



bridge, highway & rail engineering
entertainment engineering
subaqueous investigation
civil & site engineering
structural design
marine facilities
geotechnics
surveying
forensics

Minutes of Committee Meeting #2

Project Name:	Nyack TAPS Project
Project No.:	150119
Meeting Date:	January 28, 2016
Meeting Location:	Office of McLaren Engineering Group
Meeting No.:	Committee Meeting #2
Meeting Purpose:	Alternative Designs
Start Time:	8:30 AM
End Time:	9:30 AM
Report Date:	February 2, 2016
Signed:	Robert G. Hagopian, P.E.
Reviewed by:	Steven L. Grogg, P.E.

Attending: (copies to all)

Name	Organization	Tel No	E-Mail
Doug Foster	Steering Committee	917-546-0909	doug@fougfooster.com
MariaLuisa Whittingham	Steering Committee	845-664-8492	Marialuisa.whittingham@gmail.com
Don Hammond	Steering Committee	914-954-7556	Hammond4@optonline.net
Carolyn Cairns	Steering Committee	845-480-0260	cancuca@gmail.com
Curt Velsor	B. Thayer Associates	516-364-0660	cvelsor@bthayerassociates.com
Ken Keltai	B. Thayer Associates	718-942-3320	kkeltai@bthayerassociates.com
Mathew Carmody	AKRF, Inc.	646-388-9799	mcarmody@akrf.com
Steven Grogg	McLaren Engineering Group	845-353-6400	sgrogg@mgmclaren.com
Robert Hagopian	McLaren Engineering Group	845-353-6400	rhagopian@mgmclaren.com

* Attached is a copy of the Meeting Sign –In Sheet

* Attached Handouts provided during the meeting

- Agenda
- TAP Public Workshop Comments
- NYACK TAP PROJECT Existing Conditions Spreadsheet
- Nyack Broadway TAP Cross Section Alternative Concepts Spreadsheet

<u>Item</u>	<u>Description</u>	<u>Action By</u>
<u>Items From Committee Meeting No. 2</u>		
2.1	Introduction: Steven Grogg of McLaren Engineering Group began the meeting with introductions.	

Offices: New York, Maryland, Florida, Connecticut, California

Licensed in:

Arizona • Alabama • Arkansas • California • Colorado • Connecticut • Delaware • District of Columbia • Florida • Georgia • Hawaii
Idaho • Illinois • Indiana • Kansas • Kentucky • Louisiana • Maryland • Massachusetts • Michigan • Minnesota • Mississippi • Missouri
Nebraska • Nevada • New Hampshire • New Jersey • New York • North Carolina • Ohio • Oklahoma • Oregon • Pennsylvania
Rhode Island • South Carolina • Tennessee • Texas • Trinidad & Tobago • Utah • Vermont • Virginia • Washington • West Virginia • Wisconsin

M.G. McLaren, P.C.

