

Authorizing Pavement Over Existing Rails In Mid-Town Kingston

WITHDRAWN BY SPONSOR

Referred to: The Economic Development, Tourism, Housing, Planning and Transit Committee (Chairman Maloney and Legislators Berky, Delaune, Lapp, Litts, Maio and Rodriguez)

Legislator David B. Donaldson offers the following:

WHEREAS, Ulster County has a current plan to stop using the rails from the CSX connection in Mid-Town Kingston to Kingston Plaza; and

WHEREAS, Ulster County has a current plan to include the rail right-of-way from Cornell Street in Mid-Town Kingston to Kingston Plaza, in a linear park which includes a trail; and

WHEREAS, the Ulster County rails from Cornell Street in Mid-Town Kingston to Kingston Plaza are easily connectable to the main railroad lines which would allow trains to service present and future business transportation needs in Mid-Town Kingston; and

WHEREAS, the future replacement of rails which were removed unnecessarily would be expensive and prohibitive; and

WHEREAS, pursuant to Resolution No. 275 adopted on August 19, 2014, no railroad tracks shall be removed in any segment except by resolution of the Ulster County Legislature; now therefore be it

RESOLVED, that the Ulster County Legislature, as representatives of the people of Ulster County, requires that the Ulster County linear park trail be designed and implemented by paving flush to the top of the rails, or surrounding the rails with trail conversion material flush to the top of the rails, which would allow the activation of the rails as needed for business development or tourism in the future,

and move its adoption.

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

Resolution No. 296 August 16, 2016

Authorizing Pavement Over Existing Rails In Mid-Town Kingston

No Action Taken in Committee: Economic Development, Tourism, Housing, Planning and Transit on June 7, 2016

No Action Taken in Committee: Economic Development, Tourism, Housing, Planning and Transit on July 5, 2016

Passed Committee: Economic Development, Tourism, Housing, Planning and Transit on _____.

FINANCIAL IMPACT:
NONE