

**VILLAGE OF TARRYTOWN
BOARD OF TRUSTEES
WORK SESSION 6:15 P.M.
WEDNESDAY, NOVEMBER 28 2018
Tarrytown Village Hall
One Depot Plaza, Tarrytown, New York**

Board of Trustees Concerns

Open Session

1. Water Rate Structure
2. Additional Services Fee Request for RiverWalk Extension Design
3. Traffic Calming – Miller Park
4. Parking Space Elimination – Broadway and Main Street
5. Business Parking Permit(s) in Underutilized Parking Areas
6. Comp Plan Management Group

Executive Session

- A. Organization Meeting

WATER BILLINGS				NYC BILLS				Town of Greenburgh Water Bills			
2017-18 FISCAL YEAR				2017-18 FISCAL YEAR				2017-18 FISCAL YEAR			
*Usage in cubic feet				*Units in millions of gallons				*Units in millions of gallons			
Month	Units Billed*	in Gallons	Amt. Billed	Month	Consumption	Amt.Paid	Month	Consumption	Amt.Paid		
Jun-17	5,861,900	43,847,012	\$513,492.74	Jun-17	65.896	\$113,933.53	Jun-17	0.658	\$5,560.47		
Jul-17	5,069,700	37,921,356	\$494,688.58	Jul-17	72.090	\$124,642.89	Jul-17	0.655	\$5,697.99		
Aug-17	5,826,100	43,579,228	\$578,709.80	Aug-17	70.559	\$121,995.81	Aug-17	0.600	\$5,217.29		
Sep-17	5,729,600	42,857,408	\$564,903.87	Sep-17	67.882	\$117,367.30	Sep-17	0.680	\$5,916.49		
Oct-17	5,243,400	39,220,632	\$521,157.39	Oct-17	65.766	\$113,708.76	Oct-17	0.583	\$5,068.71		
Nov-17	5,124,100	38,328,268	\$482,667.31	Nov-17	58.974	\$101,965.46	Nov-17	0.422	\$3,661.57		
Dec-17	5,039,200	37,693,216	\$490,844.58	Dec-17	66.529	\$115,027.98	Dec-17	0.285	\$2,464.19		
Jan-18	4,279,600	32,011,408	\$422,138.81	Jan-18	72.746	\$125,777.17	Jan-18	0.690	\$6,023.89		
Feb-18	3,747,800	28,033,544	\$357,283.97	Feb-18	55.040	\$95,164.12	Feb-18	0.440	\$3,838.89		
Mar-18	4,461,600	33,372,768	\$408,600.45	Mar-18	59.902	\$103,569.96	Mar-18	0.344	\$2,999.85		
Apr-18	4,683,200	35,030,336	\$425,354.64	Apr-18	60.219	\$104,118.05	Apr-18	0.438	\$3,821.41		
May-18	3,787,500	28,330,500	\$364,463.30	May-18	63.804	\$110,316.48	May-18	0.346	\$2,997.33		
TOTALS	58,853,700	440,225,676	\$5,624,305.44	TOTALS	779.407	\$1,347,587.51	TOTALS	5.483	\$47,707.61		

WATER BILLINGS				NYC BILLS				Town of Greenburgh Water Bills			
2018-19 FISCAL YEAR				2018-19 FISCAL YEAR				2018-19 FISCAL YEAR			
*Usage in cubic feet				*Units in millions of gallons				*Units in millions of gallons			
Month	Units Billed*	in Gallons	Amt. Billed	Month	Consumption	Amt. Paid	Month	Consumption	Amt. Paid	Month	Consumption
Jun-18	5,478,700	40,980,676	\$517,737.07	Jun-18	54.055	\$93,460.55	Jun-18	0.512	\$4,448.17	Jun-18	0.512
Jul-18	4,923,200	36,825,536	\$512,152.01	Jul-18			Jul-18	0.645	\$5,610.59	Jul-18	0.645
Aug-18	5,362,200	40,109,256	\$534,981.28	Aug-18			Aug-18			Aug-18	
Sep-18	5,237,800	39,178,744	\$521,474.62	Sep-18			Sep-18			Sep-18	
Oct-18		0		Oct-18			Oct-18			Oct-18	
Nov-18		0		Nov-18			Nov-18			Nov-18	
Dec-18		0		Dec-18			Dec-18			Dec-18	
Jan-19		0		Jan-19			Jan-19			Jan-19	
Feb-19		0		Feb-19			Feb-19			Feb-19	
Mar-19		0		Mar-19			Mar-19			Mar-19	
Apr-19		0		Apr-19			Apr-19			Apr-19	
May-19		0		May-19			May-19			May-19	
TOTALS	21,001,900	157,094,212	\$2,086,344.98	TOTALS	54.055	\$93,460.55	TOTALS	0.645	\$5,610.59	TOTALS	0.645



