

**VILLAGE OF TARRYTOWN  
BOARD OF TRUSTEES  
WORK SESSION 6:15 P.M.  
WEDNESDAY, JANUARY 31, 2018  
Tarrytown Village Hall  
One Depot Plaza, Tarrytown, New York**

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6:15 p.m. - Executive Session

Interviews – Police Sergeant

7:00 p.m. - Open Session

Board of Trustees Concerns

1. Elizabeth Mascia Child Care Center Family Music Festival
2. Capital Budget
3. Hudson River Anchorages
4. Standard Workday and Reporting Resolution
5. Amendment to Village Code re Metered Parking
6. Surplus Equipment – Outdated Video Equipment
7. Review of Study from Simco Engineering – Evaluation of Permanent Closure of Ramp E to Bridge
8. Fees, Especially Camp, Recreation, Parking
9. Patriots Park Master Plan
10. Sign Review – RiverWalk (Proposal from Pat Jones)
11. New NY Bridge Community Benefits Program – Police Department
12. New NY Bridge Community Benefits Program – Old Croton Aqueduct Improvements
13. New NY Bridge Community Benefits Program – Shore Bank Improvements
14. Appointment Building Inspector

Executive Session

- 1A. Discussion – Security
- 2A. Tax Certioraris

## EMCCC FAMILY MUSIC FESTIVAL

Dear Mayor Fixell and Tarrytown Village Trustees:

The Elizabeth Mascia Child Care Center is celebrating its 50<sup>th</sup> Anniversary in 2018. In celebration of this event, the Center is planning a one-time community event called the *EMCCC Family Music Festival* for Saturday, May 19<sup>th</sup>, 2018. The funds that we realize from this event will be used for the preservation of the EMCCC (Pennybridge) School Building. Attached is a map showing the layout of park and below are some of our plans for the event:

- 1) The event will take place from 12:00 PM to 9:00 PM in Pierson Park.
- 2) The event will take place rain or shine!
- 3) The Center will provide Proof of Insurance.
- 4) The Center will engage three tribute bands for the event – each playing at designated times during the afternoon and evening (Orange – set up area).
  - a. Soul Shine (an Allman Brothers Tribute Band)
  - b. Damn the Torpedoes, (Tom Petty Tribute Band)
  - c. The Stella Blues Band, (Grateful Dead Tribute Band)
- 5) Snow fencing will be used to designate the Festival Area (Green Line on Map) with designated entry points (Blue lines on Map).
- 6) Wrist bands or hand stamps will be used for attendees.
- 7) The event will have several food vendors – all will be permitted through the Village and/or the Tarrytown Police Department (Yellow squares on Map).
- 8) We understand that the water feature will be open for use by families at the festival by that date.
- 9) Bounce Castles and Face Painting are also planned to entertain families during the day.
- 10) We will have a controlled and fenced location for selling beer with a local distributor that is fully insured and will have trained servers. The beer stand location will have wrist band or hand stamp entry (Red area on Map).
- 11) The beer vendor will also be appropriately permitted.
- 12) The Center will work with the Recreation Department on set up and clean up.
- 13) The Center will bring in portable bathrooms for the day (Purple squares on Map).
- 14) The Center will be hiring an off-duty Police Officer to assist during the day and evening.
- 15) The Center will also be in touch with TVAC to see if they have a team who could be present for the event.
- 16) The Center will assist with the notification to the residents of Hudson Harbor.

As mentioned above, the intent of the Family Music Festival is to enable the community to celebrate the 50<sup>th</sup> Anniversary of the Mascia Child Care Center and to help raise funds for the continued building restoration. At this time, we are requesting permission to serve beer at this one-time event for the Center. We also hope that you will all join us at our celebration!

Sincerely,

Myles Birrittella

Sara Mascia

EMCCC Family Music Festival Committee Members

on  
t...

Pierson Park

Tarrytown Recreation  
Community Center

Google My Maps

**The green in the perimeter.**

**The blue lines are the entrances/exits**

**The red is the alcohol part**

**The orange is band setup**

**The yellow squares are for the food trucks**

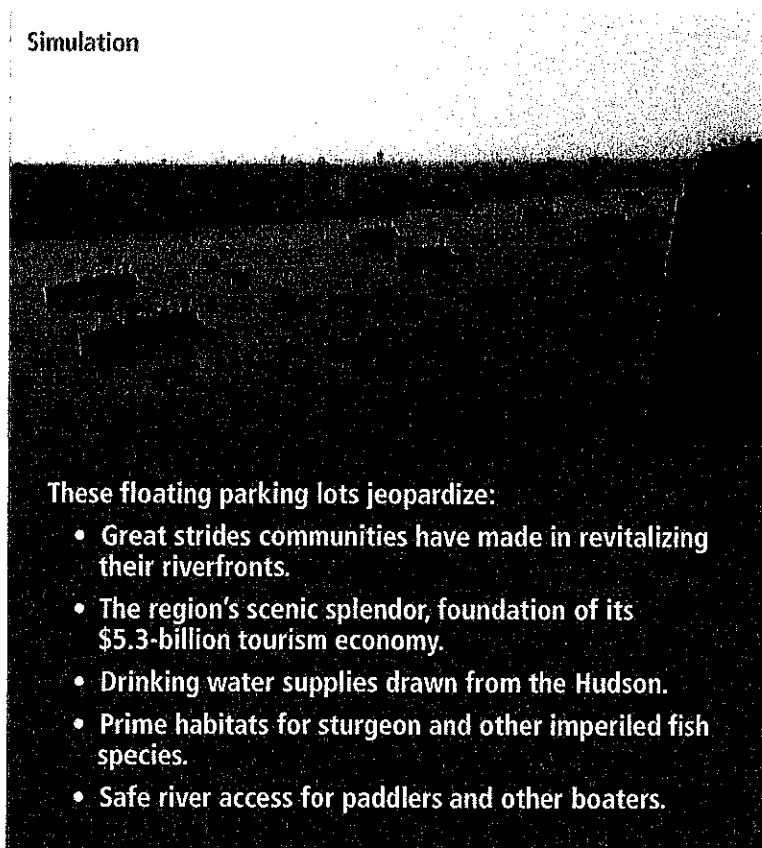
**The purple squares are possible bathroom locations**



land · parks · advocacy

# Proposed Hudson River Anchorages

## Simulation



## Background

The U.S. Coast Guard (USCG) proposal to establish 10 new sites for 43 commercial vessels to anchor along the Hudson River between Yonkers, Westchester County, and Kingston, Ulster County, was temporarily suspended pending a Ports and Waterways Safety Assessment (PAWSA). This proposal could turn over 2,400 acres of the river into huge "parking lots" for barges—in 42 out of the 43 berths, vessels could sit for 30 days or more, letting companies store flammable crude oil awaiting shipment to East Coast refineries. Allowing these containers to anchor on the Hudson puts our natural resources, aquatic habitats and scenic views at risk. These vessels, which can hold up to 4 million gallons of volatile cargo, would increase the risk of spills, leaks or explosions and jeopardize all of the progress Hudson River communities have made in revitalizing their waterfronts.

The USCG has not demonstrated that new anchorages are needed for navigational safety. And there are other measures that can enhance navigational safety without compromising environmental and community interests.

## What has been done?

- In 2016 over 10,000 comments were submitted to the USCG, with over 96% expressing negative concerns over the proposal.
- In 2017 the USCG temporarily suspended the rulemaking pending a PAWSA.
- In November 2017 Scenic Hudson participated in two PAWSA workshops hosted by the USCG where we reiterated our continued opposition to any official designation of new anchorages and offered alternative mitigation measures to improve navigational safety.
- Gov. Cuomo signed Senate Bill 5197b and Assembly Bill 6825 into law, authorizing the Department of Environmental Conservation to issue enforceable regulations that would designate Tanker Avoidance Zones on the Hudson River based on environmental considerations and waterfront communities.

## What you can do

- Contact the NY Department of Environmental Conservation and urge it to issue strict regulations that will prohibit new anchorage grounds from being sited where they pose a clear and direct threat to the environment, quality of life and regional economic development goals.

**DEC's Bureau of Public Outreach: [public@dec.ny.gov](mailto:public@dec.ny.gov) or 518 402 8044**

- Ask your Representative to support bill number H.R. 2619, which would prevent the Coast Guard from establishing any new anchorage grounds on the Hudson River without submitting a report to Congress detailing their potential impacts on critical habitats and sites listed on the National Priorities List. Also ask your Representative to support the amendment to division E of Rules to bar expenditures for new anchorages sites in the specified area prior to October 1, 2018.

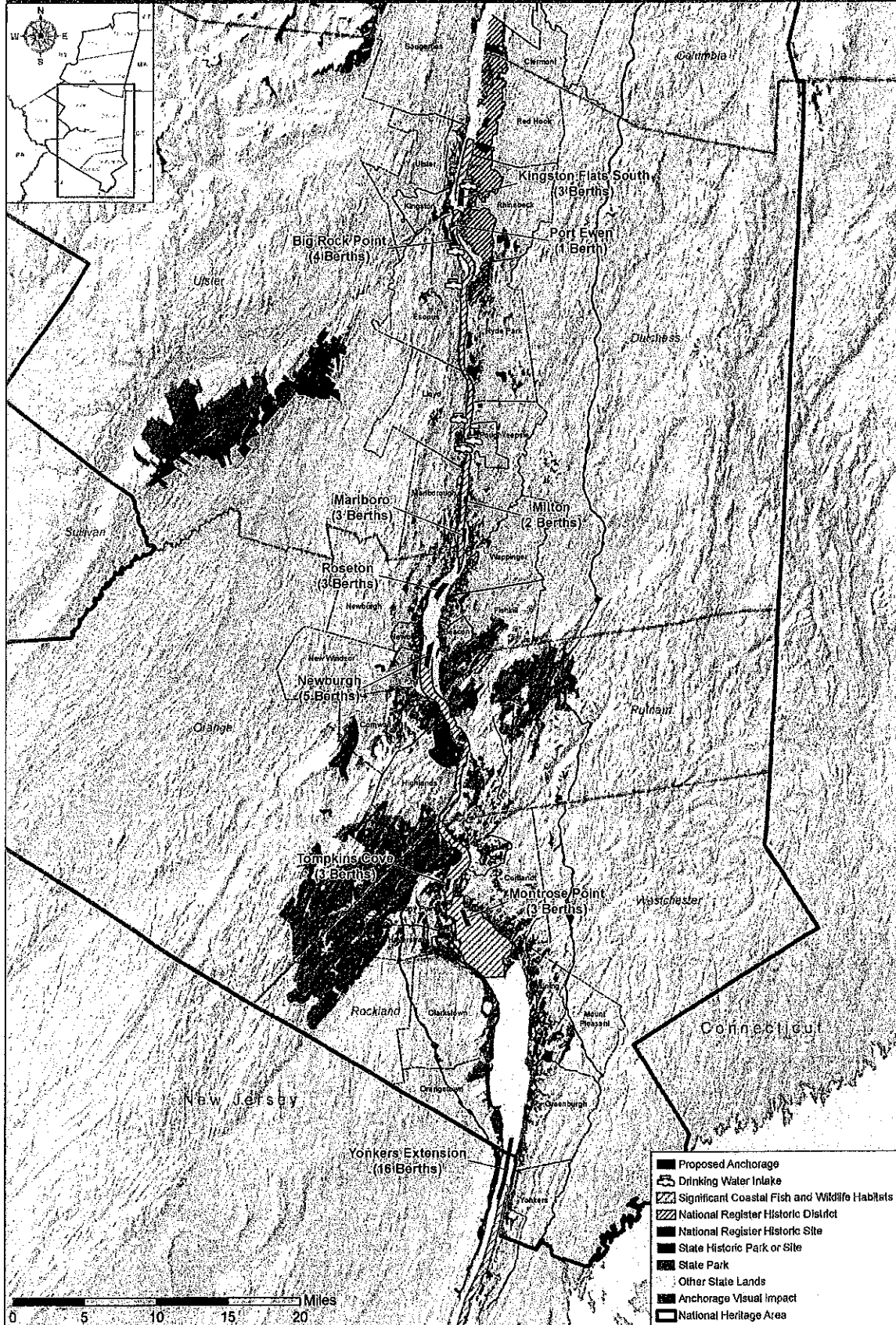
**U.S. Capitol switchboard: 202 224 3121**



# Proposed Hudson River Anchorages

## Hudson River Valley National Heritage Area

November 2016



## **SAMPLE Resolution in Support of Immediate State Agency Rule-making for Tanker-Avoidance Zones**

WHEREAS, in 2016 the U.S. Coast Guard proposed establishing new anchorage grounds along the Hudson River between Yonkers and Kingston; and

WHEREAS, Governor Cuomo signed A.6825a/ S.5197b into law and positioned New York State to continue to fulfill its responsibility to the Hudson River and its communities from the many potential dangers presented by oil-carrying vessels on the Hudson River and the proposed additional barge anchorage grounds; and

WHEREAS, the federal government and New York State share concurrent jurisdiction over the Hudson River, and as long as action by the state is not inconsistent with existing federal regulation and does not unreasonably burden interstate commerce, New York has significant authority to regulate navigable waters like the Hudson when the state's interest warrants special precautionary measures; and

WHEREAS, it remains a top priority of the *[NAME OF MUNICIPALITY]* to prevent any new anchorage grounds in the Hudson River from being sited at locations where they pose a clear and direct threat to the environment, quality of life, and regional economic development goals of the Hudson Valley; and

WHEREAS, the *[NAME OF MUNICIPALITY]* is home to [describe local economic, natural, and scenic assets], the integrity of which would be threatened by the establishment of new barge anchorage grounds; and

WHEREAS, the *[NAME OF MUNICIPALITY]* has documented its concerns about the anchoring of petroleum-carrying tankers, including disrupting the economic vitality of the waterfront, endangering drinking water supplies, damaging fish habitat and detracting from scenic beauty and quality of life along the river (see Resolution [ENTER LOCAL RESOLUTION NUMBER, ] of 2016); and

WHEREAS, the USCG recently conducted two Ports and Waterways Safety Assessment (PAWSA) workshops for the stretch of the Hudson River between the Tappan Zee Bridge and the Port of Albany, and a recommendation to establish new anchorage grounds was discussed and could be part of the USCG's PAWSA report; and

WHEREAS, New York State has secured important victories that have been essential to public health, the environment and the economy of the state, including the administration's support for the Environmental Protection Fund, the ban on hydraulic fracturing, increasing funding for the state's Oil Spill Response Fund, and issuance of water quality permit decisions relating to energy development and transport have been among these many accomplishments; and

WHEREAS, the new law gives the Department of Environmental Conservation the ability to establish areas of the Hudson River where it shall be unlawful for petroleum-bearing vessels to enter, move or anchor;; now therefore be it

RESOLVED that the *[NAME OF MUNICIPAL BOARD OR COUNCIL]* requests that DEC

Commisioner Seggos immediately advance a rulemaking process to establish Tanker Avoidance Zones for petroleum-bearing vessels, implementing the strongest possible regulations allowed under the law; and be it further

RESOLVED that the [*APPROPRIATE MUNICIPAL OFFICIAL*] of the [*NAME OF MUNICIPALITY*], New York be hereby authorized and directed to send a copy of this resolution to the Hon. Andrew M. Cuomo, Governor of the State of New York; the Hon. Basil Seggos, Commissioner of the Department of Environmental Conservation, the Hon. [*MUNICIPALITY STATE SENATOR*]; the Hon. [*MUNICIPALITY STATE ASSEMBLY PERSON*], and to such other persons as the [*APPROPRIATE MUNICIPAL OFFICIAL*], in [*his/her*] discretion, may deem proper in order to effectuate the purpose of this resolution.





