



City of Kingston Kingston Common Council
Meeting Agenda
Tuesday, March 5, 2019
7:30 PM

- A CALL TO ORDER**
- B PLEDGE OF ALLEGIANCE TO THE FLAG**
- C MOMENT OF SILENCE**
- D ROLL CALL**
- E DISPENSE WITH THE READING OF THE MINUTES OF THE PREVIOUS MEETING AND APPROVE SAME AS PREPARED AND FILED BY THE CITY CLERK.**
- F DISPENSE WITH THE READING OF THE GENERAL BILLS**
- G PUBLIC SPEAKING - *A Maximum of 30 Minutes is Allotted for this Purpose***
- H CLAIMS**
- I COMMUNICATIONS**
 - I.1. 2018 Budgetary Transfers - NYS Retirement System
Suggested Action: Refer to Finance and Audit Committee
[NYS RETIREMENT SYSTEM TRANSFERS.pdf](#)
 - I.2. Budget Modification FY 2019 - Historic Landmarks
Suggested Action: Request to establish revenue line under A1-7520 to record fees collected for applications.
[Landmarks Budget Amendment Feb 2019.pdf](#)
 - I.3. Establish Budget Account for Heritage Area Commission Under FY 2019 Budget
Suggested Action: Establish Account for Heritage Area Commission and Improve Record Keeping
[Heritage Area Commission Budget.pdf](#)
 - I.4. Communications- Ora Place and Downs Street Parking
[Communication- Downs Street Parking 2-28-19.pdf](#)
[Ora Pl & Down St Parking Issue Review 2-14-19.pdf](#)
- J DISPENSE WITH THE SECOND READING OF THE GENERAL BILLS AND PAY SAME**
- K REPORT OF THE COMMITTEES**
- L LOCAL LAWS**
- M ADJOURNMENT**
- N AWARDS AND PRESENTATIONS**

Kingston Common Council Agenda Item Report

Meeting Date: March 5, 2019

Submitted by: John Tuey

Submitting Department: Comptroller

Item Type: Budget Transfer

Agenda Section:

Subject:

2018 Budgetary Transfers - NYS Retirement System

Suggested Action:

Refer to Finance and Audit Committee

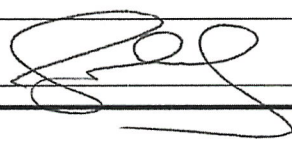
Attachments:

[NYS RETIREMENT SYSTEM TRANSFERS.pdf](#)

THE CITY OF KINGSTON COMMON COUNCIL

**FINANCE AND AUDIT
COMMITTEE REPORT**

<u>REQUEST DESCRIPTION</u>		
INTERNAL TRANSFER _____	CONTINGENCY TRANSFER <u>X</u> _____	TRANSFER _____
AUTHORIZATION _____	BUDGET MODIFICATION _____	BONDING REQUEST _____
CLAIMS _____	ZONING _____	OTHER _____

DEPARTMENT <u>Comptroller</u>	DATE <u>2/6/19</u>
Description: <u>2018 Budgetary Transfer to cover NYS retirement system costs, including amounts used to pay off 2012 & 2014 amortizations as previously approved by the City's Common Council.</u>	
Estimated Financial Impact <u>\$374,261</u>	Signature 

Motion by _____

Seconded by _____

Action Required:

SEQRA Decision:
 Type I Action _____
 Type II Action _____
 Unlisted Action _____

Negative Declaration of Environmental Significance: _____

Conditioned Negative Declaration: _____

Seek Lead Agency Status: _____

Positive Declaration of Environmental Significance: _____

<u>Committee Vote</u>	<u>YES</u>	<u>NO</u>
Douglas Koop, Chairman	☐	☐
Reynolds Scott-Childress Ward 3	☐	☐
Anthony Davis, Ward 6	☐	☐
Patrick O'Reilly, Ward 7	☐	☐
Steven Schabot, Ward 8	☐	☐