99 Sunnyside Boulevard, Suite 100
Woodbury, New York 11797
Phone: 516.364.0660 | Fax: 516.364.0668

37-18 Northern Boulevard, Suite 525
Long Island City, NY 11101
Phone: 718.942.3320

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November 14, 2018

Mr. Richard Slingerland
Village Administrator
Village of Tarrytown
One Depot Road
Tarrytown, New York 10591

RE: **Additional Services Fee Request for the RiverWalk Extension Design, Village of Tarrytown, NY**

Dear Mr. Slingerland:

Per the scope modifications for RiverWalk requested by the Village to coordinate various capital projects and permits with McLaren Engineering, B. Thayer Associates requests an Additional Services fee in the amount of **\$9,900.00** for developing the shoreline planting strategy and revising RiverWalk's 100% completed Landscape Architecture drawings to include this DEC-required scope and coordinate drawings with McLaren Engineering who is assembling the permit for DEC approval of the living shoreline. This modification requires development of a planting strategy for the riprap, revision of finalized planting plans, new planting details, sections, elevations, and specialized planting specifications. This fee also includes coordination with McLaren's drawings; revising drawings per changes associated with the above, and final quantity takeoffs.

Add Services Fee – Not-to-Exceed Cost:

Task 1 – Coordination with McLaren Engineers \$3,000.00

- Review of McLaren schematic design
- Research and plant selection
- Development of planting strategy with McLaren
- Response to DEC permit comments and coordinate response with McLaren.

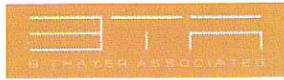
Task 2 – Develop Shoreline Planting Plan and Details \$6,900.00

- Revision of finalized RiverWalk planting plans.
- Preparation of planting details, sections, elevations and specialized planting specifications.
- Preparation of final quantities and bid items
- One (1) meeting with Village and WCP to review revised plans including additional scope.

Total (NTE) \$9,900.00

Limiting Assumptions:

1. McLaren bulkhead removal and rip-rap shoreline protection drawing backgrounds (CAD format) to be provided to B. Thayer Associates by others.
2. One (1) meeting with Village and WCP to Review revised plans including additional scope.
3. Scope shall be limited to the above services and deliverables only. Additional services can be requested for an additional fee.



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Your consideration of our request to meet your needs and goals is greatly appreciated. We are committed to providing B. Thayer Associates' experience, expertise, and excellence for successfully executing this project. Should you have any questions please feel free to call anytime. I can be reached at my direct number 516-364-3671.

Client:

Village of Tarrytown

B. Thayer Associates

Richard Slingerland
Village Administrator

Date:

Curtis F. Velsor, RLA, LLA, ISA
Senior Landscape Architect

Date: 11/14/2018

VILLAGE OF TARRYTOWN

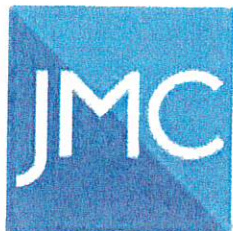
INTERNAL MEMORANDUM

To: Mayor Fixell and the Board of Trustees
From: Michael Blau, Village Administrator
Date: March 3, 2017
Subject: EVALUATION OF TRAFFIC MITIGATION CONCEPTS

