER		DATE

8. Significance *(Continuation Sheet)*

*(Number all entries)*

<sup>1</sup>Henry Spafford, Gazetteer of New York (1813), quoted in Edward A. Collier's A History of Old Kinderhook (New York: G. P. Putnam's Sons, 1914), pp. 205-206.

<sup>2</sup>Franklin Ellis, History of Columbia County, New York (Philadelphia: Everts and Ensign, 1878), p. 223. Thomas F. Gordon, Gazetteer of the State of New York (Philadelphia: T. K. And P.G. Collins, 1836), p. 409.

<sup>3</sup>Gordon, p. 409.

<sup>4</sup>J. Disturnell, A Gazetteer of the State of New York (Albany: C. Van Benthuysen and Co., 1843), p.221

<sup>5</sup>Railroad service reached Kinderhook ca. 1900 but apparently did not survive more than a few decades.

Survive

<sup>6</sup>Ellis, p. 223

9. MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	42°	24'	10"	73°	42'	46"
NE	42°	24'	10"	73°	41'	19"
SE	42°	22'	47"	73°	41'	19"
SW	42°	22'	47"	73°	42'	46"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 612

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:  
Lynn Beebe Weaver, Research Assistant

ORGANIZATION: New York State Division for Historic Preservation DATE: 1973  
December,

STREET AND NUMBER:  
South Mall

CITY OR TOWN: Albany STATE: New York CODE: 036

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name [Signature]

Title State Historic Preservation Officer

Date 2/21/74

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
 Director, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
 Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

STATE New York	
COUNTY Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

9. Major Bibliographical References <sup>(Continuation Sheet)</sup> 2

(Number all entries)

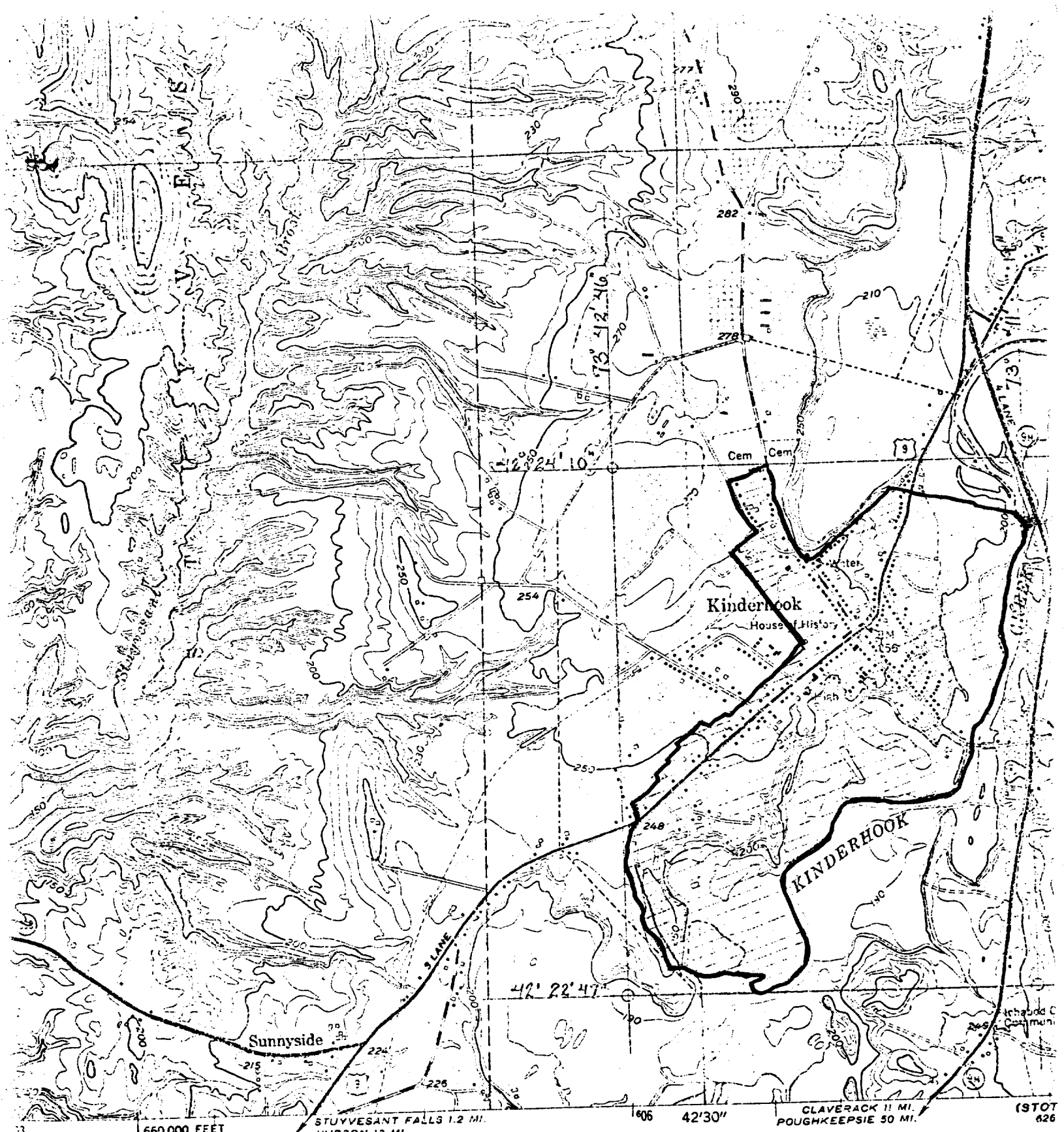
Blackburn, Roderic H. "Historic Towns: Restorations in the Dutch Settlement of Kinderhook". Antiques Magazine. December 1972.

