CITY OF POUGHKEEPSIE

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REQUEST FOR PROPOSALS
POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT
RFP-COP-04-16-03

Prepared By:

City of Poughkeepsie

THIS SUBMISSION IS DUE ON May 13, 2016, 3:00 pm

INTRODUCTION

The Poughkeepsie City Center Connectivity Project (Connectivity Project) is a long-term transportation planning initiative closely linked with the city's broader efforts to revitalize its downtown and promote transit-oriented economic development. As part of this initiative, the City of Poughkeepsie (City) is seeking a qualified engineering firm to assist the City by performing traffic engineering analysis for a complete streets initiative in the City Center. This includes preparation of existing traffic conditions analysis; scenario development; alternatives selection; impact analysis; financial analysis; design and installation of soft demonstration measures along Market; and public outreach. This phase of the project has been funded by the New York State Energy Research and Development Agency under the New York State Consolidated Funding Application process. The City received authorization for preliminary engineering and demonstration for this project in 2014.

Through this project, the City of Poughkeepsie in partnership with the selected consulting firm and in coordination with New York State Department of Transportation, would redesign Market Street as a "complete street" in which all transportation users, including pedestrians, bicyclists, and transit riders, are sufficiently accommodated. This project will require the expertise of a multidisciplinary team consisting of transportation planning, civil and environmental engineering and other disciplines, necessary to bring the project into a demonstration design phase. The consultant shall structure a proposal which accomplishes the objectives of the project. This project is linked to the City's ongoing initiative of restoring the City's Main Street as the primary economic core of the region.

PROPOSED PROJECT

The City is seeking a qualified traffic engineering firm to analyze and demonstrate soft approaches for converting Market Street into a complete bi-directional street. This reconfiguration would improve vehicular circulation throughout the City Center and also enhance pedestrian safety by reducing the speed of vehicles. Prior engineering and design studies have already developed schemes for Market Street that would include rearrangements of parking as well as reconfigurations of intersections in order to enable improved pedestrian crossings. However, these preliminary schemes do not fully transform Market Street into a multi-modal corridor. Given Market Street's dimensions, it is possible to design Market Street in a way that would allocate a larger share of the right-of-way to alternative transportation modes, including better landscaped sidewalks and dedicated bike lanes. Moreover, the intersections of Market Street with regional arterials could be redesigned to facilitate the introduction of Complete Streets concepts, not only on Market Street, but also on the arterials themselves. Redesigning Market Street is not only an opportunity to enhance the street's performance itself, but also enable better connections between the city and Mid-Hudson Bridge approaches.

PURPOSE AND NEED

Two of the most important transportation challenges in Poughkeepsie's City Center are (1) the current design configuration of Market Street and (2) the routing of through traffic to the mid-Hudson Bridge.

Market Street is currently a one-way north bound commercial street that serves the City Center and intersects with the west-bound (Mill Street) and east-bound (Church Street) arterials. In many ways the intersection of Market Street and Main Street is the gateway into the heart of Main Street's historic commercial strip. However, Market Street is also a "main street" in its own right. It serves numerous county offices, courts, City Hall, the Bardavon Opera House, the Civic Center, and the newly completed transit hub. Given this density and variety of anchor destinations, Market Street should be designed to flourish as a vibrant, multi-modal urban corridor. Instead, Market Street serves as a vehicular through-way between two major regional intersections with arterials and offers limited appeal to pedestrians, bicyclists, and transit-riders.

Part of the problem is the one-way directionality that serves to prioritize the expedient flow of northbound vehicles over all other modes of transportation. However, another key issue is the lack of pedestrian priority at the intersections with the arterials. For example, a pedestrian on the west side of Market Street attempting to reach the City Hall from Main Street will confront a pedestrian impasse at the intersection of Market and the westbound arterial. Instead of being able to cross the arterial and proceed to the entrance of City Hall, the pedestrian will need to loop around the entire intersection and cross three streets through demand responsive signal crossings in order to finally reach the setback entrance to City Hall.

A related issue is the condition created by "the Mill Street Weave" in which all three lanes of the westbound arterial cross Market Street and then curve southward into a Columbus Drive. The weave effect discourages the use of Market Street as a pedestrian connection to locations on Mill Street that are west of Market Street, obfuscates the intersection of Columbus Drive and Mill Street, and introduces lane crossing movements on southbound Columbus Drive. Please note that Appendix A: Kevin Dwarka LLC (2016 March 15) – *Traffic Engineering Considerations for Market Street Reconfiguration* further explains these issues.

SCOPE OF SERVICES AND DELIVERABLES

The following tasks outline the work for which the consultant will deliver:

Task 1: Existing Conditions Analysis – the purposes of this task will be (a) to conduct original traffic data collection throughout the City Center; (b) analyze the performance of the existing circulation system, including: volume to capacity ratio; level of service for cars, transit, bikes, and pedestrians; and quality of service analysis for cars, transit, bikes, and pedestrians; and (c) comprehensive transit ridership analysis including origin destination analysis and point checks.

Below is a brief summary of the issues that may be addressed in the Existing Conditions Analysis. See Appendix A for full considerations.

1. Reconfiguration impacts on bridge access

    A. Impact of traffic signal adjustments at Market Street and arterials on queuing along the arterials

    B. Responsibility of traffic signal timing adjustments at the intersection of Market Street and arterials

    C. Impact on bridge access by allowing left turn movements from westbound Mill onto southbound Market Street

    D. Impact on bridge access by creating alternative access point via the reconfiguration of Church Street to bi-directional operation west of Market Street

2. Impact of new southbound turn movements between Mill street & Main street

3. Impacts of two-way configuration and future traffic volumes on access and egress to county-owned surface parking lots

4. Impact of reconfiguration on loading and parking of large buses related to Bardavon Opera house activities

5. Impacts of reconfiguration on availability of on-street parking on Market Street

6. Removal of traffic island in front of former YMCA building

7. Pedestrian crossings and infrastructure

8. Potential reconfiguration of Mill and Columbus into T-intersection

- *Deliverable: Poughkeepsie City Center Multi-modal Transportation Conditions Report*

Task 2: Demonstration Design – This task involves working in coordination with the City of Poughkeepsie and New York State DOT to demonstrate soft approaches to Market Street as a Complete Street. The consultant will plan, design and implement a 2016 summer demonstration program for Complete Streets. All proposed treatments at intersections with state roads will be aligned with New York State DOT standards. This is to show an immediate demonstration to the public. The demonstration program will also enable the City to learn about the impact of various trial interventions and assess whether or not they should be made permanent over the long-term.

- *Deliverable: Demonstration Plan and Design*

Task 3: Scenario Development – This task involves preparing multiple scenarios for reconfiguring City Center circulation network, including provision of transit along Main Street, conversion of Market Street to complete streets, conversion of arterials to pedestrian-friendly streets, provision of new linkages between City Center and waterfront. As part of this work, the task involves assessing the capital and operating costs for various scenarios; quantifying the operational and environmental benefits of various scenarios, and weighing the costs and

benefits of each scenario. Due to the limited project budget, it is important that the consultant analyze and investigate potential solutions that do not require a complete replacement of existing signal heads.