Included herewith please find the Phase I Feasibility Evaluation completed by JMC of the traffic mitigation concepts relating to the General Motors litigation included in the Settlement Agreement between the Village of Tarrytown and the Village of Sleepy Hollow. This Part I report was provided to you previously and there was a discussion at the work session as to other possible traffic mitigation concepts to be considered. As I noted during that discussion, this study was limited to the mitigation concepts included in the Settlement Agreement and if the Village Board wanted JMC to evaluate other traffic mitigation concepts, that evaluation could not be paid for from the funds provided by Sleepy Hollow pursuant to the Settlement Agreement. I have also included herewith the Part II portion of the study called Warrant Analysis, Cost Analysis and Impact Analysis. The size of the report may look somewhat daunting; however, the report itself is only eight pages and the attachments that serve as the basis for the conclusions in the report are considerably longer. I am in the process of scheduling JMC to come in to make a presentation to the Board of Trustees regarding the report.

Cc: Richard Slingerland

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Site Planning	Environmental Studies
Civil Engineering	Entitlements
Landscape Architecture	Construction Services
Land Surveying	3D Visualization
Transportation Engineering	Laser Scanning

November 30, 2016

Mr. Michael Blau
Village Administrator
Village of Tarrytown
One Depot Plaza
Tarrytown, NY 10591

RE: JMC Project 16177
Evaluation of Traffic Mitigation Concepts
Village of Tarrytown, NY

Feasibility Evaluation (Part One)

Dear Mr. Blau:

We have prepared this letter to summarize the results of the feasibility evaluation of traffic mitigation concepts at various locations within the Village of Tarrytown. We are prepared to present our findings to the Village Board of Trustees, prior to the commencement of part two of the RFP. All of the property line information shown on our figures is based on Westchester County GIS information. The feasibility evaluation has been summarized into five locations below, and the following figures have been prepared to assist in the Village's review:

<u>Figure No.</u>	<u>Title</u>
1	Broadway (US 9) & Neperan Road/Main Street – Bypass Lanes
2	Broadway (US 9) & Neperan Road/Main Street – Photographs
3	South Broadway (US 9) & Franklin Street – Photographs
4	South Broadway (US 9) & Franklin Street – Photographs
5	South Broadway (US 9) & Franklin Street – Traffic Signal Pole Alternative 1
6	South Broadway (US 9) & Franklin Street – Traffic Signal Pole Alternative 2
7	Miller Park Neighborhood
8	H-Bridge over Metro North Railroad
9	H-Bridge over Metro North Railroad – Photographs
10	West Franklin & White Street
11	West Franklin & White Street – Photographs

A. Broadway (US 9) & Neperan Road/Main Street

Figure 1 depicts the removal of parking spaces to create bypass lanes which provide the ability for thru vehicles to bypass vehicles waiting to make left turns without striping separate left turn lanes. The first 4 parking spaces on the southbound side of Broadway just north of Main Street and the first 4 parking spaces on the northbound side just south of Neperan Road are proposed to be removed. These two areas of parking removal are highlighted in pink. An existing fire hydrant on the southbound side of Broadway just north of Main Street could likely be relocated to the northbound side of Broadway to allow for an additional parking space. Figure 2 includes a photograph of a potential parking space after the relocation of an existing fire hydrant. With the bypass lanes a net parking reduction of 7 parking spaces on Broadway is proposed.

The design of the bypass lanes with the net removal of 7 parking spaces on Broadway is feasible at its intersection with Neperan Road and Main Street.

B. South Broadway (US 9) & West Franklin Street

NYSDOT recently completed improvements to the west side of South Broadway along the frontage of Washington Irving Middle School, south of West Franklin Street. The improvements included replacing the sidewalk along the frontage of the school and reducing the southbound travel lane slightly to accommodate a stamped concrete drop-off/parking lane to assist the daily school operations. Figures 3 and 4 show the recent improvements compared to a record view.

The striping improvements depicted in the DEIS for Lighthouse Landing have been modified to account for the recent improvements to South Broadway and are shown on Figures 5 and 6. The improvements provide a separate left turn lane for the northbound approach along South Broadway. Parking is required to be removed for on the east side of South Broadway to allow for the northbound lane shift. Providing a left turn lane on this approach reduces delays for the thru traffic and improves safety as motorists currently weave around vehicles that are waiting to make a left turn onto West Franklin Street.

