

ARLINGTON MAIN STREET REDESIGN INITIATIVE

Advisory Committee
Meeting #2
November 19, 2019



Engineering and
Land Surveying, P.C.



Dutchess County
Transportation Council

AGENDA



1. Welcome
2. Project Status Update
3. Existing Conditions Highlights
4. Interactive Design Exercise
5. Questions or Comments
6. Next Steps



PROJECT STATUS UPDATE



Public Engagement To Date:

- Arlington Street Fair Pop-up (September)
- Davies Hardware Pop-up (October)
- Arlington Farmers Market Pop-up (October)
- Online Survey (English & Spanish)

Stakeholder Meetings: (Sept – Oct)

- Town Departments
- County Departments
- Property Owners and Commercial Interests
- Other Major Interest Groups (Vassar, City Planning, Holy Trinity Church)
- Business Improvement District (BID) Board



PROJECT STATUS UPDATE



PROJECT STATUS UPDATE



Online Survey Preliminary Results:

- 172 responses to date
- 25% of respondents age 55-64
- 22% of respondents age 35-44
- 49% Arlington Residents
- 50% Visitor/Shopper
- 67% Come for Shopping
- 78% Come for Dining
- 52% Rate Experience as Fair
- Elements to see: Street trees, landscaping, pedestrian crossings, benches

Close date: December 6th?



Arlington Main Street Redesign Initiative

We need your input!
Take the survey to
share ideas for
pedestrian, bicycle,
transit and vehicular
improvements on
Main Street.

Scan the QR code to
access the survey on
your mobile device



Take the online survey:
[Research.net/r/ArlingtonMainStreet](https://www.research.net/r/ArlingtonMainStreet)

The Arlington Main Street Redesign Initiative seeks to develop a new conceptual street design for Main Street-County Route 114 in the Town of Poughkeepsie. The initiative will identify the necessary steps to make the corridor a Complete Street – a facility that promotes safe, comfortable, and convenient travel for people of all ages and abilities, regardless of how they travel. It will culminate in a consensus vision for the future design of Main Street, better enabling the Town and County to pursue grant funding for future construction.

Contact us at:
dctc@dutchessny.gov

For more information:
<https://www.dutchessny.gov/arlington-main-street>

**Dutchess County
Transportation Council**

EXISTING CONDITIONS HIGHLIGHTS



- Data Collection
- Physical Characteristics
- Capacity Analysis
- Crash Analysis
- Zoning
- Land Uses & Property Ownership
- Parking:
 - Regulations
 - Utilization



STUDY AREA



- Main Street corridor (approx. 2,500 feet)
- From S. Grand Avenue to Taft Avenue/Fairmont Avenue



DATA COLLECTION



- Inventory of physical characteristics
- Turning movement and pedestrian/bicycle counts*
 - Wednesday, 9/18 @ 8 – 9 am; 12 – 1 pm; 4 – 5 pm
 - Saturday, 9/28 @ 12 – 2 pm
- Counts recorded at 3 intersections and screen lines (2 mid-block locations)

* Counts scheduled around Central Hudson utility work



PHYSICAL CHARACTERISTICS



Intersection 1: Main Street & North/South Grand Ave

- Eastbound approach:
 - 10.6 ft wide
 - 10 ft wide right turn lane
- Westbound approach:
 - 20.2 ft lane (all turning movements)
 - On-street parking; crosswalk
- Northbound approach:
 - 16.7 ft wide lane (all turning movements)
 - Crosswalk
- Southbound approach:
 - 15.4 ft lane (all turning movements)
- North & South Grand Ave offset
 - Separate signal phases



PHYSICAL CHARACTERISTICS



Intersection 2: Main Street & Raymond Avenue

- Eastbound approach:
 - 10.2 ft through lane
 - 9.6 ft left turn lane
- Westbound approach:
 - 10.8 ft left turn lane
 - 11.8 ft through
- Northbound approach:
 - 11.3 ft through lane
 - 11 ft left turn lane
- Southbound approach:
 - 12.3 through lane
 - 11 ft left turn lane
- Striped parking lane – 8.7 ft narrowest
- Crosswalks with pedestrian signals
- Detectable warnings
- Vehicle detectors



