

Poughkeepsie 9.44.55

Advisory Committee Meeting #10

Date: Wednesday, February 9, 2022 at 1:30 PM

Location: Zoom Virtual Meeting

Attendees:

	AFFILIATION
Mark Debald	Dutchess County Transportation Council (DCTC)
Emily Dozier	DCTC
Tara Grogan	DCTC
Mark Nadolny	Creighton Manning Engineering (CME)
Mark Sargent	CME
Matt Flaherty	CME
Hannah Brockhaus	FHI Studio
Chris Kroner	MASS Design
Heather LaVarnway	Dutchess County Planning
Marc Nelson	City of Poughkeepsie
Natalie Quinn	City of Poughkeepsie Planning
Supervisor Jay Baisley	Town of Poughkeepsie
Michael Welti	Town of Poughkeepsie
Lance Gorney	NYSDOT
Vincent Grella	NYSDOT
Lance MacMillan	NYSDOT
Lisa Mondello	NYSDOT
Lee Zimmer	NYSDOT
Jeff Wright	NYSBA

Purpose: The purpose of the meeting was to provide the Advisory Committee with an update on study progress and discuss the draft executive summary and the draft Arterials chapter of the report.

OVERVIEW

Mark Debald welcomed attendees to the tenth Advisory Committee meeting and noted that we are in the final stages of the study. Mark indicated that the meeting would primarily focus on Chapter 4 (Arterial Concepts & Analysis) and address some of the key comments received from stakeholders. With that, Mark Sargent of Creighton Manning Engineering led a presentation covering the following material:

- Pilot Project
- Where we have been
- Key Comments

- Sensitivity Analysis
- Recommendation
- Next Steps

Please reference the attached presentation for further details. Discussion among Committee members occurred throughout the meeting, providing input on various items. The following is a summary of that discussion, with action items for the report in bold.

DISCUSSION

Interchange

- Mark Debald noted that it's important to remember that the roundabout design for the interchange is a big win and represents about a year of effort, with a lot of behind-the-scenes work done by Creighton Manning to test the concepts. The goal is to still pursue funding to advance the preferred design concept (Concept A).

Arterials – Comments from Advisory Committee

- Lee Zimmer of NYSDOT clarified that the signals along the Arterials are already timed for 30 mph (except for one portion in the Town), but drivers who reach a signal towards the end of the green phase could travel faster through a series of signals.
 - Mr. Sargent noted that additional signals could help maintain progression and provide for midblock pedestrian crossings (another comment from the Committee was a desire for additional signalized pedestrian crossings). He noted that existing 85th percentile speeds are about 40 mph, and that efforts to manage speeds are an important goal of the study.

Arterials – Pilot Recommendation

- The Committee supported the idea of a pilot project to test the proposed design concept for the Arterials.
- Lee Zimmer suggested that a process such as SEQR might be employed to move the pilot recommendation forward, with a lead agency and process for public comment.
- Michael Welti asked if there are any case studies that would be helpful in designing a pilot for the Arterials. Mr. Sargent noted that there's quite a range in what is done for pilots depending on the community and the design. The proposed pilot is ambitious and it has been difficult to find a comparable long-term pilot on a State road in New York. Mr. Welti responded that even examples from other states would be interesting, because it is important to understand how it can be designed for the public to understand the project.
 - Lee Zimmer said that before the Raymond Avenue road diet project was completed as a capital project, it was tested with cones and barrels for five days, but there was no debate over whether that project would work from a traffic perspective.
- Many Committee members highlighted the importance of the length of time for the pilot, such that the public would have enough time to react, and potentially modify their travel behavior. Mark Sargent said the report recommends approximately six months.
- Some Committee members suggested that the pilot should only test the traffic flow changes, since it would be more difficult to pilot improved sidewalks, green space, or

bicycle lanes. Others suggested it would be desirable to replicate the full design with pedestrian improvements.

- A question was raised as to whether the pilot would include the turn pockets, which help alleviate traffic at key intersections (but remove the benefits of a shorter crossing distance for people walking). Mark Sargent noted that this is unresolved currently. Another Committee member suggested that the pilot could first be tested without the turning pockets, and then added later.
- It was noted that a pilot for the full length of the Arterials would be a big undertaking requiring significant work zone traffic control, but that it shouldn't necessarily look like a work zone. It should be more permanent than cones and barrels. However, it would be difficult to do this for the entire corridor.
- Lance MacMillan suggested combining one or more of the "independent utility" projects such as the North Clinton Street intersection improvements with a pilot for a segment of one of the Arterials. Some Committee members seemed in favor of this approach to combine projects or break up the pilot into more manageable segments.
- It was noted that one challenge will be balancing the quantitative evaluation criteria (data findings) and public feedback on the effectiveness of the pilot.
- Natalie Quinn noted that while some constituencies are likely to have concerns with any increase in delay on the Arterials, others will be very frustrated if no changes are implemented.
- Mark Sargent noted that especially in light of changes in travel patterns that are occurring, a phased approach to improvements on the Arterials may be the best option.
- Emily Dozier noted that the independent utility projects should be called out in Chapter 4 of the Report, and that the concept of combining a pilot of the Arterials redesign with one or more of these smaller projects should also be identified as a potential implementation strategy.
- Michael Welti suggested including case studies of long-term pilot projects, including from other states, in the Chapter.

NEXT STEPS

Mark Debald noted that next steps include presentations to the Poughkeepsie City Common Council and Town Board on March 21 and 23 respectively. CME will hand off the study data and modeling to DCTC at the conclusion of the study. This project will remain in the DCTC's planning program to keep the recommendations moving forward even after the consulting contract ends.

- Mark Debald expressed the desire for coordination on messaging to the public on the results of the study, that there should be a consistent message, and no individual entity should take credit or be blamed for any particular implementation action.
- The group agreed to an additional committee meeting at the end of March after the Common Council and Town Board meetings, to review any feedback received and discuss next steps for moving toward implementation.
 - Michael Welti said he would follow up with Town Board members following the presentation in order to provide an update for this Committee, as often comments do not get raised during the meetings themselves.

- Chris Kroner of Mass Design suggested that we still consider a full pilot project for the Arterials in order to bring the recommendations from this study into the public consciousness, evaluate traffic diversions, and understand what is possible.
- Lance Gorney suggested that next steps for evaluation of the Arterials should also include conversations with schools, sanitation, emergency response and public utilities, which would be affected by a lane reduction.
- Lance MacMillan suggested, and many Committee members agreed, that pursuing funding for the Interchange improvements is logical, with a clear redesign approach and public support. Next steps would be scoping to review costs and understand what funding may be available to move the design forward.