- *Deliverable: Poughkeepsie City Center Circulation Scenarios Report*

Task 4: Alternatives Selection – Under this task, the selected consultant will present the Poughkeepsie City Center Multi-modal Transportation Conditions Report and Poughkeepsie City Center Circulation Scenarios Report to all affected stakeholders, including the public at large, involved agencies, property owners and developers, and business groups. The City, with the guidance of the consultant, will employ a consensus based decision-making approach to select the preferred alternative for improving the City Center's transportation network.

- *Deliverable: Memorandum Describing Justifications for the Preferred Alternative*

Task 5: Impact Analysis – This task involves the preparation of a comprehensive fiscal and environmental impact analysis for the selected alternative. It should be emphasized that the demonstration program will specifically target softer interventions that minimize the need for significant capital construction and extensive environmental impacts.

- *Deliverable: Fiscal and Environmental Impact Analysis of Proposed Alternative*

Task 6: Financing Analysis – This task will identify an operations and capital funding plan for the proposed alternative, including guidance on the potential support from state and federal grant programs as well as solicitations to private investors.

- *Deliverable: Financing Plan for Implementing the Connectivity Project*

Task 7: Prepare the Poughkeepsie City Center Connectivity Plan & Present Plan to Common Council – This task will involve preparing the Poughkeepsie City Center Connectivity Plan, which shall include, but not be limited to, the following: Project Overview; Summary of the Poughkeepsie City Center Multi-modal Transportation Conditions Report; Summary of the Poughkeepsie City Center Circulation Scenarios Report; Summary of Public Input; Presentation and Justification of the Preferred Alternative; Summary of Fiscal Impact Analysis; Summary of Financing Plan; and Phasing Approach for Implementation of all Connectivity Plan measures. Consultant will also present these findings to the Common Council along with City staff.

- *Deliverable: Poughkeepsie City Center Connectivity Plan*

REQUIRED PROPOSAL CONTENT

Proposers are responsible for submitting their proposals to the appropriate location at or prior to the time indicated in the specifications. **No proposals will be accepted after the designated time or date indicated in the proposal specifications**. It is suggested that registered mail be used to submit proposals. Delay in mail delivery is not an exception to the receipt of a proposal.

- Five (5) hard copies of the proposal, referencing project and RFP-COP-04-16-03 should be submitted no later than 3pm**, May 13, 2016** to:

Paul Hesse | Community Development Coordinator

City of Poughkeepsie

62 Civic Center Plaza

Poughkeepsie, NY 12601

845-451-4106 (o) | 845-750-7578 (c)

phesse@cityofpoughkeepsie.com

All inquiries must be written and submitted by e-mail. Questions or clarifications to the technical specifications must be made in writing to Paul Hesse, Community Development Director at phesse@cityofpoughkeepsie.com by May 4, 2016 Telephone calls are not permissible. All submitted questions and answers will be compiled and posted as an addendum to the RFP on May 6, 2016 through the Empire State Bid System and on the City's website at http://cityofpoughkeepsie.com/purchasing/

- Proposers should submit a proposal which includes, at a minimum:

  - Cover letter introducing the firm or firms, the staff assigned to this project and the principal for this project with full contact information;
  - Descriptions of the firm's projects in which they (a) performed traffic analysis as part of a small city complete streets project (b) prepared graphics representing options for redesigning a main street in accordance with best practices for complete streets (c) planned, designed, and implemented a small city's complete streets demonstration or pilot program using temporary, movable, and inexpensive infrastructure and (d) organized a community's direct participation in a complete streets implementation program;
  - A list of client references with contact information and description of the work completed for this client;
  - General approach to the project;
  - Scope and sequence of delivered services in detail, including a project timeline;
  - Detailed schedule of costs by task with all expenses explained;
  - Budget, including hourly rates of professional, administrative staff, and any subcontractors involved;

- Total project cost (shall not exceed $240,000);
- Proof that the firm or firms are licensed to conduct business in the State of New York or a statement that the firm or firms will take the necessary steps to achieve such certification;
- Proof that the firm or firms have necessary workers compensation and insurance certificates;
- Disclosure of any current or anticipated work for the City of Poughkeepsie or any other client work in the City of Poughkeepsie.

PROPOSAL EVALUATION AND CONSULTANT SELECTION

The City of Poughkeepsie is open to partnerships among firms who will bring forth the best study. A firm or firms with access to architects, traffic and civil engineers, planners, and landscape architects is logical, but other disciplines are also invited to propose. If a multi-disciplinary team is created, it should be indicated whether or not the team has worked together previously. A strong proposal will demonstrate an understanding of the City's core transportation challenges and the way circulation systems impact economic development.

The proposer must demonstrate skills, similar experience, and availability of specialists and professionals on the proposer's team to contribute to the overall project. The award of this project will be based on the firm's experience, references and similar projects, as well as financial proposal.

Proposals will be evaluated and reviewed by a Selection Committee as selected by the City Administrator. Criteria for evaluation are as follows:

Strength and experience of the team	20% Weighting
Successful history of similar projects completed on time, within budget, with references provided	20% Weighting
Quality of similar work presented	15% Weighting
Quality and completeness of proposal	15% Weighting
Clearly stated and detailed scope of services and costs	10% Weighting
Costs sufficiently itemized by task for comparison to other proposals received	10% Weighting
Familiarity with the study area	5% Weighting
Cost reasonableness	5 % Weighting

Pursuant to the Purchasing Policy of the City of Poughkeepsie, the City shall consider as a weighted factor the percentage of City of Poughkeepsie Residents employed by a business when considering the award of a contract not subject to competitive bidding if such bidder is otherwise deemed responsive and responsible. This factor will be considered after the above evaluation is complete.

Qualified proposers may be asked to make a presentation to the Selection Committee. The Selection Committee will require that all key managerial personnel, as well as key personnel working on the project be in attendance at the proposal presentation. The presentations will be made to provide the Committee with an opportunity to obtain an understanding of:

- The extent of the firm's depth of knowledge of the subject matter of the RFP and the firm's perception of what the Committee requires;
- Whether the methods and resources that will be used by the firm in performing services to achieve the project goals and objectives are appropriate, and cost effective; and
- The firm's ability to draw together specialists and professionals with the necessary skills and experience to contribute to the overall project.

CITY'S ROLE IN THE PROJECT

City staff will assist the consultant with requested information in the City's possession and be active participants throughout the project. The City Community Development Coordinator will be assigned as the project liaison. The Coordinator will be the City's Project Manager. The City will arrange and host meetings at City Hall or other locations in the study area, as necessary and at no charge to the selected Consultant.

CITY'S RIGHT TO MODIFY OR TERMINATE RFP PROCESS

Notwithstanding any other provision of this RFP and without any liability to any prospective tenant, the City of Poughkeepsie reserves the unilateral right to postpone submission deadlines, reject any and all proposals, negotiate with one or more respondents, seek additional input from one or more respondents (but not necessarily all respondents), waive any requirement of this RFP, and modify or withdraw this RFP.

