



Kevin Dwarka LLC
Land Use & Economic Consulting

**POUGHKEEPSIE
COMPLETE MARKET STREET
DEMONSTRATION PROJECT**

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WHY WOULD WE WANT A COMPLETE MARKET STREET ?

A more flexible, and therefore more accessible, means of navigating the city's civic corridor

Improved connectivity between the CBD and the northern neighborhoods

Enhanced safety, especially for pedestrians crossing at intersections

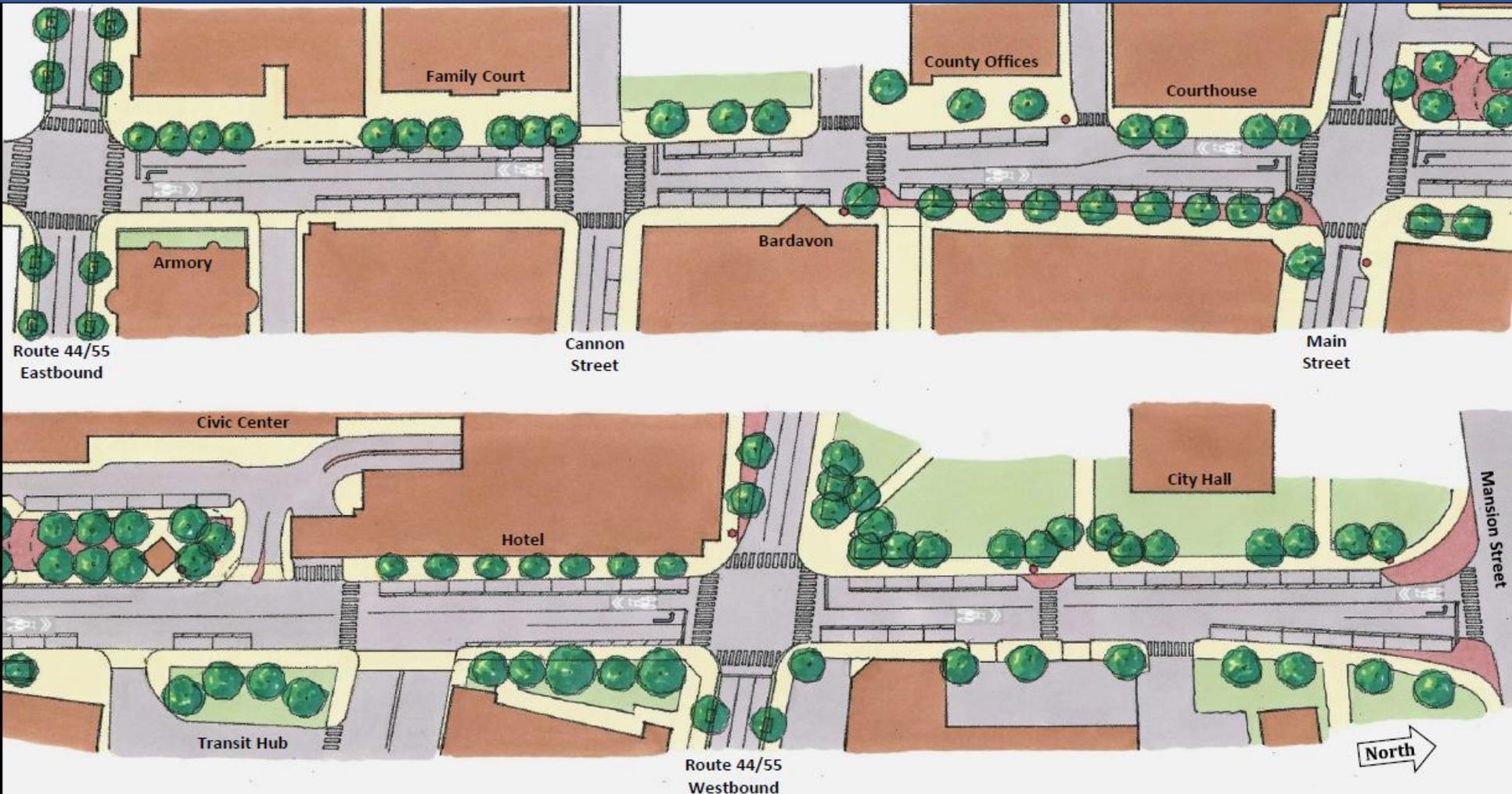
Improved access to civic, cultural, and retail institutions along Market

