

ARLINGTON MAIN STREET REDESIGN INITIATIVE

Virtual Public Workshop
October 5, 2020
6:00 PM Via Zoom



Engineering and
Land Surveying, P.C.



**Dutchess County
Transportation Council**

AGENDA



1. Webinar 'How To'
2. Welcome & Introductions
3. Study Overview
4. Preferred Redesign Concept
5. Next Steps
6. Your Input and Questions



WEBINAR GUIDE – HOW TO PARTICIPATE



- There will be several interactive polls throughout the presentation – please participate!
- We will break to address questions at the end of the presentation
 - To post a question, utilize the “Q & A” function in your Zoom Webinar panel
 - Use the “Raise Hand’ feature
- Following the webinar, submit comments and questions to: dctc@dutchessny.gov
- A recording of the webinar will be posted on the study website at <https://www.dutchessny.gov/Departments/Transportation-Council/arlington-main-street.htm>



WELCOME



Project Sponsor:

Mark Debald, Dutchess County Transportation Council

Project Partners:

Supervisor Jon Baisley, Town of Poughkeepsie

Commissioner Robert Balkind, Dutchess County DPW





LIVE POLL #1 TO OCCUR HERE: (Note – the live polling is through the webinar so this is a placeholder slide)

How do you relate to the Main Street corridor in Arlington? (select all that apply)

- Business owner
- Resident
- Visitor
- Go to Shops and/or restaurants
- Drive, walk or bike through corridor
- Other





LIVE POLL #2 TO OCCUR HERE: (Note – the live polling is through the webinar so this is a placeholder slide)

When did you last visit the Main Street corridor in Arlington?

- Within the past day
- Within the past week
- Within the past month
- Longer than one month





LIVE POLL #3 TO OCCUR HERE: (Note – the live polling is through the webinar so this is a placeholder slide)

What did you do on your last visit to the Main Street corridor in Arlington? (select all that apply)

- Shopped/Visited a store or retail establishment
- Patronized a restaurant
- Walked through the corridor
- Drove through the corridor
- Other
- Have not visited the corridor



STUDY OVERVIEW



2017 Arlington Town Center Pedestrian Plan Recommendations:

- Main/Grand Intersection
- Main/Raymond Intersection
- Main/Fairmont/Taft Intersection
- Main Street Corridor
- Town Center Infrastructure
- Bicycle Access
- Transit Access
- Public Space
- Parking

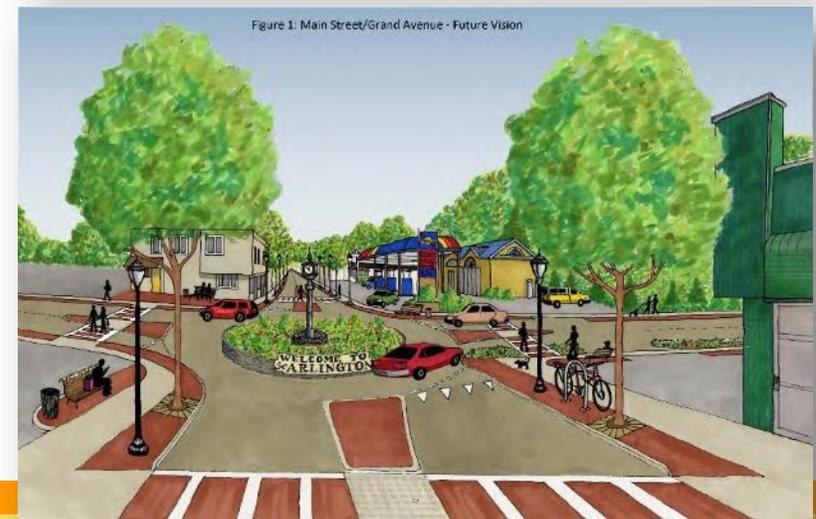
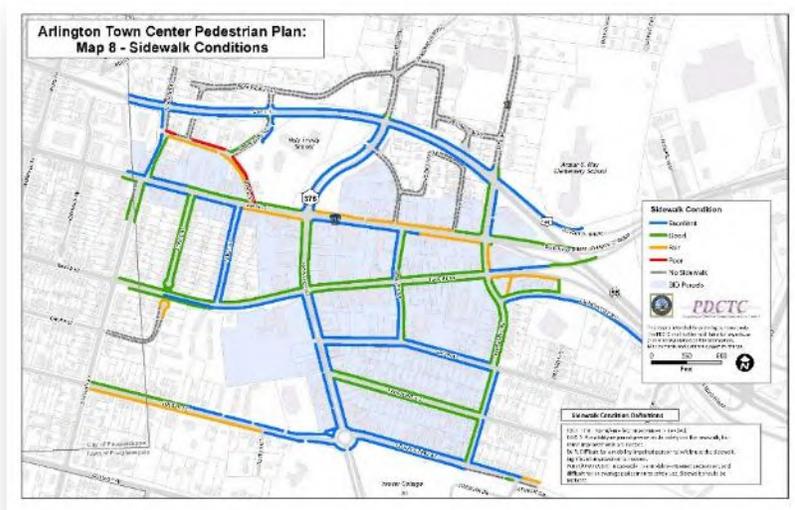


STUDY OVERVIEW



Project Goals:

- Create a detailed, implementable conceptual design for CR 114 (Main Street)
- Identify issues, costs, and actions needed to make the corridor a Complete Street
- Position the Town and County to pursue federal and state funding for design and construction in the next 3-5 years



STUDY OVERVIEW



Study Tasks

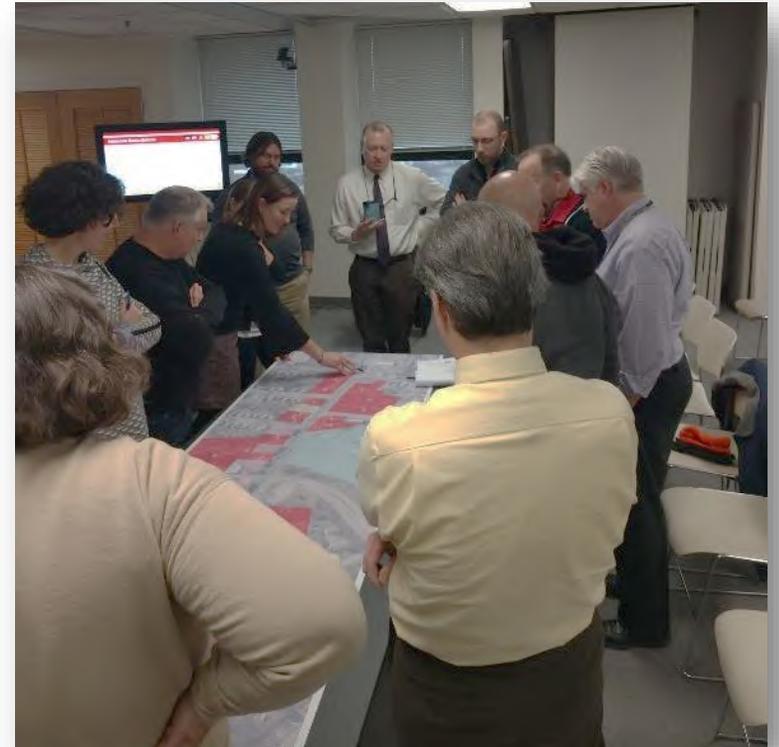
- ✓ **Task One:** Data Collection – Complete
- ✓ **Task Two:** Existing Conditions – Complete
- ✓ **Task Three:** Public Engagement – Ongoing
- ✓ **Task Four:** Concept Evaluation and Final Plan – In Progress





