



ORANGE COUNTY TRANSPORTATION COUNCIL

**Meeting Transcript
Planning Committee
August 9, 2022 at 10:00 AM**

Legislative Conference Room
OC Government Center
255 Main Street, Goshen, NY

Dial-in Number: (646) 876-9923

Meeting ID: 883 2297 4159

Passcode: 665446

Zoom Meeting Link:

<https://us02web.zoom.us/j/88322974159?pwd=dTcxS0hZQXVObFh6ekh6Vm8xMkxOUT09>

Meeting recording can be viewed at the following link: https://youtu.be/C_y81KvF_Fo

Meeting Participants – In Person

Name:	Organization:
Alan Sorensen	Orange County Planning
Lauren Bennett	Orange County Planning
Jessica Ridgeway	Orange County Planning
Sandra Jobson	NYS DOT Region 8
Jacob Tawil	City of Middletown
Chad Wade	City of Newburgh
Jim Farr	City of Port Jervis
Daniel McCann	Town of Crawford
Gary Spears	Town of Deerpark

Meeting Participants - Virtual

Zack Coleman	Orange County Planning
Rob Parrington	Orange County Planning
Ryan McGuire	Orange County DPW
Nicole Farmer	NYS DOT Region 8
Harriet Lewis	NYS DOT Main Office
Davis Lake	MHSTCC
Al Fusco	Fusco Engineering
Mike Beattie	AKRF

Call to Order / Introductions

Mr. Sorensen called the meeting to order, and introductions were made from 0:00:16 to 0:01:10

Opportunity for Public Comment

0:01:11.640,0:01:20.850

Alan Sorensen: I'd like to provide an opportunity for public comment, are there any members from the public who are online, who'd like to speak? Hearing none I'll close the public comment period.

Accept Meeting Transcript – July 27, 2022

Aman Sorensen: Next item on the agenda is to accept the meeting transcripts of July 27th, 2022, those have been distributed to the members, are there any comments recommended revisions to the meeting transcript?

0:01:46.740,0:01:48.320

Gary Spears: I'll motion to accept.

0:01:48.320,0:01:50.200

Alan Sorensen: I have a motion from Gary

0:01:50.200,0:01:51.203

Jacob Tawil: I'll second.

0:01:51.203,0:01:54.083

Alan Sorensen: and second Jacob. All those in favor?

0:01:54.083,0:01:54.583

Group: Aye

0:01:54.583, 0:02:10.480

Alan Sorensen: Okay, meeting transcript is approved.

Transportation Improvement Program (TIP)

OCTC Administrative Modification 20-Y

Alan Sorensen: Okay, next we're going to talk about the Transportation Improvement Program, specifically Orange County Transportation Council Administrative Modification 20-Y, and I'm going to ask Lauren Bennett to do that discussion.

0:02:10.480,0:02:14.960

Lauren Bennett: yeah, I just want to add on record that Al Fusco joined us online.

0:02:14.960,0:02:15.870

Alan Sorensen: oh very good, welcome Al.

0:02:18.690,0:02:19.350

Lauren Bennett: I think he's muted.

0:02:19.440,0:02:20.790

Al Fusco: Thank you. Hello everybody.

0:02:23.430, 0:03:15.480

Lauren Bennett: So administrative modification OCTC 20-Y is two City of Newburgh projects: PIN 8005.26 is the Broadway pedestrian and traffic signal improvements, then PIN 8758.75 is traffic signal upgrades within the same area. So this is an administrative action to move construction from this current fiscal year to 2024, if you remember, the Council approved some additional funds for both these projects in 2024. So, they're just moving into construction into the years, so it, this is going on this current TIP because it will help improve the amended STIP. So that's why we're doing it now in administrative modification.

0:03:15.480,0:03:18.763

Jacob Tawil: So both projects so actually one project or two?

0:03:18.763,0:03:21.833

Lauren Bennett: It's two projects currently two projects

0:03:21.833,0:03:23.513

Jacob Tawil: Under one PIN?

0:03:23.513,0:03:24.570

Lauren Bennett: no two PINs yeah.

0:03:27.840,0:03:30.320

Jacob Tawil: Oh, I see on the following page, thank you.

0:03:32.550,0:03:34.500

Alan Sorensen: Are there any questions?

0:03:37.230,0:03:38.446

Lauren Bennett: Anything to add Chad?

0:03:38.446,0:03:43.530

Chad Wade: No, we're, you know, we're through design, but because the initial funds it's making it difficult.

0:03:46.890, 0:04:05.880

Alan Sorensen: Okay, so is there a consensus, to move forward?

Old Business

Draft OCTC 2023-2027 TIP Development Discussion

Alan Sorensen: Next we're going to go to old business and I'm going to ask Lauren to do the discussion on the draft 2023, if I didn't miss anything?

0:04:05.880,0:04:10.398

Lauren Bennett: We just have a local project sponsor updates, I know you want to get the Schunneunk update.