PHYSICAL CHARACTERISTICS



Intersection 3: Main Street & Taft/Fairmont Avenue

- Eastbound approach:
 - 10.6 ft wide
 - 10 ft wide right turn lane
- Westbound approach:
 - 20.2 ft lane (all turning movements)
 - On-street parking; crosswalk
- Northbound approach:
 - 16.7 ft wide lane (all turning movements)
 - Crosswalk
- Southbound approach:
 - 15.4 ft lane (all turning movements)
- North & South Grand Ave offset
 - Separate signal phases



TRAFFIC COUNT DATA





Level of Service Ranges (Signalized Intersections)

Level of Service

Stopped Delay Per Vehicle (seconds)

A

0 – 10.0

B

10.1 – 20.0

C

20.1 – 35.0

D

35.1 – 55.0

E

55.1 – 80.0

F

80.1 <

CAPACITY ANALYSIS



Overall Intersection LOS Table (Delay in Seconds)

No.	Location	Existing			
		AM	Midday	PM	Sat Midday
1	Main Street & N/S Grand Avenue	C (27.2)	C (30.0)	C (31.1)	C (29.5)
2	Main Street & Raymond Avenue	B (19.4)	C (23.3)	C (23.6)	B (18.0)
3	Main Street & Taft/Fairmont Avenue	B (19.2)	C (20.3)	C (26.2)	C (25.7)



CRASH ANALYSIS



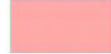



Crash Rates			
Segment	Crash Rate (acc/MVM)	Roadway Type	Average Crash Rate (acc/MVM)
Main Street	5.27	Urban 2 lane Undivided	2.25
Intersection	Crash Rate (acc/MEV)	Roadway Type	Average Crash Rate (acc/MEV)
Grand Ave	0.94	Urban 4-Legged Signal w/o Left Turn, 5 > Lanes	0.2
Raymond Ave	0.37	Urban 4-Legged Signal w/ Left Turn, 5 > Lanes	0.23
Van Wagner Rd/Fowler Ave	0.41	Urban 4-Legged Sign, 4 > Lanes	0.15
Taft/Fairmont Ave	2.12	Urban 4-Legged Signal w/ Left Turn, 5 > Lanes	0.23



