

# Arlington Main Street Redesign Initiative



## MEETING SUMMARY

- Purpose:** Advisory Committee Meeting #3
- Date and Time:** April 15, 2020, 10:30 AM-12:30 PM
- Location:** Due to health and safety concerns related to the Novel Coronavirus (COVID 19), the Advisory Committee meeting was held via web conference.
- Attendees:** See Below

Agenda Item	Summary	Key Decisions & Outcomes
<p><b>Welcome</b></p>	<p>Due to health and safety concerns related to the Novel Coronavirus (COVID 19), the Advisory Committee meeting was held via web conference using GoTo Meeting and hosted by the MJ Engineering (MJ) project team.</p> <p>Jaclyn Hakes, Director of Planning Services (MJ) welcomed the group and provided an overview of the Agenda. The purpose of the meeting was to introduce preliminary draft concept designs to the Committee and discuss the elements of two different concept design alternatives. The meeting also included an overview of how the concepts were developed, a project status update and next steps in the process.</p> <p>The Advisory Committee members present included:</p> <ul style="list-style-type: none"> <li>• Mark Debald, Dutchess County Transportation Council</li> <li>• Emily Dozier, Dutchess County Transportation Council</li> <li>• Stephen Gill, Dutchess County DPW</li> <li>• Robert Legacy, Arlington Business Improvement District</li> <li>• Ann Shershin, Poughkeepsie Town Board</li> <li>• Kristen Taylor, Town of Poughkeepsie Planning Department</li> <li>• Dylan Tuttle, Dutchess County Transportation Council</li> <li>• Michael Welti, Town of Poughkeepsie Planning Department</li> <li>• Carl Whitehead, Town of Poughkeepsie Planning Board Chairman</li> </ul> <p>Others Present:</p> <ul style="list-style-type: none"> <li>• Jon Baisley, Poughkeepsie Town Supervisor</li> </ul>	

	<p>MJ Engineering team members present:</p> <ul style="list-style-type: none"> <li>• Jaclyn Hakes, Director of Planning Services</li> <li>• Andrew Gillcrist, Planner</li> <li>• Chad Schneider, Transportation Engineer</li> </ul>	
<b>Project Status Update</b>	<p>Ms. Hakes provided a project status update to inform the Committee about progress of the overall project to date.</p> <p>The project status update included a description of project tasks completed and in progress. Project tasks include:</p> <p>Project Tasks</p> <ul style="list-style-type: none"> <li>• Task One: Data Collection – Complete</li> <li>• Task Two: Existing Conditions – Draft Complete</li> <li>• Task Three: Public Engagement – Ongoing</li> <li>• Task Four: Concept Evaluation and Final Plan – In Progress</li> </ul>	
<b>Concept Plan Development</b>	<p>Ms. Hakes then provided an overview of how the preliminary draft concept plans were developed. The elements that informed the development of the draft concept plans included:</p> <ul style="list-style-type: none"> <li>• Existing Conditions Tech Memo</li> <li>• Public Engagement <ul style="list-style-type: none"> <li>○ Stakeholder Group Meetings</li> <li>○ Online Survey</li> <li>○ 3 Pop-up Stations Fall 2019</li> </ul> </li> <li>• Committee Meetings/Input</li> <li>• Coordination with DCTC</li> <li>• Input from Dutchess County DPW</li> </ul>	
<b>Overview of Draft Concepts</b>	<p>Next, Mr. Schneider provided an overview of the Draft Concept Plans. The overview included a description of the existing street layout along Main Street as well as the key elements that are included in each of the concepts. Two concept design alternatives, Plan A and Plan B, were discussed. The major distinction between the two concepts is that Concept Plan A maintains the existing curb, buffer strip and sidewalks, while Concept Plan B includes the widening and reconstruction of sidewalks and a narrowing of the travel lanes.</p> <p>Following is a list of the elements that are included for both draft concept plans:</p> <p><b>Draft Concept Plan A Elements:</b></p> <ul style="list-style-type: none"> <li>• Maintain Curb, Buffer Strip and Sidewalks</li> <li>• Maintain Existing Signal at Grand Avenue Intersection &amp; adds pedestrian signals</li> <li>• Travel Lanes 12'-0" Consistent Width</li> <li>• Parking Lane Width 8'-0" Minimum <ul style="list-style-type: none"> <li>○ 20'-0" to 22'-0" Length</li> </ul> </li> <li>• Parking Delineation</li> </ul>	

- Continuous White Edge Line Striping with Lengths Delineated
- Curb Extensions with Stamped and Colored Concrete
- Maintain Existing Buffer Strip (varies 2'-0" to 4'-6")
- Maintain Existing Sidewalk (varies 4'-0" to 13'-0")
- Midblock Crossing with Curb Extensions
  - Signed per the NYSDOT Pedestrian Safety Action Plan Requirements
- Bus Pull-off Area
  - Allows 60' for Bus Parking and Exit with remaining 26' for Entry
- Streetscape Improvements (trees, lighting, etc.)