Study Team

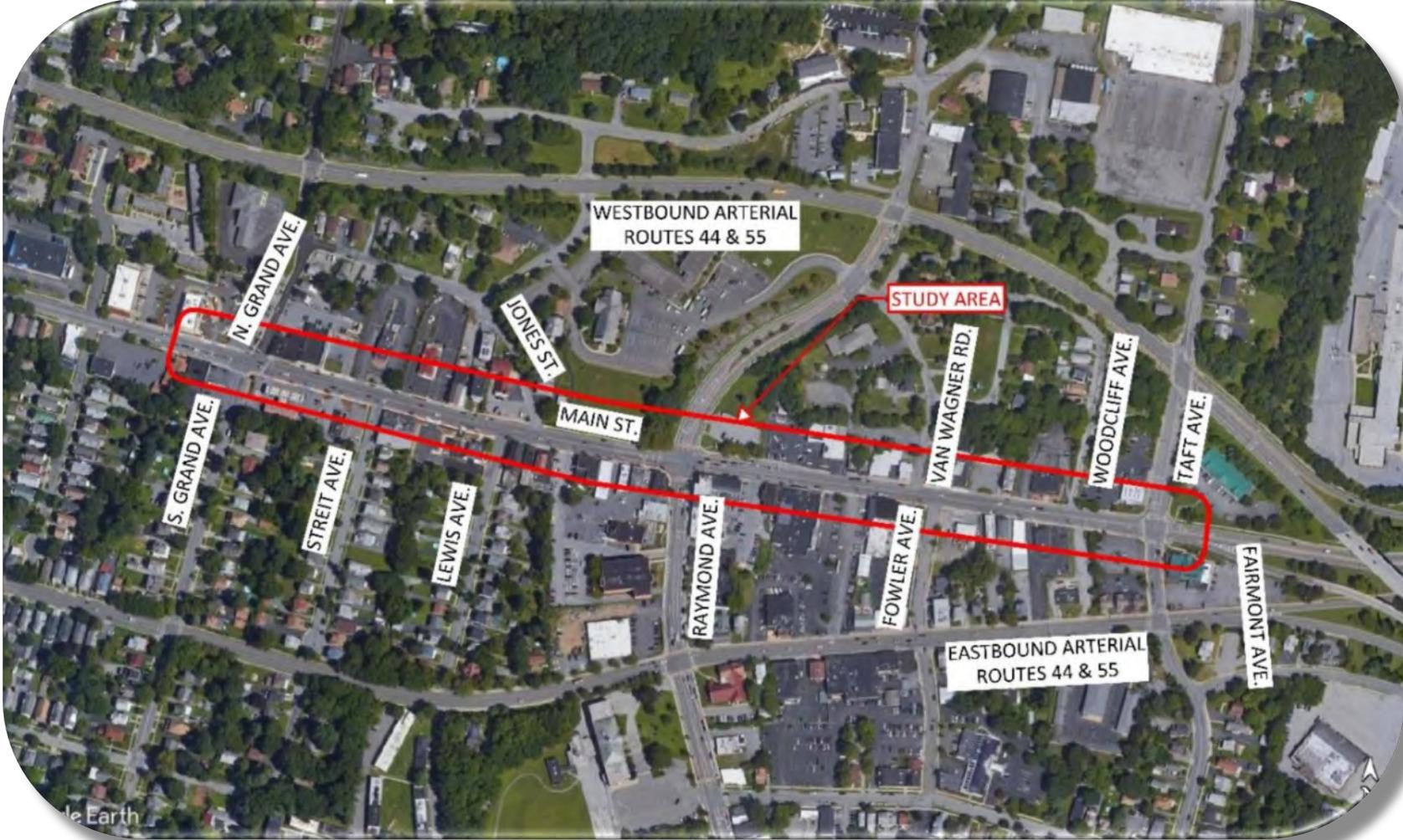
- Advisory Committee
 - Dutchess County Transportation Council (DCTC)
 - Dutchess County Department of Public Works (DCDPW)
 - Town of Poughkeepsie
 - Arlington Business Improvement District (BID)
- MJ Engineering and Land Surveying, P.C.



STUDY AREA MAP



Study Area



STUDY PROCESS



- Existing Conditions Analysis
 - Data collection
 - Capacity analysis
 - Crash analysis
 - Bike/ped traffic
 - Zoning, Land Uses
 - Parking



STUDY PROCESS



- Public Engagement – Fall 2019
 - Stakeholder Group Meetings
 - Online Survey
 - 3 Pop-up Stations
- Committee Meetings/Input
- Coordination with DCTC
- Input from Dutchess County DPW & NYSDOT





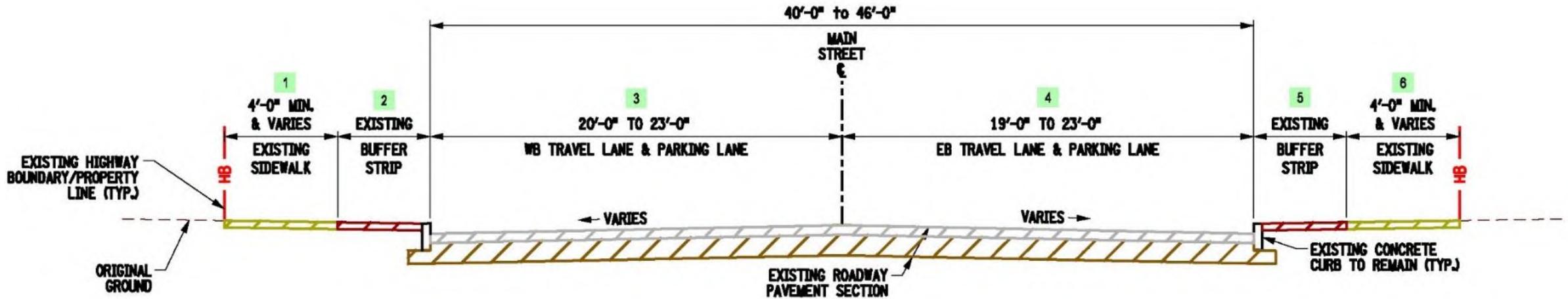
LIVE POLL #4 TO OCCUR HERE: (Note – the live polling is through the webinar so this is a placeholder slide)

Did you participate in a stakeholder meeting, online survey or visit a pop-up table? (select all that apply)

- Stakeholder meeting
- Online Survey
- Pop-up Table
- None



EXISTING STREET LAYOUT



EXISTING
MAIN STREET TYPICAL SECTION

LOOKING EAST
SCALE: $\frac{1}{8}'' = 1'-0''$

1. Existing Sidewalk
2. Existing Buffer Strip
3. WB Travel Lane & Parking Lane
4. EB Travel Lane & Parking Lane
5. Existing Buffer Strip
6. Existing Sidewalk

LEGEND	
	EXISTING SIDEWALK
	PROPOSED SIDEWALK
	EXISTING BUFFER STRIP
	PROPOSED BUFFER STRIP
	EXISTING PAVEMENT SECTION
	PROPOSED PAVEMENT SECTION



WHERE WE WERE



- Developed 2 Draft Concepts
- Reviewed by Committee and Dutchess County DPW
- Discussed the preferred configurations
- Determined the preferred concept elements



DRAFT CONCEPT PLAN A



- Maintained Signal At N & S Grand Avenue
 - Pedestrian Signal and Crosswalk Upgrades
- Maintained Existing Sidewalk and Buffer Strip
- Travel Lanes = 12'-0" (Consistent)
- Parking Lanes = 8'-0" min.
 - Continuous Parking Lane Delineation
- Mid-block Crossings
- Curb Extensions



CONCEPT A PLAN VIEW



DRAFT CONCEPT PLAN B



- Gateway Mini-Roundabout At N & S Grand Avenue
- Reconstruction of Curb and Buffer Strip
- Travel Lanes = 11'-0" (Consistent)
- Mid-block Crossings
- Curb Extensions

- Parking Lanes = Modified to 8'-0"
 - "T" Parking Lane Delineation
 - Continuous Delineation where Parking Restricted
- Sidewalk = 6'-0" min.



