

Poughkeepsie 9.44.55

Virtual Meeting Summary

Public Meeting 3

Survey Open: August 25 – September 18 (advertised close September 15)

Available At: www.youtube.com/watch?v=AA0W3fNPtLo

Public Participation: 310 unique IP addresses, 395 total responses

Overview

Due to in-person restrictions during the COVID pandemic, the project team prepared a virtual workshop to solicit feedback on design concepts for the Route 44/55 Arterials. The workshop was available online through the late summer and allowed participants to “join at their own pace.” The virtual workshop format included a video presentation describing the Arterials, public participation activities to date, the concept development process, and pros and cons of the two main design concepts. The presentation paused at various points to solicit feedback through survey questions that asked participants to share their thoughts on the redesign concepts.

The virtual meeting was made available from the project website and distributed to the study’s contact database and previously identified stakeholders. Regional media were provided a press release through Dutchess County government, a direct mail postcard was distributed to over 4,000 residential addresses in Poughkeepsie and Arlington neighborhoods near the Arterials, and the Project Team attended Poughkeepsie’s National Night Out (see separate summary) to advertise the upcoming release of the virtual meeting. It was also advertised through the Dutchess County Facebook page and Twitter, and the City of Poughkeepsie’s weekly eNewsletter.

Details of the survey results follow. Comments were filtered by IP Address (a unique identifier), duplicate responses associated with the same IP addresses were removed, and undefined responses (questions left blank or skipped) were removed. Since IP addresses are not 100% unique (such as responses logged at a public computer), where multiple responses differed, all were kept.

