

Poughkeepsie 9.44.55

Advisory Committee Meeting #5

Date: Friday, August 28, 2020 at 10:00 AM

Location: Zoom Virtual Meeting

Attendees:

	AFFILIATION
Mark Debald	Dutchess County Transportation Council (DCTC)
Emily Dozier	DCTC
Dylan Tuttle	DCTC
Jeff Wright	New York State Bridge Authority
Joseph Chenier	City of Poughkeepsie
Jay Baisley	Town of Poughkeepsie
Vincent Grella	New York State Department of Transportation (NYSDOT)
Ed Goff	NYSDOT
Paul Hesse	City of Poughkeepsie Economic Development
Natalie Quinn	City of Poughkeepsie Planning
Marc Nelson	City of Poughkeepsie Administrator
Lisa Mondello	NYSDOT
Michael Welti	Town of Poughkeepsie
Heather LaVarnway	Dutchess County
Hannah Brockhaus	Fitzgerald and Halliday, Inc (FHI)
Mark Nadolny	Creighton Manning Engineering (CME)
Mark Sargent	CME

Purpose: The purpose of the meeting was to provide the Advisory Committee an opportunity to comment on traffic analysis conducted on the four remaining concepts and draft materials for the virtual public meeting.

OVERVIEW

Mark Debald welcomed attendees to the fifth Advisory Committee meeting for the project. Following introductions, Mark Sargent and Mark Nadolny led a presentation for the virtual meeting intended to go live mid- to late-September. The purpose of the dry run was to provide a time estimate for the presentation, as well as gain feedback from the Advisory Committee regarding language and framework for this virtual format. Much of the content of this dry run was covered during the previous Advisory Committee meeting, however additional details following an in-depth traffic analysis were shared with the team and are highlighted below.

The four final concepts were evaluated against the evaluation criteria (discussed at the previous meeting), and their scores were updated based on more detailed traffic analysis including traffic simulation using VISSIM, that the team conducted over the summer. With this revision, Concept D – Route 9 flyover is ranked lower than Concepts A through C, which are all ranked similarly.

Some concepts were modified more than others as a result of the additional analysis, and the group discussed reactions to the concepts with this refined level of detail.

Concept A, also known as Roundabouts on Route 9, has been modified since the previous meeting to include collector-distributor roads between the north and south roundabouts. The VISSIM simulation video shows backups entering the northern roundabout, which was noted by the team as partially due to the increase in volumes for the build year. It was noted that in some other concepts, configurations may rely on some increased use of Rinaldi Boulevard and Jefferson Street. Advisory Committee members, including the City of Poughkeepsie representatives, noted that more details on movements and associated volumes would need to be evaluated if going forward with those alternatives. It was recommended that the consultant team consider the level of future development in City as it evaluates the proposals. Additionally, members of the team noted that it will be particularly important to understand the impact of each of the concepts on traffic coming from the train station and headed toward and over the Mid-Hudson Bridge.

The project team also solicited suggestions for ways to make the virtual meeting presentation engaging, and any suggestions for trimming the content for the videos. Some recommendations were made including reduction of jargon and providing the VISSIM simulation videos separately on the project website, as the most useful for a layperson looking to understand the concepts. The team also noted that they are likely to provide multiple videos on the webpage, so that if someone is familiar with the project and has been engaged to date, they would not need to watch that portion of the video. It was also suggested that participants should be asked to rank 5 concepts (including the No Build alternative) in terms of most to least preferred. Finally, how each of the options was evaluated on cost/constructability was discussed. The three two-level concepts (A, B and C), are much more complex in terms of construction staging and could require closures and long detours for Route 9 and/or Routes 44/55. This should be reflected in the evaluation matrix.

Hannah Brockhaus provided an update on the proposed approach for the second public (virtual) meeting, whereby the project team will advertise an integrated video and survey tool to draw feedback from the public and key stakeholders. Advisory Committee members were encouraged to share information about the virtual meeting, as it becomes available, with their networks.

Next Steps

CME and FHI will continue preparing for the upcoming virtual meeting, currently anticipated to begin in mid to late September and last for three weeks. Public notices will be finalized and distributed. At the next Advisory Committee meeting, the team will present a preferred alternative and begin concept development for the Arterials.