APPENDIX “A”

T E C H N I C A L M E M O R A N D U M

From: Natalie Quinn and Kevin Dwarka, KDLLC
To: Paul Hesse, Dutchess County
CC: Tiffany Zezula, LULC
Date: April 4th, 2016
Re: Traffic Engineering Considerations for Market Street Reconfiguration

Kevin Dwarka LLC
Land Use & Economic Consulting

Summary

This memorandum addresses the technical planning of Market Street within the City of Poughkeepsie. The memorandum is divided into two sections. Section I provides an introduction to the planning of Market Street, including existing conditions, a review of previous planning studies, and the potential benefits of bi-directional reconfiguration. The review of planning initiatives begins in 1997 and culminates with the presentation of the most recent proposal for the conversion of Market Street to two-way operation. Section II provides a detailed description of eight identified challenges that demand consideration to assess feasibility and practicality of reconfiguration.

Section I: Introduction to the Planning of Market Street

Existing Conditions

Market Street currently operates in one-direction, allowing traffic to travel northbound between Church and Mill Street. The section of Market Street that falls within the demonstration area is roughly 1,500 feet long, with a road width of 50 feet. The roadway is comprised of three northbound travel lanes and space for on-street parallel parking on either side. Figure 1 depicts Market Street under its current configuration, followed by Market Street as it may appear under the proposed two-way reconfiguration.

The current configuration of Market Street is identified to have many drawbacks, including inefficient bus routes, the stifling of efficient traffic circulation into the corridor and downtown area, a lack of accommodation for bicyclists, and poor pedestrian crossing at the arterial intersections. These drawbacks, both on Market Street and throughout the city's larger transit system have the effect of thwarting efforts for economic development in the City Center. While only one component of the city's transportation system, Market Street provides significant potential to act as a key catalyst for reversing these trends of stagnation and weak linkages.

Planning History

Since the late 90's, Market Street has been the focus of multiple engineering and planning studies. The three phases of Market Street's planning history include (1) the 1997 Poughkeepsie Waterfront Transportation Strategy, (2) a string of various engineering studies from 1999 until 2009, and (3) a County supported initiative in 2014. The following summarization of these three phases present the various lenses through which reconfiguration has been approached, and the identified constraints, including cost impediments and sub-surface infrastructure costs.

(1) 1997 Poughkeepsie Waterfront Transportation Strategy

With technical guidance from the Sam Schwartz Company, the City of Poughkeepsie and Dutchess County examined options for reconfiguring the city's transportation network within the context of a redevelopment plan for the city's waterfront. Proposed transportation strategies included the reorientation of one-way streets to two-way streets as well as the redesign of the arterials to better accommodate pedestrian circulation. The reconfiguration of Market Street as a two-way street was included within these proposals.

(2) 1999 – 2009 Engineering Studies

Since 1999, three different engineering consultants have been engaged to analyze the proposed conversion of Market Street to bi-directional operation. A traffic study completed in 1999 by The Chazen Companies (TCC) assessed the traffic patterns of Poughkeepsie's entire downtown. The study highlights concerns of pedestrian safety and decreased on-street parking as two potential disadvantages of two-way traffic flow on Market Street, but concludes with the assessment that two-way configuration of Market Street would make sense from a traffic flow and development standpoint subsequent to the reopening of Main Street Mall to traffic.

A second traffic assessment study of Market Street and Hamilton Street was completed by Wilbur Smith Associates (WSA) in 2003. The WSA study identified many of the concerns described in Section II of this document. Despite concerns, some recommendations of the study were heeded and Hamilton Street was converted to two-way operation in 2004.

In 2009 Fuss and O'Neill, Inc. (F&O) were engaged by the Poughkeepsie City administration to draft a conceptual and preliminary design for the reconfiguration of Market Street. The conclusion of the design report stated that a two-way Market Street would significantly improve overall traffic circulation, and contrary to the TCC study, found that on-street parking could be increased through diagonal configuration.

None of these engineering studies culminated in any steps toward implementation. The key stumbling block was that the subsurface utility infrastructure beneath Market Street requires upgrading. The cost of this upgrade is estimated at more than ten million. It has been seen as imprudent to undertake a major redesign of Market Street without first locating the funding for completing the subsurface capital improvements.

(3) 2014-2015 Complete Market Street Plan

In 2014, the City of Poughkeepsie adopted the Poughkeepsie City Center Revitalization Plan (PCCRP), a conceptual plan prepared by Kevin Dwarka LLC with the support of Dyson Foundation. The PCCRP focused on linking transportation improvements to the city's long-term revitalization. In 2015, the PCCRP was followed by more advanced planning that culminated in the Main Street Economic Development Strategy (MSEDS), an implementation strategy prepared by Kevin Dwarka LLC in partnership with Land Use Law Center. Both the PCCRP and the MSEDS advanced a complete streets approach to the reconfiguration of Market Street. The Complete Market Street Plan proposes demonstration programs and tactical changes that would require minimal curb changes (Figure 2). The plan would thereby allow for operational changes to Market Street without requiring concurrent changes to the subsurface infrastructure. Since the

operational changes would be done without significant capital construction, the long-term infrastructure upgrades to Market Street could be performed in the future, once financing was secured and without having to demolish the complete streets work that would have already been completed.

Figure 1: Cross Section of Existing and Proposed Configuration of Market Street in MSEDS

