

Poughkeepsie 9.44.55

National Night Out Pop-Up Outreach

Date: Tuesday, August 3, 2021, 5:00 PM – 8:00 PM

Location: Poughkeepsie City Hall (62 Civic Center Plaza, Poughkeepsie, NY 12601)

Name	AFFILIATION
Mark Debald	Dutchess County Transportation Council (DCTC)
Emily Dozier	DCTC
Tara Grogan	DCTC
Mark Sargent	Creighton Manning Engineering (CME)
Hannah Brockhaus	FHI Studio
Joaquin Brito, Jr	FHI Studio

Purpose: The purpose of tabling at Poughkeepsie’s National Night Out was to showcase the design concepts for the 44/55 Arterials and collect feedback through an interactive exercise in which participants placed a dot sticker below their preferred concept. Participants could also add comments on sticky notes. The event also allowed the team to advertise the pending virtual presentation.

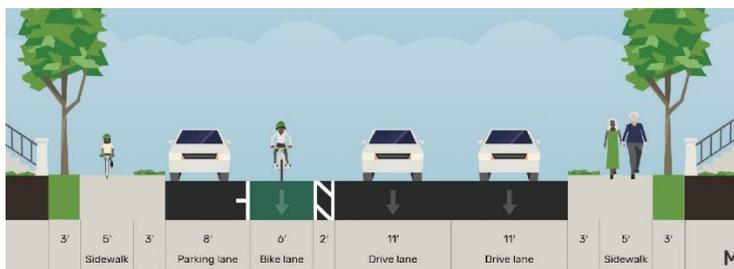
Board Summary/Exercise Outcome

Of 76 participants, there was a clear preference for the 3 to 2 concept (55 votes; 71% of votes), which proposes reducing the Arterials by one lane and using the remaining space for bicycle facilities, parking, bus stops, loading, or additional green space. Below is a summary of the votes for each concept (as well as the existing condition), and the mode of travel used by each participant to get to National Night Out.

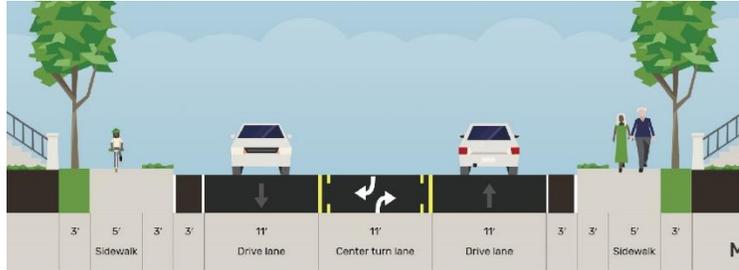
Existing Conditions: 2 Votes (3%)
2 Drove



3 to 2 Concept: 55 Votes (71%)
42 Drove
7 Walked
4 Biked
2 Bused



Two-Way Concept: 20 Votes (26%)
 18 Drove
 2 Walked



Discussion Topics/Highlights:

The two concepts were generally received positively, with much support for changes to the Route 44/55 Arterials over maintaining the current conditions. Many people were pleasantly surprised that the Arterials were being studied at all. Below is a summary of participants' comments.

The 3 to 2 Concept

- Most popular but some expressed concerns about cyclist safety, specifically the bike lane being adjacent to a driving lane.
- A couple of people noted concerns that parking would add traffic.
- An emergency responder/fireman, noted that this concept would work better (than the 2-way concept) for emergency vehicles trying to move through the Arterials, and it would help clear crashes.

The Two-Way Concept

- This concept yielded mixed results. Some were excited by the idea of a two-way street that would eliminate extra turns, but others were concerned it would lead to more crashes.
- A few people brought up the increased travel time during peak hours, noting that driving times would be long.

Other Comments

- Suggestions
 - o Provide overhead signage and lane designations on the westbound Arterial approaching the Mill Street



exit towards Columbus Drive to prevent dangerous lane-change movements.

- Mark and/or sign the lane designations as early as possible to allow drivers to get in the best lane for their destination: left lane to Eastbound 44/55, middle lane to Mid-Hudson Bridge, and right lane to Route 9. This could potentially reduce some of the last-minute weaving on Columbus Dr.
- One person suggested tunneling the Arterials.
- Add pedestrian overpasses to safely connect students to schools (esp. across the westbound Arterial).
 - Included with this idea was a sense that the Arterials cut off the north side from the rest of the city, segregating the city.
- Combine the '3 to 2' and 'Two-way' options. Maintain one-way traffic with one through lane in the middle and turn lanes on both sides.

- General Comments

- Speed enforcement is a challenge due to limited staff resources.
- Vehicles are moving too fast on the Arterials. One person witnessed a horrendous vehicle-bicycle crash.
- A couple people asked whether this project was funded and whether it would happen.
- One person expressed a strong dislike for any roundabouts on the Arterials.
- One person brought up harassment and ticketing of cyclists of color by officers (specifically, asking for bike registration).
- One person commented that she was appreciative of the Spanish language flyers and Spanish speaking staff person at the event.

