

## Planning Committee Meeting (Virtual)

Wednesday, October 30, 2024

10:00 a.m.

### — Meeting Summary —

- 1. Introductions** – Emily Dozier (DCTC) welcomed everyone to the meeting, led introductions (see attached list), and briefly reviewed the meeting ground rules.
- 2. Presentation:** DCTC'S [Transportation Safety Action Plan](#) – Cambridge Systematics

The consultant team presented an update on the development of the Safety Action Plan. This included major tasks and deliverables, the strategy for public and stakeholder outreach, and local crash trends. The team polled the committee on traffic safety challenges and problem locations.

Traffic safety challenges identified by the group include pedestrian safety, speeding, distractions, disregard of traffic laws, unsafe driving, human error, increases in population, bicycle safety, and increased traffic.

Priority locations identified by the group included the Route 9/44/55 interchange; Route 44/55 arterials; Main Street (Route 82) in Hopewell Junction; the Mid-Hudson Bridge; Route 9 through villages and in southern Dutchess County; Bushwick Road & Titusville Road in LaGrange; Main Street in Poughkeepsie; Noxon Road/Maloney Road intersection in LaGrange; on/off ramps in Poughkeepsie; and Hollow Road in Clinton.

Other takeaways included examining the potential effects of changes in population density, comparing trends in fatal injuries versus all injuries, analyzing crash patterns related to posted speed limits, assessing the impact of truck traffic on pedestrian safety, exploring how post-pandemic bar hours influence alcohol-related fatalities, and evaluating the effects of cannabis legalization on traffic safety.

A recording of the presentation will be posted on [our website](#).

- 3. Announcements**
  - a. FTA Section 5310 Program Awards:** Awards were announced for the FTA Section 5310 program, which provides capital and operating funds to human service agencies that provide transportation to older adults and people with disabilities. Awards in Dutchess County include:
    - i. Cardinal Hayes Home for Children for the purchase of replacement buses
    - ii. The Devereux Foundation for the purchase of replacement buses

- iii. North East Community Center to fund coordination services and provide outreach for specialized transit, the purchase of a replacement bus, and other driver and vehicle expenses.
- b. Funding Opportunities:
  - i. [FHWA Bridge Improvement Program](#): Funding to support the rehabilitation or replacement of bridges. Applications are due November 1, 2024.
  - ii. [PROTECT](#): Funding for projects that improve system resiliency and mitigate the impacts of climate change. The PROTECT Notice of Funding Opportunity (NOFO) was released today (10/30/24). DCTC's [Resilient Ways Forward](#) plan can help applicants leverage these funds by reducing the local match requirement and exempting them from the Benefit-Cost Analysis requirement. Applications are due February 24, 2025.
  - iii. [TMA Section 5307](#): Funding to support transit-related capital expenses in Dutchess, Orange, and Ulster counties. The call for projects will open in November with \$13 million available.
- c. [Cornell Local Roads Program \(CLRP\) Training & Events](#):
  - i. Special Roadway Safety Focus Series (Thursdays, 9-10am)
    - October 31 - Combating Roadway Departures
    - November 7 - Local Road Safety Plans
    - November 14 - Proven Countermeasures
    - November 21 - Improvements at Curves
  - ii. Foundational Webinars (Tuesdays, 9-10am)
    - November 12 - Basics of a Good Road
    - November 19 - Traffic Safety
- d. [AARP Walk Audits](#): AARP is conducting walk audits around the state to raise awareness about pedestrian safety. There will be a walk audit in the City of Poughkeepsie on Monday, November 18<sup>th</sup> at 10 am. It will start in front of the County Office Building at 22 Market St, Poughkeepsie, then small groups will do short walk audits in downtown Poughkeepsie. The DCTC provided crash data and potential locations to AARP and will be participating in the audit. The public is welcome to participate and may reach out to [rhaberman@aarp.org](mailto:rhaberman@aarp.org) to RSVP.

#### 4. Partner Updates – There were no partner updates.

#### 5. Old Business

- a. The DCTC Policy Board met on September 25, 2024, and approved the Resilient Ways Forward Transportation Resilience Improvement Plan, TIP Amendment #23-04, and a series of Functional Classification changes. A draft meeting summary is available [online](#).