0:04:10.398, 0:05:35.574

Alan Sorensen: Yea, so with the local project sponsor updates with the Schunneunk Trail we've been working diligently with MTA to formally submit the application. That will be done by the end of this week. Our initial application, the solely for the detailed design reports, and then we're looking at construction going into 2023, probably 2024, I'm usually overly optimistic. The good news is that processes moving forward, and you know we're excited to get that process underway. We'll be working to

get an RFP out for the coming months on detailed design and then hopefully, at some point, maybe in the fall of next year, probably spring of 2024 you know get out and bid for construction so just a snapshot for anyone doesn't know this is the rail trail that goes from Greycourt in Chester up to the- just underneath the trestle near Salisbury Mills so it's 10 miles in length and it's going to be really important addition to the bicycle network throughout the county.

0:05:35.574,0:05:37.080

Gary Spears: Does that connect to the Heritage Trail in Chester or-?

0:05:37.080, 0:06:10.680

Alan Sorensen: It does yeah, near Camp LaGuardia. It's going to really, it's going to be an extensive bike system that we're starting to develop, and of course we want to expand it further, so we'll talk about that in coming meetings. Okay, now, are there any other local product sponsor updates? Okay, hearing none going to move on to old business. Lauren if you will read the discussion on the Draft 2023 2027 TIP development.

0:06:10.680, 0:07:10.244

Lauren Bennett: Yes, so we have our draft TIP we will be introducing the TIP update to the public at our next planning committee meeting, which is scheduled for Wednesday September 7th at 10am, so we will be in this room. We all- the only administrative thing, we're going to send out the TIP strips to project sponsors just to review any minor administrative details, so no changes, but they are just looking for minor things, but we are looking to move that along at the next meeting its very exciting. Thank you to all the members for their participation in that. And then the public comment will start that Thursday September 8th and we'll look to adopt that that October 11th meeting, so we're on schedule.

0:07:10.244, 0:07:56.160

Alan Sorensen: That's very good work. It's been an interesting year too. Different, unique process we'll just leave it at that.

Distribution of FFY 21 & 22 FTA 5339 Allocations

Alan Sorensen: So next item under business is the Fiscal Year 2021-22 FTA 5339 allocations. I'll just briefly say we discussed this at the last meeting, we had gone back to DOT to ask if they could reassess the formula that they were utilizing, and they did accommodate our request which leads to characterize it as a more equitable distribution of funding throughout the TMA.

0:07:59.760,0:08:02.653

Sandra Jobson: Who did you wind up working on that?

0:08:02.653,0:08:05.460

Alan Sorensen: It was... my goodness.

0:08:05.460,0:08:06.660

Sandra Jobson: was it Tom?

0:08:06.660,0:08:07.980

Jacob Tawil: You're not going to ruin it on us are you?

0:08:17.250,0:08:20.070

Alan Sorensen: That was a team effort

0:08:20.070,0:08:22.070

Jacob Tawil: Great job team.

0:08:22.350,0:08:24.365

Sandra Jobson: It wasn't Tom Vaughan?

0:08:24.365, 0:08:27.840

Alan Sorensen: No, it was...

0:08:27.840,0:08:30.300

Lauren Bennett: I have it.

0:08:30.300,0:08:35.160

Rob Parrington: Alan, I'll take a look also. It was from Tom Vaughan's office, but it wasn't Tom.

0:08:36.630,0:08:37.130

Alan Sorensen: Yeah.

0:08:39.720,0:08:41.846

Lauren Bennett: Laura Hacker

0:08:41.846,0:08:43.440

Alan Sorensen: Oh yes, thank you.

0:08:45.150,0:08:49.400

Sandra Jobson: So they recalculated and redistribute it to everybody?

0:08:49.400,0:08:54.930

Alan Sorensen: Yes and there's was consensus amongst the three members of the TMA.

0:08:55.620,0:09:08.048

Lauren Bennett: So it was the definition of fleet size, so they- it was I guess it when it moved to use Marc Boucher, and he left so you know.

0:09:08.048,0:09:12.330

Alan Sorensen: He had left some notes, the person wasn't picking it up.

0:09:13.470,0:09:14.916

Sandra Jobson: Oh good.

0:09:14.916, 0:09:48.955

Alan Sorensen: They were very accommodating to us. What it does, in fiscal year 2021 under the old formula, it showed us as having 15 buses, so that would have been an allocation of \$588,000. Now it's showing us because we're using the total buses, 57 buses and the allocation for Orange County at \$752,879 and that's for the fiscal year 21 allocation, so they were much more in line.

0:09:48.955, 0:10:04.355

Sandra Jobson: Based on what you had said at the last meeting there was such like a change, I did wonder if there was an error in calculation. Which sounds like their approach to the formula.

0:10:04.355, 0:10:20.760

Alan Sorensen: Yeah, they were just using the urban area so that really affected us, but now I think it benefits Ulster as well, and there you know I reached out to Mark Debal.

0:10:25.650, 0:10:33.690

Lauren Bennett: So we will bring this to the next policy board meeting for adoption, this distribution.

0:10:35.640, 0:10:54.870

Alan Sorensen: Yeah, so just want to also thank Dutchess County for working with us on that. Okay, then we have new business. I'm going to ask Lauren to cover the PM three traffic congestion performance measures for Poughkeepsie-Newburgh urbanized area.