FUND	DEPARTMENT	OBJECT	ACCOUNT DESCRIPTION	AMOUNT
TRANSFER FROM:				
A1	5142	5812	NYS RETIREMENT	15,300
A1	6989	5812	NYS RETIREMENT	12,369
A1	1680	5812	NYS RETIREMENT	10,024
A1	1010	5812	NYS RETIREMENT	7,716
A1	1625	5812	NYS RETIREMENT	5,018
A1	1430	5812	NYS RETIREMENT	4,906
A1	8010	5812	NYS RETIREMENT	4,323
A1	1650	5812	NYS RETIREMENT	4,206
A1	4010	5812	NYS RETIREMENT	3,581
A1	1440	5812	NYS RETIREMENT	3,377
A1	1420	5812	NYS RETIREMENT	3,331
A1	7010	5812	NYS RETIREMENT	2,862
A1	3320	5812	NYS RETIREMENT	2,854
A1	4020	5812	NYS RETIREMENT	2,481
A1	8161	5812	NYS RETIREMENT	1,557
A1	3311	5812	NYS RETIREMENT	1,379
A1	9999	5901	FUND BALANCE	374,261
				<u>459,545</u>
TRANSFER TO:				
A1	8040	5812	NYS RETIREMENT	741
A1	1130	5812	NYS RETIREMENT	999
A1	7240	5812	NYS RETIREMENT	1,381
A1	7180	5812	NYS RETIREMENT	1,830
A1	1345	5812	NYS RETIREMENT	2,044
A1	1210	5812	NYS RETIREMENT	2,100
A1	3989	5812	NYS RETIREMENT	2,162
A1	7020	5812	NYS RETIREMENT	2,730
A1	3510	5812	NYS RETIREMENT	2,823
A1	1620	5812	NYS RETIREMENT	3,094
A1	7141	5812	NYS RETIREMENT	3,445
A1	1330	5812	NYS RETIREMENT	3,598
A1	1621	5812	NYS RETIREMENT	4,263
A1	7110	5812	NYS RETIREMENT	4,622
A1	7210	5812	NYS RETIREMENT	5,752
A1	7142	5812	NYS RETIREMENT	7,034
A1	1410	5812	NYS RETIREMENT	7,370
A1	8020	5812	NYS RETIREMENT	8,532
A1	3620	5812	NYS RETIREMENT	8,588
A1	8160	5812	NYS RETIREMENT	8,997
A1	1315	5812	NYS RETIREMENT	9,936
A1	3120	5812	NYS RETIREMENT	10,604
A1	3310	5812	NYS RETIREMENT	10,909
A1	5132	5812	NYS RETIREMENT	11,438
A1	1355	5812	NYS RETIREMENT	12,009
A1	8164	5812	NYS RETIREMENT	12,992
A1	3410	5812	NYS RETIREMENT	13,319
A1	1490	5812	NYS RETIREMENT	16,115
A1	5110	5812	NYS RETIREMENT	16,657
A1	8170	5812	NYS RETIREMENT	16,924
A1	5630	5812	NYS RETIREMENT	29,479
A1	3410	5813	FIRE RETIREMENT	104,183
A1	3120	5814	POLICE RETIREMENT	112,875
				<u>459,545</u>

Kingston Common Council Agenda Item Report

Meeting Date: March 5, 2019

Submitted by: Sue Cahill

Submitting Department: Planning

Item Type: Budget Modification

Agenda Section:

Subject:

Budget Modification FY 2019 - Historic Landmarks

Suggested Action:

Request to establish revenue line under A1-7520 to record fees collected for applications.

Attachments:

[Landmarks Budget Amendment Feb 2019.pdf](#)

CITY OF KINGSTON
Historic Landmarks Preservation Commission
planning@kingston-ny.gov

Suzanne Cahill, Planning Director



Steven T. Noble, Mayor

February 26, 2019

Ald. At Large James Noble
President, Kingston Common Council
City Hall – 420 Broadway
Kingston, New York 12401

RE: FY 2019 Budget – A1 – 7520 (Landmarks Commission)

Dear President Noble:

As many are aware, the Planning Department has recently been charged with the administration of the Historic Landmarks Preservation Commission. It is further noted that with the passing of the FY 2019 budget, an application fee of \$50 was instituted for all applications filed. In reviewing the account records, there was no recognized budget line under this account.

Therefore, after speaking with Comptroller John Tuey, I am respectfully asking for a new revenue line be established under the above referenced account as follows in order for our department to maintain accountability and for appropriate record keeping.

Create New Revenue Line A1-7520-22-42115.....\$750.00

I appreciate your consideration and if there any questions, please feel free to contact our office.

Sincerely,

Suzanne Cahill
Planning Director

Cc:: S. Noble, Mayor
Ald. P. O'Reilly, HLPC Liaison
Ald. D Koop, Chairman Finance
J. Tuey, Comptroller
M. Grunblatt, Chairman HLPC

THE CITY OF KINGSTON COMMON COUNCIL

FINANCE AND AUDIT COMMITTEE REPORT

<u>REQUEST DESCRIPTION</u>		
INTERNAL TRANSFER _____	CONTINGENCY TRANSFER _____	TRANSFER _____
AUTHORIZATION ☒ _____	BUDGET MODIFICATION _____	BONDING REQUEST _____
CLAIMS _____	ZONING _____	OTHER _____