100 Snake Hill Road
West Nyack, New York 10994

Phone (845) 353-6400

Fax (845) 353-6509

e-mail: mgmclaren@mgmclaren.com

On the web: www.mgmclaren.com

2.2	<p>General Discussion of issues documented among SC prior to start of meeting:</p> <p>Bicycling: There are two types of bicyclists that travel through the Village, the serious bicyclist and the family/recreational bicyclist.</p> <p>Parking: Visitors need to be directed to the existing parking locations. Wayfinding signs to the existing parking areas should be an overall Village agenda which extends beyond the TAP project.</p> <p>Street Scape: Benches should be designed to prevent a long term stay at each location.</p> <p>River Connection: The project should support the possible connection between Broadway and the River.</p>	
2.3	<p>Information from the Topographic Survey:</p> <p>The curb to curb width of Broadway varies. The curb to curb width is wider on South Broadway. The area North of Church St. is narrow. The lower portion of North Broadway is approximately 38 ft. See attached summary of dimensions.</p>	
2.4	<p>Design Options:</p> <ul style="list-style-type: none"> The minimum design distance, curb to curb width is 38 ft. for two (2) travel lanes and parking each direction. Due to the limited curb to curb width, consideration to include a bicycle lane on Broadway was discussed and determined that it would not be practical. It was the consensus of those present that it is not practical to sacrifice parking along Broadway for more sidewalk or bike lanes. They agreed that use of striped areas along Broadway (current striped out areas) could be used as long as use does not impact turn of fire truck. All present agreed that signs leading bicyclist from Cedar Hill Avenue to Franklin Street should be included in the design. The connection along Franklin to the Esposito Trail will become increasingly important in the future. Further, the design should include signs leading bicyclist from Franklin Street to a bicycle parking area down Artopee Way to the Village Parking Lot. Options for bicycle lanes along Franklin should be evaluated. Committee Members encouraged bicycle racks to be provided along Broadway or on sidestreets to encourage alternate transportation by the One-way travel on Broadway with angled parking was discussed, but the impacts of reduced transit bus services and the increased traffic to Franklin makes this a questionable alternative. Accidents occur more frequently on intersections along Broadway than expected. The SC requested information on accidents and traffic volumes. McLaren and AKRF will evaluate the turning radius and site distance for each of the intersections. 	McLaren

2.5	<p>Street Scape:</p> <ul style="list-style-type: none">• BTA presented examples of potential streetscape options. The options included paver strips along the sidewalks and paver borders around tree planting. The concept was well received by the SC.• The roots from many trees along Broadway have lifted the sidewalk. These roots may be able to be pinned down and allow the tree to remain. This technique provides for the proper sidewalk adjustment.• Curb extensions at intersections or mid-way of each block were discussed. As noted above, use of these area should be considered	
2.6	McLaren with provide a Priority Survey to the Committee Members. This survey is intended to establish some of the elements of the design. Examples of the information requested would be; design concrete or granite curbs, or sidewalks of concrete or pavers...	McLaren
2.7	The Reconnaissance Report does not appear to be on the Village Website. McLaren update the information on the website.	McLaren
2.8	<p>Dates of Workshops and Committee Meetings:</p> <p>Upon review of the priority survey, McLaren will reach out to Committee Members for scheduling the next meeting. Use of Webex for convenience of member was discussed.</p>	McLaren

The preceding minutes have been developed for the referenced meeting. Please advise the author of any corrections or omissions within five days. If no such notification is received, the minutes will be understood to be complete and accurate. If notification is received within five days, it will be reviewed and revised minutes will be transmitted to original recipients of the minutes.

Village of Nyack

TAP New Connectivities For Nyack Steering Committee Mtg #2



January 28, 2016



bridge, highway & rail engineering
entertainment engineering
subaqueous investigation
civil & site engineering
structural design
marine facilities
geotechnics
surveying
forensics

VILLAGE OF NYACK BROADWAY TAPS PROJECT

TAPs Steering Committee Meeting #2

January 28, 2016; 8:30 am

AGENDA

1. Introduction
 - a. Agenda
 - b. Discuss information from Public Workshop #1
2. Cross Section Opportunities and Constraints
 - c. Competing modes – Traffic Lanes, Parking, Bicycle, Pedestrian
 - d. Broadway
 - e. Franklin
3. Streetscape Opportunities
4. Potential ROW Issues
5. Priorities and Program
6. Schedule

Offices: New York, Maryland, Florida, Connecticut, California

Licensed in:

Alabama • Arizona • Arkansas • California • Colorado • Connecticut • Delaware • District of Columbia • Florida • Georgia • Hawaii • Idaho • Illinois • Indiana • Kansas • Kentucky • Louisiana • Maine • Maryland • Massachusetts • Michigan • Minnesota • Mississippi • Missouri • Nebraska • Nevada • New Hampshire • New Jersey • New Mexico • New York • North Carolina • Ohio • Oklahoma • Oregon • Pennsylvania • Rhode Island • South Carolina • Tennessee • Texas • Trinidad & Tobago • Utah • USVI • Vermont • Virginia • Washington • West Virginia • Wisconsin • Wyoming