New Business

PM3 Traffic Congestion Performance Measures for Poughkeepsie-Newburgh Urbanized Area

0:10:55.680, 0:16:18.900

Lauren Bennett: Yes, so if you can remember, we need to adopt some performance measures: safety, reliability, so this is actually the traffic congestion measures, our new measures for this performance period. So there are two measures for traffic congestion, the Annual Hours of Peak Excessive Delay per capita or the PHED measure and the percent Non-Single Occupancy Vehicle or Non-SOV measure.

We're required to establish these targets for traffic congestion measures for the Poughkeepsie-Newburgh urbanized area, and then there's one related to on road mobile source emissions, which we will support NYSDOT's targets when we get those. So, if you want to go to the next slide. The performance period measures January 1st, 2022, through December 31st, 2025. The MPOs and State DOTs must adopt the performance measures by October 1st, 2022. So OCTC, the previous performance period, it was urbanized areas that were in air quality non-attainment or maintenance areas with a population of over a million, for this new performance period its urban areas with a population over 200,000 so that is why Orange County with the maintenance area for PM 2.5 and within the Poughkeepsie-Newburgh UZA, which has a population of over 200,000 we're being now required to adopt these performance measures, and we are the only MPO adopting these for the entire urbanized area.

We did coordinate with NYSDOT and the three MPOs that [are within] the boundary of the urbanized area, including the Northern Jersey Transportation Planning Area (NJTPA), I think that's the correct acronym. Ulster County Transportation Council, and Dutchess County Transportation Council. We met, and we talked about the approach and the draft targets, and they support it and felt comfortable with what we're presenting today.

So, the baseline is 2021 and then we have two-year targets for 2023 and four-year targets for the end of 2025. The first shows the trends from 2010 to 2020 for the percent non-SOV travel for this we use the American Community survey five-year estimates. So you can see, this is all the non-SOV it includes carpooling, public transportation, walking, other means, which includes I believe bicycling and motorcycles, and then work from home. And so, 2020 obviously had a big impact on a lot of trends with travel, so you can see that the work from home increased, so we see that bump to the 26.3% in 2020. It's hard to predict what will happen now, with such a big shift in the work from home policies and travel policies. We've decided to stay at the same level as 2020 for the 2023, so where our target is 26.3% for the two-year target and a slight increase in 26.5% in the 2025.

And then the next measure is the Peak Hour Excessive Delays per capital measure, and for this we use the AVAIL Labs tool that uses NPMRDS data, I cannot remember what that stands for, and then the volumes from the HPMS, vehicle occupancy from the American Community Survey and then population is also from the five-year American Community Survey. So for this, we have you can see a big dip in the 2020 dropping down to 4.2. For 2021 the person hour of excessive delay data was available, but the population was not so we're estimating using a 2020 just to see where the trend line was going, and we do see it increasing again, so for the 2023 measure we felt most comfortable with adopting the 2019 levels. So that's the 6.6 and then in 2025 a slight decrease to 6.5.

So the next slide just shows the performance targets that we will be adopting, there is no ramifications, unlike a lot of the other performance measures if we do not hit these targets. So we don't need to adopt anything you don't need to do anything if we do not meet these traffic congestion targets, but we do think

they set a good goal, overall, and we can also reassess the four-year target at the mid-performance period in two years.

So we ask that the OCTC take action on these targets at the next Policy Board meeting, which is September 7th and, therefore, it will be adopted before the October 1st deadline.

0:16:22.920, 0:16:40.830

Alan Sorensen: I just want to add that Lauren's done a really good job of coordinating this effort, we feel very comfortable with the estimates that we have. Any other comments or questions? Very good.

0:16:40.830,0:16:42.270

Jacob Tawil: So, we know who to blame if we don't.

0:16:46.170,0:16:46.670

Gary Spears: And who to congratulate if we do!

0:16:47.880,0:16:49.050

Jacob Tawil: Now we can identify the person.

0:16:51.090, 0:17:06.100

Alan Sorensen: If there's any blame, I'll share it. Won't be throwing any anyone under the bus. Reports, so we have the Staff reports. I'm going to turn over the save the dates to Lauren.

Reports

Staff Reports

0:17:06.100, 0:17:50.670

Lauren Bennett: Yes, so as we mentioned we will be asking the Council to take action on the performance measures. We will need to have a Policy Board meeting and we'll also be introducing the Transportation Improvement Program or the TIP update at a public meeting so it we'll be back-to-back Planning and Policy Board meeting on Wednesday September 7th starting at 10am, it will be in this room, so we will require an in-person quorum. I know some people are on vacation so you can send a proxy, we just need a proxy letter before the meeting, if you have any questions, please reach out to OCTC staff.

0:17:52.950, 0:18:08.940

Alan Sorensen: Very good, any questions? Next we're going to ask Zack Coleman to lead the discussion on the Central Business District Tolling Program, which I believe it can also be referred to as Congestion Pricing. Zack? Zack's online.