Collier, Edward A. A History of Old Kinderhook. New York: G. P. Putnam's Sons, 1914.

Disturnell, J. A Gazetteer of the State of New York. Albany: C. Van Benthuysen Co., 1843

Ellis, Franklin. History of Columbia County, New York. Philadelphia: Everts and Ensign, 1878.

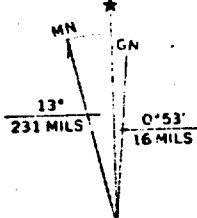
Gorden, Thomas F. Gazetteer of the State of New York. Philadelphia: T. K. & P. G. Collins, 1836



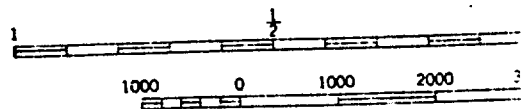
Prepared, edited, and published by the Geological Survey  
 Kinderhook, Village District  
 Kinderhook, Columbia Co

Control by USGS and USC&GS  
 Graph from aerial photographs by stereophotogrammetric  
 method. Aerial photographs taken 1952. Field check 1953  
 Conic projection. 1927 North American datum  
 100-foot grid based on New York coordinate system,  
 zone

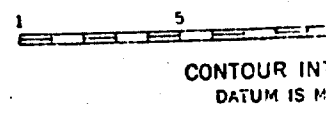
Checked elevations are shown in brown  
 10-meter Universal Transverse Mercator grid ticks,  
 18. shown in blue



UTM GRID AND 1953 MAGNETIC NORTH  
 DECLINATION AT CENTER OF SHEET



SCALE



CONTOUR IN  
 DATUM IS M

THIS MAP COMPLIES WITH NAT

Form No. 10-301  
Rev. 7-72

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM**

*(Type all entries - attach to or enclose with map)*

STATE	
New York	
COUNTY	
Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER:			
Various			
CITY OR TOWN:			
Kinderhook			
STATE:	CODE	COUNTY:	CODE
New York	036	Columbia	021
<b>3. MAP REFERENCE</b>			
SOURCE:			
Village of Kinderhook, Topographical Map			
SCALE:			
DATE: November, 1967			
<b>4. REQUIREMENTS</b>			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			



NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: Various			
CITY OR TOWN: Kinderhook			
STATE: New York	CODE 036	COUNTY: Columbia	CODE 021
3. PHOTO REFERENCE			
PHOTO CREDIT: Roderic Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT: Columbia County Historical Society, Kinderhook, New York			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.  View of Village Center looking northwest, up Hudson Street to U.S. Route 9 (Broad and Chatham Streets).			

INT: 154-72

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: Hudson Street			
CITY OR TOWN: Kinderhook			
STATE: New York	CODE 036	COUNTY: Columbia	CODE 021
3. PHOTO REFERENCE			
PHOTO CREDIT: Roderick Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT: Columbia County Historical Society, Kinderhook, New York			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.  View of Village Center looking south at structures lining south side of street, from intersection with U. S. Route 9.			

INT: 154-72

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: 24 Broad Street			
CITY OR TOWN: Kinderhook			
STATE: New York	CODE 036	COUNTY: Columbia	CODE 021
3. PHOTO REFERENCE			
PHOTO CREDIT: Roderic Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT: Columbia County Historical Society, Kinderhook, New York			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. View of front elevation of 24 Broad Street, looking west.			

INT: 154-72

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Kinderhook Village Historic District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: 33 Broad Street			
CITY OR TOWN: Kinderhook			
STATE: New York	CODE 036	COUNTY: Columbia	CODE 021
3. PHOTO REFERENCE			
PHOTO CREDIT: Roderic Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT: Columbia County Historical Society, Kinderhook, New York			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. View of 33 Broad Street, looking southwest.			

INT: 154-72

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
New York	
COUNTY	
Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
46 Hudson Street			
CITY OR TOWN:			
Kinderhook			
STATE:	CODE	COUNTY:	CODE
New York	036	Columbia	021
3. PHOTO REFERENCE			
PHOTO CREDIT: Roderick Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT:			
Columbia County Historical Society, Kinderhook, New York			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			
View of 46 Hudson Street, looking southwest.			

INT: 154-72

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
New York	
COUNTY	
Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
29 Hudson Street			
CITY OR TOWN:			
Kinderhook			
STATE:	CODE	COUNTY:	CODE
New York	036	Columbia	021
3. PHOTO REFERENCE			
PHOTO CREDIT: Roderick Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT:			
Columbia County Historical Society, Kinderhook, New York			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			
View of 29 Hudson Street, looking northwest.			