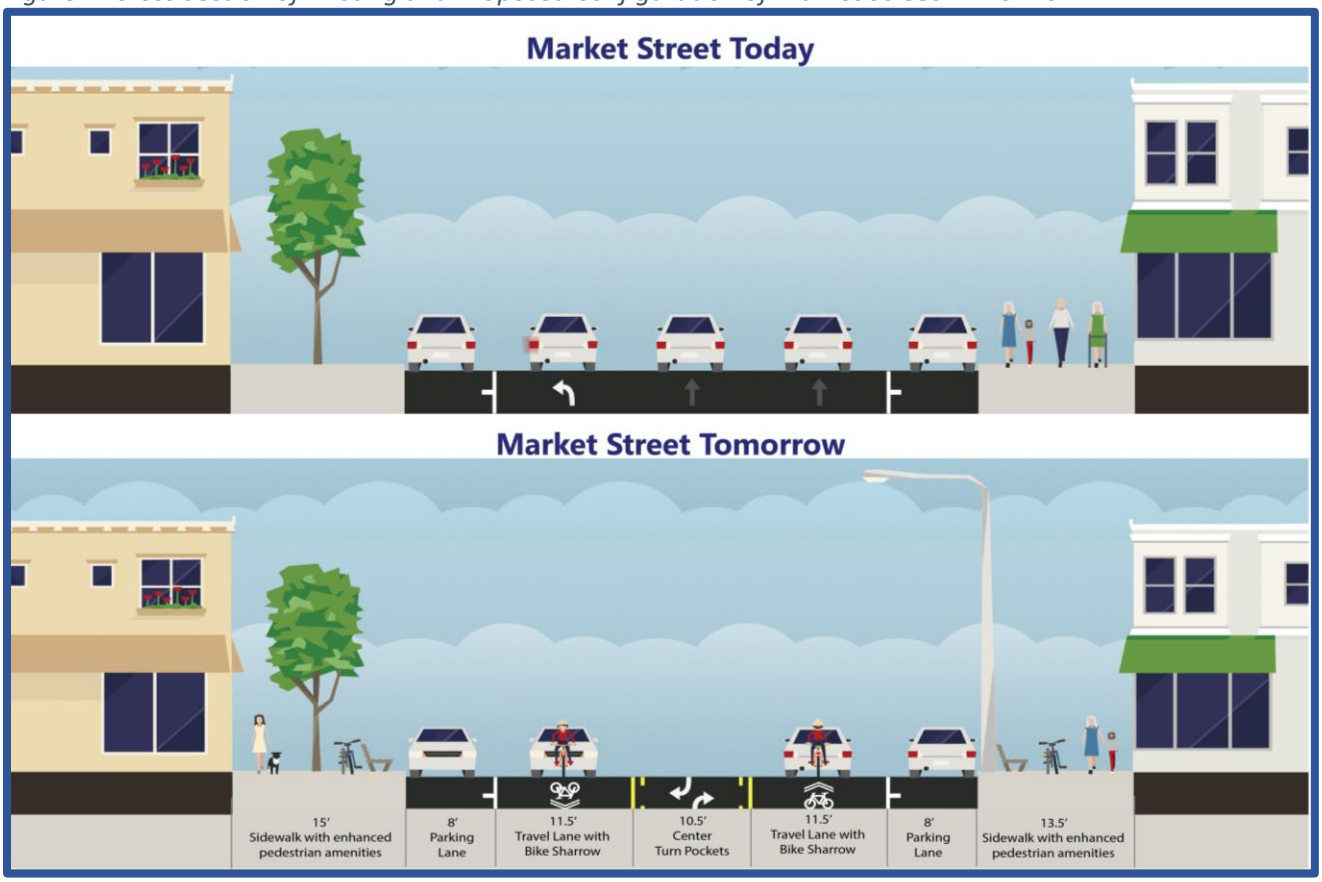
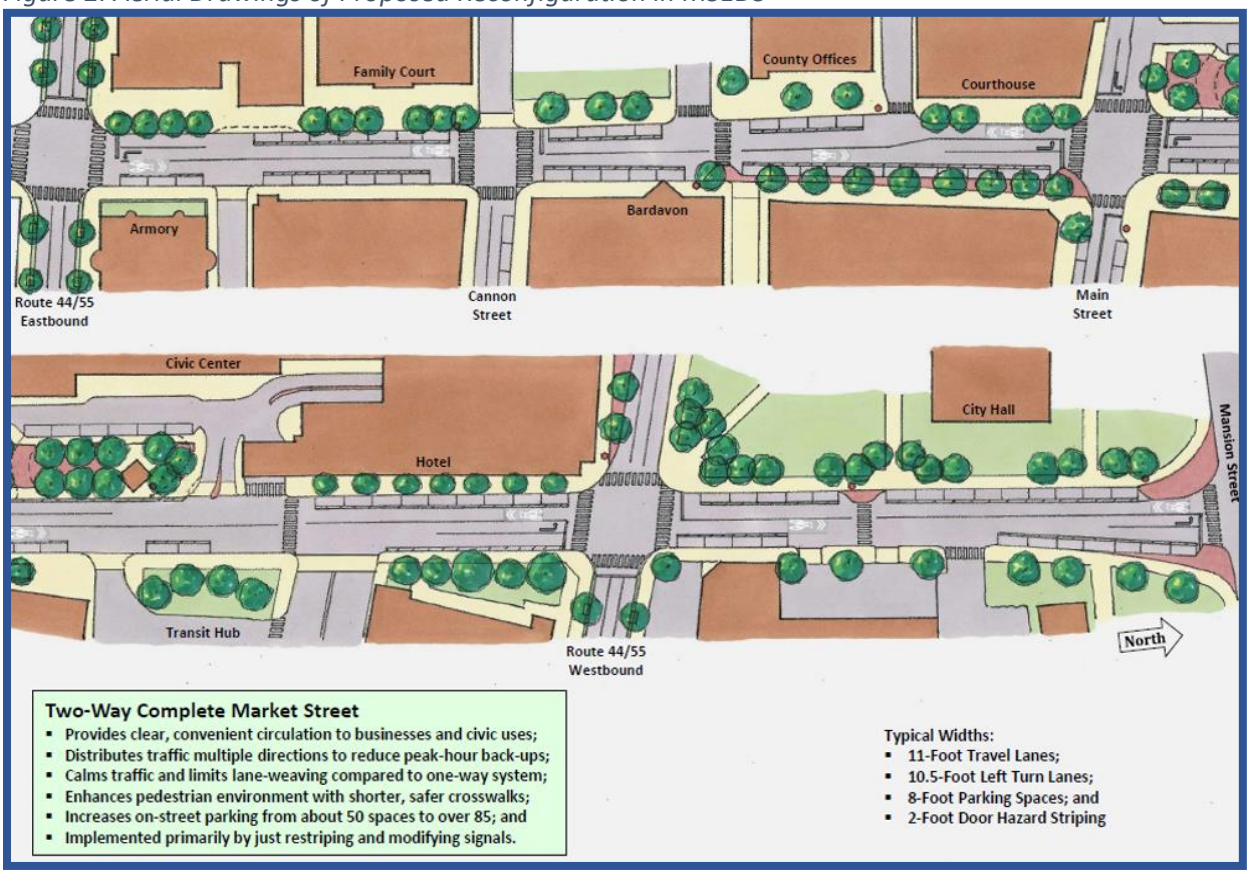


Figure 2: Aerial Drawings of Proposed Reconfiguration in MSEDS



Source: John Clark, Dutchess County Department of Planning & Development

Benefits of a Two-Way Market Street

The City of Poughkeepsie now seeks to reconfigure and improve Market Street in accordance with strategies set forth in the Main Street Economic Development Strategy (MSEDS), and its predecessor, the PCCRP. The MSEDS examined opportunities for revitalizing Poughkeepsie's City Center and restoring the city's Main Street as the primary mixed-use corridor in Dutchess County. Stimulating new development in the City Center would help the City recover economically from decades of decline and disinvestment while also helping to sustainably channel new regional development to an existing downtown with a tight urban fabric and a transit-supportive land use mix.

