

This document has been reviewed by the New NY Bridge and Lower Hudson Transit Link project teams. In-line responses below in red.

MEMORANDUM

January 30, 2017

To: Village of South Nyack Board of Trustees
From: Preserve South Nyack
Re: Comments on the TZ Task Force 1/23/17 Memorandum

We are asking the Village Board to support our concerns, as listed below, and consider this document to be a response and attachment to the subject memorandum.

Furthermore, it is critical that these additional comments be forwarded immediately to the appropriate officials as time is of the essence with respect to any plan changes the NYS DOT/FHWA will consider based on their posted 2/9/17 deadline for Plans, Specifications and Estimates (reference 2/26/16 Appendix B: Project Scoping Report/Design Report, Chapter 1, Item 1.6, Exhibit 1.2-Project Schedule).

The design schedule that included the February 9, 2017 date for the submission of plans, specifications and estimates (PS&E) has been updated as a result of the collaboration on the design that occurred between the Thruway Authority and the S. Nyack Task Force after the selection of Alternative F, which included the public meeting at Living Christ Church on November 15, 2016. PS&E submission is now expected June 5, 2017.

A. Introduction of LHTL

Long after Concept F was approved, plans for the Lower Hudson Transit Link (LHTL) bus shelters on Franklin Street emerged. These are two separate projects - together they will greatly impact the area of Franklin Street, Clinton Avenue and surrounding streets and should be reviewed in unison for impact and safety.

Although in the same general vicinity, the Lower Hudson Transit Link(LHTL) and New NY Bridge SUP terminus are independent projects with separate goals and objectives.

1. Together will increase vehicle/pedestrian/bicyclist activity in the area.
2. Will adversely affect current school bus stops along Franklin Street.
3. Pedestrian access to LHTL bus shelter.
 - a. Move the bus shelter to within the SUP parking facility vs. the Franklin Street flyover bridge.
 - i. Connectivity to the SUP - Consider the pedestrians/bicyclist that would want access to public transportation – to return to Westchester or to visit Westchester and walk/bike back.
 - ii. Consider the safety of visitors running across the interchange from

- the bus shelters on Franklin to get to the parking facility restrooms.
- iii. Moving the bus shelter to within the parking facility will eliminate the need for two bus shelters and promotes a safer drop off situation for the commuter.
 - iv. Moving the bus shelter to within the SUP parking facility is now feasible as the parking facility has been moved west since the initial design when having the shelter within the SUP parking facility was deemed not feasible
 - v. Pedestrian access to SUP parking facility from Broadway/Franklin/Esposito other than SUP and Hillside/Shadyside/9W if bus stops are not in SUP Terminus near parking facility

A sidewalk connecting the SUP parking with Hillside/Shadyside/9W is, and has been, a part of the SUP terminus work.

- 4. Updated traffic count projections are necessary considering the impacts from the combined projects. See comment

The above section does not reflect all the facts. For example, a crucial item missing from the summary above is the meeting between residents and representatives from NYSTA and NYSDOT in December 2016. Following that meeting, during which concerns were raised by Mr. and Mrs. Smolin, Mr. and Mrs. Leader, and Mr. Hirsch (the founders of Preserve South Nyack)—and reinforced by Mayor Christian—NYSDOT representatives decided that both bus stops proposed for Franklin Street should be relocated to the Franklin Street Extension. This solution, which has no adverse impacts to school bus operations, was supported by the mayor and aforementioned homeowners and will not be revisited.

There are numerous specific reasons why relocating the stops to the SUP parking area is not viable:

- The primary reason is that the Village, and many residents, have consistently expressed concerns that SUP visitor parking not be used for commuter parking (by design or default) and it was subsequently not designed, nor does it have the capacity, to accommodate commuters.
- Sending all pedestrians (and cyclists) to the SUP parking facility would actually limit their connections to other public transit, such as the Red and Tan and Transport of Rockland buses that operate along South Broadway. Once SUP users reach the Esposito Trail

they can access all local surface transit and bicycle connections.

- Pedestrian access to transit, especially for local residents who ride the bus, as currently proposed is better than from the SUP parking area and serves both local residents as well as future SUP users, via the Side Path.

B. SUP Construction

If, in fact, connection to the Esposito Trail cannot be removed as a secondary access point, please consider the following:

- 1 Noise Wall Alternative – Consider an opening in the noise wall using an offset wall design at the base of the projected ramp behind the Village Hall.
 - a. This design will allow emergency access to the SUP.

Emergency access is already accommodated without an opening in the wall.



- b. Future consideration would allow a third access to the SUP should the pedestrian/bike traffic at the intersection of Clinton and Franklin far exceed the State's projections and be further increased by LHTL activity.