M. G. McLAREN, P.C.

100 Snake Hill Road

West Nyack, New York 10994

Phone (845) 353-6400

Fax (845) 353-6509

e-mail: mgmclaren@mgmclaren.com

On the web: www.mgmclaren.com



TAP Public Workshop Comments

10-Nov-15

Category	Comment
Bicycle	Cyclists do not use the facilities during weekends. Note as 7-10,000 each Sunday (also noted as 5,000 by others)
	Safety/ accommodating cars
	Bridge with use shared, consideration for taking advantage of the increased activity . Bikes currently not bringing consumers to community
	Develop safe environment
	Possible bike racks on side streets
	People gather and hang out at bike rack areas
Parking	Parking signs are not clear
	Modal Split Parking with South Nyack
	Ferry and Parking direct to NYC
	Large parking lot rules need to be clarified after 11 am
	Parking is not a problem, location not quantity
	Merchants park in front of stores
	Parked cars on Broadway make the travel lanes narrow causing accidents with parked cars
	Additional Signage/Wayfinding to parking and bike racks
	Perception to parking problem may be due to lack of signs to alternate parking areas
	Identify parking opportunities, additional signs
Sidewalk/Streetscape	Bluestone Preservation
	Color-Beige and more aggregates (gum)
	Maintenance
	Not enough garbage cans
	Clean up parking signs, need uniform signs
	Snow removal issues
	Surface options need time to consider the types
	Narrow, difficult to pass, difficult w strollers
	81-83 South Broadway basement extends below sidewalk
	Hedges hang over sidewalk
	Sidewalks are not regulated, the 5 ft. rule for use of merchants needs more enforcement
	No benches



TAP Public Workshop Comments

10-Nov-15

Category	Comment
Transit	Need better transit into Manhattan
	Nyack Trolley
	Bus optimization/ Coordination
	Bus stop at end of bridge direct on Tarrytown Train station
	Bus Information System
	EZ Pass/Metro Pass Payment on bus
	Bike racks on bus and coordinate with bike path/ routes
	What destinations are served by local bus
	Ferry and Parking direct to NYC
	Remove Bus from Broadway
	Busses are courteous
Tree, Plantings	Coordinate with sidewalks
	Consultants to Village Tree survey
	Donation/Sponsors
	Main Street, large tree pits did not work
	Consider more trees
	Existing tree spacing is good
Other	Garbage cans, not enough for apartments in South Broadway and Recycling Bins are limited to bottles and cans
	Coal chuste/basement access needs to locate and inventory.
	Mayor White - get on committee to coordinate BRT activities and needs
	Consider one way on Broadway and Franklin
	Main/Broadway extend to River
	Broadway has character the way it is. Not Main St.
	Connection between Main Street and Cedar Hill
	Character of Broadway is shops and boutiques Main St. is restaurant and bars

**ENVIRONMENTAL STUDIES
ROW/ INCIDENTALS**

\$10,000
\$5,500














CONSTRUCTION

Item No.	Item	Qty	Unit	Unit Price	Total
1	Concrete curbs	8640	LF	\$22.00	\$190,080.00
2	Concrete Sidewalk	4800	SY	\$65.00	\$312,000.00
3	Truncated dome delineators	240	SF	\$45.00	\$10,800.00
4	Crosswalks	600	SY	\$185.00	\$111,000.00
5	Drainage improvements	1	LS	\$50,000.00	\$50,000.00
6	Signage	1	LS	\$24,000.00	\$24,000.00
7	Relocate lightpoles	2	EA	\$5,000.00	\$10,000.00
8	Ornamental lightpole and fixture	40	EA	\$7,000.00	\$280,000.00
9	Electrical conduit and wire	1	LS	\$68,000.00	\$68,000.00
10	Electric panel box	2	EA	\$25,000.00	\$50,000.00
11	Shade Tree- major deciduous	32	EA	\$600.00	\$19,200.00
12	Banners for Street Lights	40	EA	\$200.00	\$8,000.00
13	Trash receptacles	16	EA	\$1,200.00	\$19,200.00
14	Bicycle racks	4	EA	\$1,700.00	\$6,800.00
15	Benches	24	EA	\$750.00	\$18,000.00
16	Bus shelters	4	EA	\$12,000.00	\$48,000.00
17	Soil Erosion and Sediment Control	1	LS	\$11,000.00	\$11,000.00
18	Maintenance and Protection of Traffic	1	LS	\$90,000.00	\$90,000.00
19	Bituminous pavement widening	1	LS	\$50,000.00	\$50,000.00
20	Paint bicycle lane markings/signage	1	LS	\$10,000.00	\$10,000.00