The MSEDS proposes that Market Street be redesigned to include bi-directional traffic as well as temporary complete streets installations including curb extensions, turning lanes, improved pedestrian crossings, street furniture, and sharrow markings. The MSEDS identifies a multitude of advantages that could be achieved by a two-way Market Street, including:

(1) A more flexible, and therefore more accessible, means of navigating the city's civic corridor
(2) Improved connectivity between the CBD and the northern neighborhoods

(3) Enhanced safety, especially for pedestrians crossing at intersections[1]
(4) Improved access to civic, cultural, and retail institutions along Market Street
(5) Provision of alternative means of accessing the Mid-Hudson Bridge approach
(6) Increased foot traffic, and therefore retail activity
(7) Improved transit operations, especially for southbound buses originating at the Market Street transit hub

Section II: Identified Considerations for Proposed Market Street Reconfiguration

It is intended that the redesign of Market Street be done in concert with a detailed traffic engineering analysis to ensure that the new circulation system enhances rather than compromises traffic flow within the downtown area. As previously mentioned, it is also intended that recommendations focus on non-capital improvements and minimal curb changes. This section outlines identified concerns and considerations that will be included within a request for proposals (RFP) to interested traffic engineering firms. It should be noted that the following considerations are not exhaustive, and that additional concerns may be identified through future stakeholder and public engagement initiatives, and by the traffic engineering firm selected to complete the analysis. This section also aims to facilitate communication with all stakeholders, enable productive coordination and understanding with NYSDOT, and advise the City of Poughkeepsie's Engineering Department in moving forward.

Figure 3 spatially identifies where the following eight considerations exist on Market Street. Each consideration is discussed in terms of existing conditions, changes under reconfiguration, and necessary considerations to assess the desirability and practicality of such a change. A larger z-fold of Figure 3 can be found at the end of this document.

[1] While one-way streets provide pedestrian safety in the sense that pedestrians crossing the roadway only have to anticipate vehicle traffic from one direction, bi-directional roadways have also been shown to enhance pedestrian safety through reduce vehicle speeds and increase driver awareness.

Figure 3: Traffic Engineering Considerations for Two-Way Market Street

1. Reconfiguration Impacts on Mid-Hudson Bridge Access

a. Impact of Traffic Signal Adjustments at Market Street and Arterials on Queuing along the Arterials

The reconfiguration of Market Street may require a change in the operation of traffic signals at its intersections with the westbound and eastbound arterials. Traffic engineering analysis will be required to ascertain (1) whether the change in signals will further exasperate queuing already occurring on the outermost lane of the westbound arterial and (2) whether the lane storage length on the eastbound arterial is sufficient to accommodate anticipated future traffic volumes under the bi-directional reconfiguration.[2]

Currently, bridge bound traffic on the westbound arterial converges on the outermost lane since this lane feeds into the bridge approach from Columbus Drive. During peak periods, there is significant queuing in this lane. These cars are advantaged by the fact that the current traffic signal does not need to account for southbound traffic on Market Street.

Currently, traffic exiting off of the Mid-Hudson Bridge on the eastbound arterial joins with traffic turning left onto Church Street from Columbus Drive. This convergence of two traffic flows occurs just before the Market and Church intersection. Queuing is minimal on the eastbound arterial at

[2] Wilbur Smith Associates traffic assessment study of Market Street in 2003 reported that the lane storage length on the eastbound arterial would not be sufficient to accommodate future traffic volumes.

this juncture due to the fact that the current traffic signal does not need to account for left turn movements off of southbound Market onto eastbound Church.

Reconfiguring Market Street will require traffic signal changes at the intersection of Market and Mill to accommodate southbound through traffic on Market as well as left turn movements from westbound Mill onto a southbound Market. The reconfiguration will also require traffic signal changes at the intersection of Market and Church to accommodate left turn movements from southbound Market onto eastbound Church. Traffic engineers will need to analyze whether or not the signalization required for these movements will reduce phasing times for traffic on the arterials, and thereby exasperate queuing on the westbound arterial's outermost lane, and create new issues on the eastbound flows. It should also be considered how the reconfiguration of Market Street might alleviate the existing westbound congestion issues by offering alternative routes towards the Mid-Hudson Bridge approach.

b. Responsibility of Traffic Signal Timing Adjustments at the Intersection of Market Street and Arterials

As mentioned in section 1a, reconfiguration of Market Street may require changes in the operation of the traffic signals at its intersections with the westbound and eastbound arterials. Traffic signal alterations will require resources and approval by various agencies.

While Market Street falls under local jurisdiction, the two arterial thoroughfares are within the purview of New York State Department of Transportation (NYSDOT). Under the bi-directional configuration of Market Street, timing adjustments to the traffic signal at Church Street/Market Street and Mill Street/Civic Center Plaza will be required to accommodate new traffic movements and potentially increased traffic levels. Adjustments to traffic signals will require approval from NYSDOT and should be coordinated with NYSDOT system-wide upgrades.

c. Impact on Mid-Hudson Bridge Access by Allowing Left Turn Movements from Westbound Mill onto Southbound Market Street

Under a reconfigured Market Street there is an opportunity to enable southbound access onto Market from the westbound arterial. Rather than all three westbound lanes proceeding across Market, the innermost lane could be redesigned as a left turn lane onto Market.

Currently, there is no option for cars travelling on the westbound arterial to turn left onto a southbound Market Street. Instead, all three lanes of the westbound arterial proceed through the intersection of Market. However, all bridge bound traffic on the arterial merges into the outermost lane as this lane feeds into the bridge approach.

The reduction of through lanes on the westbound arterial may ultimately not have a significant effect on bridge access since bridge bound vehicles already converge on the outermost lane. Similarly, only two of the existing three northbound lanes on Market Street are utilized to turn left onto the westbound arterial to access the bridge approach. The reconfiguration of Market Street might also introduce new possibilities for accessing the bridge. Nonetheless, traffic

engineering analysis will be required to assess the impact on bridge access of reducing westbound capacity on the westbound arterial as well as northbound capacity on Market Street.

d. Impact on Mid-Hudson Bridge Access by Creating Alternative Access Point via the Reconfiguration of Church Street to Bi-Directional Operation West of Market Street

The facilitation of southbound traffic on Market Street creates the opportunity for alternative bridge access via southbound traffic turning right onto Church Street. Traffic engineering analysis will be required to assess the potential to allow westbound traffic on Church between Market Street and the bridge approach.

Currently, Church Street is the eastbound arterial route that allows traffic to exit from the Mid-Hudson Bridge and flow into the City of Poughkeepsie. Church operates one-way east of Columbus Drive. West of Columbus Drive, the westbound and eastbound arterials come together for the bridge approach. Currently, northbound traffic on Market Street cannot make left turn movements onto Church to access the bridge approach due to the street's one-way operation. The current configuration instead directs this traffic north on Market Street where it can then make a left turn movement on either Main Street or Mill Street to converge with westbound arterial traffic to access the bridge approach. This configuration funnels a majority of bridge bound traffic towards the intersection of Market and Mill.

The reconfiguration of Market Street will allow for southbound traffic to enter the intersection of Church and Market. We see this southbound flow as an opportunity to alleviate bridge bound traffic congestion on the westbound arterial by creating alternative bridge access via Church Street. Traffic engineering analysis will be required to evaluate the feasibility of allowing two-way traffic on Church between Market and the bridge approach. Amongst other considerations, analysis should assess the hard versus soft engineering tasks required to achieve this reconfiguration, estimated cost, and potential benefits from the redistribution of bridge-bound traffic within the city's downtown.