Office of the New York State Comptroller  
Thomas P. DiNapoli  
New York State and Local Retirement System  
Employees' Retirement System  
Police and Fire Retirement System  
Pension Integrity Bureau  
110 State Street 7-3  
Albany, New York 12244-0001

Phone: 518-402-3815  
Fax: 518-486-9577  
Email: [PensionIntegrity@osc.state.ny.us](mailto:PensionIntegrity@osc.state.ny.us)  
Web: [www.osc.state.ny.us/retire](http://www.osc.state.ny.us/retire)

RECEIVED

JAN 5 2018

January 2, 2018  
Location Code: 40027

Ms. Carol Booth  
Clerk, Village of Tarrytown  
1 Depot Plaza  
Tarrytown, NY 10591

TARRYTOWN VILLAGE  
ADMINISTRATOR

Dear Ms. Booth:

During a recent review of our records, we noted that the Village of Tarrytown submitted a Standard Workday and Reporting Resolution (Resolution) which was enacted on July 5, 2013. However, all of the terms of office for the officials listed on that Resolution have since expired.

Regulation 315.4 requires participating employers to pass a Resolution for all paid elected and appointed officials (and their deputies/assistants), who are members of the Retirement System, at the first board meeting held after 180 days of the start of any **new or subsequent** term of office. Therefore, the Village should have passed a new Resolution, including any newly elected or appointed officials, and any officials who were re-elected or re-appointed, since the previous Resolution was passed. The Resolution must be submitted to the Retirement System within 15 days, after the 30-day public posting period has ended.

Please review the status of the Village's elected and appointed officials (and their deputies/assistants), and pass a new Resolution at the next available board meeting. I have enclosed a copy of the Regulation, instructions for calculating the Record of Activities results, and the forms to be submitted. Additional information can be found on our website at:

[http://www.osc.state.ny.us/retire/employers/elected\\_appointed\\_officials/index.php](http://www.osc.state.ny.us/retire/employers/elected_appointed_officials/index.php)

Based on a review of our records, the following members appear to fit the criteria for an elected or appointed official, and should be included on the Resolution:

TITLE*	NAME	REGISTRATION #
Clerk	Carol Booth	4054920-6
Mayor	Drew Fixell	3307136-6
Justice	George Hlapatsos	3828304-0
Justice	Kyle McGovern	3749789-8
Court Clerk	Megaly Hernandez	3720414-6

\*Competitive appointments through Civil Service, and/or officials who are paid hourly or who participate in a time keeping system (one which tracks accruals and attests that, other than time charged to those accruals, full hours were worked) do not need to be listed on a Resolution. Please provide us with written confirmation of any of these types of titles.

The Resolution can be submitted online via our Elected & Appointed Officials Reporting (EAOR) program at:

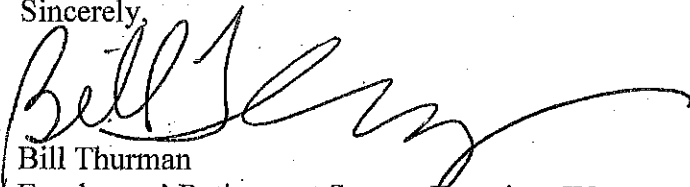
<http://www.osc.state.ny.us/retire/employers/eaor/index.htm>.

EAOR eliminates the need to submit a "hard copy" of the Resolution. You will automatically be able to log on to EAOR if you have an existing username and password which are used to submit your monthly report. If you do not have a username and would like to obtain one for the EAOR program, please contact our Employer Education Unit at (518) 474-0167 or [RTempSer@osc.state.ny.us](mailto:RTempSer@osc.state.ny.us).

Please note that your failure to fully comply with the above process **WILL** result in the suspension of the memberships of the affected officials. Once they are suspended, the service credit and salary associated with their titles may be excluded from their pension benefit calculations. In addition, certain benefits associated with membership would no longer be available to them, including but not limited to pension benefit calculations and projections, estimates, death benefits, access to the Self-Service Applications, and receipt of their Member Annual Statements.

Please provide the documentation noted above by March 31, 2018. If you have any questions regarding this matter, please contact Pension Integrity at 518-402-3815 or at [pensionintegrity@osc.state.ny.us](mailto:pensionintegrity@osc.state.ny.us)

Sincerely,



Bill Thurman  
Employees' Retirement System Examiner IV  
Pension Integrity Bureau

Encs

cc: Hon. Drew Fixell, Mayor ✓

TARRYTOWN POLICE DEPARTMENT  
OFFICE MEMORANDUM

**DATE:** January 8, 2018  
**FROM:** Lt. Budnar *GB*  
**TO:** Chief Barbelet  
**SUBJECT:** Village Code Change: Metered Parking VC 291-41  
**CC:** Lt. Daly

A change in the above village code should be made to reflect the new time limits on the (6) meters on the North Side of Main St from Cottage Place to the Asbury Terrace Driveway. These meters were previously (12) hour meters. Below is the change that should be made. The amendment request is specific to VC 291-41(A)3 only, which can be found on the first section of this code. The amendment request is in bold underlined italic font and the language that should be removed has a double strikethrough markings.

**§ 291-41 Maximum parking time limit; exceptions.**

[Amended 10-5-1998; 2-7-2000; 12-3-2001; 6-16-2003; 8-18-2003 by L.L. No. 11-2003; 10-5-2005; 2-21-2006; 12-18-2006; 8-16-2010 by L.L. No. 7-2010]

A. On-street parking meter zones. The maximum parking time limit in parking meter spaces in parking meter zones on public streets shall be two hours, except:

(1) Parking meter spaces located on the east and west sides of South Broadway between Elizabeth Street and Franklin Street, where the time limit shall be six hours.

(2) Parking meter spaces located on the south and west sides of Depot Plaza and the north and south sides of Division Street, where the time limit shall be 12 hours.

[Amended 2-21-2012]

(3) Parking meter spaces located on the east and west sides of Cortlandt Street, the north side of Main Street west of the driveway to ~~Riverliffe Condominiums~~ **Asbury Terrace**, the south side of Main Street west of White Street and the west side of Franklin Street north of White Street, where the time limit shall be 12 hours.

(4) The maximum time limit at the following parking meter spaces so designated by signs and or markings on Main Street, North Broadway and South Broadway shall be 15 minutes:

(a) Spaces so designated by yellow-colored parking meters.

- (b) One space on North Broadway, west side, 50 feet south of Central Avenue.
- (c) One space on South Broadway, west side, 50 feet south of Main Street.
- (d) One space on Main Street, south side, 10 feet east of John Street.
- (e) One space on Main Street, north side, 50 feet west of North Washington Street.

**B. Off-street metered parking lots.**

[Amended 12-3-2012; 3-21-2016]

- (1) South Depot Plaza Parking Lot. The maximum time limit in parking meter spaces in this lot shall be 12 hours.
- (2) McKeel Avenue Parking Lot. The maximum time limit in parking meter spaces in this lot shall be six hours.
- (3) South Washington Street Parking Lot. The maximum time limit in parking meter spaces in this lot shall be six hours.
- (4) South Washington Street Parking Lot (West). The maximum time limit in parking meter spaces in this lot shall be 12 hours.
- (5) 31 South Broadway Lot.
  - (a) The maximum time limit at certain parking meter spaces so designated by signs and/or markings shall be two hours.
  - (b) The maximum time limit at other parking meter spaces so designated by signs and/or markings shall be six hours.
- (6) West Elizabeth Street Parking Lot - 35 South Broadway. The maximum time limit at certain parking meter spaces so designated by signs and/or markings shall be six hours.

**C. Days and hours of parking.**

[Added 3-21-2016; amended 11-21-2016]

Location	Days	Time
Green Street North Parking Lot C	Monday through Friday	6:00 a.m. to 9:00 p.m.
Green Street South Parking Lot F	Monday through Friday	6:00 a.m. to 9:00 p.m.
Losee Park Fence Line on Green Street Lot G	Monday through Friday	6:00 a.m. to 9:00 p.m.
Losee Park Parking Lot G	Monday through Friday	6:00 a.m. to 9:00 p.m.
Long-term parking meters on Lower Main Street and Cortlandt Street	Monday through Friday	6:00 a.m. to 9:00 p.m.
South Depot Parking Lot B	Monday through Friday	6:00 a.m. to 9:00 p.m.
West Main Street Parking Lot D	Monday through Friday	6:00 a.m. to 9:00 p.m.
Resident Lot	Monday through Friday	6:00 a.m. to 9:00 p.m.

# **EVALUATION OF PERMANENT CLOSURE OF RAMP TO TAPPAN ZEE BRIDGE**

PREPARED FOR:

Village of Tarrytown

PREPARED BY:

**SIMCO Engineering, P.C.**

80 Maiden Lane, Suite 501

New York, NY 10038-4892

January 2018

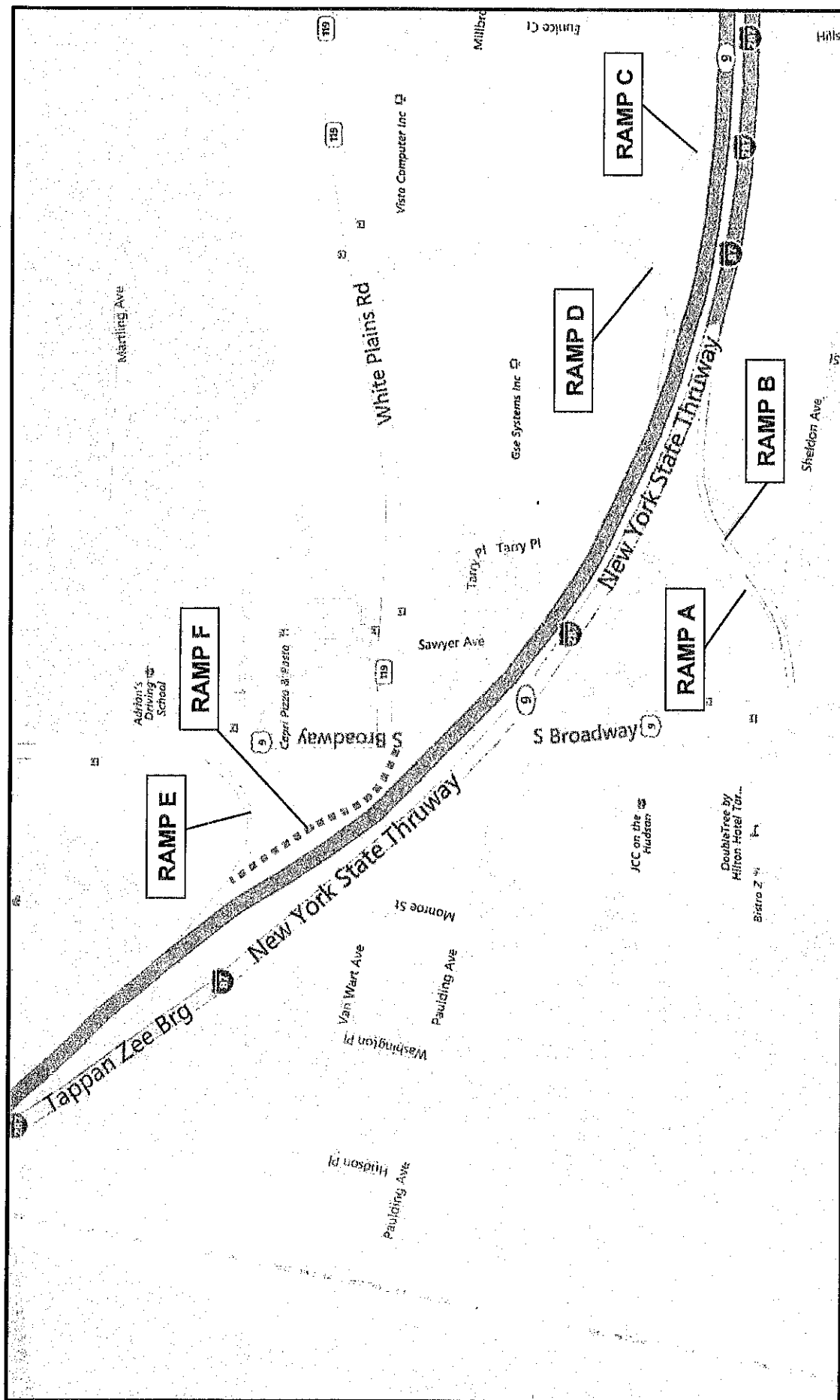
## **1. Introduction**

Ramp E of New York State Thruway (I-87/I-287) Interchange 9 connects southbound Route 9 (South Broadway) to the northbound Thruway. This ramp has been temporarily closed since March of 2014 to facilitate the construction of the new Tappan Zee Bridge. Ramp E is scheduled to be reopened in 2018 upon completion of the new bridge. The Village of Tarrytown has requested this study as a means to evaluate the effects of either making permanent the existing closure or the reopening of Ramp E. As part of the study, a comprehensive list of benefits and drawbacks was developed to evaluate each alternative. The results of the study will provide the information necessary for the Village Board of Trustees to make an informed decision on whether to request the permanent closure of Ramp E from the New York State Thruway Authority.

