

# Poughkeepsie 9.44.55

## Advisory Committee Meeting #9

**Date:** Wednesday, November 3, 2021 at 10:00 AM

**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
Hannah Brockhaus	FHI Studio
Chris Kroner	MASS Design
Heather LaVarnway	Dutchess County Planning
Mayor Rob Rolison	City of Poughkeepsie
Marc Nelson	City of Poughkeepsie
Natalie Quinn	City of Poughkeepsie Planning
Paul Hesse	City of Poughkeepsie Planning
Supervisor Jay Baisley	Town of Poughkeepsie
Michael Welti	Town of Poughkeepsie
Lee Zimmer	NYS DOT
Sandra Jobson	NYS DOT

**Purpose:** The purpose of the meeting was to provide the Advisory Committee with an update on study progress, review the concept plan for the Arterials, and discuss comments on the draft Arterials chapter of the report.

## OVERVIEW

Mark Debald welcomed attendees to the ninth Advisory Committee meeting for the study. Mark Debald noted that Jeff Wright could not be at the meeting but wanted to pass along his preference for the 3 to 2 concept. Mark Sargent then ran through the meeting agenda. The project website has been updated with all the materials associated with recent project activity.

### Public and Stakeholder Feedback

Mark Sargent provided a summary of comments received during the Common Council presentation in July, which was generally well received. Hannah Brockhaus provided an overview of the pop-up at National Night Out in August, and the virtual on-demand meeting in the fall. Chris Kroner asked if any of the comments related to crosswalks, and if there were any issues that indicated a strong emotional response among participants. Chris also noted that how we reduce the speeds on the Arterials is still an open question. A few comments noted that the

intersection of Columbus Drive (westbound Arterial) and Main Street is challenging to navigate. The comments clearly showed a divergence in views regarding the importance of traffic flow versus neighborhood connectivity. DCTC will send all the virtual meeting comments to the Advisory Committee. The team agreed that additional crosswalk improvements should be considered more closely in detailed design.

## Draft Report

Mark Sargent facilitated a discussion on the draft chapter, which was circulated in advance of the meeting. He noted that the chapter states that the 3 to 2 Concept satisfies more of the evaluation factors and was supported across all public outreach. Specific comments from the Committee included:

Michael Welti of the Town of Poughkeepsie had a question regarding the LOS for intersections. It looks like under the two-way alternative a few intersections seemed to have improvements, which he did not see in the text and would like to see explanations for. Additionally, he noted that the width of the bike lane in the diagram on page 24 was not legible, but this is important because it is next to parking. Mark noted that it was 5' or 6' but will confirm and improve the figure.

Sandra Jobson suggested that \$11 million is a low cost estimate and that the team needs to keep in mind that cost estimates should be accurate for funding applications. NYSDOT will provide a separate cost estimate. NYSDOT comments on the draft chapter will be provided by the end of the month. SYNCHRO comments will also be sent from Lee Zimmer, who questioned some of the capacity assumptions in the model. He noted that today, backups exist to Catherine Street, and he anticipates diversions onto Hooker and Main Street with the concept. He also debated the increase in safety due to the 3 to 2 Concept; with a bike lane he anticipates similar conflicts. He also raised concerns about the impacts on local streets, which would have to absorb diverted traffic. Finally, he asked if leading pedestrian intervals are a part of the concept.

Mark Sargent responded that this project does not address bridge capacity, an existing constraint in the network, nor does it make it worse. He stated that the report doesn't shy away from stating that the system will operate at capacity during the peak hours, and that if traffic grows there will be increases in travel time. The team looks forward to receiving the written comments, though it is unclear how much more can be done with the modeling for this planning study.