2. Impact of New Southbound Turn Movements between Mill Street & Main Street

a. Impact of a High Volume of Turning Vehicles between Mill and Main Street on Bi-directional Traffic Flow

The reduced northbound capacity will need to be carefully evaluated to ensure that spillover traffic demand is not improperly distributed to other streets. However, the impact of reduced northbound capacity is not the only traffic flow issue meriting further evaluation. The reconfiguration of Market Street to two-way operation will also create more occasions for vehicle-to-vehicle and vehicle-to-pedestrian interaction as vehicles turning out of driveways along Market will be able to turn in both directions. Drivers exiting from driveways onto Market will now have to be aware of vehicles travelling both northbound and southbound, especially along the stretch of Market Street between Mill and Main.

Currently, the downtown Bus Terminal and attached city-owned parking garage are located on the east side of Market Street, directly across from Mid-Hudson Civic Center, the Grand Hotel,

and their associated parking facility. Each of these uses maintains various points of access and egress and relatively high volumes of turning vehicles entering and exiting the premises. Under the current configuration, all vehicles and buses exiting the terminal and garage use a single point of egress, and can only turn right onto northbound Market Street. Thus, buses with a southbound route must first head northbound on Market and turn left onto the westbound arterial in order to merge onto southbound Church Street. The points of access and egress to the Civic Center and Grand Hotel are located in close proximity the Bus Terminal and parking garage driveways as well as each other. Additionally, a gradation change occurs at the entrance to the Civic Center/Hotel parking facility.

Bi-directional reconfiguration will allow buses and vehicles exiting these locations to turn southbound onto Market Street. Traffic engineers will need to analyze the general impacts of left turn movements out of the Bus Terminal and city parking structure. Assessment should investigate the availability of space to accommodate an easily maneuverable turning radius for large buses exiting the Bus Terminal. Engineering analysis will also need to assess the impacts that left turning buses onto southbound Market will have on northbound vehicles attempting to execute a left turn movement into the Civic Center and Grand Hotel driveways. The engineering assessment should also consider the benefits and constraints of installing a midblock signal at this section of Market to facilitate easier turn movements and increased pedestrian safety. Additionally, the egress point out of the Civic Center driveway onto westbound Main Street should be investigated for its potential opportunity to alleviate some of these concerns.

b. Impact of Bi-Directional Traffic Flow on the Clearing Time for the City-Owned Parking Structure behind the Bus Terminal on Market Street

Reconfiguring Market Street will require analysis of the impact bi-directional traffic will have upon vehicles entering and exiting the city-owned parking structure on the east side of Market between the westbound arterial and Main Street. Traffic engineering analysis will be required to ascertain whether the two-way traffic flow will further exasperate queuing already occurring for the exit of the parking structure during evening peak period. Analysis will also consider the advantages and disadvantages regarding the installation of a traffic signal at this location.

The parking structure in question is located behind the Bus Terminal and currently maintains two access points and one egress. The main point of access and egress to the parking structure is a semi-circle configuration off of Market Street and are shared with the Bus Terminal. The second access point is located at the rear of the parking structure off of Garden Street. Under the current configuration, the single egress point often becomes congested during evening peak period and the occurrence of special event in the downtown area, and an extended period of time is required for all vehicles to clear the structure.

Reconfiguration of Market may exacerbate queuing at the single egress point due to exiting vehicles required to wait for traffic to clear in both directions in order to make a left turn movement onto southbound Market Street. Engineering analysis should consider various solutions to alleviate this issue, such as a center turn lane on Market Street or the installation of

a traffic signal. The reconfiguration of Market Street may also create opportunities to alleviate the issue of congestion when exiting the parking structure at peak times. Traffic engineering analysis should consider the possibility of creating an additional egress point at the rear of the parking structure to allow for traffic to utilize Garden Street in order to exit onto Mill or Main rather Market Street. Analysis must also then assess the potential impacts of traffic exiting the parking structure from Garden Street onto Mill and Main.

c. Improvements Needed to Maintain Vehicular Access to Civic Center and Grand Hotel Parking Structure

The creation of southbound traffic flow on Market Street may require changes to the access point to Mid-Hudson Civic Center in order to allow southbound vehicles to maneuver a right turn movement into the facility's driveway. Traffic engineering analysis will be required to ascertain the necessary curb cut dimensions and potential alternative access points for southbound vehicles.

Currently, the Mid-Hudson Civic Center maintains one access point and two points of egress. The main point of access and egress to the Civic Center and attached parking structure is a semi-circle configuration off of Market Street that circulates around a small pedestrian plaza. The second point of egress exits onto Main Street. The singular access point was built at approximately a 45 degree angle off of Market. Under the current configuration this allows for northbound traffic on Market to more easily access the Civic Center without having to turn a full 90 degrees into a typical driveway.

Under bi-directional operation, southbound traffic on Market Street will be unable to turn right into the Civic Center due to the current angle and curb cut of the entrance driveway. While the angle is a 45 degree turn for northbound traffic, it is at a 315 degree angle for traffic travelling southbound on Market. This angle does not allow for southbound traffic to maneuver a right turn movement easily or quickly. The traffic engineer with analyze the necessary dimensional changes to the existing curb cut to facilitate turn movements for southbound traffic. The engineering assessment will also evaluate the appropriateness and impacts of alternative access points, such as the Grand Hotel archway, and the installation of a traffic signal at this location.

3. Impact of Future Traffic Volumes from Potential Infill Development on County Building Surface Parking Lots on Access and Egress Points onto Market Street, Main Street, Columbus Drive, and the Mid-Hudson Bridge Approach

Reconfiguration of Market Street will allow new turning movements for traffic entering and exiting the surface parking areas located behind the various county-owned buildings along Market Street. Concurrent projects for revitalization and rezoning of the city's downtown may also result in increased pressure to redevelop the underutilized surface parking. Traffic engineering analysis will need to investigate the impacts that a two-way Market Street will have on the points of access and egress to the existing parking areas under current development conditions. Impacts from reconfiguration should also be considered within the potential future scenario of infill development and associated traffic volumes.

Currently, a number of county-owned and operated buildings are located along the west side of Market between Main and Church. Each of these buildings is served by a substantial supply of surface parking, largely located between the rear of the buildings and Columbus Drive. There are three points of access and egress to the surface parking via Market Street. Two additional points of access and egress are provided on Main Street and Columbus Drive. Although utilized by County employees throughout the workday, these surface parking areas have been identified as a sub-optimal use of prime land within the city's central downtown.

In analyzing the impacts of reconfiguration of Market Street, access to the surface parking areas must be considered within two scenarios. First, under the assumption that county land remains surface parking, a traffic engineering analysis must assess the impacts of a bi-directional market street on employee vehicles entering and exiting the county-owned parking areas, especially during morning and evening peak periods. Under the alternative scenario that the surface parking is utilized for infill development, the traffic engineer must evaluate the increased traffic volumes associated with various land uses, such as commercial and retail, and the impacts that these increased volumes will have on points of access and egress to a two-way Market Street. In both scenarios, the curb cuts located on Main Street and Columbus Drive should be evaluated for their potential to provide additional opportunities for access to the Mid-Hudson Bridge approach. Traffic engineers will need to work closely with Dutchess County officials to coordinate the traffic assessment with future scenarios and anticipated changes.