Provision of alternative means of accessing the bridge approach

Increased foot traffic, and therefore retail activity

Improved transit operations, especially for southbound buses originating at the Market Street transit hub

LATEST APPROACH: MODEST CHANGES FOR MAXIMUM BENEFITS



Two-Way Complete Market Street

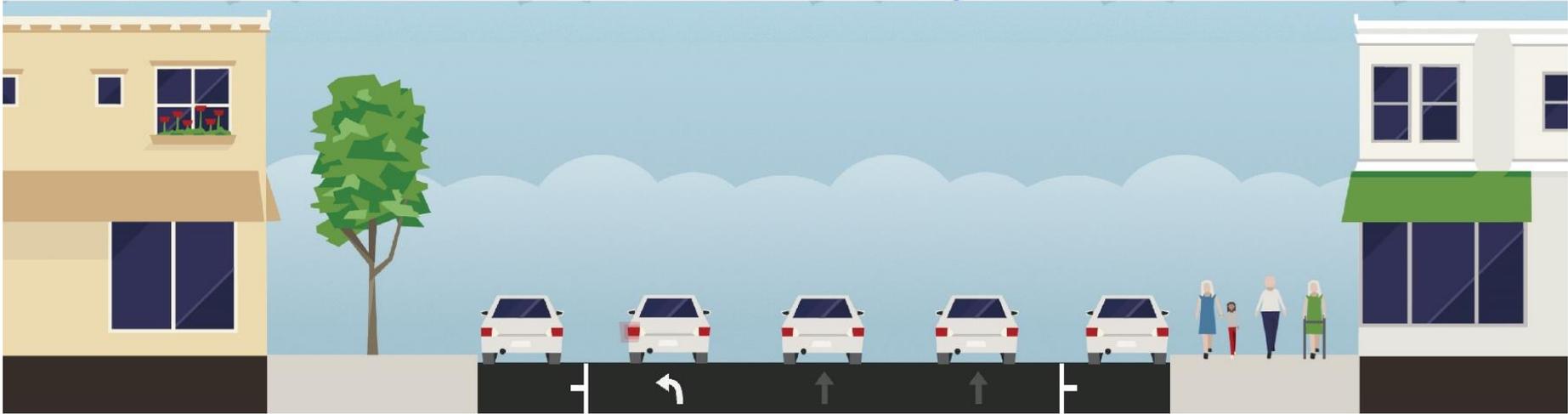
- Provides clear, convenient circulation to businesses and civic uses;
- Distributes traffic multiple directions to reduce peak-hour back-ups;
- Calms traffic and limits lane-weaving compared to one-way system;
- Enhances pedestrian environment with shorter, safer crosswalks;
- Increases on-street parking from about 50 spaces to over 85; and
- Implemented primarily by just restriping and modifying signals.

Typical Widths:

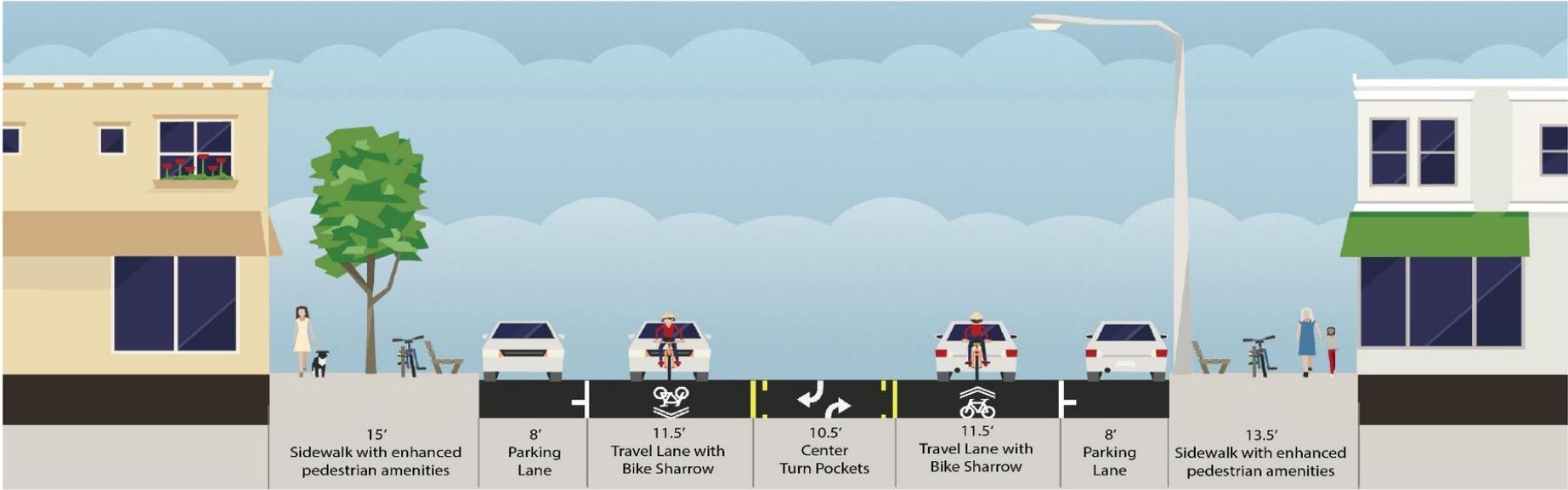
- 11-Foot Travel Lanes;
- 10.5-Foot Left Turn Lanes;
- 8-Foot Parking Spaces; and
- 2-Foot Door Hazard Striping