## **2. Project History**

When the Tappan Zee Bridge opened in 1955, two ramps provided access to the bridge from the Village of Tarrytown. Traffic from southbound Route 9 entered the bridge using Ramp E and traffic from northbound Route 9 and westbound Route 119 used Ramp F at the intersection of Route 9 and Route 119 (**Figure 1**). In the late 1980's, Thruway Interchange 9 and the intersection of Route 9 and Route 119 were reconfigured. A new entrance ramp (Ramp D) was constructed to provide access from eastbound and westbound Route 119 to the northbound Thruway (I-87/I-287) and the bridge. In addition, Ramp F at the intersection of Route 9 and Route 119 was closed and traffic was rerouted to the new Ramp D. The intersection of Route 9 and Route 119 was reconfigured to eliminate the northbound left turn lane on Route 9 and the through travel lane on westbound Route 119 since Ramp F was closed. A southbound jughandle replaced the left turn lane from Route 9 to eastbound Route 119 to increase the capacity of the intersection by removing the conflict between southbound left turning vehicles and northbound through traffic on Route 9.

Construction associated with the new Tappan Zee Bridge necessitated changes to the traffic pattern on the northbound Thruway including the closure and shifting of Ramp E traffic to Ramp D. In 2011, the Final Environmental Impact Statement (FEIS) for the new Tappan Zee Bridge evaluated the effects of a two-year closure of Ramp E. In 2013, an analysis of a five-year closure was commissioned by Tappan Zee Constructors, LLC (TZC). Both analyses found that implementing the closure of Ramp E would not degrade level of service at key intersections along the detour route to Ramp D to an unacceptable level. Historic traffic volumes collected for these studies were used to represent traffic volumes during the period before construction of the new Tappan Zee Bridge started and Ramp E was open to traffic. This detour routing has been in place since March 2014 (with a temporary short-term closure in December 2013) and the permanent closure of Ramp E would maintain the current traffic pattern.



# PROJECT RAMPS

Figure 1

## Evaluation of Permanent Closure of Ramp to Tappan Zee Bridge Village of Tarrytown, NY



### 3. Analysis

#### 3.1. Traffic Volumes

##### *2016 Conditions (Ramp E Closed)*

Current condition traffic volumes were developed from counts conducted at the following locations when Ramp E was closed to reflect the existing 2016 traffic patterns:

- Route 119 and the Interchange 9 Ramps (March 2015 Lower Hudson Transit Link study),
- Route 9 and Route 119 (October 2014 Lower Hudson Transit Link study), and
- Route 9 and the New York State Thruway/State Trooper driveway - north of Ramp E (November 2016 for this study).

Current conditions traffic volumes for these locations are displayed in **Figure 2 and Figure 3 (Traffic Flow Maps)**. AM and PM peak hours were selected based on the peak hours used in the FEIS and TZC analyses: 8:00-9:00 AM and 5:00-6:00 PM.

##### *2013 Conditions (Ramp E Open)*

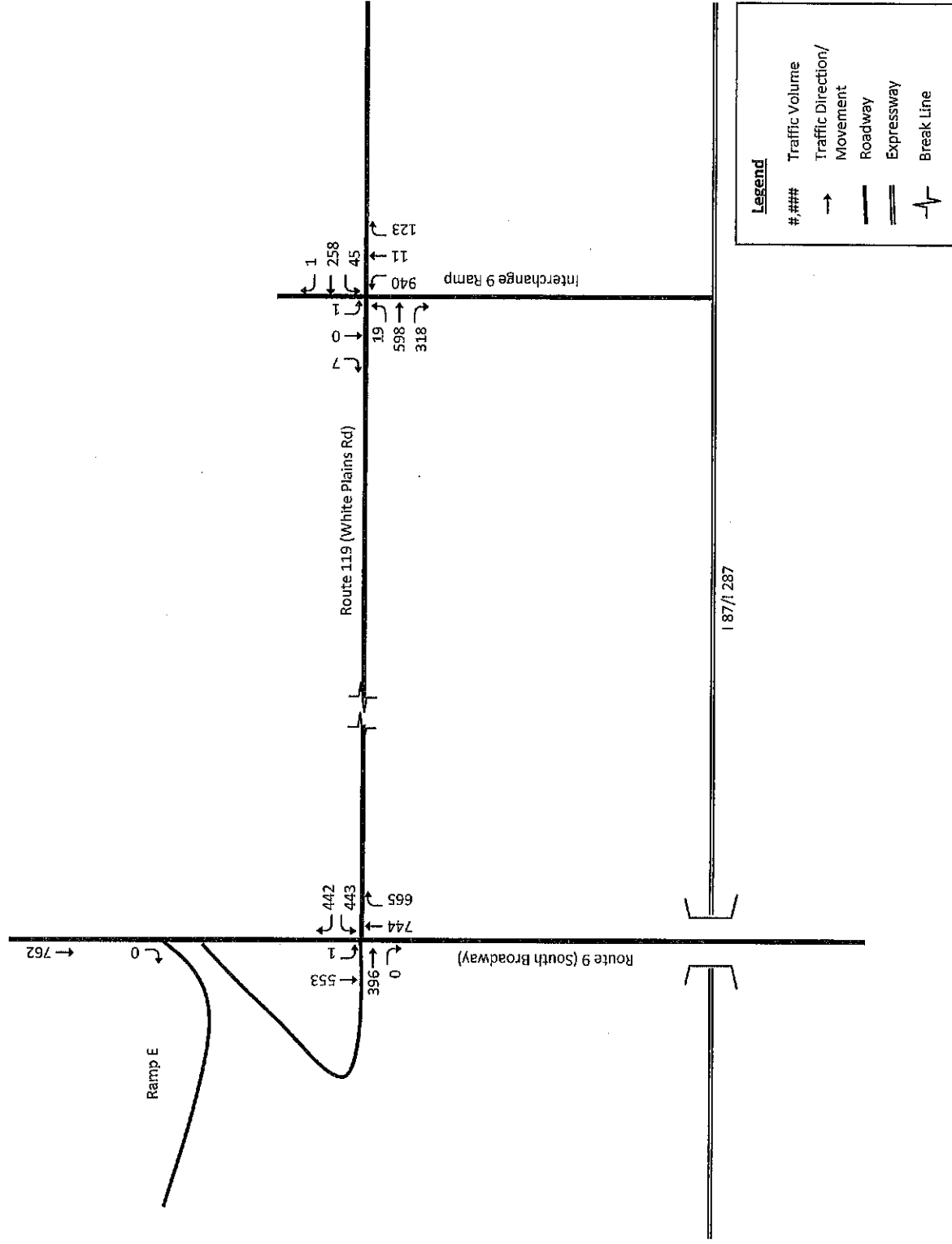
Traffic volumes for the period when Ramp E was open to vehicles were based on data collected and used in the 2013 TZC Ramp E closure analysis. These volumes represent the traffic pattern prior to the closure of Ramp E.

##### *Comparison*

**Table 1** shows traffic volumes along the Ramp E detour route before and after the closure of Ramp E. Total volumes on southbound Route 9 were lower than those measured before the closure of Ramp E. This drop in total southbound volume after the closure of Ramp E indicates that traffic from points north and east, that previously used Route 9 and Ramp E to access the Tappan Zee Bridge, may now approach from the east along Route 119 or the northbound Thruway. Alternative access routes to the northbound Thruway are shown in **Figure 4**. As expected, traffic volumes along the detour route at the intersections of Route 9 and Route 119, and at Route 119 and Interchange 9 Ramps increased after the closure of Ramp E.

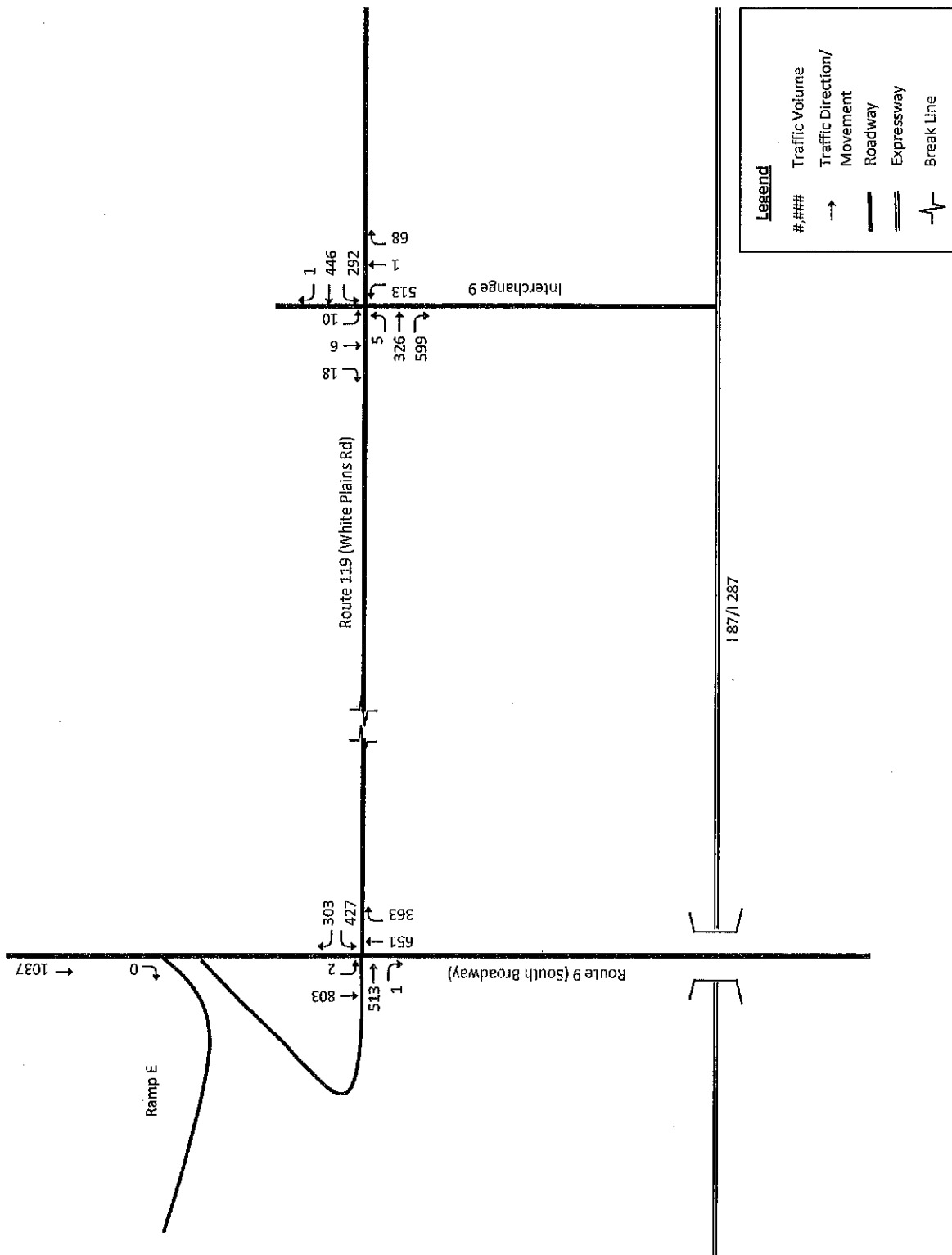


Evaluation of Permanent Closure of Ramp to Tappan Zee Bridge  
 Figure 2: Current Conditions Raw Traffic Volumes  
 Weekday AM Peak Hour (8:00 AM - 9:00 AM)

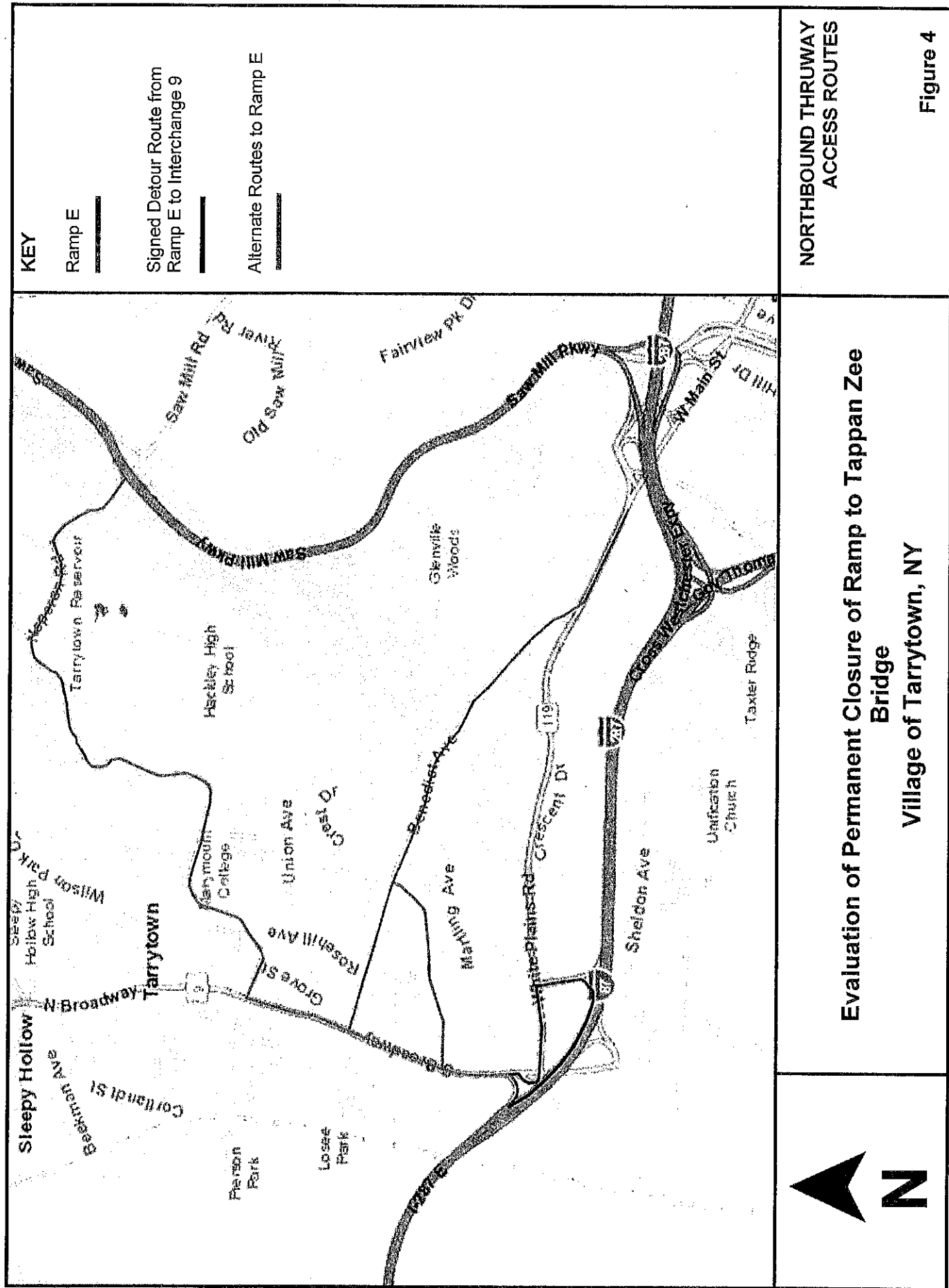


Not to Scale  
 SIMCO Engineering P.C.