Natalie Quinn of the City of Poughkeepsie noted that bike lanes were ranked lowest in the virtual meeting survey and asked how the decision to include a bike lane was addressed in the chapter. Hannah noted that many of the comments at National Night Out were related to how bike lanes on the Arterials connect to an overall network for the city. Mark Sargent noted that the tradeoff is more about parking versus trees, and both have been incorporated. Natalie noted that the City can provide language about the bike network and how that relates to bike lanes on the Arterials. Heather LaVarnway noted that the rankings were somewhat close, and in addition to the ranking, the average score of each potential amenity could be provided within the chapter. Hannah agreed, noting that within Poughkeepsie especially, average scores between bike lane, sidewalks, and greenspace varied by less than 0.5 points.

Paul Hesse asked if a two-way Market Street was incorporated in the model, and what emissions analysis method was used. Mark Sargent confirmed that two-way Market St was incorporated; he noted that the emissions are simply outputs from the model.

Mark Debald asked for any comments on the draft chapter to be sent by 11/17.

Mark Sargent then walked through the draft concept plan sheets. In areas where there are no driveways, the plan shows street trees or parking, based on conversations with the City and Town of Poughkeepsie where trees versus parking were desired. In general, the plan shows parking in Arlington, parking in downtown Poughkeepsie, and trees in residential areas. On some blocks, the curb line could be moved into the street in order to provide space for trees.

Mike Welti had asked if improvements could be made to the Arterials interchange in Arlington. Mark Sargent responded that the nature of the 3 to 2 concept does not necessitate changes but that the two-way concept would have proposed significant changes.

Sandra Jobson suggested that the concept plan be colored to help the public read it more quickly and understand the proposed changes (curb extensions, green space, parking, etc). She said that this can also help in funding applications. Natalie asked if any curb cuts are shown as closed; Mark Sargent confirmed that none were.

Mike Welti asked about the eastern terminus of the bike lanes, and suggested signage to help bicyclists connect to nearby destinations. There is minimal distance to the rail trail, but it is a challenge to get there. He pointed out a couple of locations for reducing curb radii. He also suggested starting the parking before Raymond Avenue for east and westbound traffic, since it is the north/south spine of Arlington, and parking signals to drivers that they should slow down. Mark Debald noted a couple places where a single parking spot is shown, which may not be needed in a final design.

Chris Kroner asked if existing sidewalks can be highlighted on the plans. Mark Sargent questioned whether this would be advisable as it can give the impression that sidewalks are being rebuilt (which is not included in the cost estimates). Mr. Kroner also noted three site specific items which may be outside the general scope. These include consideration of the bike connections to the planned Urban Trail in Poughkeepsie (which would be accessed from Hamilton Street); the rocky outcroppings between Springside Avenue and Worrall / Innis Streets you pass coming into Poughkeepsie from the east; and the frequent crossing of the westbound Arterial at Garden Street. Emily agreed that people often cross at Garden Street, and a signalized crossing would increase safety. Mark Sargent suggested that text could be added to the report about the need to study a new signalized crosswalk at that location.

## Next Steps

Mark Sargent noted that comments on the chapter and concept plan are due by November 17, although follow up discussions can be had if needed. The public review of the draft chapter will be advertised via an email notice to the contact database, with a link to the draft chapter. Chris Kroner asked about distribution of paper copies to key locations such as the City Hall lobby, the public libraries, and potentially the post office or school lobbies. Mark Sargent noted that hard copies can be made available and will coordinate with DCTC on the specifics of the public review. Mark Debald noted that the executive summary (being drafted) will help provide a more digestible version.

The team noted that depending on Committee comments, the report should be ready for public comment in December, which will coincide with a 30-day comment period. A final report and Executive Summary will then be issued early next year. The team will also present the draft report to the City's Common Council and the Poughkeepsie Town Board, likely in January. There will be a final Advisory Committee meeting to preview that presentation, and the study should be completed early next year.

The group discussed the potential for a demonstration project for this concept. Although it could be considered, Mark Sargent noted that there are signal optimizations in the concept associated with making traffic work most effectively with 2 lanes instead of 3, which may be difficult to incorporate into a demonstration project. Additional next steps for project implementation could include traffic calming and signal improvements along key side streets where diversion may be anticipated. Adaptive signals were also discussed for Main Street to help optimize traffic capacity along the corridor.