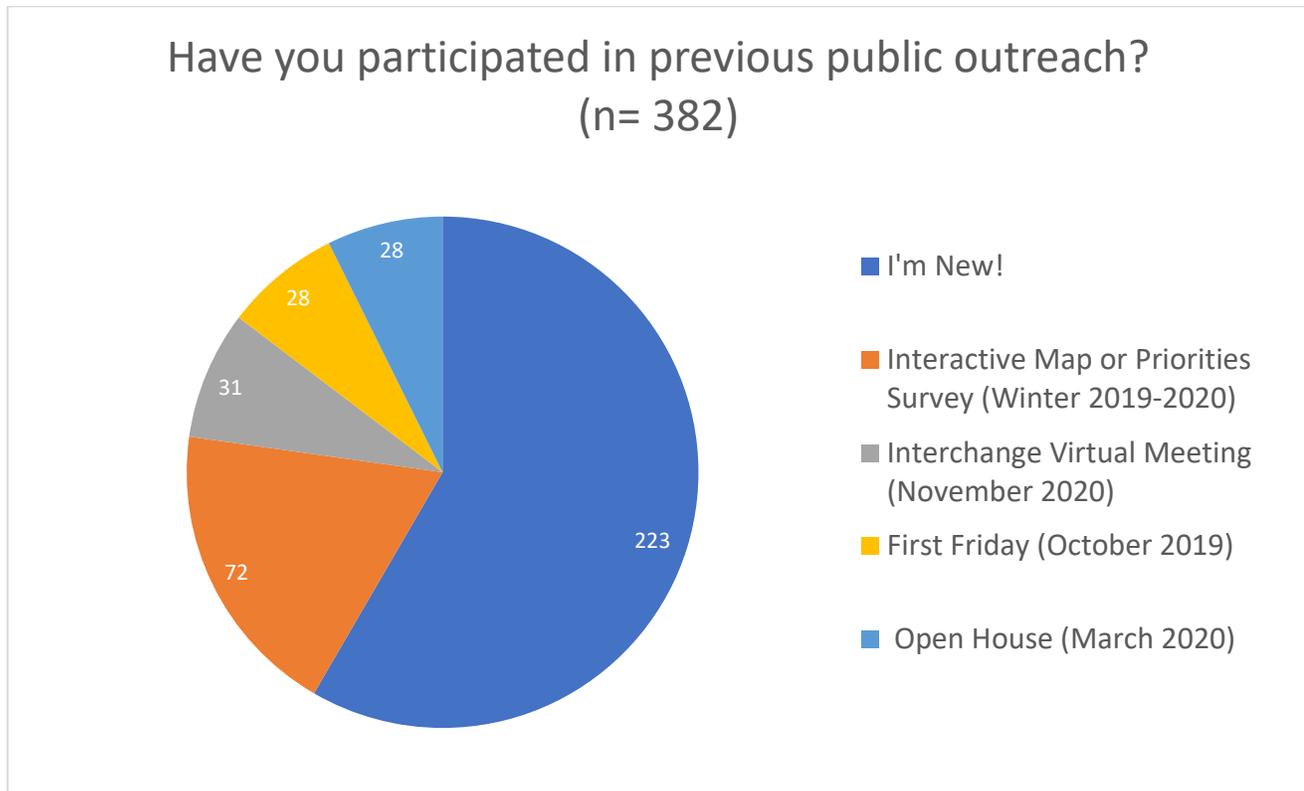
Next Steps

The presentation videos from the virtual meeting are still available to view online via Youtube, linked to the project website, although the survey has closed. The team will review feedback before recommendations are developed for the Arterials.

Individual Survey Responses

Have you participated in previous public outreach?

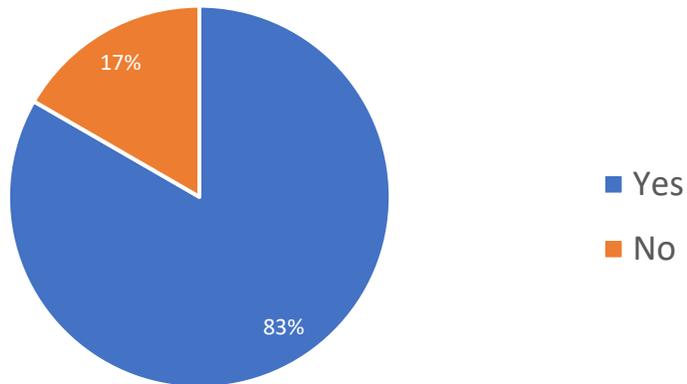
Almost two thirds of respondents to this question had not previously been engaged in this process. This represents a significant gain in exposure and feedback since the last virtual public meeting. This increase in new participation could be due to several factors including greater interest in the Arterial design concepts, previous attendees advertising the meeting, the direct mailing, advertising during National Night Out, the County Executive's office advertising the effort, increased time community members are spending online, and the reduced time commitment needed to participate.



Do you agree with these priorities? Any additional thoughts on these priorities?

Of the 42 participants that responded to this survey question, 83% agreed with the priorities presented. Additional comments expressed the need to accommodate alternate modes of transportation by adding green space and bicycle lanes. Other respondents felt that efficient traffic flows should be prioritized.

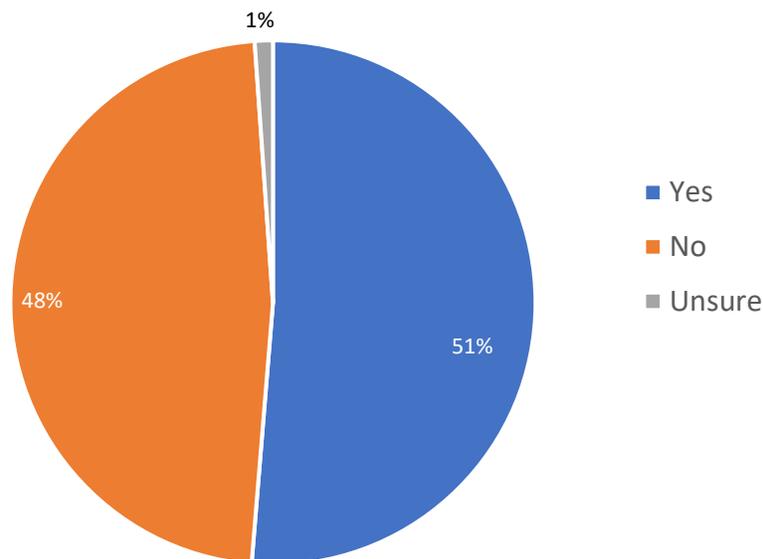
Do you agree with these priorities? (n=42)