WHAT DOES A COMPLETE MARKET STREET LOOK LIKE?

Market Street Today



Market Street Tomorrow



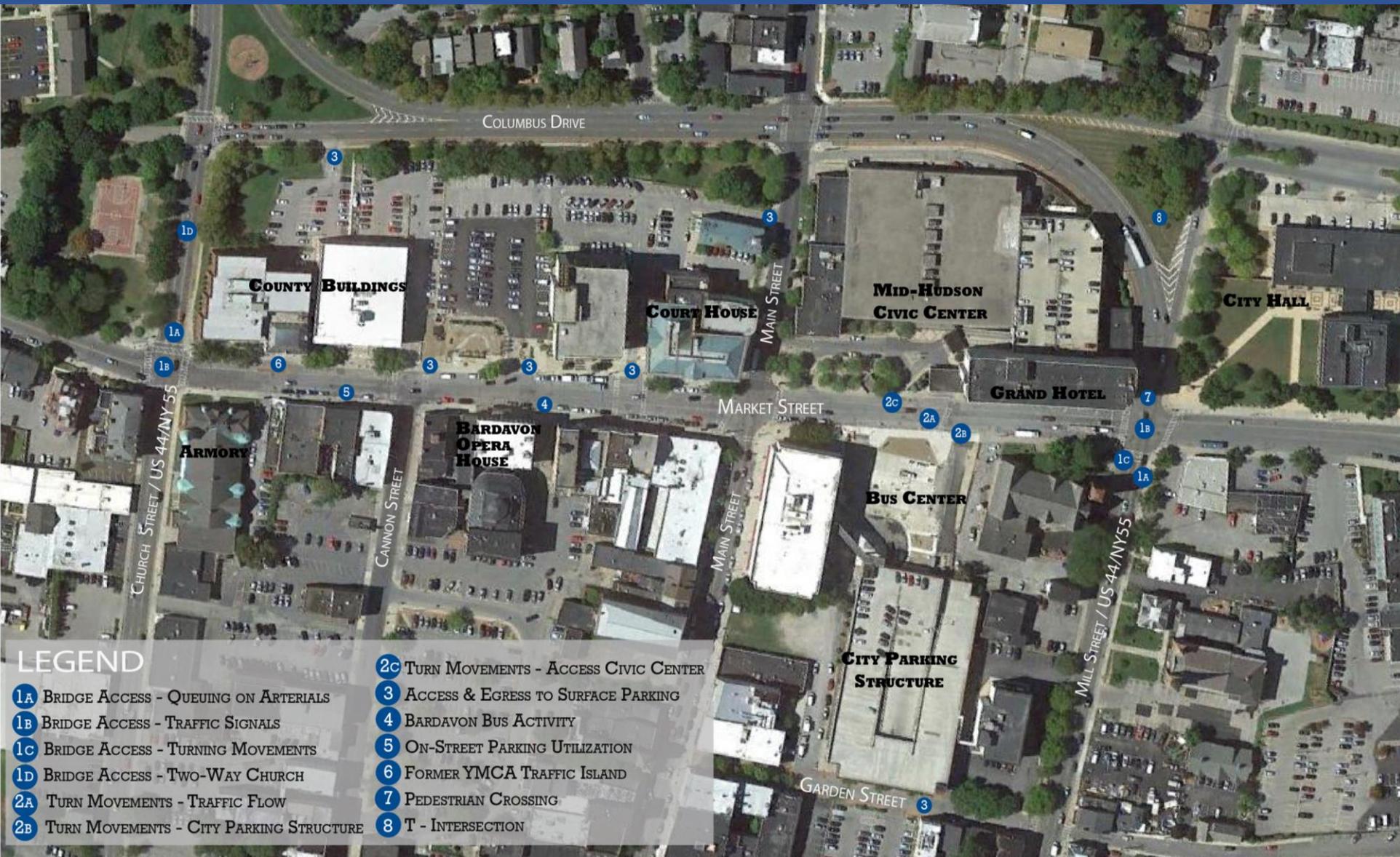
DEMONSTRATION PROJECTS HITTING THE ROAD NATION WIDE