Evaluation of Permanent Closure of Ramp to Tappan Zee Bridge  
 Figure 3: Current Conditions Raw Traffic Volumes  
 Weekday PM Peak Hour (5:00 PM - 6:00 PM)



Not to Scale  
 SIMCO Engineering P.C.



**Table 1: 2013 Ramp E Open vs. 2016 Ramp E Closed Traffic Volumes Along Ramp E Detour Route**

Peak Hour	Intersection	Movement	2013 Ramp E Open	2016 Ramp E Closed
AM	Route 9 and NYSTA Driveway	SB Through	1,019	762
	Ramp E and Route 9	SB Right-turn	258	CLOSED
	Route 9 and Route 119	EB Through	252	396
	Route 119 and Interchange 9 Ramps	EB Right-turn	119	318
PM	Route 9 and NYSTA Driveway	SB Through	1,359	1,037
	Ramp E and Route 9	SB Right-turn	436	CLOSED
	Route 9 and Route 119	EB Through	192	513
	Route 119 and Interchange 9 Ramps	EB Right-turn	272	599

### 3.2. Travel Time Runs Summary

#### 2016 Conditions (Ramp E Closed)

Travel time estimates were developed for the AM and PM weekday peak periods (7:00 - 10:00 AM and 4:00 - 7:00 PM) by performing travel speed and delay runs along the detour route in November, 2016. The "floating car" method was used to obtain a minimum of three runs in each travel direction during the AM and PM peak periods on a typical mid-weekday. The test cars were driven at prevailing speeds in the general traffic stream along each particular travel route, and the results were recorded using a GPS recorder. Elapsed time, mileage, and delays (e.g., crash, signal, vehicle breakdown, etc.) were recorded between the intersection of southbound Route 9 and Ramp E and the merge point of the northbound Thruway and Ramp E, comprising the full additional distance that vehicles must travel to access the Tappan Zee Bridge due to the closure of Ramp E.

As detailed in **Table 2**, average travel time for the detour route was 2.5 minutes during the AM peak period and 3.1 minutes during the PM peak period.

**Table 2: Ramp E Detour Route Travel Time Estimates**

Route Length (Feet)	Weekday AM (7:00 AM - 10:00 AM)				Weekday PM (4:00 PM - 7:00 PM)			
	Total Number of Runs	Travel Time (sec)	Travel Time (min)	Average Speed (mph)	Total Number of Runs	Travel Time (sec)	Travel Time (min)	Average Speed (mph)
5,500	13	150.5	2.5	24.9	18	186.9	3.1	20.1

### 2013 Conditions (Ramp E Open)

Prior to the closure of Ramp E, the travel time between southbound Route 9 and the northbound Thruway was estimated at approximately 11 seconds at all times (assuming an average speed of 30 mph).

### Comparison

Travel time for vehicles approaching the Tappan Zee Bridge from southbound Route 9 increased from approximately 11 seconds before the closure of Ramp E to an average range of between 2.5 and 3.1 minutes after the closure. This increase in time is due to the added distance of the detour route and delay at three signalized intersections.

### 3.3. Crash Analysis

A crash analysis was conducted along the Ramp E detour route in order to ascertain whether crash patterns or rates have changed between the two-year period before and after the closure of Ramp E. Crash data was requested from NYSDOT and two periods were analyzed: September 1, 2011 to August 31, 2013 (before closure of Ramp E) and September 1, 2014 to August 31, 2016 (after closure of Ramp E). The data for both periods is summarized in **Table 3**.

**Table 3: Pre- and Post- Ramp E Closure Crashes – Ramp E Detour Route**

Crash Location	Number of Crashes	
	Ramp E Open 9/2011- 8/2013	Ramp E Closed 9/2014- 8/2016
Northbound Thruway		
Mainline	54	96
Merge zones	32	52
Ramps (Not Specified)	5	0
Intersection of Route 9 and Route 119	17	12
Intersection of Route 119 and Ramps C and D	2	20
Route 9 between Route 119 and NYSTA Driveway	3	1
Route 119 between Route 9 and Ramps C and D	1	0
Location Not Specified	0	11
<b>Total</b>	<b>114</b>	<b>192</b>

### 2016 Conditions (Ramp E Closed)

The largest number of crashes were recorded along the northbound Thruway, with 96 mainline crashes and 52 crashes in merge zones. Crashes at the intersection of Route 119 and Interchange 9 Ramps (C and D) were greater in number than those at the intersection of Route 9 and Route 119.

### *2013 Conditions (Ramp E Open)*

The largest concentrations of crashes were located along the northbound Thruway, with 54 mainline crashes and 32 crashes in merge zones. More crashes were recorded at the intersection of Route 9 and Route 119 than at the intersection of Route 119 and Interchange 9 Ramps (C and D).

### *Comparison*

Crashes increased along the northbound Thruway and the ramp merge zones since the closure of Ramp E. During the post-closure period, the studied section of the northbound Thruway was the location of on-going construction activity associated with new Tappan Zee Bridge, including variable work zones, temporary lane closures, demolition of the toll plaza, and re-alignment of the roadways. This construction work is likely a factor in the observed increase in crashes along the northbound Thruway. Crashes at the intersection of Route 119 and Intersection 9 Ramps (C and D) increased from 2 crashes before the closure of Ramp E to 20 crashes during the period after the closure. Crashes at the intersection of Route 9 and Route 119 decreased from 17 to 12 crashes between the two periods, with the number of crashes also decreasing on the Route 9 and Route 119 road segments along the detour route.

### **3.4. Capacity Analysis**

Detailed capacity analyses were performed at the intersections along the detour route using Synchro 8 to assess traffic conditions with Ramp E closed. Capacity analyses from the FEIS and TZC studies were used to represent traffic conditions prior to the closure of Ramp E.

Traffic operating conditions are qualitatively expressed in terms of six (6) LOS categories, A through F, where LOS A represents the best traffic flow condition with little or no delay, and LOS F describes the worst operating condition with extensive congestion and delay. An intersection operating at LOS A through mid-LOS D (less than 45.0 seconds of delay) is considered to be operating at an acceptable level, while a facility operating at mid-LOS D (45.0 seconds of delay or more), E, or F is considered to be operating at a deficient LOS.

### *2016 Current Conditions (Ramp E Closed)*

The intersections of Route 9 and Route 119 and Route 119 and Interchange 9 Ramps currently operate at LOS C overall during the AM peak hour. During the PM peak hour, the intersection of Route 9 and Route 119 operates at an acceptable LOS D with a delay of 35.6 seconds per vehicle (spv) and the intersection of Route 119 and Interchange 9 operates at LOS C.

### *2013 Conditions (Ramp E Open)*

The 2013 TZC analysis solely considered the direct effects on the Ramp E detour route. Capacity analysis was performed at two locations:

- The eastbound through movement from the jughandle to Route 119 at the intersection of Route 9 and Route 119 operated at LOS D during the AM and PM peak hours, and,
- The eastbound right-turn movement from Route 119 to the westbound Thruway ramp at the intersection of Route 119 and Interchange 9 Ramps operated at LOS A during the AM and PM peak hours.

#### Comparison

The results of these analyses for the 2016 Existing Conditions for the weekday AM and PM peak hours in terms of Level of Service (LOS) are compared to the 2013 Conditions in **Table 4**. The detailed analysis results tables in terms of v/c ratios, delays, queues, and LOS are provided in **Appendix A**.

Level of service along the Ramp E detour route was unchanged between the period before the closure of Ramp E and after the implementation of the Ramp E detour route.

**Table 4: 2016 and 2013 Level of Service - Ramp E Detour Route**

Peak Hour	Intersection	Movement	2013 LOS	2016 LOS
AM	Route 9 and Route 119	EB Through	D	D
	Route 119 and Interchange 9 Ramps	EB Right-turn	A	A
PM	Route 9 and Route 119	EB Through	D	D
	Route 119 and Interchange 9 Ramps	EB Right-turn	A	A

## 4. Future Conditions (Post-Bridge Construction)

### 4.1. Scenarios

Three future scenarios were evaluated, including:

- Ramp E remains closed to traffic,
- Ramp E is re-opened to traffic,
- Ramp E remains closed to the general public, but with limited access (Thruway vehicles, emergency vehicles, and bus access).

#### Ramp E Permanent Closure Scenario

In the Ramp E Permanent Closure Scenario, Ramp E would remain closed to traffic upon the completion of the new Tappan Zee Bridge project. It is expected that traffic patterns in the vicinity of Ramp E would remain the same as the current conditions with the Ramp E detour.

#### *Ramp E Open Scenario*

In the Ramp E Open scenario, Ramp E would reopen to all traffic upon the completion of the new Tappan Zee Bridge project. It is expected that traffic patterns in the vicinity of Ramp E would revert back to the pre-construction condition as a Ramp E detour would no longer be applicable.

#### *Ramp E Limited Access Only Scenario*

In the Ramp E Limited Access Only Scenario, Ramp E is re-opened solely to emergency vehicles, Thruway vehicles, and buses. While multiple bus routes serve Route 9 and Route 119, only 8 buses on the Tappan Zee Express route to Rockland County currently travel southbound on Route 9 (from the Tarrytown Metro-North station) and would use Ramp E if it were open (**Appendix B: Tappan Zee Express Schedule**). However, it is anticipated that when the extensive Bus Rapid Transit Service between Westchester and Rockland counties is implemented, bus service would significantly increase.

### **4.2. Future Conditions Traffic Volumes**

#### *Ramp E Permanent Closure Scenario*

In order to model this condition, a growth rate was applied to the 2016 conditions traffic volumes to estimate traffic volumes in 2018.

#### *Ramp E Open Scenario*

In the Ramp E Open Scenario, Ramp E is re-opened to traffic upon the completion of the new Tappan Zee Bridge project. It is expected that traffic patterns in the vicinity of Ramp E would be similar to those observed before the Ramp E closure. In order to model this scenario, a background growth rate was applied to all 2016 conditions traffic volumes to estimate traffic volumes in 2018 upon the re-opening of Ramp E. It was assumed that there would be no change in volumes or patterns beyond the background growth rate for traffic movements not affected by the Ramp E detour (e.g. northbound, southbound, and westbound left and right turning traffic at the Route 9 and Route 119 intersection, or westbound and southbound (from driveway) traffic at the Route 119 and Interchange 9 Ramp intersection). For traffic movements that are affected by the detour route (eastbound through movement from the jughandle at Route 9 and Route 119 intersection, and eastbound right-turn movement at the Route 119 and Interchange 9 Ramp intersection), traffic volumes were adjusted. The difference between the pre-bridge construction traffic volumes and current conditions traffic volumes for these detour movements was calculated, and this increment constitutes the increase in traffic using the detour route attributable to the closure of Ramp E. This difference was subtracted from the estimated 2018 volumes for the two movements affected by the detour. The vehicles currently using the detour route would use Ramp E and would no longer travel along the detour route. Traffic volumes using Ramp E prior to the construction of the new Tappan Zee Bridge were grown to project the number of vehicles using Ramp E in the 2018 Ramp E Open Scenario.



### *Ramp E Limited Access Only Scenario*

In this scenario, a limited number of vehicles are projected to use Ramp E (emergency vehicles, Thruway vehicles, and buses). As a result, it was assumed that volumes along the detour route would essentially match those used in the 2018 Ramp E Permanent Closure Scenario.

### *Comparison*

Projected traffic volumes in 2018 for the Ramp E Permanent Closure Scenario and Ramp E Open Scenario are shown in **Table 5**.

**Table 5. 2018 Future Conditions Volumes (Post-Bridge Construction)**

Peak Hour	Intersection	Movement	2018 Ramp E Permanent Closure Condition	Volume Adjustment (Removal of Ramp E Detour)	2018 Ramp E Open Condition
AM	Route 9 and NYSTA Driveway	SB Through	773	0	773
	Ramp E and Route 9	SB Right-turn	0	+264	264
	Route 9 and Route 119	EB Through	402	-144	258
	Route 119 and Interchange 9 Ramps	EB Right-turn	323	-199	124
PM	Route 9 and NYSTA Driveway	SB Through	1,053	0	1,053
	Ramp E and Route 9	SB Right-turn	0	+466	466
	Route 9 and Route 119	EB Through	521	-321	200
	Route 119 and Interchange 9 Ramps	EB Right-turn	608	-336	272

### **4.3. Future Conditions Travel Time Analysis**

#### *Ramp E Permanent Closure Scenario*

There would be no change in travel time for drivers accessing the new Tappan Zee Bridge as the existing Ramp E detour route would be made permanent.

#### *Ramp E Open Scenario*

In this scenario, vehicles using Ramp E would realize a time savings of approximately 2.5 minutes during the AM period, and 3.1 minutes during the PM period, as compared to existing conditions with the Ramp E detour route.

#### *Ramp E Limited Access Only Scenario*

Travel times along the detour route would be essentially identical to the Ramp E Permanent Closure Scenario as the closure of Ramp E to most vehicles would be made permanent. Authorized vehicles would realize a time savings of approximately 2.5 minutes during the AM period, and 3.1 minutes during the PM period, as compared to the Ramp E detour route.

#### **4.4. Future Conditions Crash Analysis**

It is likely that the number of crashes along the northbound Thruway would decrease in all scenarios upon the completion of construction activity associated with the new Tappan Zee Bridge.