INT: 154-72

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER: 1 Chatham Street			
CITY OR TOWN: Kinderhook			
STATE: New York	CODE 036	COUNTY: Columbia	CODE 021
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: Roderick Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT: Columbia County Historical Society, Kinderhook, New York			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC. View of 1 Chatham Street, looking north.			

INT: 184-72

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER: 28 Albany Avenue			
CITY OR TOWN: Kinderhook			
STATE: New York	CODE 036	COUNTY: Columbia	CODE 021
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: Roderick Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT: Columbia County Historical Society, Kinderhook, New York			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC. View of 28 Albany Avenue, looking northeast.			

INT: 184-72



NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
New York	
COUNTY	
Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER:			
22 Hudson Street			
CITY OR TOWN:			
Kinderhook			
STATE:	CODE	COUNTY:	CODE
New York	036	Columbia	021
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: Roderick Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT:			
Columbia County Historical Society, Kinderhook, New York			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC.			
View of 22 Hudson Street, looking south.			

INT: 154-72

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
New York	
COUNTY	
Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER:			
14 Sylvester Street			
CITY OR TOWN:			
Kinderhook			
STATE:	CODE	COUNTY:	CODE
New York	036	Columbia	021
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: Roderick Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT:			
Columbia County Historical Society, Kinderhook, New York			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC.			
View of 14 Sylvester Street, looking north.			

INT: 154-72

Form No. 10-301a  
(7/72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
New York	
COUNTY	
Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER:			
16 Broad Street			
CITY OR TOWN:			
Kinderhook			
STATE:	CODE	COUNTY:	CODE
New York	036	Columbia	021
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: Roderick Blackburn			
DATE OF PHOTO: 1973			
NEGATIVE FILED AT:			
Columbia County Historical Society, Kinderhook, New York			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC.			
View of front elevation of 16 Broad Street, "The House of History" looking northwest.			

Form No. 10-301  
Rev. 7-72

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM**

*(Type all entries - attach to or enclose with map)*

STATE New York	
COUNTY Columbia	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

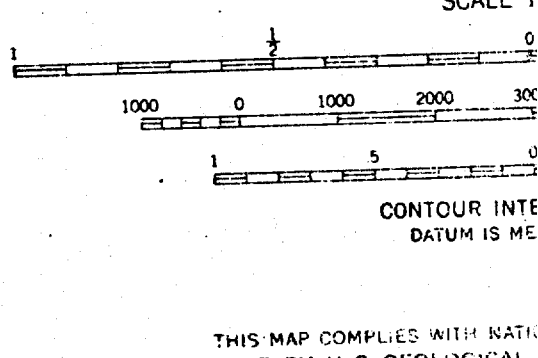
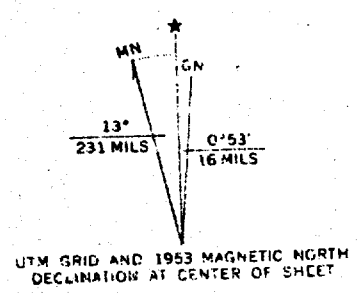
SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Kinderhook Village District			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER:			
Various			
CITY OR TOWN:			
Kinderhook			
STATE:	CODE	COUNTY:	CODE
New York	036	Columbia	021
<b>3. MAP REFERENCE</b>			
SOURCE: U. S. Department of the Interior, Geological Survey, 7.5 series			
SCALE: 1:24,000			
DATE: 1953			
<b>4. REQUIREMENTS</b>			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			

INT: 155-72



prepared, edited, and published by the Geological Survey  
 controlled by USGS and USC&GS  
 derived from aerial photographs by stereophotogrammetric  
 methods. Aerial photographs taken 1952. Field check 1953  
 conic projection. 1927 North American datum  
 600-foot grid based on New York coordinate system,  
 18th zone  
 checked elevations are shown in brown  
 20-meter Universal Transverse Mercator grid ticks,  
 every 18, shown in blue







Kindhook Village District  
Columbia Co., N.Y.

1 Chatham St. — looking N.

1

Kindhook Village District  
Columbia Co., N.Y.

Village Center — NW up Hudson to  
US 9

10



Lindenhook Village District  
Columbia Co

South side of Hudson St. —  
view from US 9

11

Lindenhook Village District  
Columbia Co,

29 Hudson St. — looking NW

13





Kinderhook Village District  
24 Broad St

Columbia Co - NY

441

Kinderhook Village District  
33 Broad St.

Columbia Co. NY

NR

24

Notes:

Roderick Blackburn  
1973

regr. no. Columbia County Historical Society



Kinderhook Village District  
Columbia Co.

46 Hudson St. — looking SW

27

H Sylvester Sr  
Kinderhook Village District  
Columbia Co., N.Y.

27A





Kinderhook Village District  
Columbia Co., N.Y.

28 Albany Avenue (front)  
NE

28

---

Kinderhook Village District  
Columbia Co.

22 Hudson St. - looking south

32



36