CONCEPT B PLAN VIEW

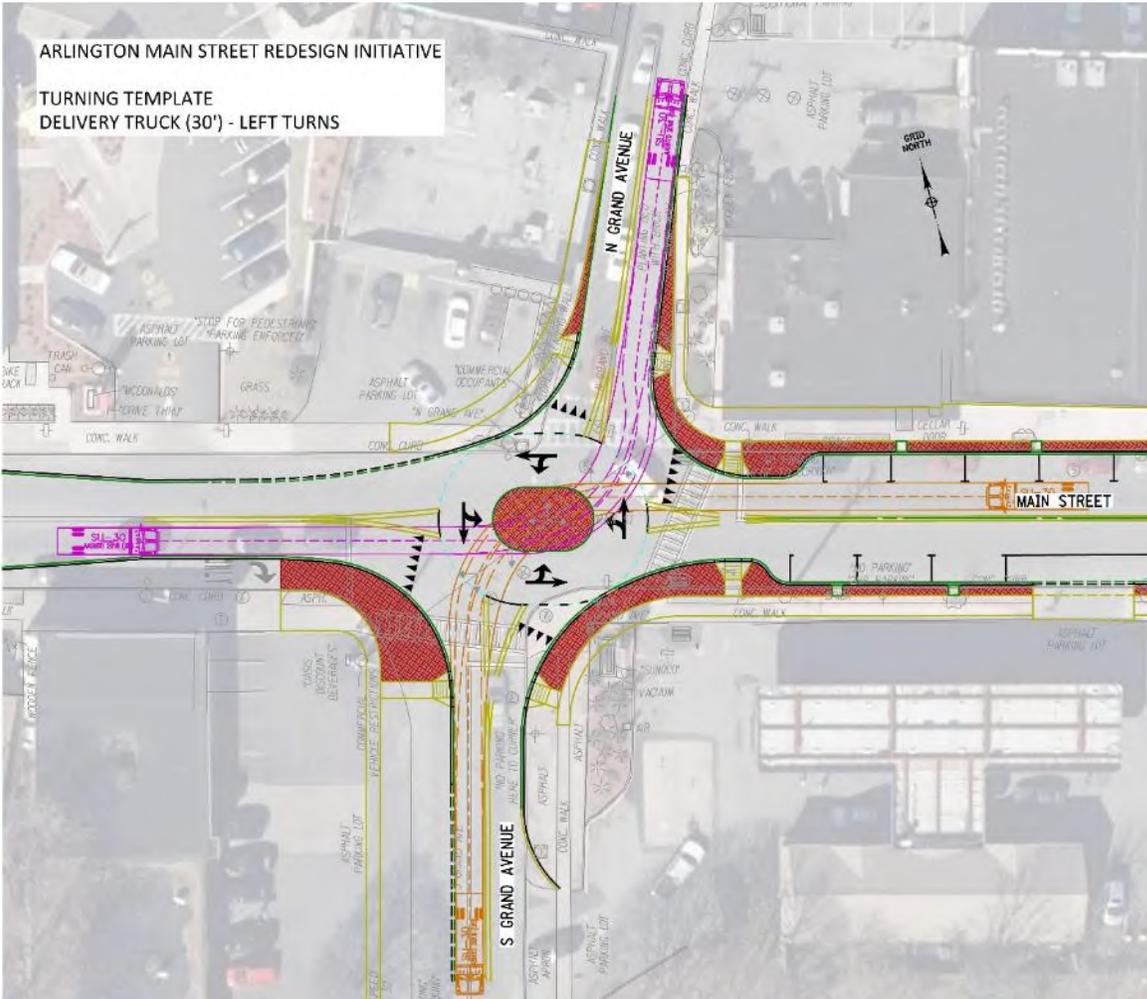


MINI-ROUNDBABOUT – TURNING MOVEMENTS



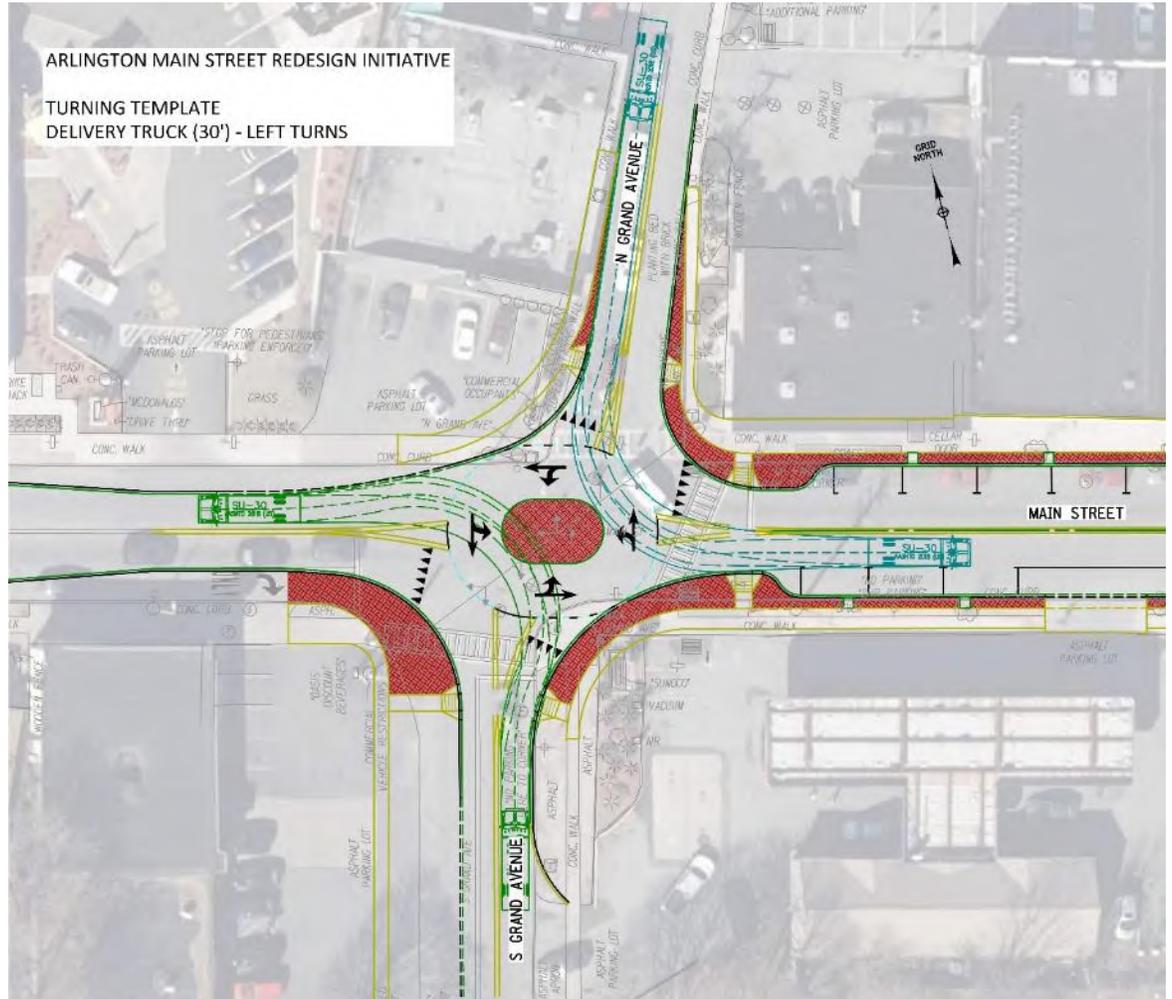
ARLINGTON MAIN STREET REDESIGN INITIATIVE