DEPARTMENT Planning (HLPZ) DATE 2/26/19

Description: _____

Request to amend FY 2019 Budget to include revenue line for
Historic Landmarks Preservation Commission per adopted schedule for FY 2019

Create New Revenue Line AI - 7520-22-42115 \$ 750.00

Estimated Financial Impact \$ Signature SL

Motion by _____

Seconded by _____

Action Required:

SEQRA Decision:
Type I Action _____
Type II Action _____
Unlisted Action _____

Negative Declaration of Environmental Significance: _____

Conditioned Negative Declaration: _____

Seek Lead Agency Status: _____

Positive Declaration of Environmental Significance: _____

<u>Committee Vote</u>	<u>YES</u>	<u>NO</u>
Douglas Koop, Chairman		
Reynolds Scott-Childress Ward 3		
Anthony Davis, Ward 6		
Patrick O'Reilly, Ward 7		
Steven Schabot, Ward 8		

Kingston Common Council Agenda Item Report

Meeting Date: March 5, 2019

Submitted by: Sue Cahill

Submitting Department: Planning

Item Type: Budget Modification

Agenda Section:

Subject:

Establish Budget Account for Heritage Area Commission Under FY 2019 Budget

Suggested Action:

Establish Account for Heritage Area Commission and Improve Record Keeping

Attachments:

[Heritage Area Commission Budget.pdf](#)

CITY OF KINGSTON
Heritage Area Commission
planning@kingston-ny.gov



Suzanne Cahill, Planning Director

Steven T. Noble, Mayor

February 26, 2019

Ald. At Large James Noble
President, Kingston Common Council
City Hall – 420 Broadway
Kingston, New York 12401

RE: FY 2019 Budget – New Account 8030 (Heritage Area Commission)

Dear President Noble:

As most are aware, the Kingston Planning Department has been charged with the administration of the Heritage Area Commission. For the two years we have made the effort to combine the accounting within the Planning Board budget. However, after this trial, and also newly designated responsibilities of the Historic Landmarks Preservation Commission, I believe that the budgets should be separated in order for accountability and tracking of the individual agencies. The intermingling of accounts is not deemed to be a benefit.

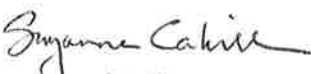
In speaking with Comptroller John Tuey, and reviewing the current budget, we are both in agreement that the current budget line A1 7989 should remain in place. This line is dedicated to cover expenses which are contracted with the County to operate/maintain the Downtown Visitor Center at 20 Broadway and is overseen by the City Clerk.

Therefore, we have arrived at proposal to establish a new budgetary line A1 8030, to be named Heritage Area Commission and are requesting the following amendments be made to the FY 2019 budget as follows:

Create New Expenditure Line A1-8030.14-5485 (General Materials and Supplies)\$700.00
Create New Revenue Line A1-8030-22-42115.....\$700.00

I appreciate your consideration and if there any questions, please feel free to contact our office.

Sincerely,


Suzanne Cahill
Planning Director

Cc:: S. Noble, Mayor
Ald. R. Scott-Childress, HAC Liaison
Ald. D Koop, Chairman Finance
J. Tuey, Comptroller
E. Tinti, City Clerk
H. Clement, Chairman HAC

THE CITY OF KINGSTON COMMON COUNCIL

FINANCE AND AUDIT COMMITTEE REPORT

REQUEST DESCRIPTION		
INTERNAL TRANSFER _____	CONTINGENCY TRANSFER _____	TRANSFER _____
AUTHORIZATION _____	BUDGET MODIFICATION <u>X</u>	BONDING REQUEST _____
CLAIMS _____	ZONING _____	OTHER _____

DEPARTMENT Planning (Heritage Area Commission) DATE 2-27-19

Description: _____

Establish New Budget Account for Heritage Area Commission as follows:

Expenditure line A1-8030-14-5485 (General Materials & Supplies) \$700.00

Revenue Line A1-8030-22-42115 (Fees + Misc) \$700.00

Estimated Financial Impact 0 Signature Stephanie Cahill

Motion by _____

Seconded by _____

Action Required:

SEQRA Decision:
Type I Action _____
Type II Action _____
Unlisted Action _____

Negative Declaration of Environmental Significance: _____

Conditioned Negative Declaration: _____

Seek Lead Agency Status: _____

Positive Declaration of Environmental Significance: _____

<u>Committee Vote</u>	<u>YES</u>	<u>NO</u>
Douglas Koop, Chairman		
Reynolds Scott-Childress Ward 3		
Anthony Davis, Ward 6		
Patrick O'Reilly, Ward 7		
Steven Schabot, Ward 8		