##### *Ramp E Permanent Closure Scenario*

It is probable that crash rates along Route 9 and Route 119 would approximate those observed for the 2016 Conditions. The elimination of Ramp E to the northbound Thruway would lead to a decrease in total crashes by reducing the number of merges within this section of the Thruway. The elimination of the free right turn movement from southbound Route 9 to Ramp E would decrease the risk to pedestrians crossing in the marked crosswalk at this location.

##### *Ramp E Open Scenario*

The removal of Tappan Zee Bridge bound traffic from the Ramp E detour route is likely to decrease the incidence of crashes along the detour route. Crash rates would likely approximate those observed during the 2013 Conditions as a lower number of vehicles would use Ramp D and there would be a lower number of crashes.

##### *Ramp E Limited Access Only Scenario*

Crash rates in this scenario are likely to approximate those of the Ramp E Permanent Closure Scenario as most traffic would continue to use the Ramp E detour route. While not a contributing factor to the crash rate itself, travel times for emergency vehicles responding to incidents on the northbound Thruway to the north of Ramp E would be lessened in this scenario.

#### **4.5. Future Conditions Capacity Analysis**

Detailed intersection capacity analyses were performed at the intersections of Route 9 and Route 119 and Route 119 and Interchange 9 Ramps using Synchro 8 to assess traffic conditions for the Ramp E Permanent Closure Scenario and the Ramp E Open Scenario. Results of the capacity analyses are presented in **Tables 6 and 7**.

Evaluation of Permanent Closure of Ramp to Tappan Zee Bridge

Table 6: AM Levels of Service

Intersection	Movement	2016 Current Conditions			2018 Ramp E Permanent Closure			2018 Ramp E Open		
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS
Route 9 and Route 119										
Route 119	EBTR	37.7	0.64	D	37.4	0.64	D	39.1	0.54	D
	WBL	26.1	0.45	C	26.6	0.46	C	22.2	0.41	C
	WBR	64.0	0.97	E	70.5	1.00	E	44.1	0.88	D
Route 9	NBT	37.5	0.79	D	38.1	0.81	D	38.1	0.81	D
	NBR	8.9	0.61	A	9.4	0.62	A	5.0	0.57	A
	SBT	32.9	0.66	C	33.2	0.67	C	33.2	0.67	C
	Overall	33.4		C	34.7		C	29.0		C
Route 119 and Interchange 9 Ramps										
Route 119	EBL	15.8	0.04	B	15.8	0.04	B	15.8	0.04	B
	EBT	24.3	0.41	C	24.5	0.42	C	24.5	0.42	C
	EBR	0.6	0.24	A	0.6	0.25	A	0.4	0.10	A
	WBL	18.0	0.16	B	18.1	0.16	B	18.1	0.16	B
	WBTR	19.7	0.19	B	19.7	0.20	B	19.7	0.20	B
Interchange 9	NBLT	47.8	0.85	D	49.0	0.86	D	49.0	0.86	D
	NBLT	46.1	0.83	D	47.1	0.84	D	47.1	0.84	D
	NBR	4.7	0.20	A	4.7	0.20	A	4.7	0.20	A
Driveway	SBLTR	0.8	0.06	A	0.8	0.06	A	0.8	0.06	A
	Overall	28.8		C	29.3		C	31.8		C

Notes: Analysis results based on Synchro 8.0, build 806, revision 77 (8.0.806.77); LTR= Left-turn/Through/Right-Turn, LT=Left-turn/Through, TR= Through/Right-turn, L=Left-turn, R=Right-turn, T=Through.

**Table 7: PM Levels of Service**

Intersection	Movement	2016 Current Conditions			2018 Ramp E Permanent Closure			2018 Ramp E Open		
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS
Route 9 and Route 119										
Route 119	EBTR	44.4	0.72	D	44.2	0.72	D	49.5	0.53	D
	WBL	39.7	0.54	D	39.5	0.54	D	38.2	0.53	D
	WBR	55.6	0.82	E	55.9	0.83	E	52.7	0.81	D
Route 9	NBT	30.8	0.57	C	31.5	0.58	C	21.9	0.46	C
	NBR	7.2	0.38	A	7.5	0.39	A	1.0	0.32	A
	SBT	38.1	0.74	D	39.8	0.77	D	26.4	0.61	C
	Overall	35.6		D	36.3		D	27.9		C
Route 119 and Interchange 9 Ramps										
Route 119	EBL	14.0	0.01	B	13.8	0.01	B	13.4	0.01	B
	EBT	18.9	0.20	B	19.0	0.20	B	18.6	0.20	B
	EBR	1.7	0.50	A	1.9	0.50	A	0.9	0.24	A
	WBL	20.4	0.50	C	20.7	0.52	C	20.0	0.51	B
	WBTR	16.1	0.24	B	16.3	0.24	B	15.8	0.24	B
Interchange 9	NBL	56.9	0.77	E	57.6	0.78	E	60.8	0.80	E
	NBLT	56.9	0.77	E	57.8	0.78	E	61.0	0.81	E
	NBR	3.0	0.17	A	3.3	0.18	A	3.3	0.18	A
Driveway	SBLTR	45.9	0.44	D	46.1	0.45	D	46.1	0.45	D
	Overall	22.7		C	23.0		C	27.0		C

Notes: Analysis results based on Synchro 8.0, build 806, revision 77 (8.0.806.77); LTR= Left-turn/Through/Right-Turn, LT=Left-turn/Through, TR= Through/Right-turn, L=Left-turn, R=Right-turn, T=Through.

#### *Ramp E Permanent Closure Scenario*

The intersection of Route 9 and Route 119 is projected to operate at LOS C during the AM peak hour and at LOS D during the PM peak hour. The intersection of Route 119 and Interchange 9 Ramps is projected to operate at LOS C during both the AM and PM peak hours.

#### *Ramp E Open Scenario*

The intersection of Route 9 and Route 119 is projected to operate at LOS C during both the AM and PM peak hours. This is an improvement over the Ramp E Closure scenario during the PM peak hour. The decrease in eastbound vehicles in this scenario, as compared to the Ramp E Permanent Closure scenario, leads to decreased delay for the westbound right-turn movement from Route 119 to Route 9 in both the AM and PM peak hours. The intersection of Route 119 and Interchange 9 Ramps is projected to operate at LOS C during both the AM and PM peak hours.

ramp. However, this measure would require regular patrols and dedication of personnel by the police.

The installation of a physical gate or an actuated traffic signal at Ramp E that indicates whether a vehicle is authorized would make clear that the ramp is closed to non-authorized vehicles. Plausible methods and technologies for indicating to the gate or signal controller whether authorized vehicles are present include:

- Radio Frequency Identification (RFID) chip readers or long range bar code readers that would identify RFID chips or bar code stickers mounted in authorized vehicles;
- Click2Enter systems using existing radio transceivers in authorized vehicles to activate the signal or gate;
- Use of a red light camera system that would photograph each license plate using Ramp E. Violators would be ticketed and authorized users would be exempt from ticketing.

Any of these systems could be designed to enable the signal to be set to green or the gate to remain in the open position to allow general traffic to use Ramp E as traffic conditions warrant.

## **6. Scenario Evaluation**

The effects of each scenario on traffic volumes, travel time, safety, and level of service vary. This section compares those effects and provides a framework for identifying a preferred scenario going forward.

### *Ramp E Permanent Closure Scenario*

Benefits of this scenario:

- The observed decrease in southbound pass-through traffic on southbound Route 9 would likely be maintained (Traffic Volumes)
- Closing Ramp E would increase safety for pedestrians and cyclists crossing in the crosswalk across Ramp E (Safety)
- Reducing the number of entrances to the northbound Thruway would decrease conflicts and improve safety (Safety)

Drawbacks to this scenario:

- Higher traffic volumes at the intersection of Route 9 and Route 119, and the intersection of Route 9 and Interchange 9 Ramps (Traffic Volumes)
- Increased travel times for drivers accessing the Tappan Zee Bridge from southbound Route 9 as compared to the Ramp E Open scenario (Travel Time)
- Increased likelihood of traffic crashes at the intersections of Route 9 and Route 119, and Route 119 and Interchange 9 Ramps, as compared to the Ramp E Open scenario (Safety)

- Greater overall intersection delay at the intersection of Route 9 and Route 119, especially for the westbound right-turn movement, which would operate at LOS E (LOS)

*Ramp E Open Scenario*

Benefits of this scenario:

- Lower traffic volumes at the intersection of Route 9 and Route 119, and the intersection of Route 9 and Interchange 9 Ramps (Traffic Volumes)
- Decrease in travel time for vehicles accessing the Tappan Zee Bridge from southbound Route 9 (Travel Time)
- Decreased likelihood of traffic crashes at the intersections of Route 9 and Route 119, and Route 119 and Interchange 9 Ramps, as compared to the Ramp E Permanent Closure scenario (Safety)
- Decrease in overall intersection delay at the intersection of Route 9 and Route 119, with a particular improvement in delay for the westbound right-turn movement (LOS)

Drawbacks to this scenario:

- Pass-through traffic volumes on southbound Route 9 would likely increase as compared to the Ramp E Permanent Closure scenario (Traffic Volumes)
- Increased number of merges with northbound Thruway increases crash likelihood at merge points (Safety)
- Decrease in safety at Ramp E crosswalk as compared to Ramp E Permanent Closure scenario (Safety)
- The opening of Ramp E to traffic would not provide any benefit during times of heavy congestion when the queue of stopped vehicles on the northbound Thruway extends beyond Ramp E.

*Ramp E Limited Access Only Scenario*

The benefits and drawbacks of this scenario are nearly identical to those of the Ramp E Permanent Closure scenario with the exception of changes regarding access to Ramp E:

Benefits of this scenario:

- The observed decrease in southbound pass-through traffic on southbound Route 9 would likely be maintained (Traffic Volumes)
- Closing Ramp E would increase safety for pedestrians and cyclists crossing in the crosswalk across Ramp E (Safety)
- Reducing the number of entrance ramps to the northbound Thruway would decrease the number of conflict points and improve safety (Safety)
- Emergency response time to incidents on the northbound Thruway north of Ramp E would decrease as compared to the Ramp E Permanent Closure Scenario (Safety)

- Maintaining controlled access to the northbound Thruway at this location allows for flexibility in managing incidents (Travel Time)

Drawbacks to this scenario:

- Higher traffic volumes at the intersection of Route 9 and Route 119, and the intersection of Route 9 and Interchange 9 Ramps (Traffic Volumes)
- Increased travel times for drivers accessing the Tappan Zee Bridge from southbound Route 9 as compared to the Ramp E Open scenario (Travel Time)
- Increased likelihood of traffic crashes at the intersections of Route 9 and Route 119, and Route 119 and Interchange 9 Ramps, as compared to the Ramp E Open scenario (Safety)
- Greater overall intersection delay at the intersection of Route 9 and Route 119, especially for the westbound right-turn movement, which would operate at LOS E (LOS)
- The means to permit certain vehicles access to Ramp E while restricting all other vehicles would be difficult without the use of technology. Random enforcement would most likely not be enough to deter violators.
- The opening of Ramp E to traffic would not provide any benefit during times of heavy congestion when the queue of stopped vehicles on the northbound Thruway extends beyond Ramp E.

## **7. Recommendation**

Based on the analyses of each scenario, including the effects on traffic volumes, travel time, safety, and level of service, it was recommended that the *"Ramp E Limited Access Only Scenario"* be selected as the preferred scenario. The Mayor and Board of Trustees expressed interest in implementing this scenario only if Ramp E could be strategically re-opened to allow all traffic to access the bridge during periods of severe congestion on the bridge and through the Village of Tarrytown. However, upon a more detailed review, selectively re-opening Ramp E would have several inherent issues/questions:

- What criteria would be used to open the ramp?
- Who would have the responsibility to make the decision to open the ramp?
- How would the traveling public be alerted that the ramp was open?
- What method would be used to divert traffic when the ramp was open (i.e. variable message boards, police, etc.)?
- Who would pay for implementation of opening the ramp?

In the end, the operational logistics, implementation costs, potential confusion to the traveling public when Ramp E would or would not be open, and enforcement costs would make the option

infeasible. In light of the impracticality of implementing the Limited Access Only Scenario, it is recommended that Ramp E be re-opened to traffic upon completion of the new Tappan Zee Bridge as currently planned.



## **2018 PICNIC PAVILION FEES**

### **RESIDENT:**

**TOTAL FEE:   \$250**

Deposit (non-refundable):       \$50

Balance:                               \$200

Clean up deposit (refundable):   \$100

### **NON-RESIDENT:**

**TOTAL FEE:   \$500**

Deposit (non-refundable):       \$50

Balance:                               \$450

Clean up deposit (refundable):   \$100

## **2018 SENIOR CENTER FEES**

### **RESIDENTS ONLY:**

#### **FEES:**

\$50 per hour with a minimum of \$150

Maximum of 4 hour time block

Deposit (non-refundable):         \$50

Clean up deposit (refundable):   \$100

## 2018 Summer Camp Fees

Camp is (3) two - week sessions beginning on July 2nd

<b>TOT CAMP</b>			
<b>fee per session</b>			
	<b>Resident</b>	<b>Non-Resident</b>	<b>Scholarship</b>
<b>April 1st to 30th</b>	\$260.00	\$310.00	\$180.00
<b>May 1st to 31st</b>	\$280.00	\$330.00	\$200.00
<b>June 1st to 15th</b>	\$300.00	\$350.00	\$220.00
<b>DAY CAMP</b>			
<b>fee per session</b>			
	<b>Resident</b>	<b>Non-Resident</b>	<b>Scholarship</b>
<b>April 1st to 30th</b>	\$300.00	\$340.00	\$220.00
<b>May 1st to 31st</b>	\$320.00	\$360.00	\$240.00
<b>June 1st to 15th</b>	\$340.00	\$380.00	\$260.00