0:18:09.240, 0:19:04.860

Zack Coleman: Yeah, thanks Alan. So last week I believe, we attended just an informational meeting, the Triborough Bridge and Tunnel Authority put it on, it's an affiliate of the MTA and they just wanted to give us an update. The environmental assessment is available for public comments, so I shared that link in the chat. Basically, everything south of 60th street, except for FDR Drive and the West side highway, is susceptible to this congestion management pricing. So that's pretty much the update that we've got. They're looking for public comments, the period starts tomorrow, and it closes September 9th so the link to the EA will be available at that link that I just shared.

0:19:07.740,0:19:16.500

Lauren Bennett: Yeah, I think we're going to send out an email through the OCTC mailbox just as a reminder if anyone's interested in reading through the EIS and making public comment.

0:19:18.510,0:19:19.470

Alan Sorensen: Zack, thank you.

0:19:19.470,0:19:22.120

Zack Coleman: No problem

0:19:24.120, 0:19:34.910

Alan Sorensen: Next I'm going to ask Jessica Ridgeway to join us at the table to discuss the Bipartisan Infrastructure Law (BIL) funding opportunity. And I'll turn it over to Jessica.

0:19:34.910, 0:19:56.040

Jessica Ridgeway: It's quite an acronym, last month FHWA announced the availability of about \$7.3 billion over the next five years to states through the new Promoting Resilient Operations for Transformative Efficient and Cost-saving Transportation, otherwise known as PROTECT acronym formula program. This is a five-year program, the funding amount for New York is \$293 million. The purpose of this is to make transportation infrastructure, including highway and transit projects, bike/ped projects and port facilities more resilient to future weather events and other natural disasters and under this, and this is what we wanted to highlight to OCTC, states and MPOs are encouraged to develop a Resilience Improvement Plan, and we think that we could address the criteria that are required in this plan, through our ongoing resilient Countywide Resilience Plan (CRP). So, we're currently reviewing the criteria and seeing if we could work it into our ongoing resilience plan, but what having these targets met will do is it reduces the non-federal match for certain projects by 7%. And then, if the State also has a Resilience Improvement Plan or adopted into their MTP, it will reduce it by an additional 3%. So we have the opportunity to reduce our on our non-federal match by 10% through this program, so we're looking into it and we'll keep OCTC updated as we move forward.

West Central Transportation and Land Use Connection Study

0:21:17.910,0:21:18.780

Alan Sorensen: Jessica, thank you. So Next, I'm going to introduce Mike. Before I asked Mike to speak, I'm just going to provide kind of a brief summary of the West Central Transportation Study. The West Central Transportation Land Use Connection Study is a continuing cooperative planning effort, looking at OCTC Western gateway region. The study analyzes several corridors as determined by the analysis of traffic flows, traffic congestion, transit and land use within the study area. Potential impacts on transportation, transit, and land use were examined based on existing policies and programs, as well as historical trends. The study also included an assessment of existing active transportation system and developed improvement recommendations as part of the study the bus service provided in around the city of Middletown and Town of Wallkill was examined to determine how improvements can be made both historical bus routes and scheduling were studied, as well as future transit needs in the area.

The study kicked off in the summer of 2019, they held four study advisory group meetings and due to COVID, used the virtual public involvement tools such as public videos and surveys to incorporate public input into the study. For this meeting we're going to share some of the recommendations. And I'm going to ask Mike to provide an overview of some of the key findings and recommendations coming out of the West Central Transportation of Land Use Study. Before Mike speaks just want to thank the SAG Members and staff, as well as the consulting team for the hard work on the study, look forward to concluding the study and implementing recommendations through the transportation planning process. So, with that Mike I'm going to turn it over to you.

0:23:24.990,0:23:29.340

Mike Beattie: Alright thanks Alan, let me share my screen, let me know when everyone sees it.

0:23:35.070,0:23:35.570

Mike Beattie: Good?

0:23:35.970,0:23:36.938

Lauren Bennet: Not yet

0:23:36.938,0:23:38.423

Alan Sorensen: Not yet.

0:23:38.423,0:23:41.460

Mike Beattie: Not yet, shown shared. How about now?

0:23:42.570,0:23:43.530

Lauren Bennett: yep, yes.

0:23:43.620, 41:57.000

Mike Beattie: Great! Alan, thanks for the introduction. We actually have quite a few recommendations so I've tried to group them up the best we can, and depending on time, always go back. Like Alan said, this was the way to look at improving the transportation network in the Mid and Western areas of Orange County. There were three components that we've talked about in the past there's the active transportation component, which was looking at countywide non-vehicular connectivity. For that study, where we go through it, you know, we have our study area shown at the right for the active transportation we actually looked at kind of Orange County as a whole, since then it makes sense to kind of stop a countywide connectivity right at this border, we did some corridor analysis have some recommendations on both specific corridors, but also corridors in general that any place could kind of look at and have a toolbox to implement. And then we had a transit study that really utilized location-based services (LBS) data to figure out what was going on today in terms of where the ridership was, where the gaps were, and a lot of those recommendations had some specific things that can be done, but also was leading into future studies that should be conducted.