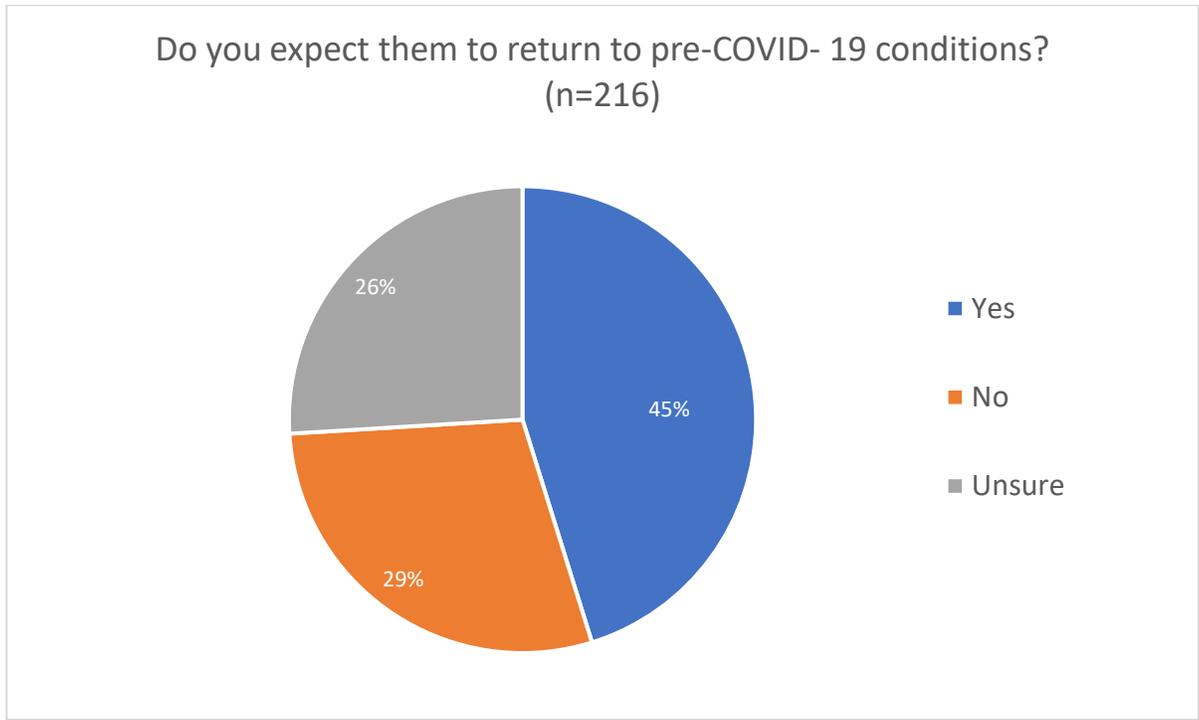
Are your travel patterns different now than before COVID? Do you expect them to return to pre-COVID conditions? Any additional thoughts?

The COVID pandemic significantly impacted the way we travel. Social distancing policies implemented during the pandemic prohibited the congregation of large groups of people in offices and at events. Participants who responded to this question were split almost 50/50 regarding changed travel patterns.

Are your travel patterns different now than before COVID-19?
(n=275)