TURNING TEMPLATE
DELIVERY TRUCK (30') - LEFT TURNS



ARLINGTON MAIN STREET REDESIGN INITIATIVE

TURNING TEMPLATE
DELIVERY TRUCK (30') - LEFT TURNS



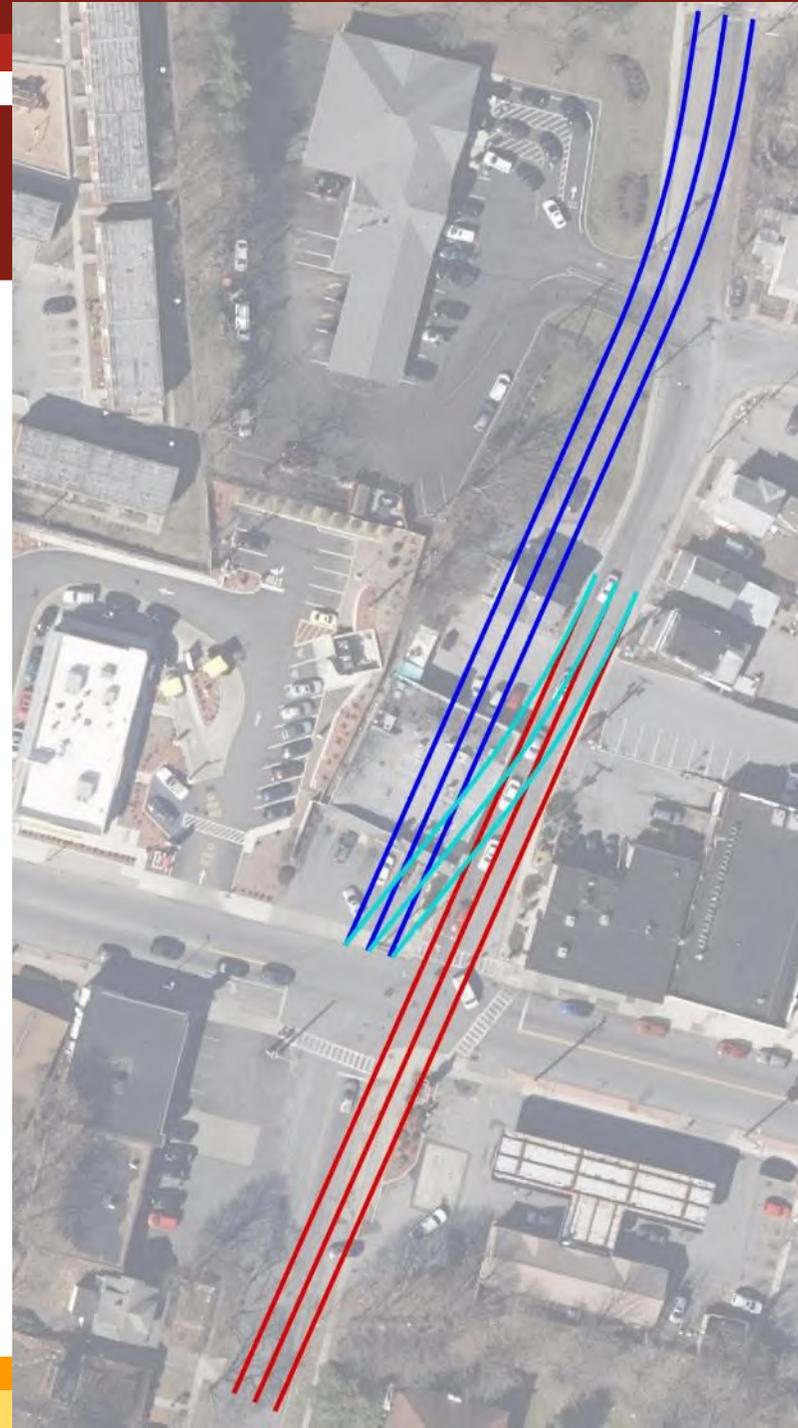
REALIGNMENT OPTION – MAIN/GRAND

Realignment for Proposed Signal

Red – Maintain North Alignment

Blue – Maintain South Alignment

Light Blue – Maintain south alignment alt – minimize property acquisition



WHAT WE DID



1. Developed the Preferred Concept
2. Incorporated Committee, Dutchess County DPW, and NYSDOT comments
3. Coordinated with Dutchess County Public Transit
4. Reviewed with DCTC and Dutchess County DPW
5. Refined Preferred Concept
6. Determined to Start with "Ideal" Design
 - Revised Mini-Roundabout at N & S Grand Avenues
 - Accommodated All Anticipated Vehicles



WHERE WE ARE

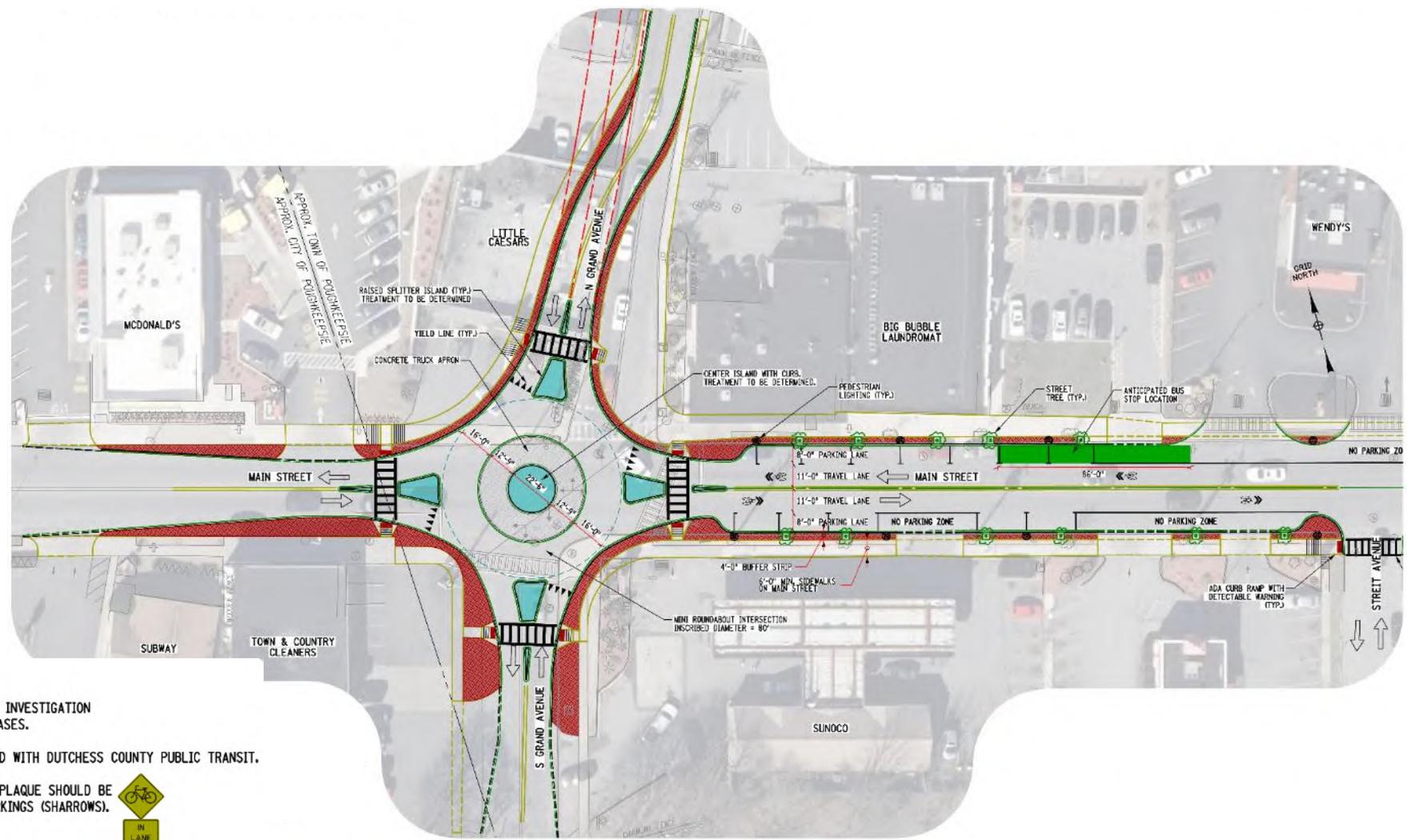


Preferred Concept - Key Elements

- Revised Grand Avenue Intersection Roundabout
- Travel Lanes 11'-0" Consistent Width
- Parking Lane Width 8'-0" Minimum
 - 20'-0" (End) to 22'-0" (Interior) Length
- "T" Parking Delineation
 - Continuous Where Parking Prohibited
 - More Efficient Use of Available Parking Areas
- Flexible Pavement Treatment
 - Full Depth Reconstruction vs. Mill and Overlay
 - Depends on Funding Obtained