So, I'll start the countywide active transportation recommendations. The first kind of large one was really developing this county-wide network, where you could traverse the county east, west, north, south without getting into a car. And the way we did that was looking at the existing infrastructure and then abandoned rail ways to create this network. If you look at the map, you have the Heritage Trail in red, you have the Walden-Wallkill rail trail, we have all these other abandoned railways that as you look at them start piecing together is east, west, north, south network that a lot of then tie into a very accessible Heritage Trail. One of them I'll point out, this was just discussed here's the Schunnemunk Trail, you can see how it connects into the Heritage Trail. And so what we did was we looked at these railways and based on population centers, transit centers, locations to schools, the ownership of the parcels, we developed the kind of phasing plan, they could take these railways and start developing a larger network.

So, while you have your existing trails and then you see some Heritage trail plan extensions and Schunnemunk Trail the next phase would be these trails in green. This will go from Unionville up through Slate Hill to Middletown, this one from Florida to Hamptonburg, that start capturing one population that's using the Heritage Trail to then go north, south also there's transit centers along these corridors, to really start the population using this as both a recreational route and commuter route. And then, as you go further along, the next set of phases would be ones that are further to the north, where its little more difficult to connect to the Heritage Trail. You'll see in our report, for instance Trailway 6 they'd have to go through possibly the Stewart State Park and some roadways to get down to Trailway 8, so our report details each of these phases. But with that we talk about having coordination among the agencies that as a railway looks to maybe sell off the right of way or if some of these railways are owned by private property is being tracked these are opportunities, where we need to keep these in the public domain in order to create this county-wide network. We want to start developing almost a handbook of trail conversion standards; therefore, you have a cohesive consistent network throughout the county. Implementing at-grade trail crossings there's a lot of trails here and railways that cross at-grade, particularly one on Slate Hill Road to make sure that you have safe crosses across these busy roadways.

And then, developing a consistent wayfinding signage. So, as you traverse this network, making sure there's trailhead signage, directional signage all that feeds into a very successful network.

In addition to the kind of the larger county-wide network we also want to start looking at ways to enhance the existing Heritage Trail. This can be as you get close to the trails right sizing roadways repurposing abandoned rail beds. Identifying low-volume roadways and improving wayfinding and a good example of that is actually in Goshen you see the image; you have the Heritage Trail that goes through the downtown core and on and what you have here is within a two-mile radius of the Heritage Trail, you have schools, you have government centers, you have existing and future plan residential networks. And so there needs to be a way to connect the Heritage Trail to these elements, so the Heritage Trail becomes both a recreational route and a commuter route. And so, as you look at these areas within a two-mile of a trail access point you start looking for like I said, are there ways to right size roadways? Main Street today there's angle parking but still very wide roadway so possibly there's ways to implementing bike lanes and bike facilities along that stretch. You have abandoned rail beds, where, if you could get to the rail bed, you have a place where you can now be off street for walking/biking. Low volume roadways, you know less than 400 cars, great place to send bicycles, where you don't need a lot of infrastructure improvements, but they could have bicycles come to those roadways since there's low traffic volumes and then wayfinding, to you know, once you get to these access points, how do you get to the government center, or to a school, or to residential neighborhoods or vice versa. If you're at the government center, how do you safely get to the Heritage Trail? And then you have more general policy recommendations. You're really working to adopt policies that promote pedestrian bicycle amenities. So, for instance, as new developments come online, are you promoting or giving credit to developments that have bike parking? Showers? Travel demand credits to really reduce those vehicular demands and allow people to bike and walk to work. And then even just streamlining processes to install a bike rack in front of someone's storefronts. Making a very simple process that the quicker you get these bike racks out there, people will bike to work and park at work.

Next up we're going to talk about some of the corridors, we did specific looks at the Route 17 M corridor in Middletown, Route 211 in Wallkill, Route 94 in Chester and then two intersections, Route 17 M Brookside in Chester and Route 94 Main Street in Warwick. In general, whether you're on these corridors or other corridors throughout county there are recommendation we have that really kind of travel anywhere.

[The study] encourages places to adopt a Complete Streets Policy. This is important, one there's funding opportunities when you have a policy in place, two it kind of sets the standard that as future projects with developments are coming online, there's an emphasis on making sure that they contribute to the complete street network within their city, town or village. And within the report, Orange County has a really nice model [policy] write up, so it's not something you'd have to do from scratch there's actually a model policy that they put together, so if you have any interest, you can reach out to OC staff, and they'll actually help you set that policy.

There are general traffic improvements that can be made on corridors, a big one is access management. A lot of the corridors we studied have multiple driveways in close proximity that causes a lot of friction as drivers are traveling along the corridor. And so, there's ways of managing the access; one is you can see in the images to the right creating more instead of full access driveways right in right out driveways with secondary driveways to complete your left turns or even trying to get shared access, so you don't have someone taking a left turn on five driveways that are close to each other that, you know, where the person taking the left versus one centralized driveway.