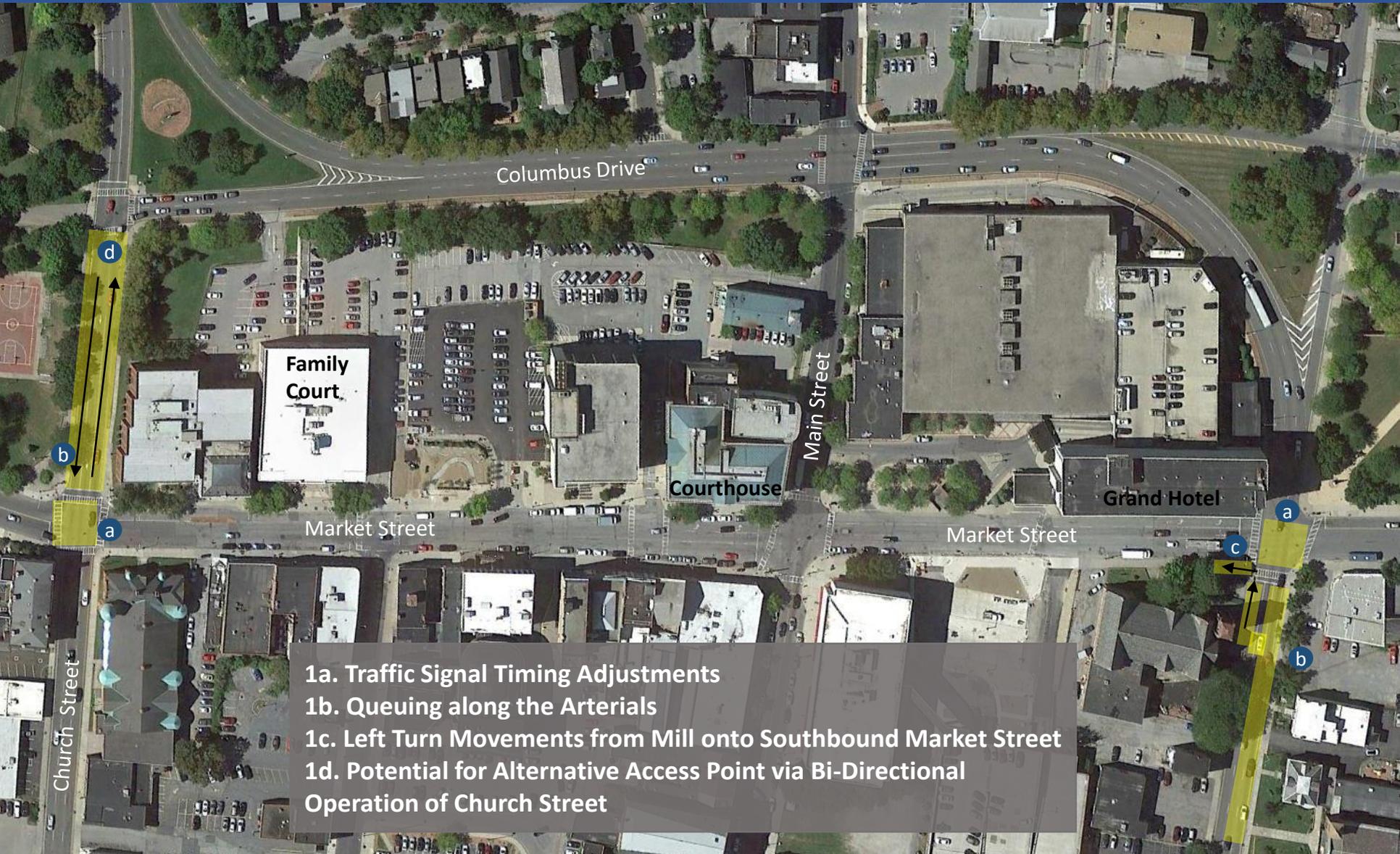
EIGHT IDENTIFIED CONSIDERATIONS FOR TRAFFIC ENGINEERING STUDY

1. Impacts on Bridge Access
2. New Southbound Turn Movements
3. Access & Egress to Surface Parking
4. Bardavon Bus Activity
5. On-Street Parking Utilization
6. Former YMCA Traffic Island
7. Pedestrian Crossings
8. T - Intersection