**VILLAGE OF TARRYTOWN - MASTER FEE SCHEDULE**  
**Established 4/6/2009**

TYPE OF PERMIT	FEE	Date Amended
Alarm User Permit	\$75 Residential - (2-year permit)	9/17/2012
	\$150 Commercial (2-year permit)	9/17/2012
	Renewal - \$50 Residential (2-year permit)	9/17/2012
Architectural Review Board	Renewal - \$100 Commercial (2-year permit)	9/17/2012
Bingo	\$100 Application + \$2 per \$1,000/cost	9/17/2012
Birth/Death Certificates	\$25 per occasion	8/21/2017
Blasting	\$10	
Boat Launching	\$500 + \$250,000 Bond & Cert. of Insurance	
Boat Permit (Tarrytown Lakes)	\$50 resident seasonal annual (expires in Dec.)	
Building Legalization	\$50 resident seasonal annual (expires in Dec.) Per Boat	
Boat Live Aboards	Building Permit Fees Doubled	
Building Permits	\$1,100 per boat	
	\$100 + \$19 per sq. ft. New Residential (Renovation)	8/21/2017
	\$100 + \$3.00 per sq. ft. New Residential (All Floor Areas)	8/21/2017
	New Commercial \$100 + \$4.00 per sq. ft. (All Floor Areas)	8/21/2017
	\$100 Re-inspection Fee - All	8/21/2017
	Plan Amendment Fee - \$100 each submission	8/21/2017
	Construction Operations outside of permitted hours [§ 245.6B(1)] - 25% Extra permit fee charged by Building Dept.	8/21/2017
Electrical Permits	0-\$499 = \$100	11/3/2009
	\$500-\$999 = \$110	8/21/2017
	\$1,000-\$1,999 = \$125	8/21/2017
	\$2,000-\$3,999 = \$135	8/21/2017
	\$4,000-\$9,999 = \$190	8/21/2017
	\$10,000-\$50,000 = \$275+2.35% of value over \$10,000	8/21/2017
	\$50,000 and over = \$1,790.00	8/21/2017
Plumbing Permit Fees	\$100 application fee (Charge for add'l fixtures over 4)	8/21/2017
	Charge for Additional Fixtures over 4 - \$10/fixture	8/21/2017
	\$50 roughing inspection	8/21/2017
	\$50 testing	8/21/2017

	\$50 in-ground sewer or gas	8/21/2017
	\$50 gas test	8/21/2017
	\$50 final inspection fee	8/21/2017
	\$100 reinspection fee	8/21/2017
Carting	\$250 per Company; \$100 per truck	8/21/2017
Certificate of Compliance	Included in Building Permit Fee	
Certificate of Occupancy	Included in Building Permit Fee; \$20 for copy of C.O.	
Circus and Carnivals	Private \$25 + \$1 million insurance; Charitable - no fee but \$1,000,000 ins.	4/29/2015
Cross Control Program	\$50 Administration Fee	
Curb Cut - Repair/Replacement	\$15.00/lineal foot - Minimum Fee: \$100.00 - Security Deposit: \$500.00	
Dance Halls & Cabarets	\$150 per year or \$10 per day	12/16/2013
Dog Licenses	As of 1/1/2011 - Dog Licenses are issued by Town of	
Dumpsters	\$15/day + \$200 deposit; add \$40/day if parking space used	
Excavation or Fill		
False Alarms	\$100	
	1-2/year = No Charge	
	3/year - \$25	
	4/year - \$75	
	5/year - \$150	
Filming/Photo Shoot	6 or more/year - \$250 per occurrence	
Filming hours - 7 a.m. - 10 p.m.	Public Property - \$2,500 - 1st day; \$2,000 each day thereafter	4/3/2017
Additional fee set by the Board of Trustees	Private Property - \$1,500 - 1st day; \$1,000 each day thereafter	4/3/2017
shall be paid to the Village for either early	Non-for-profit - \$250 - 1st day; \$125 each day thereafter	12/21/2010
start or late completion	Student - \$100 - 1st day; \$50 each day thereafter	12/21/2010
Fingerprints - Non-Criminal	Reserved Parking Space - \$40 per space per day (all categories)	
Fire Hydrant Use	\$25	
Fire Inspection Fees	\$100 + \$25 turn on + \$25 turn off	
Multi-Family	(amended fees adopted 5/18/09)	5/18/2009
	FEE	

1-4 Units	\$100.00	
5-10 Units	\$150.00	
11-20 Units	\$225.00	
21 or more	\$325.00	
Commercial		
Restaurant	\$100.00	
Church	\$100.00	
Store	\$100.00	
Multi-Family plus Commercial	Fee for Multi-family + \$100 for	
	ea. commercial use in structure	
Other		
Private Club & Social Institution	\$100.00	
without Residential Rooms		
Private Club & Social Institution	\$100 + \$10/residential room	
with Residential Rooms		
Private School	\$100.00	
Public School	No Fee	
Municipal Building	No Fee	
Private Residential School	\$250 + \$10/residential	
Hotel	\$250 + \$10/hotel room	
Office Building	Up to 5,000 sq. ft. - \$150.00	
	\$150 + \$25 for ea. Add'l 1,000 sq.ft.	
Fire Sprinkler Service	\$50 application; \$10/\$1,000 of cost of construction	
Fishing (Buttons)	Tarrytown Resident - \$5	
	Tarrytown Resident over 62 and under 16 - Free	
	Sleepy Hollow Resident - \$10	
FOIL and Documents	Town of Greenburgh and Town of Mt. Pleasant Residents - \$15 \$.25/page; videos and DVD's \$20/1 DVD or Video; \$25/2 DVD or Videos of same meeting; Village Code -\$150; Certified Copy of Elec. License - \$5	4/4/2011
Freshwater Wetlands Permit	\$150	

Games of Chance	\$25 per occasion	
Good Conduct Letters	\$25; No charge for Government Agencies	
Green Industry Contractors	\$150 - Business Permit; \$25/truck	
Hydrants, Private (unmetered)	\$100 per year per hydrant	
Hydrant Meters	\$50 permit fee. First Week or parts thereof:	
	1st Hydrant = \$100; 2nd Hydrant = \$50; Each add'l hydrant =	
	Each Additional Week: 1st Hydrant = \$100; 2nd Hydrant = \$50;	
	Each add'l Hydrant = \$25; if parking space is used =	
Laundromats	\$100 per year	
Parking Meter Rates	(On-street and all parking lots with exception of long-term parking lots and on-street meters designated for long-term parking) - \$.25 for twenty minutes	4/6/2015
Parking Meter Rates Long Term Parking	(On-street long term meters on Cortlandt Street and Lower Main Street; parking lots and areas on west side of Metro North Commuter Railroad tracks, South Depot Parking Lot and parking lot north of Village Hall) - \$1.50 per hour to a maximum of \$12.00 per day	4/6/2015
Parking Permits	Resident \$410/year; \$300/semi-annual	5/1/2017
	Non-Resident \$1,225/year; \$795/semi-annual	4/29/2015
	Non-Resident Business \$310/year; \$250/Semi-Annual	5/1/2017
	Resident Carpool \$410 + \$80 each add'l car; Semi-Annual \$300 + \$55 each add'l car	5/1/2017
	Non-Resident Carpool \$1,225 + \$145 each add'l car; Semi-Annual \$795 + \$115 each add'l car	5/1/2017
Parking Permits	One Day Parking Permit-\$5 Resident	
	Vacation Permit \$5/day (3 day minimum; 14 day maximum)	
	Transfer Fee - \$5.00	

	Cash Key \$30; \$15 refunded upon return of cash key	
Parking Permits - Commercial Vehicles	Semi Annual Annual	
Resident Commercial - Section 291-49.A.A.	\$350.00 \$575.00	7/18/2011
Non-Resident Commercial - Section 291-49.A.A.	\$750.00 \$450.00	7/18/2011
Resident Commercial - (oversized vehicle) Section 291-49.A.B.	\$840.00 \$500.00	7/18/2011
Non-Resident Commercial - (oversized) Section 291-49.A.B.	\$1,090.00 \$625.00	7/18/2011
Pawnbrokers	\$100 per year	
Peddlers & Solicitors	Annual: Resident: \$150; Non-Resident: \$250.00	9/21/2010
	Semi-Annual: Resident: \$100.00; Non-Resident: \$200.00	9/21/2010
Planning Board	Site Plan = \$600 + \$30 per parking space + \$60 each dwelling Subdivision = \$1,000 + \$1,255/lot	8/21/2017
	Recreation Fee (2012) = \$9,392.00/increases annually in Escrow = \$2,500 - \$10,000 as determined by Planning Board	5/7/2012
	Recreation Fee For each new dwelling unit lot created	
Police Accidents Reports	\$5.00 per report	12/21/2015
Police Dept. FOIL	For minor FOIL requests, such as police reports, which are readily available - 25 cents per page. When a FOIL request requires significant effort - 2 hours or more - then the actual cost of the lowest paid employee who has the skill to fulfill the request as well as a fee based on the storage medium used shall be charged.	12/7/2009
Property Searches	\$100	
Recreation Programs		
Adult Basketball	Fall/Winter - \$1,400/team	5/16/2011
Adult Softball	Summer Men's - \$1,300/team	5/16/2011
	Summer Coed \$1,300/team	5/16/2011
	Fall Men's - \$800/team	5/16/2011



Adult Exercise	\$120 (12 sessions)	9/4/2012
(Aerobics, Pilates and Zumba)		
Babysitting Course	\$85 (2 night program)	8/31/2012
Fitness Center	Child (16 - 17) - 1 Year \$200.00 - 6 mos \$120.00	9/29/2016
	Adult (18+) - 1 Year \$300.00 - 6 mos \$180.00	9/29/2016
	Couple - 1 Year \$450.00 - 6 mos \$270.00	9/29/2016
	Family Plan - 1 Year \$600.00 - 6 mos \$360.00	9/29/2016
	Senior Citizen (60+) 1 Year \$150.00 6 mos \$90.00	11/21/2016
	Full Time College Student (Must provide valid college I.D. - 1 Year \$150.00	11/21/2016
	Guest Fee (Must come with a Member) - \$15/day	11/21/2016
Ice Skating	Resident 18+ \$10 season	
	17 and under \$5 season	
	Resident Senior \$5 season	
	Non-Resident \$5 per day	
Losee Park Fields	Without Lights \$50/hour (3 hour minimum)	
	With Lights \$75/hour (3 hour minimum)	
Pee Wee Baseball	\$20 (7 sessions)	
Pierson Park Pavilion	\$250 Residents; \$500 Non-Residents (\$50 non-refundable)	5/19/2014
Performance Pavilion	Performance Pavilion for casual use - Resident Fee - \$50/hour up to of three (3) hours. Non-residents may not rent the Performance Pavilion	5/19/2014
Pilgrim Run	Resident (pre-registered) \$20	5/16/2011
	Resident (day of race) \$25	5/16/2011
	Non-Resident (pre-registered) \$25	5/16/2011
	Non-Resident (day of race) \$30	5/16/2011
Summer Day Camp	Resident \$130/week	5/16/2011
	Each add'l Child \$120/week	5/16/2011
	Non-Resident \$160/week	5/16/2011
	Each add'l Child \$150/week	5/16/2011
	Extended Day \$40/week	5/16/2011
	Early Arrival \$30/week	5/16/2011

Summer Tot Camp	Resident \$110/week	5/16/2011
	Each add'l Child \$100/week	5/16/2011
	Non-Resident \$135/week	5/16/2011
	Each add'l Child \$125/week	5/16/2011
	Extended Day \$30/week	5/16/2011
	Early Arrival \$20/week	5/16/2011
Scaffolding Permit	\$50	
Sanitary Sewer &	\$50 application fee +\$40/day for use of parking space	
Stormwater Connection	\$350 for connection for tap into manhole or catch basin	
	\$1,000 for tap into sewer line	
Shopping Carts Left on Streets	\$25	
Sidewalk Café	Café - \$100 plus \$3.50 s.f.	2013
Sidewalk Vending	Vending - \$250	2013
Vending	Boards only - \$100	10/21/2013
Sidewalk Musicians	\$10 annually (a maximum of 4 sidewalk musician permits)	10/21/2013
Sidewalk Closing	\$25 + \$40 per day for parking spaces + \$250 security deposit	
Sandwich Board Permits	\$100.00/year	10/21/2013
Sidewalk Opening Permit	\$3.00/square foot - Minimum Fee: \$100.00 - Security Deposit - \$1,000.00	12/16/2013
Signs	Single faced less than 25 sq. ft. - \$50	
	Single faced 25 sq. ft. or more - \$50	
	Double faced - \$50	
	Awning Sign - \$50	
	Illumination on Sign - \$25 add'l.; Flood Lighting - \$25	
	Floodlighting - \$25	
Special Use Permit (Board of Trustees)	\$500	
Steep Slopes Clearance Application	\$150	

Street Opening Permit	\$3.00/square foot - Minimum Fee: \$100.00 - Security Deposit - \$1,000.00	
Swimming Pool Fees - Residents Only	Family Rate (2 Adults and no limit on number of children up to 21 years of age) - \$400.00	1/17/2017
	Individual (21 years of age or over) - \$200.00	1/17/2017
	Student (age 14 to 21) - \$100.00	1/17/2017
	Senior Citizen (60 and older) - \$100.00	1/17/2017
	Nanny Au pair - \$200.00	1/17/2017
	Daily Rate (age 4 and older)* - \$10/weekday; \$15/weekend	1/17/2017
	Daily Rate (age 3 and younger) - no charge	1/17/2017
	*Maximum number of guests (daily rate) per member - 2	1/17/2017
	Early Morning Lap Swim - Monday - Thursday, 5:30 a.m. - 8:30 a.m. and Sunday, 8:00 a.m. - 9:45 a.m. Pool	6/19/2017
	Members - \$50/season - Non-Pool Members - \$80/season	
Taxi/Livery	Business License \$250/year	
	Taxicab Fee \$100 each car	
Taxi Fares	\$5 within Village; \$1 each add'l person to same stop	12/1/2017
	Senior Citizens (62+) \$4 within Village; \$1 each add'l person same stop	12/1/2017
Reproduction of Westchester County Taxi &	\$10.00	10/15/2012
Towing License	\$250 Business License	
Towing Rates	Non-commercial vehicles within the Village of Tarrytown - \$125.00	12/19/2016
	Per mile outside a 2-mile radius of the Village line - \$5.00	8/16/2010
	Flat Bed Service - \$175.00	8/16/2010
	Road Service - \$75.00	8/16/2010
	Winching Rates - \$105.00	8/16/2010
	Rollover - \$200.00	8/16/2010
	Storage Fee Per Day \$50.00	12/19/2016
	Pick up prior to vehicle being hooked to tow truck - \$75.00	12/19/2016
	After hours retrieval of towed vehicle - \$65.00	12/19/2016
	Yard Charge - \$65.00	12/19/2016
Towing - Impounds	Non-Crime Resident - \$15.00	12/19/2016