## 6. New Business

- a. FFY 2026-2030 TIP Update - We're starting work on our next Capital Program (TIP). We'll first update the scope, cost, and schedule for existing projects, then make sure our funding targets align with these projects. In December 2024, we'll open submissions for new project proposals. Early in 2025, we'll review and prioritize the proposals and draft the TIP narrative. We plan to approve the final TIP in June 2025. This work will be a key focus for the Planning Committee leading up to June 2025.
  - i. Funding Targets - Mark provided an overview of the funding targets for DCTC and our region. Overall, our total funding increased by 14%, for a five-year total of \$19.2 million for the local program within DCTC's planning area (i.e., Dutchess County). There was a 24% decrease in STBG Large Urban funds and an 82% increase in Off-System Bridge funds.
  - ii. Call for Projects – As mentioned, we expect to open a call for projects in December 2024. The DCTC is currently updating the application form and will offer at least a 6-week window for submissions. We encourage applicants who were not funded in recent statewide calls to apply, as well as those with projects identified through DCTC's various plans and studies. All applications will be evaluated using DCTC's [Project Selection Framework](#). We anticipate having \$9.7 million available for non-bridge projects and \$5.7 million for bridge projects (this keeps the TIP's fifth year in reserve).
- b. DCTC TIP/STIP Performance (FFY 2024) – Mark reviewed our TIP/STIP performance, highlighting that our project sponsors successfully delivered all four planned projects—a 100% obligation rate and our best performance in recent years.

## 7. Planning Updates

- a. Beacon Hopewell Rail Trail Feasibility Study: Our online public survey closed with over 1,300 responses, the majority of which were very positive, and a summary is now available on the study website. At our last meeting with the Study Advisory Committee, we shared a draft Existing Conditions report, and after incorporating their feedback, we'll post that online as well. We're currently working on a memo that explores different options for road crossings; we're gathering input from NYSDOT before sharing it with the Advisory Committee. Once finalized, those concepts will be integrated into the study recommendations, along with alignment alternatives. Throughout this process, we continue to collaborate with stakeholders, including Central Hudson and Metro North. Recently, Mark presented an overview at the Hopewell Depot's Annual Meeting in September, and we anticipate holding additional in-person presentations to share preliminary concepts in 2025.
- b. Columbus Drive Study: We updated the draft report following feedback from a meeting with the City of Poughkeepsie's administration, engineering, and police departments. The two main concepts reduce travel lanes from four to three, with the City's preferred option, "Square the Weave," replacing the sweeping curve with standard signalized intersections. We're now working with our consultant to create a rendering of the Square the Weave concept to support potential future funding efforts.

- c. Route 9/9D Planning Work: We met with the Town of Wappinger, Village of Wappingers Falls, and County DPW to review a draft Truck Turning memo. Based on their feedback, our next steps are to consolidate our 9/9D planning work into an accessible report and collaborate with stakeholders to address key concerns from the municipalities. This includes engaging major freight carriers that use these roads, and coordinating with NYSDOT, which owns the roads. To support these efforts, we'll use freight origin-destination data from the American Transportation Research Institute (ATRI) and findings from our Traffic Signal Optimization Study, which is currently in the data collection and existing conditions phase.
- d. City of Poughkeepsie Speed Limit Reduction Study: Our consultant has completed a memo with guidance on setting speed limits and is finalizing a map-based analysis. After meeting with the City of Poughkeepsie to confirm the draft recommendations of the map-based analysis, we are now collecting existing speed limit sign locations using a mobile app. Next steps include a memo detailing the process, recommendations, and implementation guidance.
- e. Traffic Count Program: Our 2024 traffic count program is nearing completion, with all motorized counts done and only a few non-motorized counts remaining. The 2024 data, which included several requests from municipalities and County DPW, will be available soon and then posted to our [traffic data app](#). In the meantime, we received a package of 2023 data from NYSDOT. We are currently processing that data for use in our High-End Speeding Report update, which is anticipated by the end of this year.

**8. Next Meeting:**

- a. Planning Committee – November 26th at 10 a.m. **[Tuesday]**

# 10/30/2024 Meeting Participants:

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