ZONING

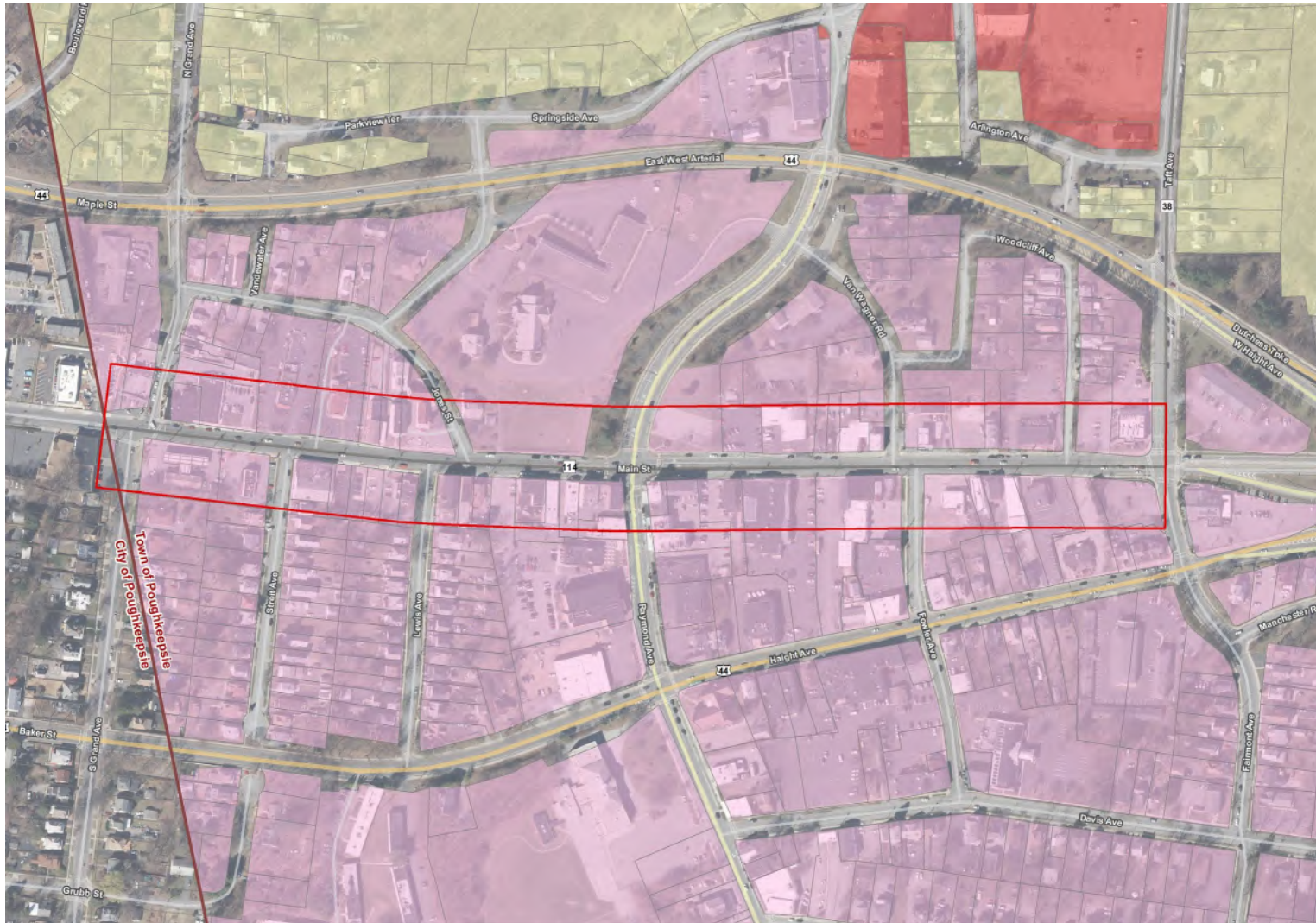


ZONING

-  Commercial - Highway Business
-  Hamlet Core / Mixed Use
-  Residential Under 1 AC
-  Residential Multi-Family

Land Use

- Primarily Commercial
 - Retail, restaurants, gas stations, etc
- Limited residential, religious uses

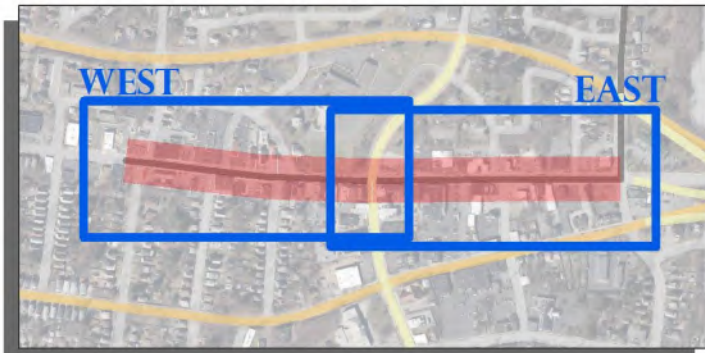


PROPERTY OWNERSHIP

Number of Parcels With Frontage: 47

Number of Property Owners: 36

Ratio of Property Owners to Parcels: 1 to 1.3





Main Street Corridor

- 2-hour parking restrictions on both sides
 - 9 am – 6 pm
 - Monday – Saturday
- 115 available on-street parking spaces

Main / Raymond Lot

- 2-hour parking
 - 9 am – 6 pm
 - Monday – Saturday
- 12 designated all-day parking spaces

ON-STREET PARKING UTILIZATION



Parking Inventory							
Location	Available Spaces	Morning		Afternoon		Saturday	
		Utilized Spaces	% Utilization	Utilized Spaces	% Utilization	Utilized Spaces	% Utilization
North/South Grand Ave to Streit Ave	20	3	15%	2	10%	10	50%
Streit Ave to Lewis Ave	23	8	35%	5	22%	3	13%
Lewis Ave to Raymond Ave	25	1	4%	2	8%	0	0%
Raymond Ave to Van Wagner Rd	30	3	10%	1	3%	3	10%
Van Wagner Rd to Taft/Fairmont Ave	17	2	12%	4	24%	2	12%
Entire Project Area	115	17	15%	14	12%	18	16%



KEY TAKEAWAYS



- Safety concerns along corridor
- Sufficient on-street parking
- Turning & through travel lane widths inconsistent but appropriately narrow
- N/S Grand Ave a key gateway intersection for improvement



INTERACTIVE DESIGN EXERCISE



- Must haves?
- Would be nice to have?
- Location within corridor?

NEXT STEPS



- Finalize Existing Conditions Memorandum
- Develop Draft Concept Alternatives
- Schedule Next Advisory Committee Meeting
- Schedule Remaining Public Engagement Activities