TRAFFIC ENGINEERING CONSIDERATIONS FOR TWO-WAY MARKET STREET



CONSIDERATION 1: RECONFIGURATION IMPACTS ON BRIDGE ACCESS



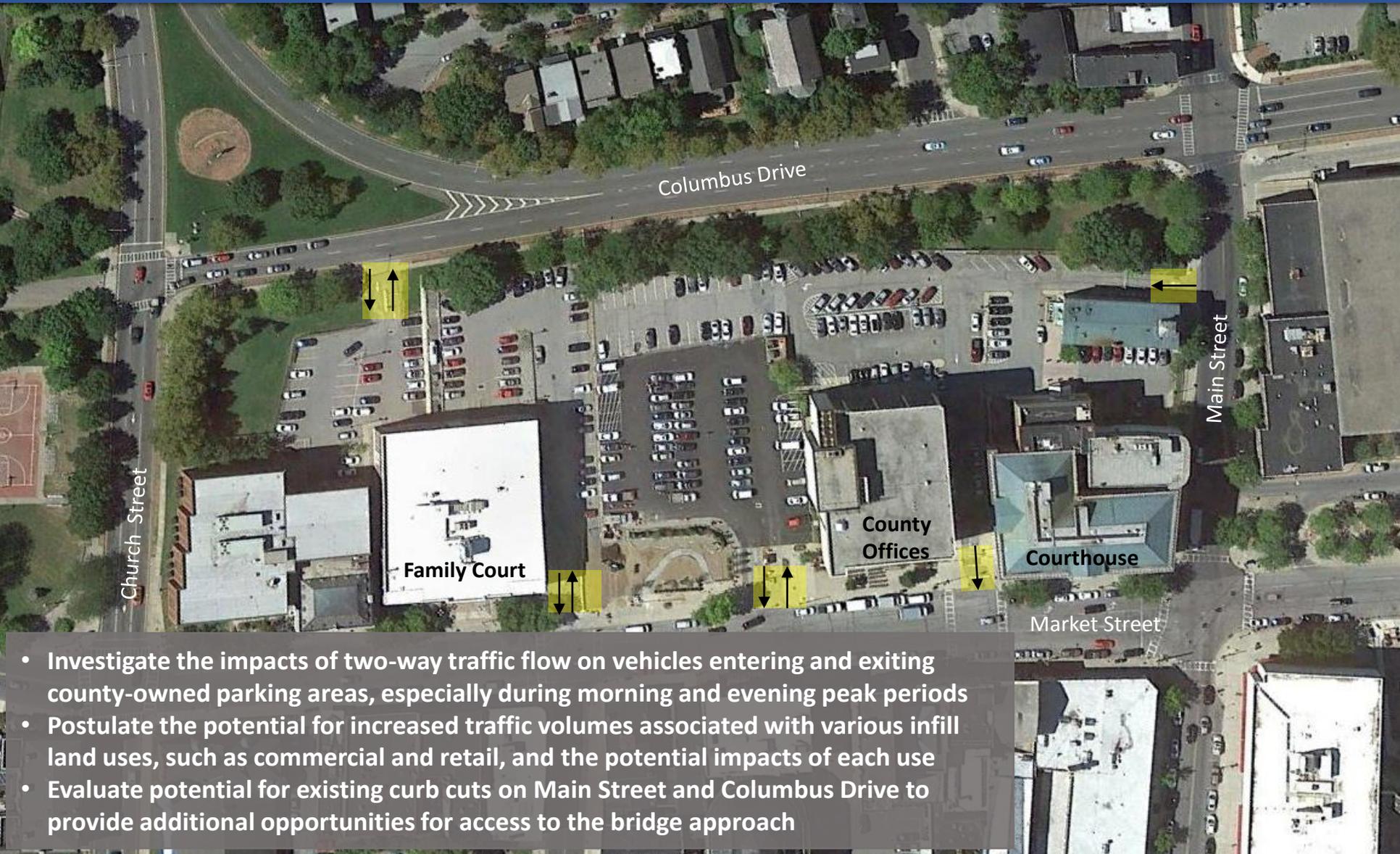
- 1a. Traffic Signal Timing Adjustments
- 1b. Queuing along the Arterials
- 1c. Left Turn Movements from Mill onto Southbound Market Street
- 1d. Potential for Alternative Access Point via Bi-Directional Operation of Church Street

