

Public Meeting - NYS Route 378 Troy-Menands Bridge

June 10, 2025 – Menands School

In-person Questions

- 1. Comment and Question:** During the construction of the Bridge and before building 787, there was consideration given to constructing a road parallel to Route 32. Is a parallel road still under consideration?

Response: Our focus is on the bridge, then 378; there is no discussion of a new road parallel to Route 32.

- 2. Question:** What is the overall timeframe for completion of the project?

Response: This is a study. No funds are currently allocated for construction; however, since action is necessary, we will proceed to the next phase (NEPA) and work to ultimately secure funding.

- 3. Comment and Question:** Given the choice between an at-grade intersection and keeping the bridge, I prefer maintaining the diamond and having the bridge go over 32, avoiding contact with pedestrians and enabling drivers to build momentum to climb 378, especially in snow and sleet. Instead of a traditional diamond, would it be possible to keep the overpass over 32 but reconfigure the diamond to have one intersection on each side rather than two? (Similar to Exit 6 of the Northway). **Response:** We will certainly consider that as we move forward with the study and continue to dialogue with the community.

Comment (same person): Options three and four are preferred. Zero is not an option.

- 4. Comment and Question:** As a former resident of Poughkeepsie, she is worried that any reconstruction plans will overlook how they might affect businesses and residents of Downtown Troy, similar to how Routes 44 & 55 bypassed downtown Poughkeepsie and damaged its trade and commerce.

Response: No intention to divert traffic; more about handling traffic more efficiently on both sides of the River and improving access to the Village of Menands.

5. Question: Any consideration to making 32/378 a more traditional interchange rather than the acute angles shown in the presentation?

Response: Not currently, but in the next phase, if we are going to progress with this, it needs to be squared up, not only for the benefit of pedestrians and bikers but also for truck drivers.

Comment: From the perspective of bikers, we prefer a more traditional interchange rather than a dynamic one.

Question: Is the project aware of the waterfalls and other natural resources in South Troy?

Response: Yes. We need to consider access and signage for hidden natural resources.

6. Comment and Question: If a new Troy-Menands Bridge is built, could the existing bridge be converted into a pedestrian walkway similar to the Walkway Over the Hudson in Poughkeepsie? We hope to connect bike trails on both sides of the river, and it would also help boost commerce and recreation at the landing areas on both sides of the river.

Response: There is the challenge of maintaining a navigable waterway, and even though it would only be for pedestrians and bikers, it is still an old structure requiring significant maintenance costs.

7. Question: What's wrong with the current 32 and 378 Interchange?

Response: 378 was designed with the intention of continuing West and accommodating higher traffic capacity that never materialized. There is the cost of maintaining and perhaps replacing overpasses that may no longer be needed. Reducing the very large footprint of the interchange might also return property to the tax rolls.

8. Comment: A resident of South Troy is worried about speeding on the current bridge and suggests adding more signage and lighting. He is also concerned that cyclists are not obeying traffic rules, which creates a danger to pedestrians and residents.

9. Comment: A resident of Glenwood Road (north of the 32/378 interchange) is concerned that exiting from Glenwood Road and Harts Lane onto 32 is already very difficult. (Over 100 FedEx trucks leave between 8:00 and 9:00 AM) Lowering the interchange to grade and installing lights might worsen the situation, and this should be studied.

Response: We will consider that as the study moves forward.

10. Question: Are you looking at multi-use paths for pedestrians and cyclists?

Response: Currently, we are focusing on high-level connectivity. That Level of detail doesn't occur now, but it will definitely be part of the design process. The key is not to undersize the facility to accommodate both pedestrians and cyclists. (if you build it, they will come) .