Important to maintain infrastructure, striping that's faded, roadways are bad condition definitely have a negative effect on traffic operations. Opportunities to obviously increase roadway capacity, adding lanes helps traffic operations and then locations where you can't add capacity, looking at technology to handle those fluctuations in traffic. A big one is adaptive traffic control systems which have been really successful in corridors that have varied land uses that have peaking, that really can't have the space to

widen the roadway. Those technologies exist and they're very successful and can be implemented some of these corridors and then within the report you'll see Traffic calming strategies, whether it's the vertical deflection measures or horizontal measures and ped and bike safety measures again, it's all in the report that you could pull from a toolbox that you could implement on corridors throughout the county.

Just a couple of specifics; Route 17 M and Dolson Avenue we've highlighted where our study area was for Dolson Avenue. This was interesting because actually right now there's a lot of work going on Dolson Avenue they have a traffic operations improvement project; they have some sidewalk projects. So, for this one really looked at where we can improve or build upon what's being done right now. So, one is on the corridor really encouraging, as new development comes online, shared driveway access, again reduce number of driveways and friction on the corridor. While there are projects right now to build sidewalks on the corridor, they're still gaps that remain. A couple of them that we've noted were on Academy Avenue between Grand Street and Benton Avenue and Academy Avenue between Benton, right up to East Main Street, you can see, the images where there's a lack of sidewalks. And also, there's a stretch between Dolsontown and Campbell Plaza where there are no sidewalks. And then a big one with this corridor is maintaining and updating pavement markings. Great example is you'll see some images from a couple years ago where a right turn had a through lane, a through arrow, a right arrow, a through arrow which could cause confusion for the driver. These have been updated, again same image on the right, we could see more of this MUTCD standard through right turn markings.

On Route 211, again looking at from the Route 17 interchange to Goshen Turnpike. There are places along on the corridor, where there are no sidewalks. However, if you go out there, you could see what I would call kind of goat paths, where you could see there are people walking so there's a desire to have these sidewalks in place. Route 211 is a state road so there'd be some coordination between the state and the county but even you can see, highlighting the picture if you go out there today by the Route 17 ramps you can see where people have walked, and we observe people walking along this area, that shows the desire for these facilities. Again, there's empty parcels along 211 that as those get developed great opportunity to start providing sidewalks on the projects' site frontage and similar to the Route 17 corridor encouraging shared driveways for adjacent land uses. Along 211 we also look at some of the intersections to see what we can improve, one of them was that the 211 Galleria Drive intersection. Today there's one left turn lane and three through lanes and while showing the image those three through lanes eventually neck down to two lanes and we also notice there was a heavier left turn up on Tower drive. So, one of the things we thought about was the concept of converting one of those through lanes to a trap left turn lane, so you'd have two left turn lanes. Two through lanes, which are then matchup where the neck down occurs, but now you've created at least a pedestrian median to facilitate new pedestrian crossings that go from you know there's some hotels, residential uses, down to shopping and transit. At Bella Road and 211 on a lot of this is both single time improvements and then new crosswalks, new sidewalk that we're trying to construct along the corridor. The function of the terms of the turn lanes remains the same, but again, adding these pedestrian amenities along the corridor and improving timings.

And then at Goshen Turnpike, one of the problems we see out there is on the eastbound approach. Today it's a shared lane, the left turn will typically block through and right turn traffic and there's new developments coming online in the southwestern quadrant where the opportunity is to now widen the roadway to create that left turn pocket, new pedestrian facilities, sidewalks, crosswalks, ADA ramps. And then at this Deli there's a lot of vegetation we've noticed on this corner and when a vehicle for taking a right on red, it really inhibited their sight distance. So it'd be kind of making sure you have proper sight distance and all four corners, particularly at the Deli and again sidewalks, crosswalks and added capacity through its own left turn lane, and a through right turn lane.

Academy Avenue and again, going from Nucifora Boulevard all the way up to Main Street, where the fire station is. At this Nucifora Boulevard we know there's the Park and Ride with plans to even expand the park and ride, we did notice that people were parking at the Lowes and walking across the street, with no facilities and so just in general upgrade this intersection to have the facilities that can either accommodate

this travel back and forth between the Lowes and people coming to the parking lots to the south or again helping out with the east, west sidewalks, standard ADA ramps and crosswalks.

As you go further down the corridor between Route 78 and Main Street you have about 1200 feet, where there is no crossing along Academy Avenue, so just actually go back a little bit. From this stretch right here, you have crossings here and crosses at Main Street and we noticed people crossing mid-block, where there are no crosswalks, because the crosses are really too far away. So, at that Carpenter Road locations kind of right in the middle good sight distance, you can look at introducing the mid-block crossing with signage to help facilitate that crossing. A lot of times you use the rapid repeating flashing beacons, RFBs, to make sure there's a safe crossing from one side street to the other. As you get to Main Street today, this is a side street stop with north, south being free flow, but this is kind of a Center area where there's a lot of people walking back and forth, and the buildings actually built pretty close to the to the roadbeds you have some limited sight distance. In this case, we would propose to actually have an all ways stop, crosswalks on all three legs. And then you'll see that today there's parking on both sides of the roadway, as pedestrians cross today, they're actually hidden by some of the vehicles. So, you could then actually create bulb outs we lose a parking space but allows pedestrians to come out into a better visual space for vehicular traffic to make sure safe crosses on all three legs. As you travel further up North on Main Street, again, there's another section where there's no crossings from Academy Avenue, all the way up to where the fire station is. And again, you have parking on both sides of the street, you have a school, you have a church so facilitating these mid-block crossings with cross markings, and RFBs. And then, once you get by the fire station, very wide, very fast roadway because of this wide area you'll see as you come up north have a kind of a high speed right the crosswalk today is actually back here. So unsafe for pedestrians to cross but, again, you also have the fire station in this area, so what we propose would be really for striping trying to direct traffic to have a slower right turn, better visibility for pedestrians as they cross Main Street and then additional crosswalks on Oakland Avenue. Again, the big thing with one with this one is striping it, to not inhibit fire truck access but really kind of slow down vehicles. You could take this another step further and have mountable curbs too but at least, for the first low-cost option, to do it through striping.