PREFERRED CONCEPT – NORTH/SOUTH GRAND

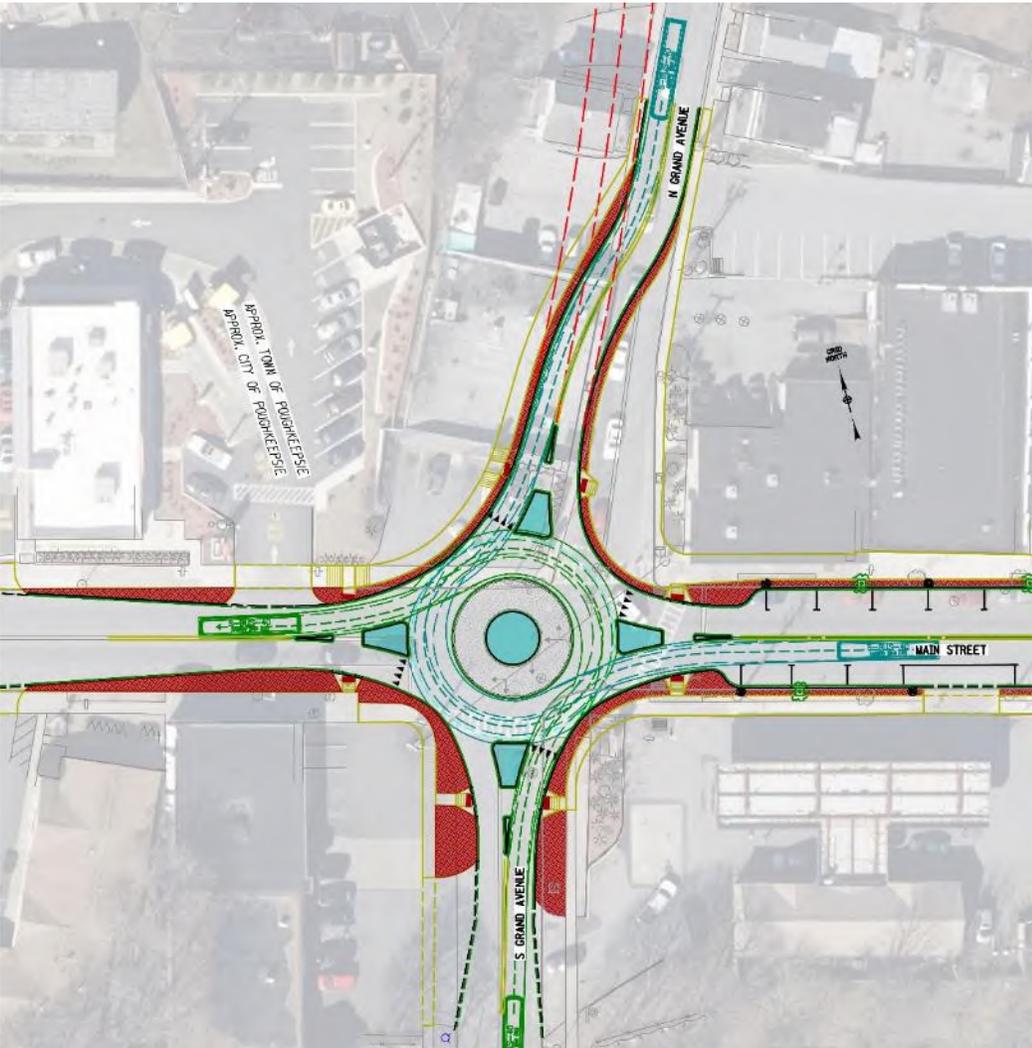
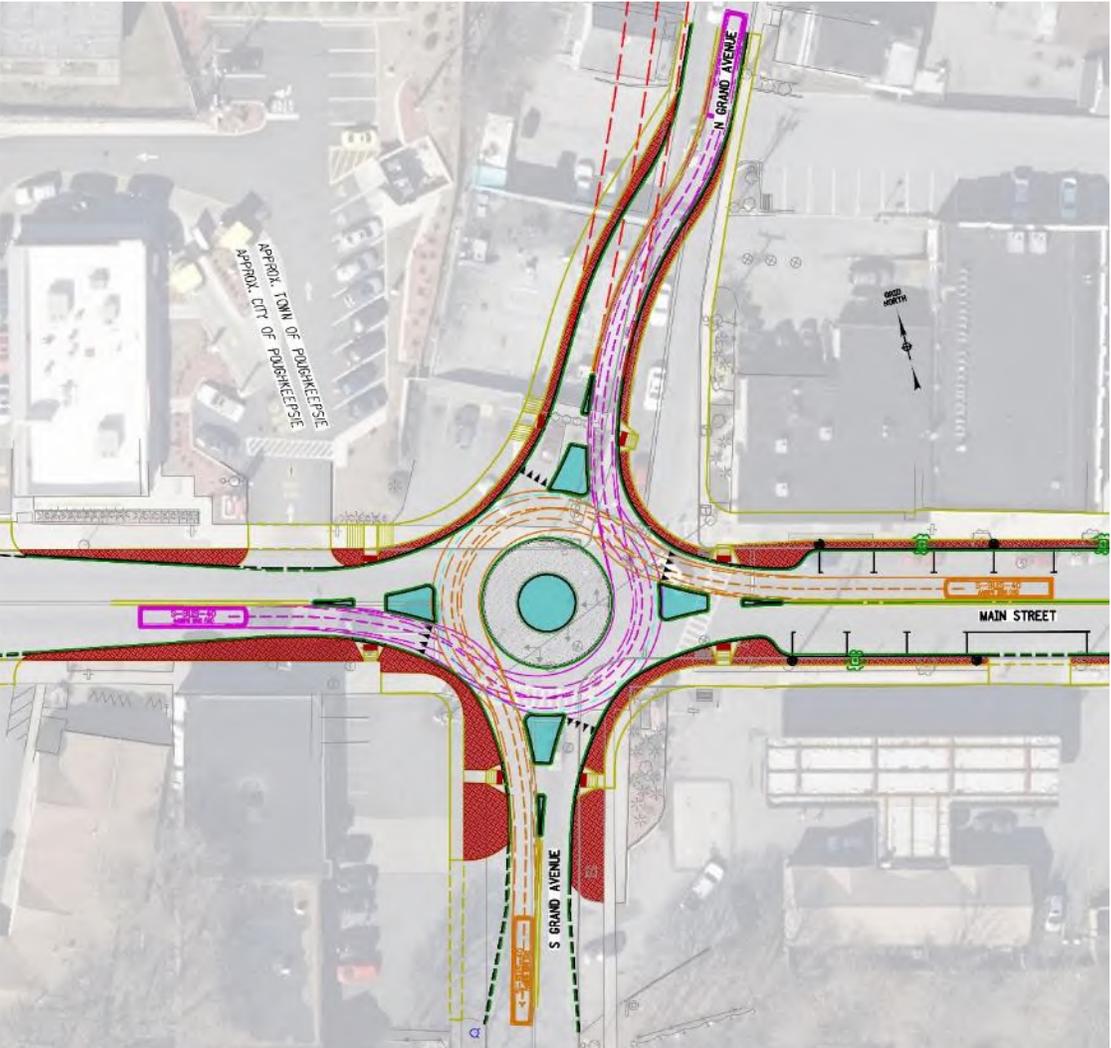


NOTES:

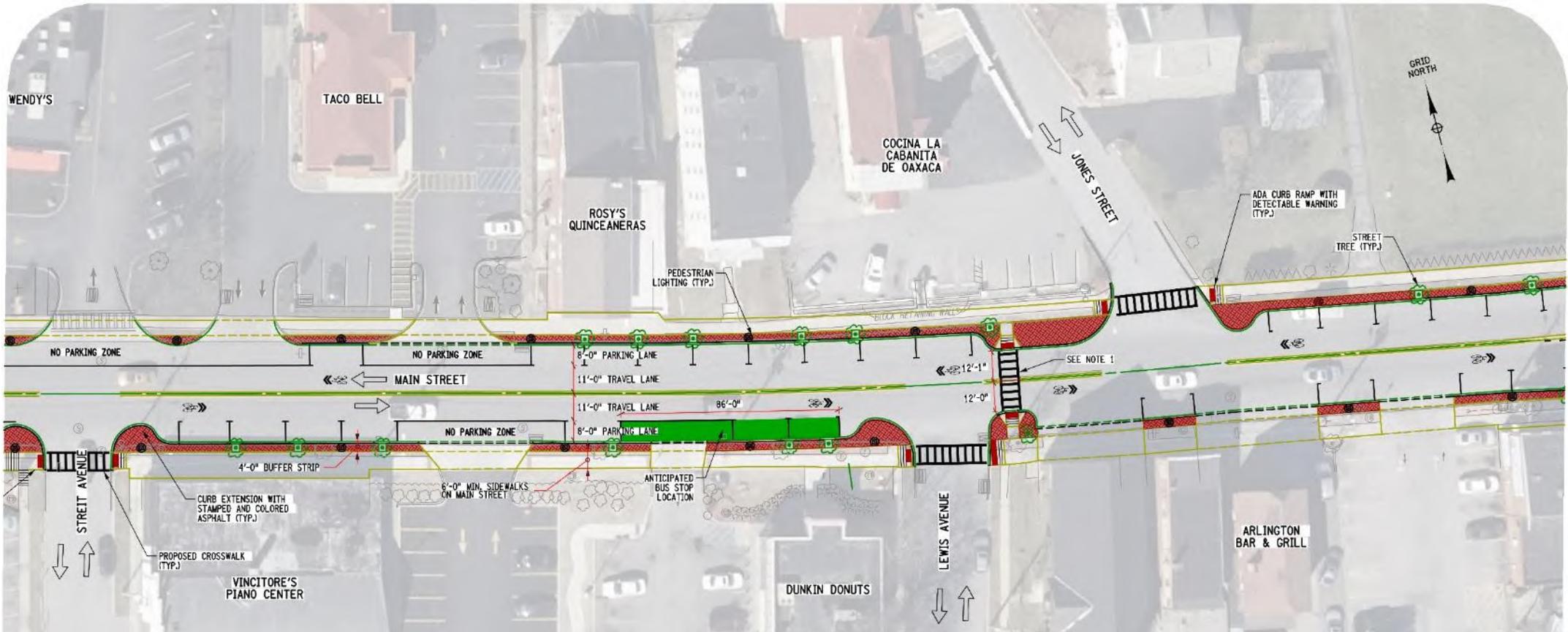
1. RIGHT-OF-WAY IMPACTS WILL REQUIRE FURTHER INVESTIGATION THROUGHOUT THE CORRIDOR DURING FUTURE PHASES.
2. ANTICIPATED BUS STOP LOCATIONS COORDINATED WITH DUTCHESS COUNTY PUBLIC TRANSIT.
3. MUTCD NOS. W11-1 WITH NYW5-32P "IN LANE" PLAQUE SHOULD BE CONSIDERED TO SUPPLEMENT SHARED LANE MARKINGS (SHARROWS).



MINI-ROUNDAABOUT – TURNING MOVEMENTS



PREFERRED CONCEPT – STREIT AVE TO JONES ST.