4. Impact of Reconfiguration on Loading and Parking of Large Buses Related to Bardavon Opera House Activities

The activity of large tour buses parking and loading at the Bardavon Opera House may be affected by the bi-directional configuration of Market Street and potential increase in traffic volumes. A traffic study will be required to assess the current patterns of buses entering and exiting the Bardavon premises, and a traffic engineering analysis will need to investigate the potential impacts on these patterns under the reconfiguration of Market Street.

The Bardavon Opera House is located on the eastern side of Market Street just north of Cannon Street. An "L" shaped surface parking lot is located behind and to the north of the Opera House. The parking lot is accessible from one access point on Market Street, an access and egress driveway off of Cannon Street, and a one-way circulator that loops between the Bardavon parking lot and the city-owned parking lot to the east.

The Bardavon provides an important cultural venue within downtown Poughkeepsie, and as such receives large tour buses and delivery vehicles on semi-regular basis. As a cultural institution and important economic draw to the downtown area, it is imperative that operations of the Bardavon Opera House be minimally disrupted by the reconfiguration of Market Street. It is therefore required that the current traffic patterns of vehicles accessing the Opera House and rear surface parking lot be studied and recorded. A traffic engineering analysis will then need to investigate the impacts that a bi-directional Market Street will have on the operation of large buses accessing the building, and potential measures to alleviate these impacts.

5. Impacts of Reconfiguration on Availability of On-Street Parking on Market Street

The reconfiguration of Market Street may require changes to the existing supply and configuration of on-street parking along Market. Traffic engineering analysis will be required to ascertain (1) utilization rates of the current parking supply and (2) whether the existing parallel parking configuration is the most efficient, safe, and appropriate design under the proposed bi-directional configuration and inclusion of bike sharrows.

Metered parallel parking is currently permitted along both sides of Market Street for the length of the roadway within the demonstration area. A parking utilization analysis is required to assess the supply and demand of the existing on-street parking both on Market Street and within the surrounding area. A traffic engineering analysis will also be required to assess the efficiency of maintaining the existing parallel parking configuration under the proposed two-way operation as well as investigate the benefits and constraints associated with alternative parking solutions such as diagonal parking or the removal of on-street parking along Market Street. The proposed inclusion of bike sharrows under the proposed reconfiguration, including required space and safety of cyclists, should remain a consideration in all parking configurations.

6. Cost to Remove Traffic Island from Roadway in Front of Former YMCA Building

The creation of southbound traffic flow on Market Street may require the removal of a small raised traffic island that currently exists in front of 60 Market Street. Traffic engineering analysis will be required to ascertain the implications of the traffic island on southbound traffic as well as potential solutions if the island is deemed to be a significant obstruction.

The traffic island is located in front of the former YMCA building, and is approximately 60 feet in length. It is presumed that the island was originally installed to facilitate easy and safe visitor drop-off and pick-up. The island sits approximately 10 feet from the curb in front of the former YMCA building to create a cordoned off space for vehicles to pull out of northbound traffic on Market Street. The island is roughly 5 feet and is provides approximately 28 feet of space between eastern edge and the far side of Market Street.

Under bi-directional operation of Market Street, southbound traffic flow may be partially obstructed by the existing raised traffic island. A traffic engineering analysis is required to investigate whether or not removal of the traffic island is necessary. If it is determined that removal of the island is necessary, the traffic engineer will be required to estimate the cost and timeline for removal.

7. Pedestrian Crossings and Infrastructure

a. Intersection of Market and Mill

Reconfiguring Market Street will create new traffic flows and turning movements at the intersection of Market Street and Mill Street (westbound arterial). A traffic engineering analysis will be required to assess the impact that new vehicular turning movements will have upon the safety of pedestrian crossings.

The intersection of Market Street and the westbound arterial forms the northern boundary of the Market Street demonstration area. Pedestrian and vehicular flow through the intersection is

currently regulated by a four-way traffic signal, with zebra-striped pedestrian crossings on the northern, southern, and eastern edges of the intersection. The intersection receives relatively heavy traffic flows of vehicles accessing the bridge approach as well as pedestrians crossing the intersection to reach City Hall.

The reconfiguration of Market Street to bidirectional operation will allow traffic travelling on the westbound arterial to turn left onto southbound Market Street. It will also allow for southbound traffic on Civic Center Plaza to continue through the intersection onto southbound Market Street. A traffic engineering analysis will be required to assess the necessary improvement to ensure that the intersection remains safe for pedestrians under the new configuration. Specific consideration should be given to the pedestrian crossing at the south side of the intersection that will be directly impacted by new turning movements onto Market Street. Additionally, the traffic analysis should consider the benefits and costs associated with adding a pedestrian crossing to the western edge of the intersection for pedestrians crossing from the southwest corner of the intersection to the northwest corner in front of City Hall.

b. Intersection of Main and Columbus

Reconfiguration of Market Street may lead to increased vehicle traffic turning onto Columbus Drive from Main Street in order to access the bridge approach. A traffic engineering analysis will be required to assess the current safety of this intersection as well as the impact that new vehicular flows will have upon the safety of pedestrian crossings.

At the intersection of Main Street and Columbus Drive, westbound vehicles on Main Street are permitted to either continue straight on Main Street or turn left onto Columbus Drive in order to access the bridge approach. The intersection is regulated by a traffic signal and contains zebra-striped pedestrian crossings along all four extents. Currently, vehicles are permitted to turn southbound onto Columbus Drive on red lights, but are required to yield to pedestrians crossing Columbus Drive. Some queueing is experienced along Main Street during peak evening hours.

An improved Market Street has the potential to result in increased traffic flows along Main Street. Specifically, there is a potential for increased turning movements from Main Street onto Columbus Drive as drivers seek alternative access to the bridge approach. A traffic engineering analysis will be required to assess the necessary improvements to ensure that the intersection remains safe for pedestrians under increased traffic flow without exacerbating the issue of queuing.

c. Pedestrian Infrastructure

One expected benefit of a reconfigured Market Street is increased pedestrian traffic along Poughkeepsie's main civic corridor. The experience of pedestrians and cyclists along Market Street should remain a constant consideration throughout all aspects of the traffic engineering analysis. The traffic engineer should consider locations appropriate for the placement of landscape features and pedestrian amenities such as benches in order to create a pedestrian environment accessible and convenient for residents and visitors of all ages and abilities.

8. Potential Reconfiguration of Mill and Columbus into T-Intersection

The safety improvements of a reconfigured Market Street would be significantly enhanced if the intersection of Mill and Columbus (or alternatively known as Washington) could be converted into a T intersection. The implications of this change in intersection design would need to be carefully assessed to ensure that it does not impair Mid-Hudson Bridge access as well as north-south or east-west connections. Alternative and intermediate solutions such as re-channelization of bridge bound traffic should also be investigated.