To go to some of our specific intersections, one is the 17 M Brookside Avenue in Chester. Today, Lehigh Avenue comes in at this angle, you're going to see in the aerial. We have this very funky, high speed right turn to left turn short distance in between two intersections. We saw driver confusion on where to go. So, in this case, what we would do is we were realign Lehigh Avenue to actually turn and connect into 17 further to the West, this is not private ownership, it's actually you guys have the ownership, right here, we actually construct this and now you've created two standard singles with opportunity for left turn lanes that now you don't have this this really quick jog of Northbound taking a right and a quick left with two T intersections that operate very well in this condition, two coordinating signals. And again, today, when there's a left turn it's only one lane, now you have the separate left turn with vehicles to go around to continue west. We also did notice that the bridge could use some repair there's potholes, it's cracking, kind of what we talked about earlier any infrastructure improvements or maintenance is really important to keep traffic flow consistent.

0:41:57.960,0:41:59.880

Jacob Tawil: Did you guys look into roundabouts?

0:42:00.870, 0:46:43.290

Mike Beattie: Well, we did look at a roundabout here, but because where this came in, it was still at an awkward angle, where we couldn't get the roundabout to work. We did not look at roundabout separately for these two. We do have trucks in this area, and so we couldn't keep the roundabout tight, it has to be a pretty large roundabout. With probably some truck aprons so we avoided the roundabout and left them more as standard intersections, they're just further apart. Again, heavy truck traffic in this area, really no pedestrians, but where these came in, it was kind of tough for us to get the roundabout to work with the trucks.

And then Route 94 and Maple Avenue. This is actually, there's a plan already in place by State DOT to improve this intersection. That included cross walks on all three locations, but today there's still this pork chop high speed right, see where this green area is, there's a right turn that comes in front of the Historical Society building and continues and there's only one lane for left and right turns. So, under this which you can build off of the state's improvement, and they were receptive to this is creating more of a T intersection so instead of the high speed right turn that yields, it becomes more of a standard T intersection giving opportunity for an open space in front of Historical Center but now you have shorter crosswalks opportunity to provide more traffic capacity for left and right turners. So just kind of continue to build off what the DOT is already planning. I know that was a lot very quick, but we want to go one other section we could always return to these corridor improvements.

Lastly transit recommendations. There are two categories, one is the Middletown area recommendations which really dealt with expanding to accommodate hybrid or flexible demand responsive service. But a lot of it really needs more post studies, given what COVID-19 has done to travel patterns. We need to understand how people's both work commute and mode share has changed and really if what's there today for transit is competitive to driving. A lot of times what was noticed is there's a lot of short trips that would be desired, through transit, but the way transit system is set up, it takes multiple transfers and a longer route to create a shorter trip. So that's where the study was looking, to push further studies along to say how do we resolve that discrepancy. And then for intercounty transit, some of the improvements included expanding the Wallkill Dial-A-Ride operating hours. We noticed that based on the LBS data people were traveling beyond hours that were there today so expanding those 5:30am to 7pm. And then there's a lot of travel to the Garnett Health Medical Center but there's a need to create the last mile between the Medical Center and transit to encourage transit use to get this area. And then also making sure that for early and late-night commuters or people that needing to get to the hospital those services are in place, so the transit dealt with a lot of future studies, but the LBS data is showing that there are gaps in the service that should be looked at and can be done through future studies.

And then, lastly, in the report you'll see a section on funding sources there's a lot of funding that I think people are aware of it's been around for a while. ESD has funding sources, there's the TAP grants, Creating Healthy Schools Community grants. These are all projects that fit into these categories and then there's some new ones coming out in the Bipartisan Infrastructure Law. There's one that I think has been a lot of talk about which is the Safe Streets for All. Which either helps you create action plans or implement action plans, but these are all funding sources that can really help towards either further studies or implementing these projects. You'll see in our report we've tried to summarize all the recommendations and identify where some of these future grants could be applied for to help fund these initiatives.

So, I know I went through it relatively quickly, just for time, but if there is any questions, I think we have 10 minutes left in the meeting but I'll open up to the group for any questions they have, or if you guys want me to go back.

