

MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: January 30, 2007

Location: Kingston City Hall

Time: 6:00 PM – 8:00 PM

Subject: Public Information Meeting #1

Present: See attached sign in sheets

The purpose of this meeting was to discuss the proposed City of Kingston Intermodal Facility with the public, update them on the project analysis work performed to-date, and solicit their input. The meeting began with a thirty minute presentation, followed by a ninety minute session devoted to listening and discussing with the public their comments, ideas and questions. The thirty minute presentation, along with the sign in sheets, is attached for reference.

The following notes are a summary of the public discussion and comment session:

1. Passenger rail should somehow be a part of the Intermodal Facility. Passenger rail is needed in Ulster County.
2. There should be a connection to the existing Catskill Mountain Railroad. This would also provide a historic connection, which is an important element in view of Kingston's rich heritage and history. Additional comments were made suggesting the existing Catskill Mountain Railroad right-of-way be considered for a historic trolley service between Uptown and the Waterfront.
3. Airport connections, especially to Stewart Airport, should be included in the services offered by the Intermodal Facility. Airport expansion at Stewart Airport means economic development for Ulster County. Stewart Airport as a hub should be a consideration.
4. It was suggested that more regional transit coordination is needed with Dutchess and Orange Counties. Based on current routing, it is not possible to get to Dutchess County, Poughkeepsie, the Albany Airport, and some local Retail Malls by bus. The project should address this issue. If it is going to be an Intermodal Facility, it should be an intersection of services to these locations.
5. Pedestrian access is very important, and should be graded higher in the list of evaluation criteria than #5.
6. Provide for sufficient expansion space.
7. Provide space for "Flex Cars" (a car sharing program).

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8. "Station Cars" (small battery-powered electric cars) should also be considered. Persons could possibly use these "Station Cars" for scenic / historic tours.
9. Provide for a tie-in between the Intermodal Facility and tourism.
10. People must be able to walk to the new Facility.
11. The proposed size of the site (100,000 SF) is too large and difficult for pedestrians to safely cross.
12. The new Facility should also spur economic development and be an "Orientation Point"; making it easier for people to commute to work and also local and regional attractions.
13. Talk to the area's employers in order to determine who goes where, and why.
14. Can / should the current site of the uptown parking garage be considered? Is it a viable site? (Some of the individuals present believed it should be considered.)
15. It was recommended to consider combining the existing Platers Factory site with the current Trailways site in order to accommodate the proposed program. It was acknowledged that the current scope of work provides for analyzing the current Trailways site as one of the potential locations for the new Intermodal Facility.
16. This project is an opportunity for architectural enhancement. This should be stated as an objective of the study / project.
17. Traffic on Washington Avenue is currently problematic, and locating the new Intermodal Facility on Washington Avenue would make it worse. Consider locations adjacent to the I-587 along with providing direct access (such as ramps) to the new Facility. Think of this as a larger solution.
18. One of the attendees suggested the following locations be considered for the new Intermodal Facility:
 - a. The Ames Store (currently vacant) area of Kingston Plaza with access from Schwenk Drive
 - b. The intersection of the I-587 and Broadway, in the Dominos Pizza Shop area, especially if a new roundabout may be constructed at this intersection
 - c. The east end of Kingston Plaza, near the baseball field
19. Shuttle service to the area's Retail Malls is needed.
20. Location of the Facility in proximity to other services should be considered when selecting a site. It was also requested the following services be included in the new Facility:
 - a. Newspaper stand
 - b. Information desk (information, not entertainment, is what is important)
 - c. Automated phone access to services such as rental cars, hotels, etc.
21. Determine the number of people the new Facility will serve.

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22. The area's history, including the National Register / Historic Districts, is an important consideration. This should be a criteria in the site selection process.
23. The question was posed of how much the study would cost and who would be responsible for paying for it.
24. The question was posed if congestion in the region was being looked at and what is being done about it.
25. There was a suggestion that grocery shopping should be a consideration when siting an intermodal facility.

The County also emphasized the current study and analysis for the new Intermodal Facility is taking a wholistic approach, and is being done in coordination with other planning and study efforts. Specifically mentioned were the two Washington Avenue Studies (one for the Town of Ulster and one for the City of Kingston), the consideration of a roundabout at the Broadway / I-587 intersection, and the street direction study for the historic district south of Front Street.

In conclusion, contact information was given to the public in order for them to obtain further information or submit additional comments.

These meeting notes constitute our understanding of the public comments and discussion. Please advise us in writing within five (5) working days of any exceptions or corrections. After that, these meeting notes will be considered accurate and complete.

Prepared by:
Wendel Duchscherer Architects & Engineers PC



Donald E. Gray, AIA
Project Manager

cc: Technical Advisory Committee
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