The rationale for this improvement is that the current curvilinear design of westbound Mill Street as it feeds into southbound Columbus imperils both drivers and pedestrians by encouraging traffic speeds inappropriate for a local circulation system. It is important to note that the intersection serves as a "gateway" for pedestrians walking from the train station into Poughkeepsie's downtown.

The conversion of this intersection into a controlled T-intersection comes with the obvious disadvantage that cars would need to clear a traffic light in order to proceed to southbound Columbus. The effects that such a traffic control would have on overall queuing on westbound Mill Street would need to be carefully assessed by a traffic engineer and balanced against the overall advantages to human safety as well the connectivity of the CBD to surrounding areas. Re-channelization of bridge bound traffic should also be investigated as a means to redistribute traffic flow and minimize issue of queuing.

MSEDS: Traffic Engineering Considerations for Two-Way Market Street

LEGEND

- 1A Bridge Access - Queuing on Arterials
- 1B Bridge Access - Traffic Signals
- 1C Bridge Access - Turning Movements
- 1D Bridge Access - Two-Way Church
- 2A Turn Movements - Traffic Flow
- 2B Turn Movements - City Parking Structure
- 2C Turn Movements - Access Civic Center
- 3 Access & Egress to Surface Parking
- 4 Bardavon Bus Activity
- 5 On-Street Parking Utilization
- 6 Former YMCA Traffic Island
- 7A Pedestrian - Crossing at Mill
- 7B Pedestrian - Crossing at Main & Columbus
- 7C Pedestrian - Amenities
- 8 T - Intersection

Kevin Dwarka LLC
Land Use & Economic Consulting

CITY OF POUGHKEEPSIE
Purchasing Department
BID PROPOSAL FORM

Bid submitted by: _____

_____

_____

The undersigned hereby designates as his office to which such notice of acceptance may be mailed, telegraphed, or delivered:

_____

_____

The vendor hereby agrees to the provisions of Section 103-a of the General Municipal Law which requires that upon the refusal of a person, when called before a Grand Jury to testify concerning any transaction, or contract had with the State, any political subdivision thereof, a public authority, to sign a waiver of immunity against subsequent criminal prosecution or to answer any relevant question concerning such transaction or contract,

(a) "such person, and any firm partnership or corporation of which he is a member, partner, director or officer shall be disqualified from thereafter selling to or submitting bids to or receiving awards from or entering into any contracts with any municipal corporation or any public department, agency or official thereof, for goods, work or services, for a period of five years after such refusal, and

(b) any and all contracts made with any municipal corporation or any public department, agency or official thereof, since the effective date of this law, by such person, and by any firm, partnership or corporation of which he is a member, partner, director or officer may be cancelled or terminated by the municipal corporation without incurring any penalty or damages on account of such cancellation or termination, but any moneys owing by the municipal corporation for goods delivered or work done prior to the cancellation or termination shall be paid."

The vendor does hereby certify that he or it is under no such impediment or disqualification from bidding created under Section 103-b of the General Municipal Law of the State of New York.

As required by Section 139-d of the New York State Finance Law, the bidder certifies that:

(a) the bid has been arrived at by the bidder independently and has been submitted without collusion with any other vendor of materials, supplies, or equipment of the type described in the invitation for bids, and

(b) the contents of the bid have not been communicated by the bidder, nor, to its best knowledge and belief, by any of its employees or agents, to any person not an employee or agent of the bidder or its surety on any bond furnished herewith prior to the official opening of the bid. The signature of the Contractor to this contract shall be deemed a specific subscription to the certificate required pursuant to Section 139-d of the State Finance Law and the Contractor affirms that the statements therein contained are true under the penalties of perjury."

(c) No attempt has been made or will be made by the bidder to induce any other person, partnership or corporation to submit or not to submit a bid for the purpose of restricting competition.

Signed _____

By _____
(President)

Dated _____

If a corporation, give the State of Incorporation, using the phrase "corporation organized under the laws of

_____."

If a partnership, give names of partners, using also the phrase "co-partners trading and doing business under the firm name and style of

_____."

If an individual using a trade name, give individual name, using also the phrase "an individual doing business under the firm name and style of

_____."

CERTIFICATION OF COMPLIANCE WITH THE IRAN DIVESTMENT ACT

As a result of the Iran Divestment Act of 2012 (the "Act"), Chapter 1 of the 2012 Laws of New York, a new provision has been added to State Finance Law (SFL) § 165-a and New York General Municipal Law § 103-g, both effective April 12, 2012. Under the Act, the Commissioner of the Office of General Services (OGS) will be developing a list of "persons" who are engaged in "investment activities in Iran" (both are defined terms in the law) (the "Prohibited Entities List"). Pursuant to SFL § 165-a(3)(b), the initial list is expected to be issued no later than 120 days after the Act's effective date at which time it will be posted on the OGS website.

By submitting a bid in response to this solicitation or by assuming the responsibility of a Contract awarded hereunder, each Bidder/Contractor, any person signing on behalf of any Bidder/Contractor and any assignee or subcontractor and, in the case of a joint bid, each party thereto, certifies, under penalty of perjury, that once the Prohibited Entities List is posted on the OGS website, that to the best of its knowledge and belief, that each Bidder/Contractor and any subcontractor or assignee is not identified on the Prohibited Entities List created pursuant to SFL § 165-a(3)(b).

Additionally, Bidder/Contractor is advised that once the Prohibited Entities List is posted on the OGS Website, any Bidder/Contractor seeking to renew or extend a Contract or assume the responsibility of a Contract awarded in response to this solicitation must certify at the time the Contract is renewed, extended or assigned that it is not included on the Prohibited Entities List.

During the term of the Contract, should the City receive information that a Bidder/Contractor is in violation of the above-referenced certification, the County will offer the person or entity an opportunity to respond. If the person or entity fails to demonstrate that he/she/it has ceased engagement in the investment which is in violation of the Act within 90 days after the determination of such violation, then the County shall take such action as may be appropriate including, but not limited to, imposing sanctions, seeking compliance, recovering damages or declaring the Bidder/Contractor in default.

The County reserves the right to reject any bid or request for assignment for a Bidder/Contractor that appears on the Prohibited Entities List prior to the award of a contract and to pursue a responsibility review with respect to any Bidder/Contractor that is awarded a contract and subsequently appears on the Prohibited Entities List.

I, _____, being duly sworn, deposes and says that he/she is the _____ of the _____ Corporation and that neither the Bidder/Contractor nor any proposed subcontractor is identified on the Prohibited Entities List.

_____

SIGNED

SWORN to before me this

_____ day of _____20___

Notary Public: _____

CITY OF POUGHKEEPSIE
CONNECTIVITY PROJECT
RFP-COP-04-16-03

Receipt of Addendum:

Addendum No.	*Date Received*
_____	_____
_____	_____
_____	_____
_____	_____