NOTES:

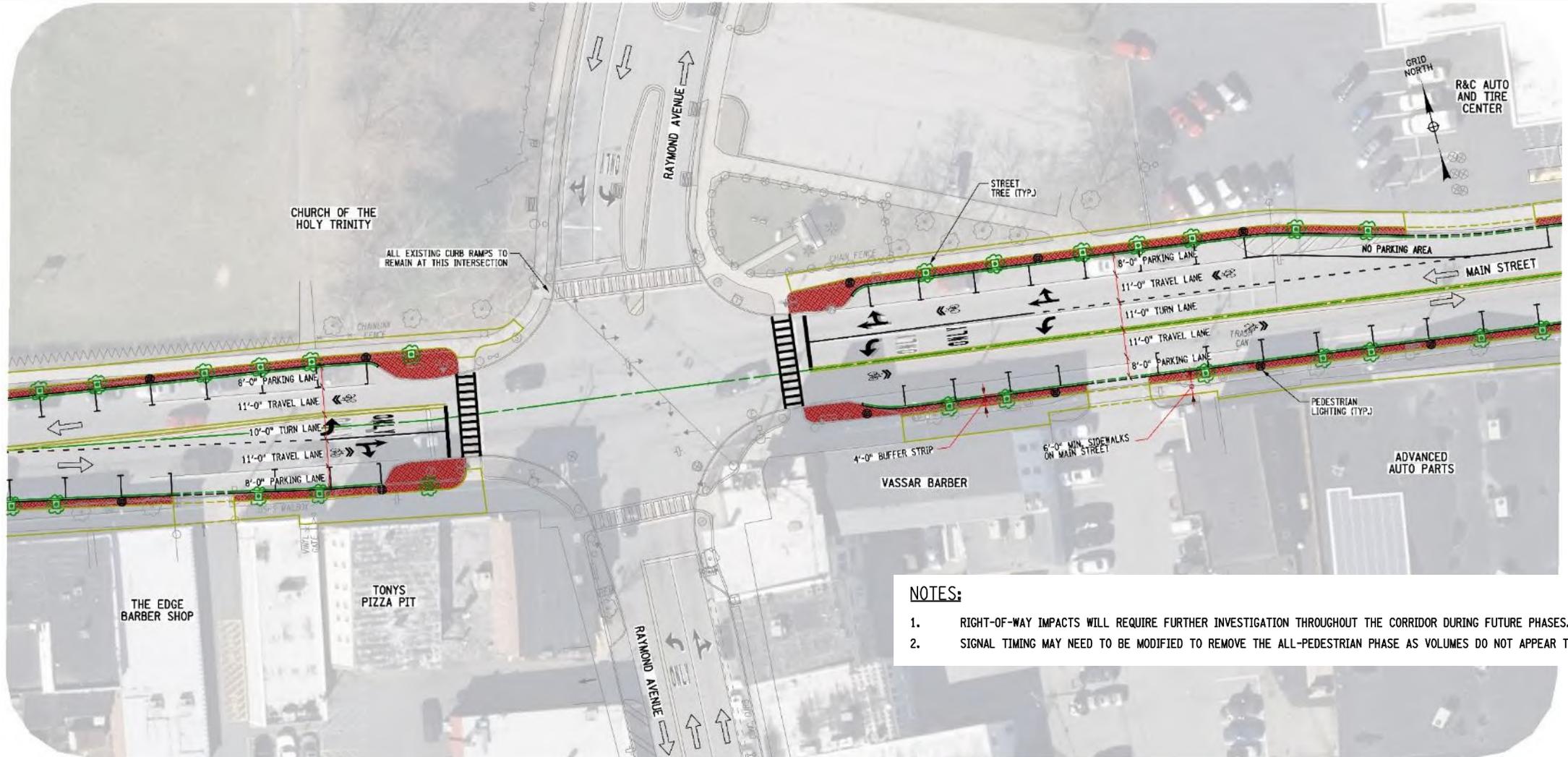
1. MIDBLOCK PEDESTRIAN CROSSING SHALL HAVE SIGNING PER THE NATIONAL MUTCD AND NYS PEDESTRIAN SAFETY ACTION PLAN.
2. RIGHT-OF-WAY IMPACTS WILL REQUIRE FURTHER INVESTIGATION THROUGHOUT THE CORRIDOR DURING FUTURE PHASES.
3. ANTICIPATED BUS STOP LOCATIONS COORDINATED WITH DUTCHESS COUNTY PUBLIC TRANSIT.

NOTES:

4. INSTALLATION OF SHARROW MAY BE CONSIDERED THROUGHOUT THE CORRIDOR.
5. INSTALLATION OF BENCHES AND TRASH RECEPTACLES THROUGHOUT CORRIDOR SHOULD BE LOCATED NEAR LIGHT POLES OR STREET TREES.



PREFERRED CONCEPT – RAYMOND AVE

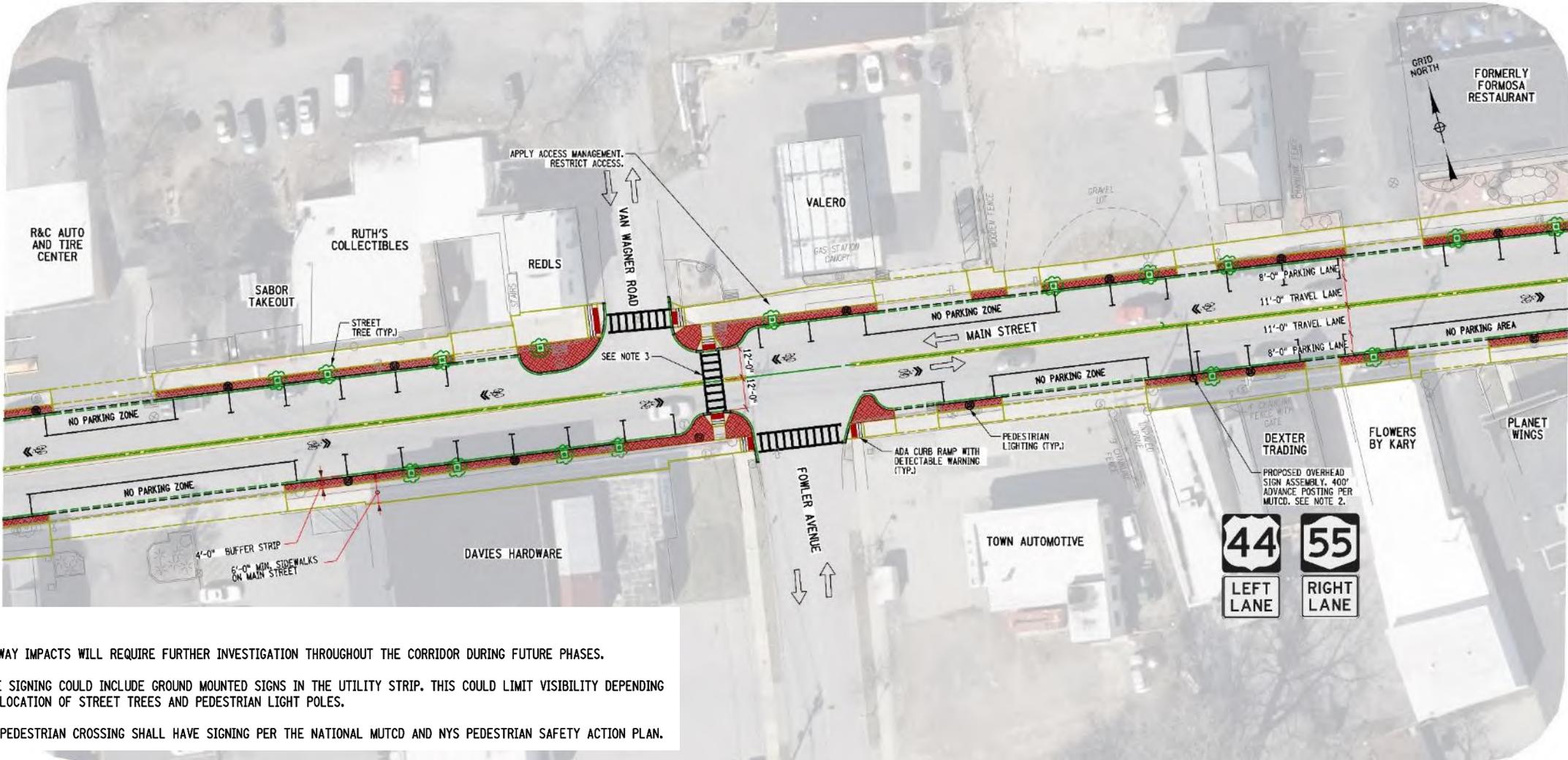


NOTES:

1. RIGHT-OF-WAY IMPACTS WILL REQUIRE FURTHER INVESTIGATION THROUGHOUT THE CORRIDOR DURING FUTURE PHASES.
2. SIGNAL TIMING MAY NEED TO BE MODIFIED TO REMOVE THE ALL-PEDESTRIAN PHASE AS VOLUMES DO NOT APPEAR TO WARRANT.