	Non Crime Non-Resident - \$20.00	12/19/2016
	Crime - Resident - \$40.00	12/19/2016
	Crime - Non-Resident - \$45.00	12/19/2016
Tree Permit	No Charge unless matter referred to Arborist; if referred, must	
Vacation Permits	\$5/day (14 consecutive days maximum) McKeel Parking Lot	
Video Games	\$100 - 1st Machine;	
	2nd & 3rd Machine \$50 (3 Maximum)	
	Renewal: \$50 - 1st Machine;	
	2nd & 3rd Machine \$25/machine (3 Maximum)	
Water - Final Meter Read	\$25	
Water Main Tapping Fees	3/4" - \$350	
	1" - \$400	
	Inspection Fee \$75 per tap if Village does not perform tap	
Water Rates	RESIDENTIAL: Within Village \$80.45 per 1,000 cubic feet	7/17/2017
	Senior Citizens within Village - \$59.99 per 1,000 cubic feet	7/17/2017
	Outside Village Resident: \$120.67 per 1,000 cubic feet	7/17/2017
	Inside Village Commercial	
	\$82.74 per 1,000 cubic feet for first 2,000 cubic feet	7/17/2017
	\$99.30 per 1,000 cubic feet for next 5,000 cubic feet	"
	\$119.16 per 1,000 cubic feet for next 5,000 cubic feet	"
	\$142.99 per 1,000 cubic feet thereafter	"
	Outside Village Non-Residential	
	\$124.11 per 1,000 cubic feet for first 2,000 cubic feet	7/17/2017
	\$148.94 per 1,000 cubic feet for next 5,000 cubic feet	"
	\$178.72 per 1,000 cubic feet for next 5,000 cubic feet	"
	\$214.46 per 1,000 cubic feet thereafter	
Water Curb Stop Turn-on/Turn-off	\$25	
Sewer Fee	Sewer Fee: \$2.50 per 1,000 cubic feet of water consumed	6/19/2017
Zoning Board of Appeals	\$300 for residential (1 and 2 family)	8/21/2017
	\$900 for commercial	8/21/2017
	\$75 for renewal	
Zoning Code	Zoning Code=\$35 (includes map); map only=\$5	

**Master Fee Schedule Update Schedule:**

Established on April 6, 2009

Amendment: May 4, 2009

Amendment: May 18, 2009

Amendment: November 2, 2009

Amendment: December 7, 2009

Amendment: July 1, 2010

Amendment: August 16, 2010

Amendment: September 21, 2010

Amendment: December 21, 2010

Amendment: May 2, 2011

Amendment: May 16, 2011

Amendment: June 20, 2011

Amendment: July 1, 2011

Amendment: July 18, 2011

Amendment: January 1, 2012

Amendment: May 7, 2012

Amendment: September 4, 2012

Amendment: September 17, 2012

Amendment: Oct. 15, 2012

Amendment: Jan. 7, 2013

Amendment: July 1, 2013

Amendment: October 21, 2013

Amendment: December 16, 2013

Amendment: May 19, 2014

Amendment: July 14, 2014

Amendment: April 6, 2015

Amendment: April 29, 2015

Amendment: July 1, 2015

Amendment: Dec. 21, 2015

Amendment: Feb. 1, 2016

Amendment: Oct. 1, 2016

Amendment: Dec. 19, 2016

Amendment: Jan. 17, 2017

Amendment: Apr. 3, 2017

Amendment: June 19, 2017

Amendment: July 17, 2017

Amendment: Aug. 21, 2017

Amendment: Dec. 1, 2017



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Legal Name of Applicant or DBA	The Village of Tarrytown
Street Address	One Depot Plaza
City	Tarrytown
State	NY
Zip Code	10591
Contact Last Name	Barbelet
Contact First Name	John
Contact Title	Chief of Police
Telephone Number	914-631-5544
E-mail Address	jbarbelet@tarrytowngov.com
Alternate Contact Last Name	Slingerland
Alternate Contact First Name	Richard
Alternate Contact Title	Village Administrator
Alternate Telephone Number	914-631-1885
Alternate E-mail Address	rslingerland@tarrytowngov.com

Type of Applicant ☒ Governmental Entity ☐ Private Entity 501(c)(3): ☐ Public Not-for-Profit ☐ Private Not-for-Profit

Project Relationship to New NY Bridge The Village of Tarrytown is a community impacted by the bridge and it's associated traffic issues.

Project Location Deploy surveillance cameras in strategic locations for monitoring traffic

Project Description

Maximum characters allowed is 2,000.

The Village of Tarrytown is requesting these funds to purchase two (2) Point Tilt Zoom (PTZ) cameras. This will enable our desk officer to monitor traffic congestion associated with the bridge.

The Village of Tarrytown and its roads are quickly impacted by incidents that occur on the current bridge. Currently we have no technological means of observing traffic conditions and how they are effecting areas such as Route 9 and the roads that feed into it. We envision placing the cameras at locations suitable for monitoring areas that we feel become impacted on a negative basis when traffic is a concern on the bridge.

We have recently inquired with our current camera vendor (Convergint Technologies as well as Tyco Integrated Security to confirm the estimate and capabilities of the hardware.

Project Benefits

Maximum characters allowed is 2,000.

The benefits of this project are as follows:

- \*The ability of our communications officer to monitor traffic conditions without dispatching an officer
- \*The capability to re-plot officers from areas adjacent to the bridge to areas within our community
- \*Improve real time collection of data

Statement of Need

Maximum characters allowed is 2,000.

The Village of Tarrytown is a community in the immediate vicinity of the new New York bridge. It would be safe to say that having one side of the bridge located in Tarrytown places our community in the forefront of jurisdictions impacted by issues associated with the bridge.

Soon after a motor vehicle accident or delay to the normal flow of traffic on the bridge we start to see traffic issues within our community. When the problem continues we are forced to deploy limited resources to our south end of the Village in order to conduct traffic control and ensure the safe flow of traffic. As the incident lingers the effects are felt along Route 9, Route 119 and all of our secondary roads that lead to the bridge. By having these monitoring capabilities it will allow us to see these build ups as they are occurring.

With Tarrytown already carrying significant debt due to its investment in its own infrastructure and community, these funds are necessary for us to limit the contribution to further debt.

Project Budget \$7,000.00

Granted Funding  
from Another Source? ☐ Yes ☒ No

If you answered yes, please provide other funding source and amount:

Other Funding Source

Other Funding Amount

Grant Request \$7,000.00

Current State of Project  
Development

We have obtained preliminary estimates.

Maximum characters allowed is 2,000.

Estimate Project Time line Estimated at 180 days

Signature Name John Barbelet, Chief of Police

Date 09/18/2017

☒ I Agree By checking this box I certify the above statements to be true and correct, to the best of my knowledge, and that this information can be used for the purpose of processing this application.

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3. To send the form via U.S. Mail, save and print the form then mail it along with any other supplementary material to the address below:  
George Paschalis  
Outreach Deputy Director  
303 South Broadway, Suite 413  
Tarrytown, New York 10591





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Zip Code	10591
Contact Last Name	Barbelet
Contact First Name	John
Contact Title	Chief of Police
Telephone Number	914-631-5544
E-mail Address	jbarbelet@tarrytowngov.com
Alternate Contact Last Name	Slingerland
Alternate Contact First Name	Richard
Alternate Contact Title	Village Administrator
Alternate Telephone Number	914-631-1885
Alternate E-mail Address	rslingerland@tarrytowngov.com

Type of Applicant ☒ Governmental Entity ☐ Private Entity **501(c)(3):** ☐ Public Not-for-Profit ☐ Private Not-for-Profit

Project Relationship to New NY Bridge: The Village of Tarrytown is a community impacted by the Bridge, including but not limited to traffic disruptions

Project Location: Deployed to strategic areas within the Village when traffic is impacted or for future awareness

## Project Description

The Village of Tarrytown is requesting the funds to purchase two (2) Variable Message Boards routinely used to advise drivers of road conditions and traffic situations.

The Village of Tarrytown is greatly impacted by any disturbance in the normal flow of traffic on the bridge. Issues related to construction, motor vehicle accidents, summer weekends or individuals threatening to jump from the bridge cause significant traffic issues within the Village. The Village is also listed as one of the main participants in the Tappan Zee Diversion Plan. This requires us to re-route traffic and deploy officers for traffic control.

The idea behind obtaining Variable Message Boards (VMBs) would allow us to display detours when necessary or advise of planned disruptions (maintenance, bike events etc). We would store the units here at police headquarters and deploy them when appropriate.

We have recently contacted Kustom Signals Inc who have provided the pricing associated with this request.

## Project Benefits

The benefits of this project are as follows:

- \*The ability to detour drivers before they become entangled within the Village in an attempt to get on the bridge
- \*The means to notify drivers in advance of any future scenarios that may in fact cause traffic delays
- \*Improve traffic safety by making drivers aware of specific conditions

## Statement of Need

The Village of Tarrytown is a community in the immediate vicinity of the new New York Bridge. We are significantly impacted by traffic and most other non-routine issues associated with this bridge. Our police department is comprised of only 33 sworn officers who answer and respond to roughly 11,000 calls for service every year. Currently, we strive to provide the resources to our residents that they need. Our Village provides emergency services to the bridge and ultimately it is our police department that deals with the ripple effect of traffic related to incidents on the bridge. When these incidents occur we are forced to re-direct our attention from its residents to dealing with traffic inside of the community.

Tarrytown has significant debt as it attempts to maintain its own infrastructure and does not have the ability to purchase these message boards. We are seeking assistance for this vital equipment to help us cope with the many traffic scenarios created by having a major bridge located within our jurisdiction.

Project Budget \$45,000.00

Granted Funding  
from Another Source? ☐ Yes ☒ No

If you answered yes, please provide other funding source and amount:

Other Funding Source

Other Funding Amount

Grant Request \$45,000

Current State of Project  
Development

We have obtained preliminary quotes from a company that offers this product under NYS bid.

Maximum characters allowed is 2,000.

Estimate Project Time line If approved, would immediately order the equipment

Signature Name John Barbelet, Chief of Police

Date 09/18/2017

☒ I Agree

By checking this box I certify the above statements to be true and correct, to the best of my knowledge, and that this information can be used for the purpose of processing this application.

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Street Address

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State

Zip Code

Contact Last Name

Contact First Name

Contact Title

Telephone Number

E-mail Address

Alternate Contact Last Name

Alternate Contact First Name

Alternate Contact Title

Alternate Telephone Number

Alternate E-mail Address

Type of Applicant ☒ Governmental Entity ☐ Private Entity 501(c)(3): ☐ Public Not-for-Profit ☐ Private Not-for-Profit

Project Relationship to New NY Bridge

Project Location

**Project Description** The Village of Tarrytown is requesting the funds to purchase (1) 2018 Ford F150 Police Pick-up Truck.

The Village of Tarrytown is directly impacted by any disturbance on the Bridge (traffic accident, police activity, construction) and is also one of the lead agencies associated with the diversion plan for Westchester County. With the acquisition of a police truck our department would then be able to deploy variable message boards and transport barricades and cones to areas where traffic was impacted by the Bridge. Currently, the police department does not have the means to deploy message boards or transport needed traffic control measures unless the incident occurred while the local highway department was working.

**Project Benefits** The benefits of this project are as follows:

- \* Full control, 24 hours a day to deploy traffic message boards
- \* The ability to transport needed equipment to the south end of the Village when traffic needs to be controlled or diverted
- \* Improvements to traffic safety by responding in a timely manner with the appropriate equipment

**Statement of Need** The Village of Tarrytown is a community in the immediate vicinity of the new Bridge. We are significantly impacted by the smallest disruption in the normal flow of traffic on the Bridge. Tarrytown experiences a significant increase in traffic congestion merely based on the time of the year and day of the week. Local residents are aware that Friday afternoons in the summer mean added congestion in our Village. With only 33 sworn officers and more than 11,000 calls for service per year our department is often tasked with the additional duties caused by having one side of the Bridge in the Village of Tarrytown.

With the addition of this type of police vehicle and its unique capabilities of towing and transporting equipment our department can better handle issues of traffic in areas around the new Bridge. Tarrytown currently has significant debt and would not be able to obtain this vehicle through normal budgetary measures. We are seeking assistance in the purchase of this equipment to better serve the community.

Project Budget \$53,000

Granted Funding  
from Another Source? ☐ Yes ☒ No

If you answered yes, please provide other funding source and amount:

Other Funding Source

Other Funding Amount

Grant Request \$53,000

Current State of Project  
Development

We have obtained a preliminary quote from The Cruisers Division of Mamaroneck, NY. This is where the department has been purchasing police vehicles and there prices are based upon NYS contract.

Maximum characters allowed is 2,000.

Estimate Project Time line If approved, would immediately order the equipment

Signature Name John Barbelet, Chief of Police

Date 10/31/2017

☒ I Agree

By checking this box I certify the above statements to be true and correct, to the best of my knowledge, and that this information can be used for the purpose of processing this application.

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# The New NY Bridge Community Benefits Program Application

Save Form

Submit by E-mail

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Zip Code

Contact Last Name

Contact First Name

Contact Title

Telephone Number

E-mail Address

Alternate Contact Last Name

Alternate Contact First Name

Alternate Contact Title

Alternate Telephone Number

Alternate E-mail Address

Type of Applicant ☒ Governmental Entity ☐ Private Entity 501(c)(3): ☐ Public Not-for-Profit ☐ Private Not-for-Profit

Project Relationship to New NY Bridge

Project Location

Project Description

OCA Crosswalks and Connections Project

Maximum characters allowed is 2,000.

The Village of Tarrytown in conjunction with the New York State Office of Parks, Recreation and Historic Preservation (Parks) and the Sleepy Hollow - Tarrytown Trails Committee (the Committee), want to improve the safety and convenience of users (and potential users) of the Old Croton Aqueduct State Historic Park (OCA) trail. To this end, we are proposing the OCA Crosswalks and Connections Project. The project will have the Village and Parks collaborate on designing and implementing several related safety, access and signage improvements on the route of the OCA through more developed areas of the two villages. This includes major barrier areas like the Route 119/I-287 intersection as well as specific local encroachments and disruptions to the trail and user-experience. The successful implementation of this project will improve conditions and navigation of this important regional trail asset, particularly where it will soon connect to the new shared-use path of the bridge.