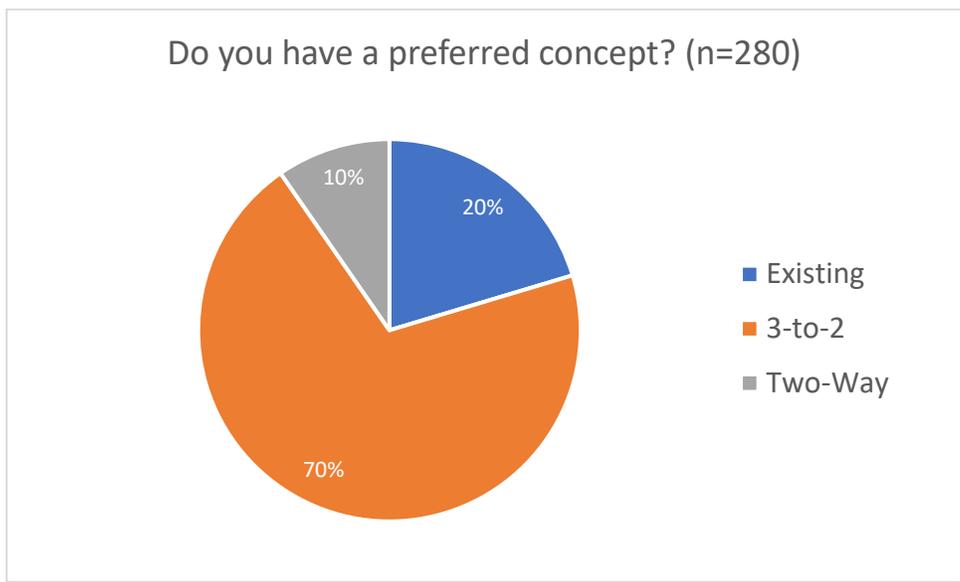


Although 51% of respondents saw a change in their travel patterns post-pandemic, responses to the second part of this question show that 45% expect their travel patterns to return to pre-COVID conditions. Additional comments expressed the possibility of splitting time between the traditional office and home office settings: although some people will be travelling to the office, not all will do so every day of the work week. Others noted that they would travel less during peak periods.



Do you have a preferred concept?

Overwhelmingly, respondents preferred the 3-to-2 lane road diet. This concept maintains the one-way operation of the Arterials but removes one lane from each road, freeing pavement space for other uses. This free space could be used to provide a bike lane, parking, or other uses.



How should we allocate extra space? Rank these uses for the following areas (with 1 being most preferred and 5 being least preferred).

For the three locations specified, parking was the highest-ranked, preferred use. In Arlington and the residential areas along the Arterials, bus space was ranked second and green space was ranked third. This signifies a need to create inviting sidewalk spaces while accommodating personal vehicles and public transit, finding the right balance to create a Complete Street. In the Downtown, green space was ranked second and bus space was ranked third. Participants expressed a need for a vibrant downtown with trees and planters, while providing access to local businesses via personal vehicles and public transit.

| Downtown (n=261) | | |
|-------------------------|------------------|-------------|
| Use | Frequency | Rank |
| Parking | 3.6 | 1 |
| Green Space | 3.0 | 2 |
| Bus | 2.9 | 3 |
| Sidewalks | 2.6 | 4 |
| Bike lane | 2.5 | 5 |

| Residential Areas (n=262) | | |
|----------------------------------|------------------|-------------|
| Use | Frequency | Rank |
| Parking | 3.7 | 1 |
| Bus | 3.4 | 2 |
| Green Space | 2.7 | 3 |
| Sidewalks | 2.5 | 4 |
| Bike lane | 2.3 | 5 |

| Arlington (n=262) | | |
|--------------------------|------------------|-------------|
| Use | Frequency | Rank |
| Parking | 3.9 | 1 |
| Bus | 3.2 | 2 |
| Green Space | 2.9 | 3 |
| Sidewalks | 2.6 | 4 |
| Bike lane | 2.0 | 5 |

Other Questions and Comments

Participants were happy with the project and several expressed support for the virtual meeting format. Several comments encouraged selecting an alternative that includes walking, green space, trees, lighting, and benches. Others noted the benefits of loading and delivery space. Some commenters asked about accommodating bicycling along the Arterials; many supported a bike lane, but some said it wouldn't be used. In addition, respondents hoped that the team could prioritize access to small businesses in the Downtown. Many comments noted safety concerns with the center two-way left turn lane proposed in the two-way concept. Others stated that traffic from the Route 9 interchange and the Mid-Hudson Bridge affect the Arterials. Some respondents had concerns with slowing traffic or reducing lanes, and several noted that enforcement of speed limits, signal timing to encourage slower speeds, and/or speed cameras should be a part of any solution. Overall, there was support for redesigning the Arterials, and respondents supplied various solutions to do so.