0:46:45.630, 0:47:59.160

Alan Sorensen: Mike, thank you so much for that presentation, again I want to thank the Orange County Transportation Council, Orange County planning staff for working with AKRF and any other consultants on this project there's a lot of really good recommendations coming out of it. One of the things, I'll just mention before we start with questions is we're already starting to implement some of the recommendations, most importantly, we've initiated in Middletown Bus Network Redesign effort, which is underway, and that was a recommendation coming out of this study. And one of the you know, one of the observations like when I tell people is like the bus service currently stops around 5 PM. So, you can imagine if you try and get people to and from their residents to work or just services, that really doesn't cut it, so we want to build upon and expand that system and that studies on the way to move that forward I'll turn it over to the Council members. Any questions?

0:48:00.360, 0:48:17.640

Sandra Jobson: I have a couple comments/questions. In thinking beyond this, did you think about how are there opportunities to get to the Empire state trail? I saw a couple of segments-

0:48:18.540, 0:48:25.080

Mike Beattie: Yeah, I believe it would, let me get that map, one second.

0:48:26.850,0:48:28.140

Sandra Jobson: I mean that might be a good long-term goal or something.

0:48:28.140, 0:49:10.230

Mike Beattie: Yeah, I believe trailway 6 would be the one that if you could extend further north, I think that was the closest one that would hit the Empire State Trail. We can go back and look, I think it's in our report, I think this is the trail that would closely get you there. I also should have mentioned Nine right here, gets you extremely close to the Appalachian Trail, which comes along here and there's a small gap- but you could where the Appalachian Trail comes in, you can tie into Unionville and then this trailway here, but I think for at least the Empire Trail I believe it's abandoned railway 6 they'll come the closest as you expand further north.

0:49:10.980, 0:49:32.490

Sandra Jobson: Okay, that would be a real opportunity. It literally does go, they did a lot of work on the Empire State Trail over in Putnam and Dutchess, so that it's all the way from New York City to Canada to Buffalo. So, if you guys can get your network to touch that, it really opens up the state.

0:49:34.680,0:49:47.400

Lauren Bennett: I will say, we looked at that with the CMP, Congestion Management Process between the three counties, so we do have a map that looks at the multimodal connections there. We'll continue to work with our TMA partners on that.

0:49:48.420, 0:50:23.175

Sandra Jobson: Yeah, trying to get a bike off road trail system, that would be huge. And then I think the recommendations in here as far as they relate to the State highways are excellent um I do think some of them are along you know when you're talking about some of the maybe ones that are looking at congestion, a little bit left turn lane and stuff. We will want to take a look at those closer but um the one for Route 94 what town does that go through predominantly

0:50:23.175,0:50:24.796

Lauren Bennet: Village of Chester

0:50:24.796, 0:51:40.950

Sandra Jobson: Are they here? Because what I'm seeing there is, I don't know how interested, the Town of Chester is in TAP applications or pursuing these types of improvements, but this study and those drawings would really help with the TAP application. We did similar work for the Village or I think it's the Town of Hyde Park, and really my experience has been that picture, you know it's worth like 1000 words when it comes to grant applications. And because you tied so much together on 94 in that village that would be really strong and then taking it one step further, is this table it's going to be probably distributing you know soliciting for projects and you know, there's some really you know good suggestions in here so um you know I don't know how that's going to. line up with the funding that's made available, especially through all these other new programs that might be coming forward but it's really nice so when is this is this draft, right now, or?

0:51:42.090, 0:52:00.458

Alan Sorensen: Yes, it's draft. Our plan was to distribute it to the Council for review and comments and then we want to move forward with the you know finalizing it and having the Transition Council adopt it.

0:52:00.458, 0:52:25.280

Sandra Jobson: Yeah, you know as soon as I can get copy the better. So that I mean, we just have a planning process back in our office when we can go through and then, make sure, you said that these recommendations are getting on the right people's radars. Not that means there's going to be a project next year, but just so that they're aware they've been studied and now are recommendations. Great.

0:52:32.640,0:52:36.450

Alan Sorensen: Any other questions, if not, are there any other member reports?

0:52:40.590, 0:53:01.530

Jacob Tawil: Well Middletown the traffic operations that project is moving along very well and we're only going to be delayed in paving, which is not a big deal it's not detouring the critical path of the project. DOT, they came in and conducted their first audit last week, so everything seems to be in order and it's moving along very well.

0:53:03.120, 0:53:11.250

Alan Sorensen: Very good. Any other reports? Mike I just want to thank you once again.

0:53:11.520,0:53:12.240

Mike Beattie: No problem.

0:53:14.250,0:53:15.900

Alan Sorensen: Good job!

0:53:16.560,0:53:17.490

Mike Beattie: Everyone have a good day!

0:53:18.330,0:53:19.140

Lauren Bennett: Thank you.

0:53:19.500,0:53:20.000

Mike Beattie: Take Care.

0:53:21.780,0:53:26.040

Alan Sorensen: If there are no other comments or questions, I'll ask for a motion to adjourn.

0:53:27.120,0:53:27.620

Jacob Tawil: I'll make a motion.

0:53:34.500,0:53:35.100

Alan Sorensen: Thank you.