Kingston Common Council Agenda Item Report

Meeting Date: March 5, 2019

Submitted by: Lynsey Timbrouck

Submitting Department: Mayor

Item Type: Ordinance

Agenda Section:

Subject:

Communications- Ora Place and Downs Street Parking

Suggested Action:

Attachments:

[Communication- Downs Street Parking 2-28-19.pdf](#)

[Ora Pl & Down St Parking Issue Review 2-14-19.pdf](#)

CITY OF KINGSTON

Office of the Mayor

mayor@kingston-ny.gov

Steven T. Noble
Mayor



February 28, 2019

Mr. James L. Noble, Jr.
Alderman-At-Large
President of the Common Council
Kingston City Hall
420 Broadway
Kingston, New York 12401

Dear President Noble,

Downs Street has seen a surge of economic development activity with the recent opening of a couple of new businesses, as well as the first phase of the Midtown Linear Park. In an effort to address access to the Midtown Linear Park for emergency vehicles, as well as assuring that Ora Place has the appropriate parking restrictions, DPW's Safety Officer recently surveyed the situation and has proposed two main suggestions:

- 1) No parking in front of the Midtown Linear Park
- 2) No parking on the westerly side of Ora Place, adjacent to the guardrail

Please do not hesitate to contact me with questions or concerns.

Respectfully Submitted,

Steven T. Noble
Mayor

CITY OF KINGSTON
Department of Public Works
dbergquist@kingston-ny.gov

Diane Bergquist, Safety Officer



Steven T. Noble, Mayor

Ora Pl. & Down St. Parking Issue Review

Dimensions of Ora Place road area:

Width at Entrance at Down St.	19'	Pictures 3, 4, 5, 6 & 7
Width at End of Ora Pl.	24'	Pictures 8, 11 & 12
Length of Ora Pl. from Down St.	286'	Picture 9
Average Width of Ora Pl.	21.5'	
Narrowest Width of Ora Pl.	15' 7"	

Parking Example #1

Guard rail to truck	12' 8"	Pictures 13, 14 & 15
Width of Truck	6' 6"	

Parking Example #2

Guard rail to small red car	9'	Pictures 16 & 17
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Based on the information listed in the Highway Design Manual, Chapter 2 – Design Criteria, dated May 31, 2018, Exhibit 2-7 & 2-8 Design Criteria for Non-NHS (National Highway System) Local Urban Streets minimum lane and parking widths are listed as follow:

Travel Lanes -	Minimum Width	Desirable
Residential area with severe ROW limitations (ROW = Right of Way)	9'	10'
Parking Lanes -		
Residential area	7'	8'

As listed in Figure 3B-21 – Examples of Parking Space Markings for the Manual of Unified Traffic Control Devices parking spaces should be 8' wide by approximately 20' long and set back from sidewalks 20'.

CITY OF KINGSTON
Department of Public Works

dbergquist@kingston-ny.gov

Diane Bergquist, Safety Officer



Steven T. Noble, Mayor

In my opinion, based on all research documentation and the calculated minimum road area required for right of way and parking Ora Pl. should restrict parking to one side, which should be in front of the resident's homes.

No parking should be posted along the guard rail on the trail side of Ora Pl., which would also protect the fire hydrant located at the end of Ora Pl. on the trail side of the guard rail.

The other issue that should be addressed is no parking area in front of the entrance gate to Linear Park Trail on Down St. The actual gate to the trail access should have a sign stating "Authorized Vehicles Only" to allow emergency vehicle access to the trail if needed.

If any further information is needed please feel free to contact me.











width
at EA trace
to det PL.
to down st.
⑥





ORA Pl.

Dawn St.

LEWISTON FROM DOWN ST
TO END OF ORANGE
286'







Lowest Point
End of
Area PL
24'