PREFERRED CONCEPT – FOWLER AVE AREA



- NOTES:**
- RIGHT-OF-WAY IMPACTS WILL REQUIRE FURTHER INVESTIGATION THROUGHOUT THE CORRIDOR DURING FUTURE PHASES.
 - ALTERNATE SIGNING COULD INCLUDE GROUND MOUNTED SIGNS IN THE UTILITY STRIP. THIS COULD LIMIT VISIBILITY DEPENDING ON FINAL LOCATION OF STREET TREES AND PEDESTRIAN LIGHT POLES.
 - MIDBLOCK PEDESTRIAN CROSSING SHALL HAVE SIGNING PER THE NATIONAL MUTCD AND NYS PEDESTRIAN SAFETY ACTION PLAN.

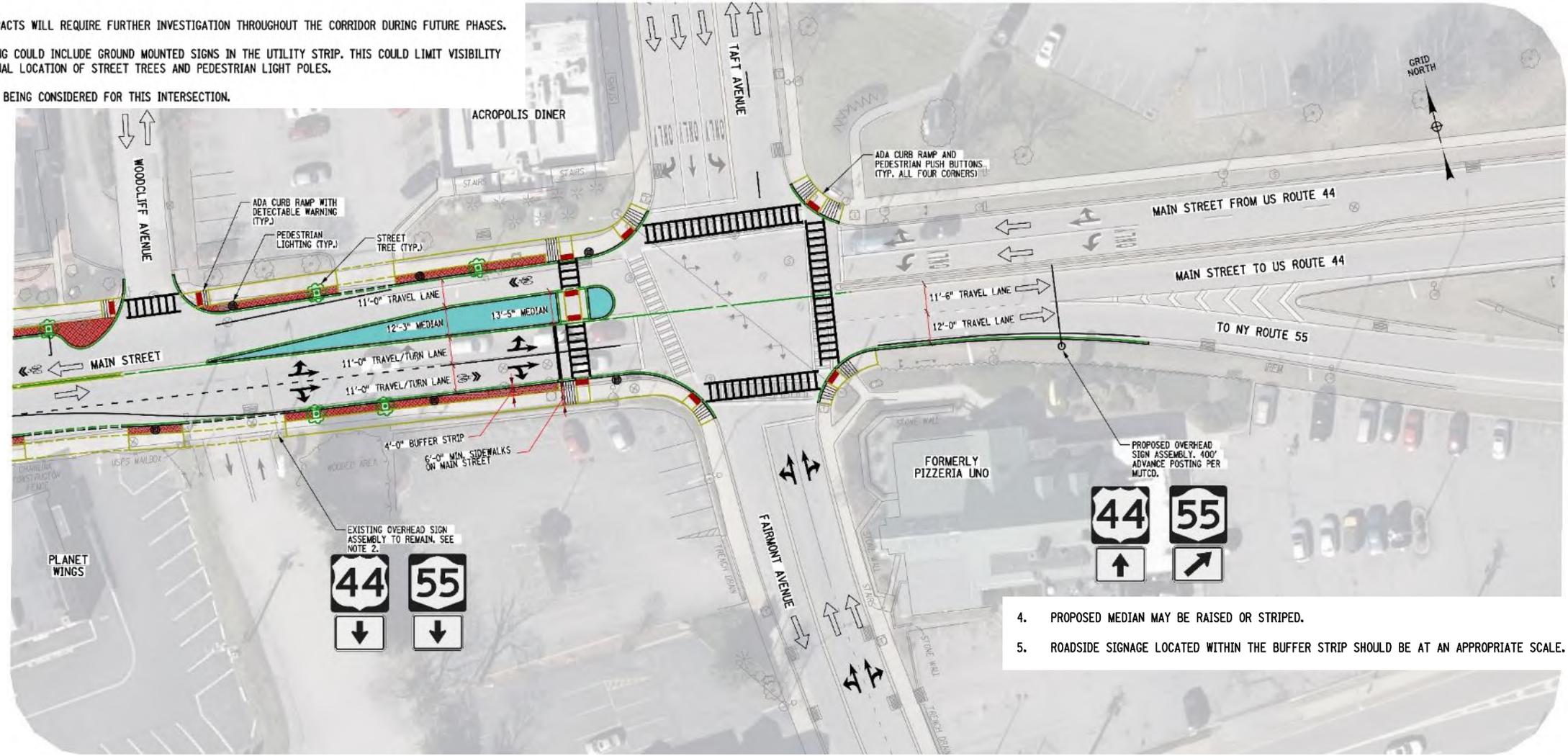


PREFERRED CONCEPT – TAFT AVE / FAIRMONT AVE



NOTES:

1. RIGHT-OF-WAY IMPACTS WILL REQUIRE FURTHER INVESTIGATION THROUGHOUT THE CORRIDOR DURING FUTURE PHASES.
2. ALTERNATE SIGNING COULD INCLUDE GROUND MOUNTED SIGNS IN THE UTILITY STRIP. THIS COULD LIMIT VISIBILITY DEPENDING ON FINAL LOCATION OF STREET TREES AND PEDESTRIAN LIGHT POLES.
3. A ROUNDABOUT IS BEING CONSIDERED FOR THIS INTERSECTION.



4. PROPOSED MEDIAN MAY BE RAISED OR STRIPED.
5. ROADSIDE SIGNAGE LOCATED WITHIN THE BUFFER STRIP SHOULD BE AT AN APPROPRIATE SCALE.

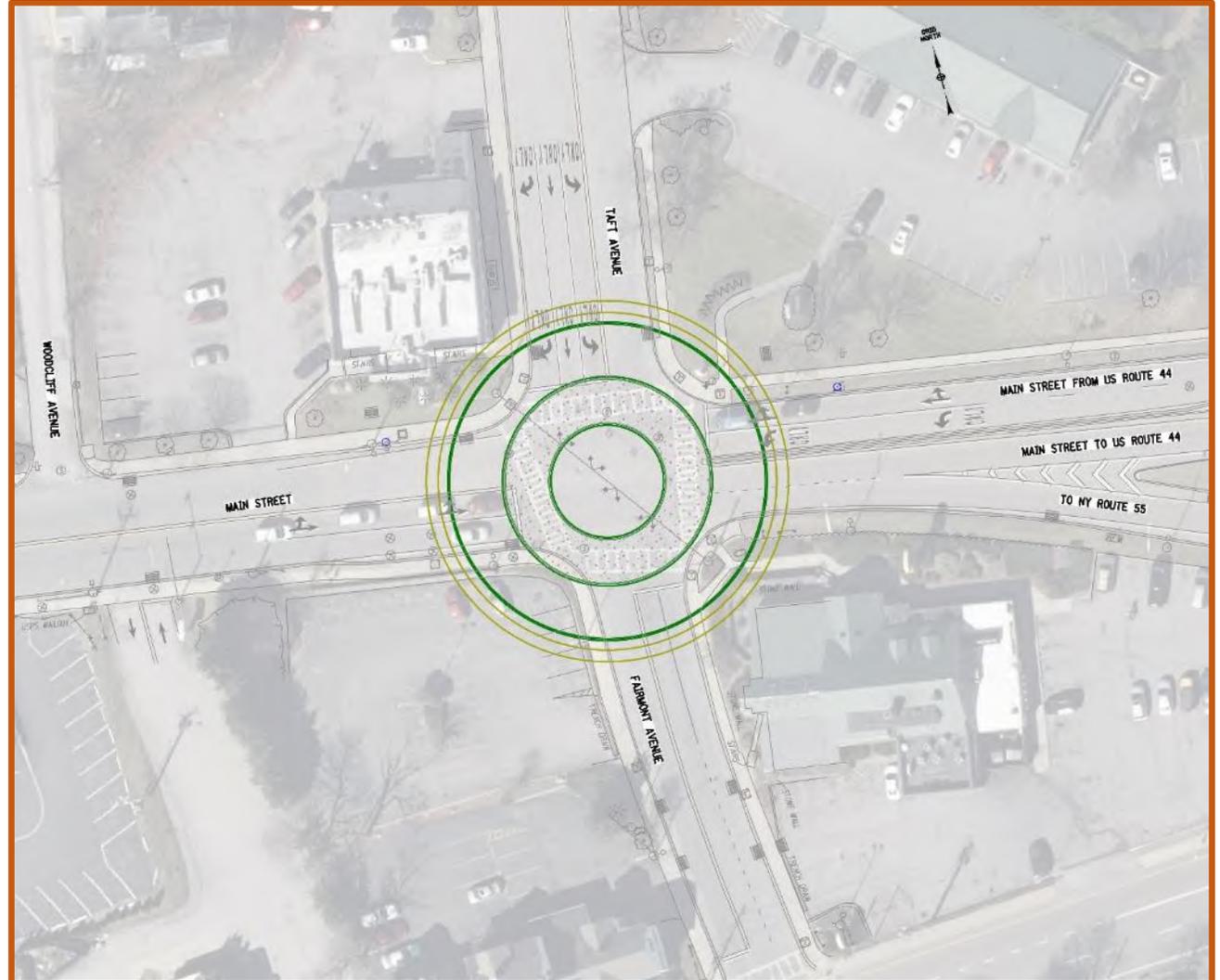


TAFT & FAIRMONT AVENUES - ROUNDABOUT



- Inscribed Diameter = 133 feet
- Typical for WB-67* = 130-150 feet
- Challenges
 - Proximity of buildings NW & SE Quad
 - Impact to Parking Lot SW Quad
 - Grades of Taft & Fairmont