Subtotal \$1,386,080.00

Conting. 10% \$138,608.00

Total \$1,524,688.00

Nyack Broadway TAP Cross Section Alternative Concepts Commercial Segment: Cedar Hill Avenue to Hudson Avenue															
Right of way cross section:	West Sidewalk	West Curbside Buffer	West Parking Lane	SB Bike Lane	SB Bike Buffer	SB Travel Lane	Median with Bio-swales	NB Travel Lane	NB Bike Buffer	NB Bike Lane	East Parking Lane	East Curbside Buffer	East Sidewalk	Total ROW	Total Curb-to-Curb
															
Existing	6	0	8	0	0	11	0	11	0	0	8	0	10	54	38
Alternative 1 - remove 1 lane of parking (hold curbs + add bike lanes)	6	0	0	5	0	10	0	10.5	0	5	7.5	0	10	54	38
Alternative 2 - remove 2 lanes of parking (hold curbs + add bike lanes + median)	6	0	0	5	0	11	6	11	0	5	0	0	10	54	38
Alternative 3 - remove 2 lanes of parking (hold curbs + add bike lanes + add curbside buffers for deliveries)	6	3	0	5	0	11	0	11	0	5	0	3	10	54	38
Alternative 4 - remove 1 travel lane (hold curbs + keep parking on both sides + add bike lane)	6	0	9	5	0	11	0	0	0	5	8	0	10	54	38
Alternative 5 - remove 1 travel lane and 1 lane of parking (hold curbs + add bike lanes + median)	6	0	8	5	0	11	9	0	0	5	0	0	10	54	38
Alternative 6 - remove 2 lanes of parking (hold curbs + provide median)	6	0	0	0	0	11	16	11	0	0	0	0	10	54	38
Alternative 7 - remove 1 lane of parking (slightly enlarge west sidewalk + provide median)	8	0	0	0	0	11	6	11	0	0	8	0	10	54	36
Alternative 8 - remove 2 lanes of parking (greatly enlarge sidewalks + provide median)	13	0	0	0	0	11	6	11	0	0	0	0	13	54	28
Alternative 9 - remove 1 travel lane and 1 lane of parking (add bike lanes + enlarge sidewalks + provide median)	14	0	8	0	0	11	7	0	0	0	0	0	14	54	26

		NYACK TAP PROJECT		
		Existing Conditions		
Segment		Min. Curb to Curb	Sidewalk Width	Sidewalk Width
From	To	Distance (Feet)	West (min./max.)	East (min./max.)
Sixth Ave.	Tallman Ave.	32.0	6.1/6.6	5.0/5.2
Fifth Ave.	Sixth Ave.	32.0	6.0/7.8	6.2/6.8
Fourth Ave.	Fifth Ave.	34.2	4.0/11.2	2.5/2.6
Third Ave.	Fourth Ave.	32.9	3.9/4.0	6.1/6.3
Second Ave	Third Ave.	35.6	4.0/4.2	3.4/4.0
First Ave.	Second Ave	35.2	3.8/6.1	5.2/6.6
High Ave.	First Ave.	32.4	6.0/11.0	9.1/9.3
New St.	High Ave.	32.2	9.8/12.0	10.0/12.0
Main St.	New St.	33.0	6.6/11.3	7.7/8.0
Burd St.	Main St.	34.6	10.7/12.1	8.3/8.6
Church St.	Burd St.	35.6	9.3/9.3	10.2/10.5
Depew Ave.	Church St.	37.5	6.8/8.0	6.3/10.4
Hudson Ave.	Depew Ave.	37.3	6.8/6.8	6.8/7.2
Cedar Hill Ave.	Hudson Ave.	38.4	6.7/14	10.8/14

PROJECT SCHEDULE