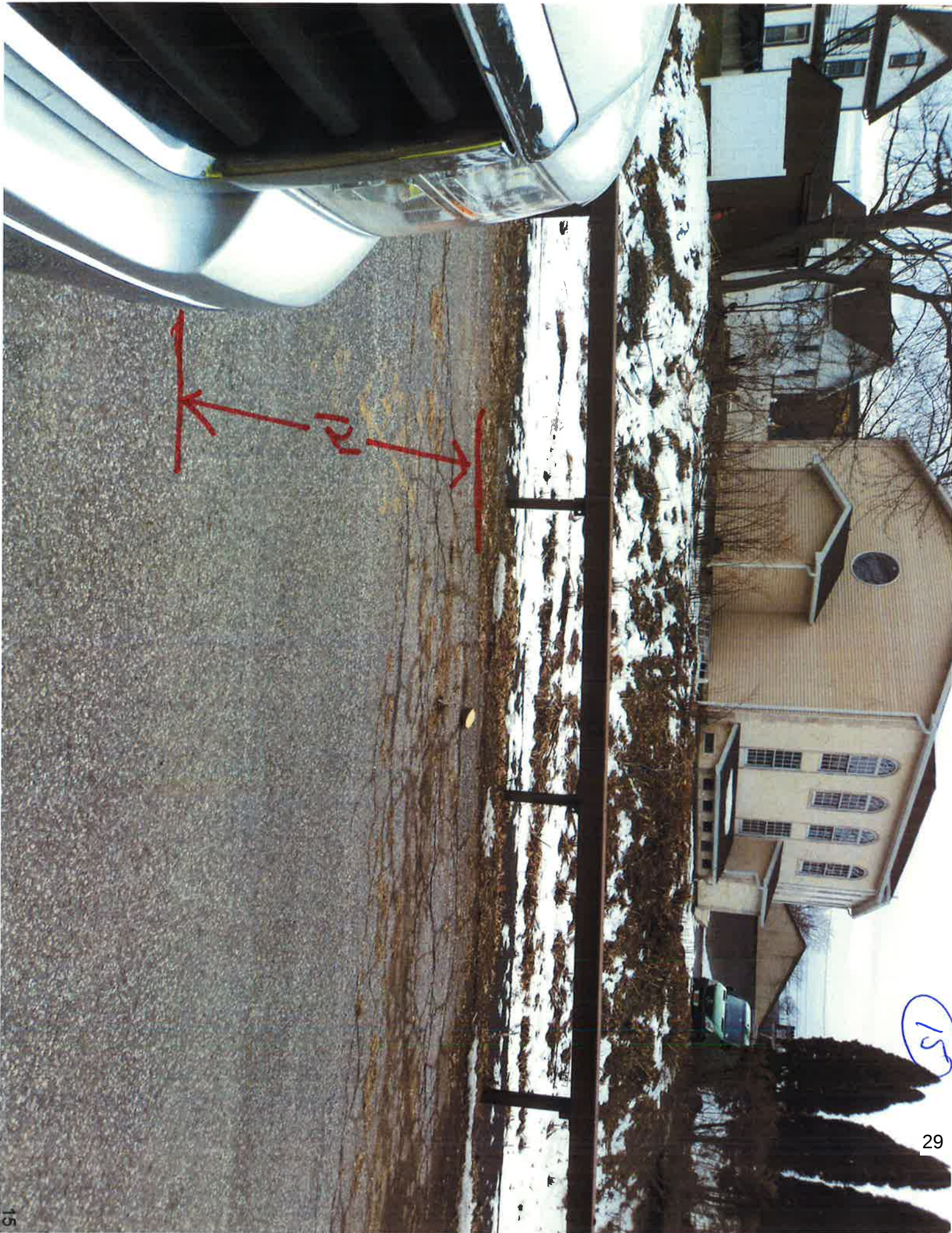




GUARD RAIL
TO GARY PICKUP PLANTED
12' 8"