CONSIDERATION 2: IMPACTS OF NEW SOUTHBOUND TURN MOVEMENTS BETWEEN MILL & MAIN



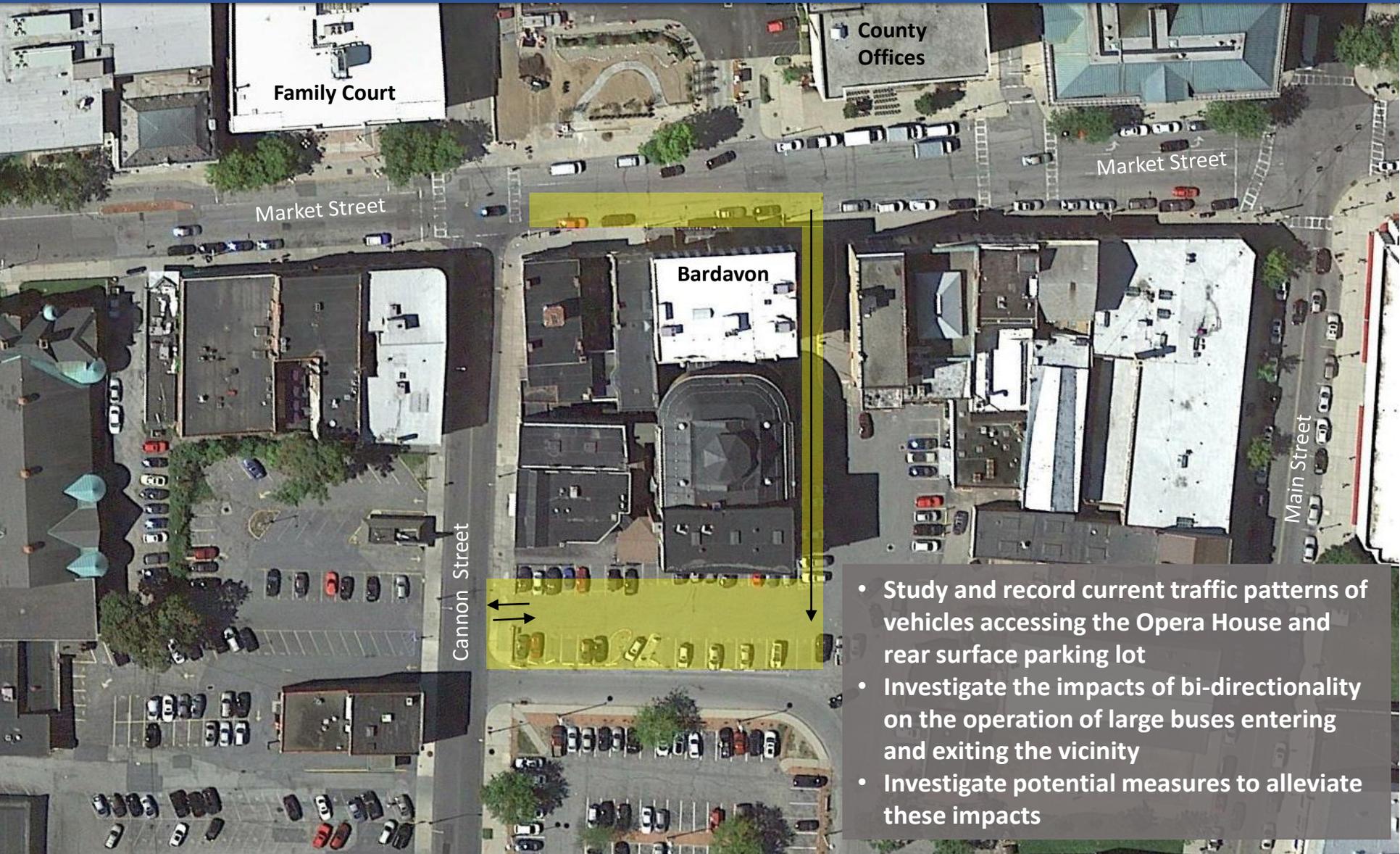
2a. Affects on Northbound and Southbound Traffic Flows
2b. Vehicles Exiting City-Owned Parking Structure
2c. Access to Civic Center and Grand Hotel Parking Structure

CONSIDERATION 3: ACCESS AND EGRESS TO SURFACE PARKING LOTS



- Investigate the impacts of two-way traffic flow on vehicles entering and exiting county-owned parking areas, especially during morning and evening peak periods
- Postulate the potential for increased traffic volumes associated with various infill land uses, such as commercial and retail, and the potential impacts of each use
- Evaluate potential for existing curb cuts on Main Street and Columbus Drive to provide additional opportunities for access to the bridge approach

CONSIDERATION 4: PARKING & LOADING OF BARDAVON BUS TRAFFIC



- Study and record current traffic patterns of vehicles accessing the Opera House and rear surface parking lot
- Investigate the impacts of bi-directionality on the operation of large buses entering and exiting the vicinity
- Investigate potential measures to alleviate these impacts