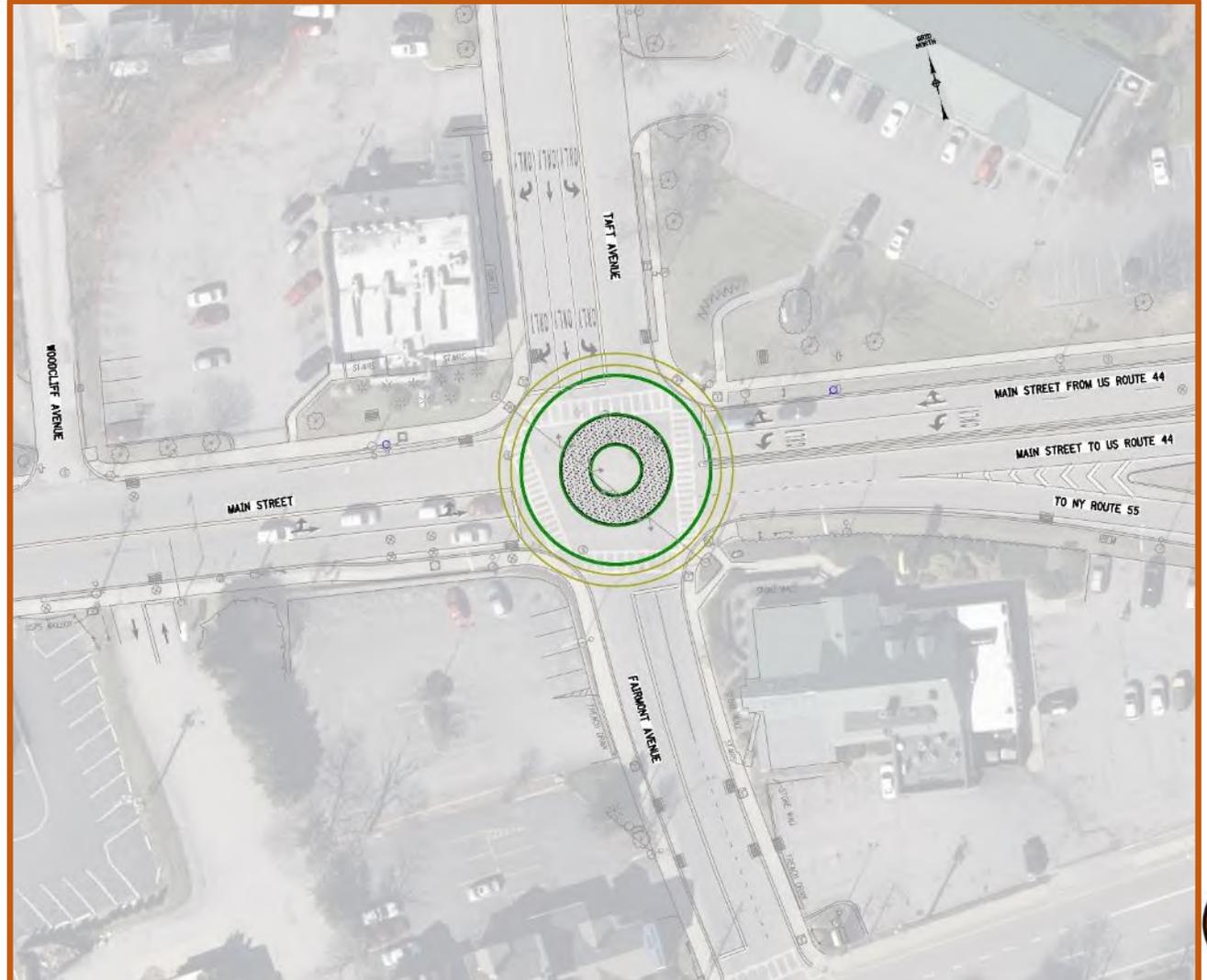
* - WB-67 is typical Tractor-Trailer Combo



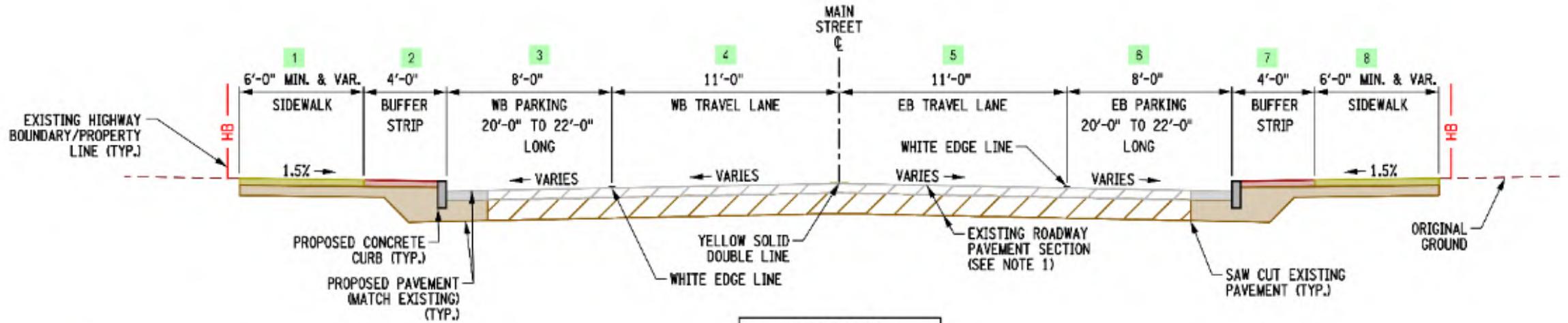
TAFT & FAIRMONT AVENUES – MINI-ROUNDAABOUT



- Inscribed Diameter = 80 feet
 - Max = 90 feet
- Same as Grand Ave Revised Roundabout
- Accommodates 40' School Bus in Roundabout Lanes



PREFERRED CONCEPT – CROSS-SECTION



PROPOSED
MAIN STREET TYPICAL SECTION
 LOOKING EAST
 SCALE: 1/8" = 1'-0"

LEGEND	
	EXISTING SIDEWALK
	PROPOSED SIDEWALK
	EXISTING BUFFER STRIP
	PROPOSED BUFFER STRIP
	EXISTING PAVEMENT SECTION
	PROPOSED PAVEMENT SECTION

NOTES:

- POTENTIAL EXISTING PAVEMENT TREATMENT (DEPENDING ON FUNDING AVAILABILITY):
 - 1-1/2" PAVEMENT MILLING WITH A 1-1/2" TOP COURSE PAVEMENT OVERLAY
 - FULL-DEPTH RECONSTRUCTION
- PEDESTRIAN LEVEL LIGHTING AND STREET TREES PROPOSED FOR BUFFER STRIP. SEE PLANS FOR LOCATIONS.

PROPOSED ELEMENTS

- PROPOSED SIDEWALK
- PROPOSED BUFFER STRIP
- WB PARKING LANE
- WB TRAVEL LANE
- EB TRAVEL LANE
- EB PARKING LANE
- PROPOSED BUFFER STRIP
- PROPOSED SIDEWALK





LIVE POLL #5 TO OCCUR HERE: (Note – the live polling is through the webinar so this is a placeholder slide)

Do you think this preferred concept will improve the corridor and your experience along the corridor?

- Yes
- No
- Somewhat
- Not sure



NEXT STEPS



- Prepare Final Preferred Concept & Plan Document
- Advance To Town and County to Pursue Implementation



QUESTIONS & ANSWERS



- To post a question, utilize the “Q & A” function in your Zoom Webinar panel
- Use the “Raise Hand” feature