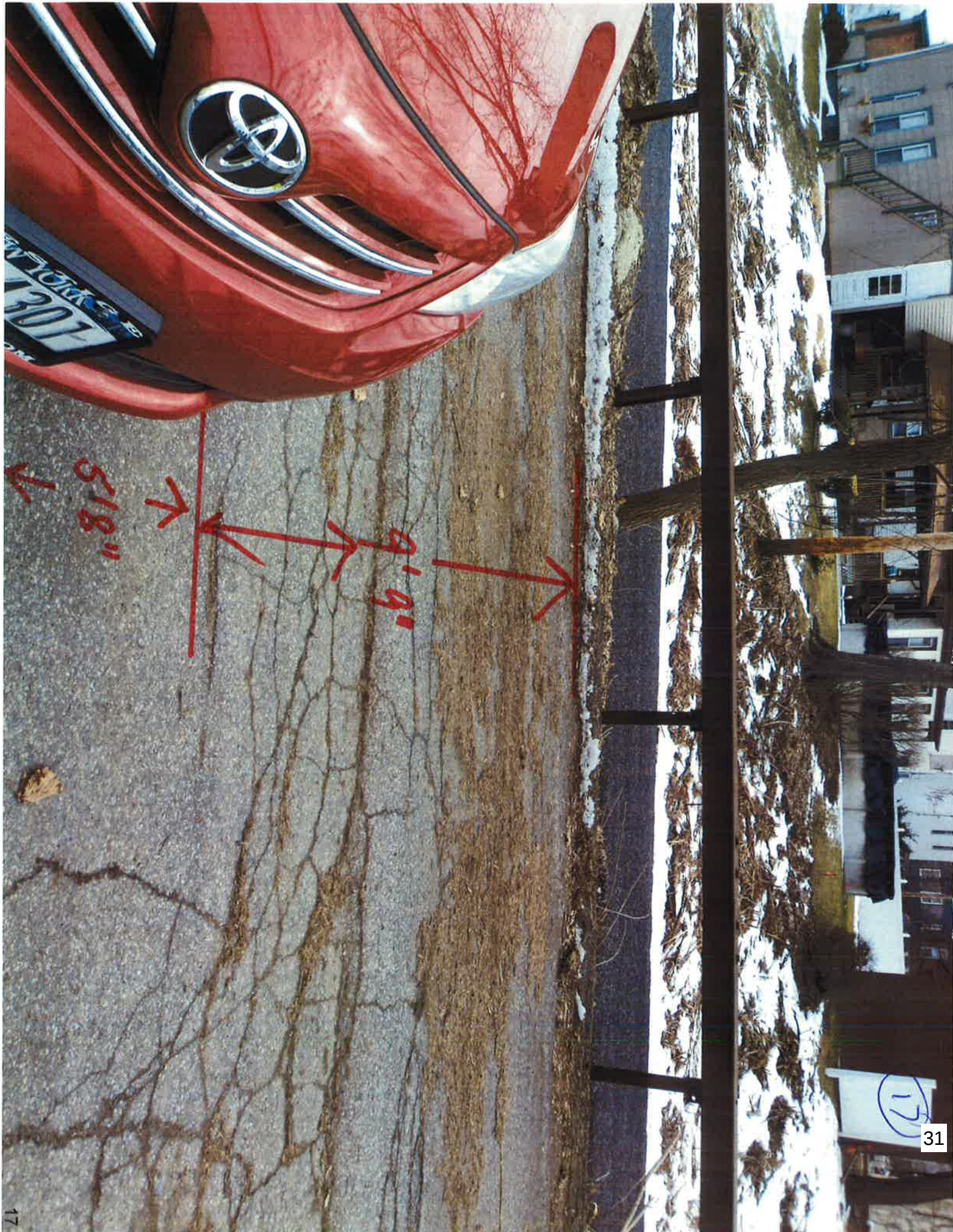


(14)



Gunns Run 70
Rd car park
9'