**Draft Concept Plan B Elements:**

- Reconstruction of Curb, Sidewalk and Buffer Strip
- Gateway Mini Roundabout at Grand Avenue Intersection – Flush Approach Islands; Center Island with Mountable Curb
- Consistent Roadway Width of 36'-0"
  - Comment from County DPW to Expand to 38'-0" (to accommodate wider parking lanes)
- Travel Lanes 11'-0" Consistent Width
  - Minimum for Major Collector
- Parking Lane Width 7'-0"
  - Consistent with 20'-0" to 22'-0" Length
  - Comment from County DPW to Expand to 8'-0"
- Parking Delineation – "T" Striping with Lengths Delineated
- Curb Extensions with Stamped and Colored Concrete
- Buffer Strip 5'-0" Consistent Width
  - Comment from County DPW to Reduce to 4'-0" to Allow for Additional Parking Lane Width
- Extension of Sidewalk to 6'-0" Minimum – More Comfortable Experience
- Midblock Crossing with Curb Extensions
  - Signed per the NYSDOT Pedestrian Safety Action Plan Requirements
- Bus Pull-off
  - Allows 60' for Bus Parking and Exit with remaining 26' for Entry

**Committee Discussion of Draft Concept Plans:**

- Dutchess County DPW prefers an 8' parking lane, which can be accommodated by narrowing the buffer to 4'. Also concerned about truck turning movements for roundabout at Main/Grand
- Concept B is preferred by the Committee over Concept A
- Bus pull-off should be located in an area that creates the least amount of impact to existing businesses. Alternate locations for bus pull-off (such as possibly near the Sunoco station or Vincitore's) will be evaluated in future design phases

Several roadway treatment options were considered for the Main Street and North and South Grand Avenue intersection, including several roundabout options and a roadway realignment option. The final location and detailed truck turning movements would be included as part of the future design phase. The options discussed included:

- Standard roundabout
  - 90' inscribed diameter
  - Similar in size to roundabout at main entrance to Vassar College
  - Most significant impact to surrounding properties and businesses
- Mini roundabout
  - 45' inscribed diameter
  - Some impact to surrounding properties and businesses, but less than the standard roundabout
  - Tighter turning radius would require mountable curbs for truck and emergency vehicle clearance
- Oblong Roundabout
  - 45' inscribed diameter
  - Least impact to surrounding properties and businesses
  - Would require mountable curbs for trucks and emergency vehicles, but allows for safer turning movements compared to the circular mini-roundabout
- Road realignment option
  - This option included a proposed road realignment of North and South Grand Avenue instead of (or in addition to) a roundabout
  - Three options proposed include:
    - Realignment that maintains the northern alignment
    - Realignment that maintains the southern alignment
    - Combination of the two to minimize impacts to surrounding properties.
  - Main challenges with all realignment options are significant impacts to surrounding properties and businesses
  - Of the three options, maintaining the north alignment seemed most feasible

**Committee discussion of roundabout and realignment options for the Main/Grand intersection:**

- The roundabout design needs to balance the need for large vehicle/truck circulation with effective traffic calming

	<ul style="list-style-type: none"> <li>• MJ should provide examples (section views and images) of similar roundabouts that show the different types of center islands and medians so a preferred treatment can be selected.</li> <li>• Concern about trucks being able to travel through the mini roundabout.</li> <li>• Roundabout option creates a safer pedestrian experience</li> <li>• Overall, the committee preferred a roundabout option to a road realignment option.</li> </ul> <p><b>Overall Committee comments/questions:</b></p> <ul style="list-style-type: none"> <li>• Parking delineation – continuous delineation of white stripe shown on Concept A should be included in the final plan for driveway areas</li> <li>• Is a crosswalk at the western approach to the roundabout possible? Probably not, due to driveway location.</li> <li>• Mid-block crossing – could a Rectangular Rapid Flashing Beacon (RRFB) be included here? Main Street's traffic volume does not meet NYSDOT's threshold for RRFBs for PSAP projects, but one could still be recommended</li> <li>• Loading zones – The committee discussed whether designated loading zones were needed, and determined that they are not. On-street parking should be prioritized</li> <li>• Concept B was the overall preferred concept</li> <li>• Town of Poughkeepsie staff will reach out to the Highway Department about the design concepts and implications for snow removal</li> <li>• Will the concept be extended throughout the Main Street Corridor? <ul style="list-style-type: none"> <li>○ The final plan will include a concept that is applied throughout the whole corridor.</li> </ul> </li> <li>• Concepts for Taft/Fairmont intersection should be included in final plan</li> </ul>	
<p><b>Next Steps</b></p>	<ul style="list-style-type: none"> <li>• Finalize Existing Conditions Memorandum</li> <li>• Provide Town Highway opportunity to review and comment on design concepts</li> <li>• Revise Draft Concept Alternatives. Revisions include: <ul style="list-style-type: none"> <li>○ Concept B is the preferred design alternative, with modifications as discussed</li> <li>○ Relocate bus pull-off</li> <li>○ Addition of a continuous white edge/parking line across driveway areas</li> <li>○ Addition of municipal boundary</li> <li>○ Addition of roundabout lane width</li> <li>○ Continue concept through remainder of corridor</li> </ul> </li> <li>• Schedule Next Advisory Committee Meeting</li> <li>• Schedule Remaining Public Engagement Activities <ul style="list-style-type: none"> <li>○ Adjust based on COVID-19 guidelines</li> </ul> </li> </ul>	<p>Committee to review the Draft Concept Plans and provide comment to MJ by 4/27.</p> <p>MJ to revise draft concept based on Committee feedback.</p>

This meeting summary conveys our understanding of the items discussed and agreements reached at this meeting. Please forward any additions, corrections and/or questions to my attention.

Submitted by:  
Andrew Gillcrist

cc: Consultant Team, Advisory Committee