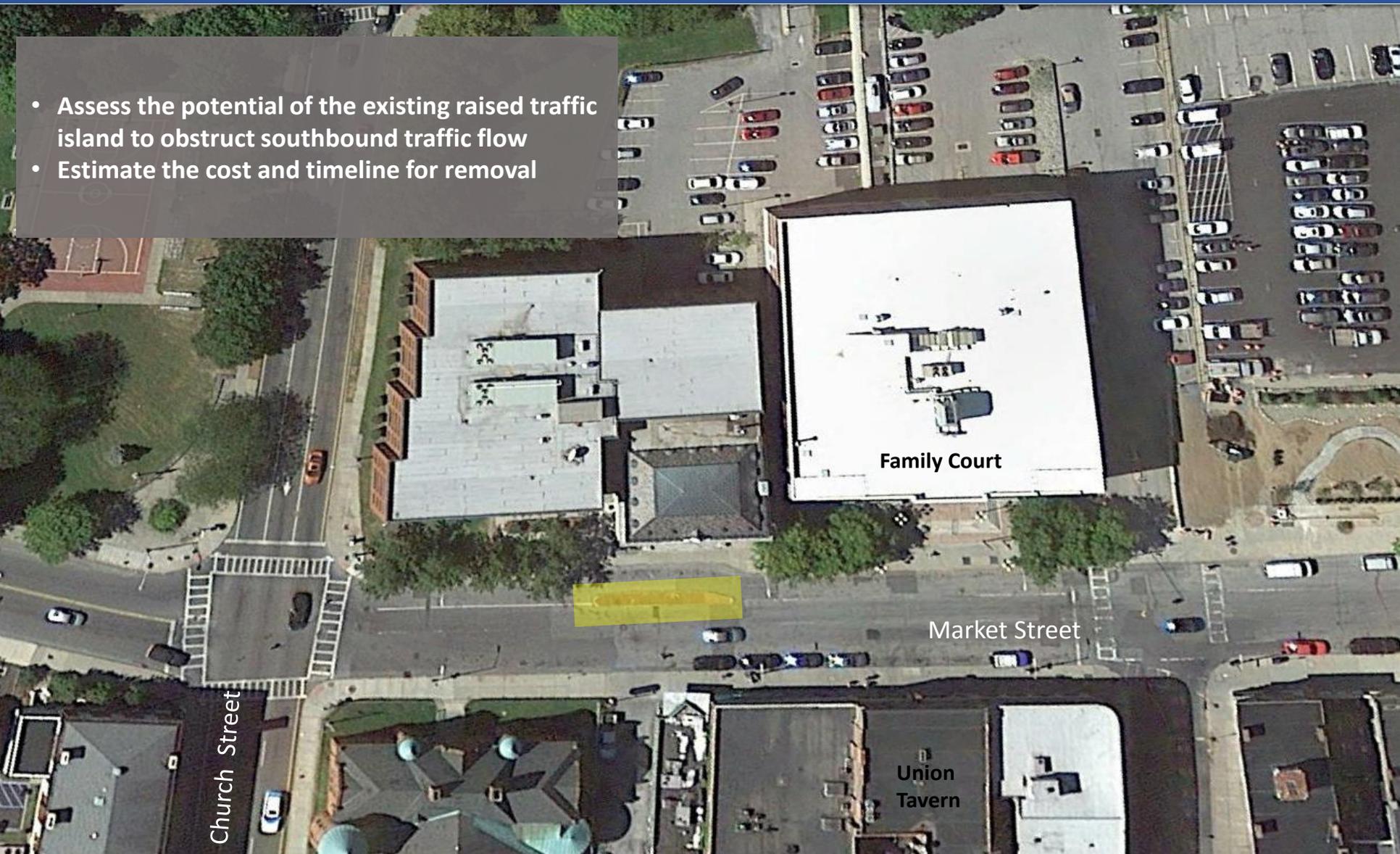
CONSIDERATION 5: ON-STREET PARKING ON MARKET STREET



- Conduct a parking utilization analysis to assess supply and demand of existing on-street parking
- Assess efficiency of existing parallel parking configuration under the proposed two-way operation
- Investigate the benefits and constraints of alternative parking solutions (i.e. diagonal parking)
- Consider space allocations and safety requirements for bicycle infrastructure in all parking configurations

CONSIDERATION 6: TRAFFIC ISLAND IN FRONT OF FORMER YMCA BUILDING

- Assess the potential of the existing raised traffic island to obstruct southbound traffic flow
- Estimate the cost and timeline for removal



CONSIDERATION 7: PEDESTRIAN CROSSING AT THE INTERSECTION OF MILL AND MARKET STREET



- Assess necessary intersection improvements to ensure pedestrian safety
 - Specifically look at southern crossing effected by new turning movements
- Consider benefits and costs associated with new pedestrian crossing along western edge of the intersection

CONSIDERATION 8: POTENTIAL RECONFIGURATION OF MILL AND COLUMBUS INTO T-INTERSECTION



- Evaluate speed and safety implications (pedestrian and traffic) of change from curvilinear design to T-intersection
- Consider the effects that a T-intersection design would have on existing queuing on westbound Mill Street

QUESTIONS & COMMENTS

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