SHOULD BE
NO PARKING
FOR EMERGENCY
ACCESS TO LINCOLN
PARK ENTRANCE

ONLY AUTHORIZED
VEHICLES

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 2 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Do Not Pass	R4-1	2B.28	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Pass With Care	R4-2	2B.29	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Slower Traffic Keep Right	R4-3	2B.30	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Trucks Use Right Lane	R4-5	2B.31	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Keep Right	R4-7,7a,7b	2B.32	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Narrow Keep Right	R4-7c	2B.32	18 x 30	18 x 30	—	—	—	—
Keep Left	R4-8,8a,8b	2B.32	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Narrow Keep Left	R4-8c	2B.32	18 x 30	18 x 30	—	—	—	—
Stay in Lane	R4-9	2B.33	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Runaway Vehicles Only	R4-10	2B.34	48 x 48	48 x 48	—	—	—	—
Slow Vehicles with XX or More Following Vehicles Must Use Turn-Out	R4-12	2B.35	42 x 24	42 x 24	—	—	—	—
Slow Vehicles Must Use Turn-Out Ahead	R4-13	2B.35	42 x 24	42 x 24	—	—	—	—
Slow Vehicles Must Turn Out	R4-14	2B.35	30 x 42	30 x 42	—	—	—	—
Keep Right Except to Pass	R4-16	2B.30	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Drive on Shoulder	R4-17	2B.36	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Pass on Shoulder	R4-18	2B.36	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Enter	R5-1	2B.37	30 x 30*	36 x 36	36 x 36	48 x 48	—	36 x 36
Wrong Way	R5-1a	2B.38	36 x 24*	42 x 30	36 x 24*	42 x 30	30 x 18*	42 x 30
No Trucks	R5-2,2a	2B.39	24 x 24	24 x 24	30 x 30	36 x 36	—	36 x 36
No Motor Vehicles	R5-3	2B.39	24 x 24	24 x 24	—	—	24 x 24	—
No Commercial Vehicles	R5-4	2B.39	24 x 30	24 x 30	36 x 48	36 x 48	—	—
No Vehicles with Lugs	R5-5	2B.39	24 x 30	24 x 30	36 x 48	48 x 60	—	—
No Bicycles	R5-6	2B.39	24 x 24	24 x 24	30 x 30	36 x 36	24 x 24	48 x 48
No Non-Motorized Traffic	R5-7	2B.39	30 x 24	30 x 24	42 x 24	48 x 30	—	42 x 24
No Motor-Driven Cycles	R5-8	2B.39	30 x 24	30 x 24	42 x 24	48 x 30	—	42 x 24
No Pedestrians, Bicycles, Motor-Driven Cycles	R5-10a	2B.39	30 x 36	30 x 36	—	—	—	—
No Pedestrians or Bicycles	R5-10b	2B.39	30 x 18	30 x 18	—	—	—	—
No Pedestrians	R5-10c	2B.39	24 x 12	24 x 12	—	—	—	—
Authorized Vehicles Only	R5-11	2B.39	30 x 24	30 x 24	—	—	—	—
One Way	R6-1	2B.40	36 x 12*	54 x 18	54 x 18	54 x 18	—	54 x 18
One Way	R6-2	2B.40	24 x 30*	30 x 36	36 x 48	48 x 60	18 x 24*	36 x 48
Divided Highway Crossing	R6-3,3a	2B.42	30 x 24	30 x 24	36 x 30	—	—	36 x 30
Roundabout Directional (2 chevrons)	R6-4	2B.43	30 x 24	30 x 24	—	—	—	—
Roundabout Directional (3 chevrons)	R6-4a	2B.43	48 x 24	48 x 24	—	—	—	—
Roundabout Directional (4 chevrons)	R6-4b	2B.43	60 x 24	60 x 24	—	—	—	—
Roundabout Circulation (plaque)	R6-5P	2B.44	30 x 30	30 x 30	—	—	—	—
BEGIN ONE WAY	R6-6	2B.40	24 x 30	30 x 36	—	—	—	—
END ONE WAY	R6-7	2B.40	24 x 30	30 x 36	—	—	—	—
Parking Restrictions	R7-1, 2,2a,3,4,5,6,7,8, 21,21a,22,23, 23a,107,108	2B.46	12 x 18	12 x 18	—	—	—	—
Van Accessible (plaque)	R7-8P	2B.46	18 x 9	18 x 9	—	—	—	—
Fee Station	R7-20	2B.46	24 x 18	24 x 18	—	—	—	—
No Parking (with transit logo)	R7-107a	2B.46	12 x 30	12 x 30	—	—	—	—
No Parking/Restricted Parking (combined sign)	R7-200	2B.46	24 x 18	24 x 18	—	—	—	—
No Parking/Restricted Parking (combined sign)	R7-200a	2B.46	12 x 30	12 x 30	—	—	—	—
Tow Away Zone (plaque)	R7-201P,201aP	2B.46	12 x 6	12 x 6	—	—	—	—
This Side of Sign (plaque)	R7-202P	2B.46	12 x 6	12 x 6	—	—	—	—

DESIGN CRITERIA

2-56

Exhibit 2-8 Design Criteria for Non-NHS/Local Urban Streets

NATIONWIDE HIGHWAY SYSTEM

Lanes ^{1,2}		Width (ft.)	
Travel Lanes (with curb) Residential area without severe ROW limitations & commercial areas Residential area with severe ROW limitations Industrial area without severe ROW limitations Industrial area with severe ROW limitations Shared lane that will accommodate cyclists, per HDM §2.6.2.1	Minimum	Desirable	
	10	11	
	9	10	
	12	-	
Travel Lanes (uncurbed) Bicycle Lane (dedicated preferential use travel lane for bicycling)	11	-	
	13 ³	15	
	Refer to Exhibit 2-7		
Turning Lanes Truck volume ≤ 2% Truck volume > 2% Two-way left-turn lanes	Minimum	Desirable	
	9	10	
	9	12	
Parking Lanes Residential area Commercial / industrial areas	7	8	
	8	11	
Shoulders ^{1,2}		Width (ft.)	
Curbed Left shoulder for divided urban street Right shoulder, no provision for curb offset	Minimum	Desirable	
	0	1 to 2	
Uncurbed	Refer to Exhibit 2-7		
Grade		Maximum	
Residential area		15%	
Commercial / industrial areas		8%	
Design Speed (mph)	Minimum Stopping Sight Distance (ft)		Minimum Radius Curve (ft)⁵ E _{max} = 4%
	97		78
	133		126
	175		188

Notes:

- For bridges, refer to the NYS DOT Bridge Manual, Section 2. Where the Bridge Manual only furnishes roadway width, subtract the lane width on this table from the roadway width to determine the shoulder width.
- Refer to HDM §2.6.2.1 for information on determining lane and shoulder widths for bicycling in urban areas. Note that bicyclists have the same rights and responsibilities as motorists, except as provided in Sections 1230-1236 of the New York State Vehicle and Traffic Law
- Bicycle volumes on local urban streets can usually be accommodated in the travel lanes. If high bicycling demand is anticipated or a bicycle route is present, and neither a 5 ft. min. shoulder/bicycle lane nor a 13 ft. min. shared lane can be provided, a justification is required for the nonstandard lane width. Refer to HDM §2.6.2.1 for more information.
- Widths greater than 5 ft. (up to 7 ft.) are desirable for bicycle lanes adjacent to parking lanes.
- Radii and lane widths should be checked using design vehicle turning path.

