

Tuesday, January 23, 2024
Special Village Board and Public Information Meeting
Albany Avenue Pedestrian and Bicycle Improvement Projects
Van Buren Hall, Kinderhook
Minutes

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| Present: Mayor Mike Abrams Nicole Heeder | Trustees: Dorene Weir James Mark Browne Susan Patterson Quinn Murphy |
| <u>Participants</u> HVEA: Jack Gorton, Brendan Fitzgerald Tighe and Bond: Dan Valentine <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 | |

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 24th, 2023 Special Public Meeting at Regular Village Board Meetings conducted on September 13th, October 11th, November 8th, and December 13th, 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 13th, 2023; and,

WHEREAS, At the Village of Kinderhook - Village Board Meeting conducted, December 13th, 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 13th 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