Before considering this, it should be vetted with the many village residents who so vehemently opposed the establishment of an opening at this location in 2014/2015. As it would create access to the SUP closer to the river than the parking lot, it would encourage parking on South Broadway. Moreover, the stairs to the Esposito Trail, which are under the jurisdiction of the Village, provides this access.

- 2 Village Hall Ramp Design Alternative – Consider a modified switch-back design to inhibit bicyclist from speeding down the ramp while still allowing the ramp to be baby stroller and ADA compliant.

The project currently includes bicycle speed calming measures and will consider additional measures to minimize bicycle speed.



- 3 Introduce hybrid ramp (similar to one pictured above) or stairs from the SUP to the Esposito trail. The base of the ramp or stairs would begin just east of the Esposito trail pedestrian bridge (as pictured, right, below) and would climb to the Esposito trail behind Village Hall.

If stairs were added, an ADA compliant ramp would still be required to connect the SUP to Esposito Trail and the side path would still be required to connect the SUP to the existing bicycle network.



- 4 Using one of the alternative secondary access connections to Esposito Trail as mentioned above can alleviate the need for a paved side path. Cyclists' would connect to Rockland be via the new/modified sidewalk connection to Hillside Avenue, now feasible because the SUP parking facility has been moved further west than in the initial design.

Cyclists are not allowed on sidewalks; The law in New York, and in most areas of the country, require bicycles to follow the same rules of the road as motor vehicles.

- 5 Signage – create a map of the area indicating nearby trails.

We are happy to work with the Village and Preserve South Nyack to provide the desired signage/wayfinding and would like to schedule a meeting on this front as soon as possible.

- 6 Exercise Stations – Will the existing exercise stations be replaced?

We are happy to support whatever decision the Village makes in this regard.

C. Safety

- a. What will be the hours of operation for the SUP and parking facility?

Hours of operation are not currently determined, but will balance use of the path as a transportation facility with security and neighborhood concerns.

- i. What are the parking time limits and how will they be enforced?

Time limits have not been determined at this time, but use of visitor parking spaces by commuters will be prohibited. NY State Police will enforce parking restrictions.

- b. Will a crossing guard be necessary at the entrance to the Esposito Trail on Clinton at Franklin?

The Clinton and Franklin intersection will feature crossing signals for pedestrians and bicyclists. Crossing guards are not provided by NYS and are a local decision.

- c. Create various bicycle dismount zones along the SUP in the area of the Esposito Trail to inhibit bicycle speeding.

A selective use of dismount zones is under consideration.

- d. Design seating on the trail to discourage loitering and/or sleeping.
 - i. Will the State remove the seating if aforementioned becomes an issue?

We are happy to support whatever decision the Village makes in this regard.

- e. Share Traffic studies with the public including conclusions and when they were undertaken.

This information is included in Chapter 4 of the Environmental Assessment (EA).

D. Environmental Considerations

- a. Police patrols on bicycles on the Esposito Trail.

The side path will be patrolled by the NYS Police through the use of golf-cart sized utility vehicles, which will be able to transport an injured person mounted to a stretcher.

- b. Protect specific mature trees during construction.

A tree survey has been conducted, and a tree protection plan will be implemented throughout construction.

- c. Will the drainage swale design along the path promote mosquito breeding?

Grading and drainage will be improved from existing conditions. Standing water will be minimized and will not promote mosquito breeding.

- d. Commit to no further parkland loss.

As described in the EA, parkland has not been lost. The proposed side path would have a negligible impact on the Esposito Trail because it would not adversely affect the activities, features, or attributes qualifying a park or recreation area. This conclusion was supported by the comments received at the public hearing and FHWA's concurrence with the finding.

E. Construction Schedule Courtesy

- a. Please notify the Village of upcoming construction schedules so they can circulate information to the residents. The recent utility markout activity was unexpected and a cause for concern amongst the neighborhood. We anticipate further work will be performed in conjunction with the various utilities as a result of these markouts and that schedule would be appreciated.

We have been, and will continue to keep the Village apprised of upcoming construction activities.

- b. Will the State locate noise monitors as they did near Salisbury Point?

There is an existing noise monitor ("Interchange 10") in the vicinity of the proposed parking area. This will remain throughout construction.

- F. Consider having the Village maintain and patrol the Esposito portion of the SUP (ramp to Clinton Ave) at the expense of the State. Local village employees or officials might do a better job addressing local concerns in a timely and efficient manner. Could the State should reimburse the Village for that service?

We are happy to partner with the Village on maintenance and security issues, however, by state statute, the New York State Thruway Authority is required to maintain and secure Thruway property. The New York State Police and Authority have committed to providing the requisite resources, and will regularly coordinate with the Village.

G. Use of Parkland

Ongoing concerns with regards to the Esposito Trail will be sent under separate

cover.