Project Benefits

This project will enhance transportation and recreational opportunities for local residents and the region as a whole. These benefits will be extended by connections from the OCA to the new bridge's Shared Use Path (SUP). The OCA will connect with the Route 9 Active Transportation Conceptual Design Plan and the Route 119 Complete Street Design Plan, along which are anticipated improvements to pedestrian and bicycle use. The Empire State Trail system, composed of the North- and South- County Trailways in this area, is nearby as well. Of the planned trails and improvements, the Old Croton Aqueduct is the most ready to serve as an east-west connection point between the North-South County Trailways (also designated route of the Empire State Trail) and the new bridge via the Kensico-Tarrytown Lakes Trail.

Maximum characters allowed is 2,000.

Statement of Need

People traversing the OCA in Tarrytown face a slew of difficulties. Though the right-of-way of the Park is nominally 66 feet wide, and the navigable width is usually at least 20 feet wide, there are sections where this is narrowed often to just inches in some places due to encroachments or poor maintenance of invasive or overhanging foliage. A number of sections of the trail have become dangerously uneven due to erosion, exposure of sharp stones and muddy or slippery terrain, which has created tripping hazards. Incomplete incorporation of the OCA into street and sidewalk crossings has created further hazards and even spots where the well-designed curb cuts do not align with the actual trail. Street markings are absent or nearly so, leading to cars parking across and blocking the OCA RoW. There are also places where the OCA deviates from a continuous path, and lack of signage leaves new users without guidance. While each of these inconveniences is minor, taken as a whole, they significantly limit the park's use. Fortunately, they're easy to remedy with wayfinding signs, crosswalks, curb cuts, adjusting car parking spaces, shrub removal and grading. Note that some encroachments are due to intentional actions by adjacent property owners, and the project does not anticipate trying to regain full access to the right of way beyond what is needed to provide convenient and safe transit for pedestrians and bicyclists.

Maximum characters allowed is 2,000.



Project Budget

Granted Funding  
from Another Source? ☐ Yes ☒ No

If you answered yes, please provide other funding source and amount:

Other Funding Source

Other Funding Amount

Grant Request

Maximum characters allowed is 2,000.

Current State of Project  
Development

The Sleepy Hollow - Tarrytown Trails Committee, facilitated by Scenic Hudson, was established to advance the implementation of the Trails Strategy. Approved by both villages after a two-year process with public input, it identified needed OCA improvements for safety and ease of use. Those recommendations match the parkmaster plan recently completed by OPRHP. The plan is for physical improvements and public education.

Part 1 - Sleepy Hollow Border to McKeel Ave

Item	Est. Price	Quantity	Extension
Raised/Textured Crosswalks	12,000	3	36,000
Painted Crosswalks	1,250	4	5,000
Curb Cuts/Handicapped Ramps	7,500	2	15,000
Flexible Safety Bollards	5,000	Lump sum	5,000
Street Crossing sign sets	1,000	12	12,000
Map and Directional Signage	5,000	5	25,000
Trail Improvement - Cobb to McKeel	60,000	Lump sum	60,000
Shrub Removal and Restoration	2,000	1	2,000

Part 2 - McKeel Ave to Prospect Ave./Martling Ave.

Mobilization/Insurance	14,000	Lump Sum	17,500
Site Prep., Maint/Prot. Traffic	25,000	Lump Sum	25,000
Signage for area	100	60	6,000
Remove encroaching walls (Archer)	20,000	Lump Sum	20,000
Restore landscaping to replace walls	10,000	Lump Sum	10,000
Striping for crosswalks	6,000	3	18,000
Drop Curbs, handicapped access	750	6	4,500
90 - 100 South Broadway - Fix Sidewalk	15	600 s.f.	9,000
200 S Broadway - Reclaim Paved area	10	3,000 s.f.	30,000
Revised Grand Total Grant Estimate:			\$300,000

Estimate Project Time line

Signature Name

Date

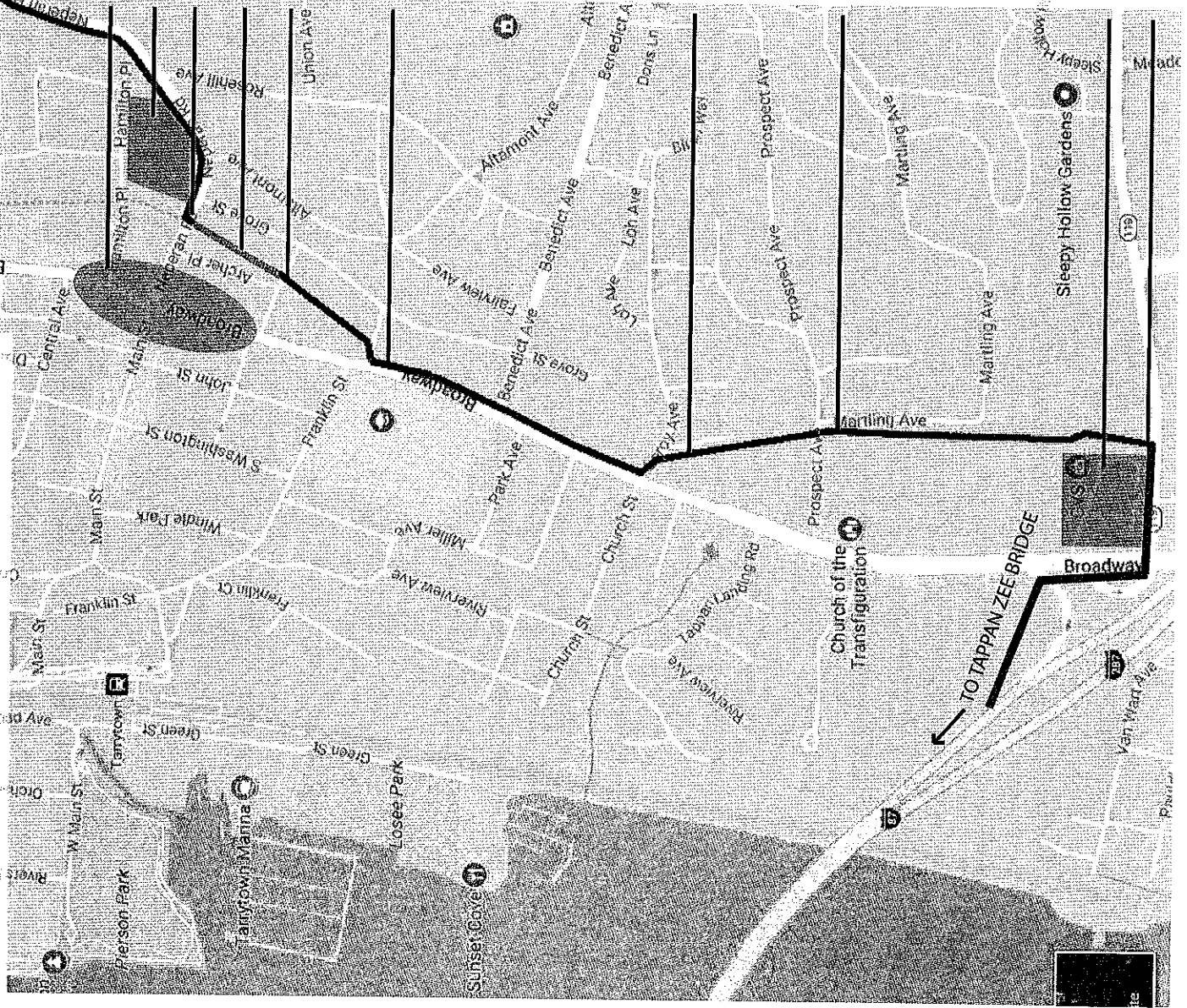
☒ I Agree

By checking this box I certify the above statements to be true and correct, to the best of my knowledge, and that this information can be used for the purpose of processing this application.

**Form Submission Instructions:**

1. If you use a desktop e-mail client, such as Microsoft Outlook, Mail or Thunderbird, press the "Submit by E-mail" button and select "Desktop E-mail Application" then click OK. This should open your e-mail client with the e-mail address, subject line and this form automatically attached to a new e-mail message. Attach any other supplementary material.
2. If you use a web-based e-mail client, such as Yahoo!, Gmail, AOL or Hotmail, please save the form to your computer and compose an e-mail to: [CommunityBenefits@newrybridge.com](mailto:CommunityBenefits@newrybridge.com). Attach the saved form and any other supplementary material.
3. To send the form via U.S. Mail, save and print the form then mail it along with any other supplementary material to the address below:  
George Paschalls  
Outreach Deputy Director  
303 South Broadway, Suite 413  
Tarrytown, New York 10591

# **OCA TRAILWAY IMPROVEMENTS - 8/4/17** **PROPOSED CONNECTION FROM TAPPAN ZEE BRIDGE** **TO NORTH COUNTY TRAILWAY**



**Tarrytown central business district**

**Neperan Park - Existing amenity adjacent to route**

**Add crosswalk**

**Remove residential encroachments**

**Add crosswalk and improve OCA/sidewalk transition on north side of E Elizabeth Street**

**Repair concrete sidewalk - Approx 140LF**

**Reclaim existing asphalt parking lot encroachment - Approx 2000SF**

**Reclaim asphalt/gravel parking encroachment - Approx 13,000SF**  
**- Add crosswalks**

**Existing food & shopping**

**Improve signage at entry to OCA**



## The New NY Bridge Community Benefits Program Application

### Instructions:

1. All highlighted fields must be filled in.
2. Save completed application to your computer.
3. If you need additional space for any field and/or want to provide supplementary material, you should attach this material to your e-mail when you send in this application.
4. Additional instructions on how to submit this form can be found at the bottom of this form.

**Note:** Mac users, use Adobe Reader instead of Preview for best results.

Legal Name of Applicant or DBA

Street Address

City

State

Zip Code

Contact Last Name

Contact First Name

Contact Title

Telephone Number

E-mail Address

Alternate Contact Last Name

Alternate Contact First Name

Alternate Contact Title

Alternate Telephone Number

Alternate E-mail Address

Type of Applicant: ☒ Governmental Entity ☐ Private Entity **501(c)(3):** ☐ Public Not-for-Profit ☐ Private Not-for-Profit

Project Relationship to New NY Bridge

Project Location

## Project Description

The Village of Tarrytown is performing a number of capital improvements in Losee Park, Tarrytown, including installing a new section of the Hudson RiverWalk linkage, and replacing the ballfield lights in Losee Field with the assistance of a \$300,000 grant from the New NYBridge Community Benefit Fund. During our field inspections of the site, it came to our attention that the condition of the bulkhead on the southwest corner of Losee Park is in severely deteriorated condition right where a new overlook plaza is planned as part of the RiverWalk. This is also a short distance away from the Village's Kayak Launch on the Hudson. The approximate length of the RiverWalk that is in need of repair or replacement due to rusting, spalling and steel section loss is approximately 250 to 260 linear feet. The Village has retained the engineering services of McLaren Engineers to work on an expedited design, permitting and construction to get this work done.

Because of the other construction taking place in the park, it is urgent to replace the rusting and rotting bulkhead with either new bulkhead or new rock or concrete-slab shoreline protection, in order to protect the capital investments being made to the park.

The estimated costs to replace the bulkhead with new bulkhead is estimated at approximately \$650,000. The estimate to replace the bulkhead with a new heavy slab rip-rap shoreline may be lower, to the tune of approximately \$500,000. The Village is requesting a grant of \$300,000 from the New NYBridge Fund, with all funds above that funded by the Village of Tarrytown.

Maximum characters allowed is 2,000.

## Project Benefits

Losee Park is a key park in Tarrytown that is undergoing major renovations and improvements. These include the installation of a portion of the Hudson RiverWalk along Losee Field (estimated to cost between \$500,000 and \$700,000, depending on alternatives and materials, with funding in part from a Westchester County grant, and the major improvements and full replacement of the outdated Losee Field ballfield lights (estimated to cost approximately \$650,000) funded by a \$300,000 grant from the New NYBridge Community Benefit Fund.

It is key at this point to replace the deteriorating and failing southwest corner of bulkhead to protect these new capital investments, prevent any further deterioration of the park, and prevent erosion and sediment from being washed into the Hudson River.

The Village is seeking to implement the most cost effective, durable and longest-lasting solution.

Maximum characters allowed is 2,000.

## Statement of Need

The Village of Tarrytown is a community in the immediate vicinity of the New NYBridge. Losee Park is a park along the Hudson River and is viewable both to and from the Mario Cuomo Tappan Zee Bridge. The Village is investing, with help from Westchester County and New York State, hundreds of thousands of dollars in improving the park to make it nicer for visitors, pedestrians, bicyclists and recreational sports participants. The urgent need at this time is to stabilize the waterfront protection, either through bulkhead or rock rip-rap shoreline armoring, to prevent damage to the capital improvements that are presently under way.

As noted previously, due to the many demands on the Village of Tarrytown budget to improve, maintain or replace portions and sections of our infrastructure, the Village's current debt is equivalent to approximately twice the amount of our annual Village operating budget. The assistance of the Community Benefit Fund is crucial to making this project a reality.

Project Budget Estimate for rip rap and rock approximately \$500,000. Est. for new bulkhead ranges \$600,000 to \$700,000.

Granted Funding  
from Another Source? ☐ Yes ☒ No

If you answered yes, please provide other funding source and amount:

Other Funding Source

Other Funding Amount

Grant Request \$300,000

Current State of Project  
Development

The Village has retained McClaren Engineering and is in the process of determining the most cost-effective solution. Plans will be prepared shortly to go out to public bid. the engineer has been informed of the of the tight time frame and requirement to complete the work and expend all funds by the end of June, 2018, to comply with the State's deadlines.

Maximum characters allowed is 2,000.

Estimate Project Time line Specifications and permit applications, public bid, award and construction by June 30, 2018.

Signature Name Richard Slingerland, Village Administrator

Date 11/08/2017

☒ I Agree By checking this box I certify the above statements to be true and correct, to the best of my knowledge, and that this information can be used for the purpose of processing this application.

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2. If you use a web-based e-mail client, such as Yahoo!, Gmail, AOL or Hotmail, please save the form to your computer and compose an e-mail to: [CommunityBenefits@newnybridge.com](mailto:CommunityBenefits@newnybridge.com). Attach the saved form and any other supplementary material.
3. To send the form via U.S. Mail, save and print the form then mail it along with any other supplementary material to the address below:  
George Paschalis  
Outreach Deputy Director  
303 South Broadway, Suite 413  
Tarrytown, New York 10591