05/31/18

§2.7.4.3

DESIGN CRITERIA

2-50

Exhibit 2-7 Design Criteria for Non-NHS Local Rural Roads

Design Speed	Travel Lane Width (ft.) Based on Design Year ADT ^{1,2}				Turn Lane (ft.)		Max. Percent Grade			Min. Stopping Sight Distance (ft.)	Min. Radius Curve (ft.) e _{max} = 8%
	ADT Under 2,000	ADT 2,000-7,500 ³	ADT 7,500-10,000 ⁴	ADT Over 10,000 ⁴	Minimum	Desirable	Terrain				
							Level	Rolling	Mountainous		
30	9	10	11	12	10	Match Travel Lane Width	7	11	15	175	167
35	9	10	11	12			7	10	14	220	233
40	9	10	11	12			7	10	13	271	314
45	10	11	11	12			7	9	12	327	409
50	10	11	11	12			6	8	10	387	521
55	11	11	12	12			6	7	10	452	651

Notes:

1. For bridges, refer to the [NYS DOT Bridge Manual](#), Section 2. Where the Bridge Manual only furnishes roadway width, subtract the lane width on this table from the roadway width to determine the shoulder width.
2. Minimum travel lane width is 10 ft. for routes designated as Access Highways and for routes within 1 mile of Qualifying Highways on the National Network (1982 STAA Highways).
3. For roads in mountainous terrain with a design volume under 3,000 ADT and a design speed of 40 mph or less, use 9 ft. lanes (except where Note 2 applies).
4. 11 ft. lanes may remain where the crash rate is below the statewide rate for similar facilities.
5. Minimum width is 4 ft. if roadside barrier is used on low-volume roads.
6. A 5 ft. minimum width right shoulder is desirable when any of the following conditions below exist and where there are no bicycle facilities provided within the ROW, or along an adjacent/parallel ROW with convenient access to the same destinations (e.g., shared use path within ROW or on separate, parallel ROW):
 - Route is a designated bicycle route
 - The anticipated bicycle demand for the shoulder is high and: 1) vehicle speeds are high (>50 mph), and/or, 2) highway alignment limits sight distance
 - Vertical obstructions (e.g., curb or barrier) exist at the edge of shoulder

Shoulder Width (ft.) ¹			
All Speeds	2.5 ⁶	4 ⁶	6

05/31/18

§2.7.4.1

2.7.4.4 Local Urban Streets - NHS

The design criteria for NHS local urban streets are:

A. Design Speed

The design speed is either: maximum functional class speed or a speed based on the anticipated (post-construction) off-peak 85th percentile speed within the range of functional class speeds as shown below. Refer to Section 2.6.1 for guidance on design speed and Chapter 5 of this manual, Section 5.2.4, for methods to determine the off-peak 85th percentile speed. The following are the range of design speeds:

Minimum	Maximum
20 mph	30 mph

B. Lane Width

Determine minimum from Exhibit 2-8a.

C. Shoulder Width

Determine minimum from Exhibit 2-8a.

D. Horizontal Curve Radius

Determine minimum radius from Exhibit 2-8a. For curves with radii larger than the minimum radius, the radius of curve and superelevation on each horizontal curve shall be correlated with the design speed in accordance with Exhibit 2-12a for $e_{\max} = 4\%$ table,. The superelevation distribution in this table provides a gradual increase in the unresolved lateral forces on a vehicle as the curve radii decreases. This distribution of superelevation is based on Method 5 in Chapter 3 of AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2011.

Local urban streets in heavily built-up residential, commercial, and industrial areas (where building fronts, drainage, sidewalks, or driveways would be substantially impacted by added superelevation), the use of superelevation can be minimized by placing greater reliance on side friction to counter lateral acceleration. This distribution of superelevation is based on Method 2 in Chapter 3 of AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2011.

For radii larger than the above minimum radius for $e_{\max} = 4\%$, determine the superelevation rate using Exhibit 2-11a.

Figure 3B-21. Examples of Parking Space Markings