The traffic signal design considered herein will signalize the four approaches of the intersection, including eastbound West Franklin Street and westbound East Franklin Street. Two traffic signal design alternatives have been considered at this intersection. A traffic signal pole with a mast arm is proposed to be placed on the west side of South Broadway, opposite East Franklin Street, to serve the southbound approach on Broadway and the westbound approach on East Franklin Street. This pole location is the same in both alternatives. Alternative 1 locates a second traffic signal pole on the northeast corner of the intersection to serve the northbound approach on Broadway and the eastbound approach on West Franklin Street. Based on Westchester County Geographic Information System (GIS), which places the right of way line along the retaining wall behind the existing sidewalk, the pole location is on private property. A permanent easement would likely be required for the pole location. A review of record survey information or a new survey if required would confirm whether the pole would be located within the right of way or on private property. Alternative 2 locates the second traffic signal pole in the southwest

3-4
corner of the intersection, which is within the right of way, yet requires significant pruning to or the removal of a large tree. A photograph of the existing tree is shown on Figure 4.

The design of a traffic signal is feasible at the intersection of South Broadway & West Franklin Street. An easement for the second traffic signal pole may be necessary depending on the location of the pole if the preservation of a large tree is preferred.

C. Miller Park Neighborhood

The Miller Park neighborhood is generally bounded on the easterly side by South Broadway; on the northerly side by West Franklin Street; on the westerly side by Franklin Courts and the Metro-North Commuter Railroad tracks; and on the southerly side by Church Street.

The primary goal of the traffic calming within the Miller Park neighborhood appears to be reducing the amount of cut-through traffic between the Tarrytown Village Hall/train station area and Broadway south of Benedict Avenue. A secondary goal of the traffic calming is to reduce the operating speeds of motorists within the neighborhood.

Typical traffic calming measures were assessed for the Miller Park neighborhood and we feel speed humps are the most appropriate application for the area. A speed hump is a rounded raised area of pavement typically 12 to 14 feet in length and typically spaced between 300 and 600 feet apart. Speed humps are typically placed along roadway segments with minimal roadway slopes and should not be located where the roadway slope is greater than 8%. The Institute of Transportation Engineers (ITE) discusses that traffic volumes reduced on average by 18 percent and speeds between humps have been observed to be reduced between 20 and 25 percent on average after the implementation of speed humps.

Potential speed hump locations and existing stop locations are depicted on Figure 6. Seven speed humps were placed throughout the area, generally being placed near the middle of each roadway segment in areas within locations having minimal existing slopes. The recommended locations of speed humps were placed based on the existing roadway lengths and grades within the Miller Park neighborhood. Additional speed humps could be placed in relatively level areas if desired by the Board to further reduce travel speeds.

The design of traffic calming measures in the Miller Park neighborhood is feasible.

D. H-Bridge over Metro North Railroad

The H-Bridge currently operates with a yield condition for vehicles making turns from the bridge section which spans over Metro North railroad and vehicles traveling on the ramp sections have free movements. The installation of coordinated traffic signals at the east and west sides of the bridge over Metro North railroad where the ramps connect to the structure was assessed. Traffic signal poles can likely be installed in the location of existing street lights located across from the center of the bridge section review and design by a structural engineer. Figure 9 shows the existing light poles on the H-Bridge. The foundations may possibly be located partially within the existing travel lane and protected with curbs and/or guide rails. A potential traffic signal head layout is depicted on Figure 8.

As part of the FEIS for Ferry Landings a structural engineer, Pustola & Associates PE, concluded that the bridge is structurally sound and capable of handling the projected traffic volumes. Traffic signals were considered in conjunction with the Ferry Landings project.

The concept of traffic signals is feasible at the H-Bridge intersections. The details of the design would need to involve a structural engineer as part of the design team.

E. West Franklin Street & White Street

The intersection of West Franklin Street and White Street currently operates as an all-way stop. The eastern leg of the intersection is a one-way approach exiting the intersection. The installation of a traffic signal at this location was evaluated and is depicted on Figure 10. With the right-of-way and utility constraints in the area a traffic signal pole has been located in the northwest corner of the intersection, adjacent to the existing firehouse building. There is a curbed area underneath the roof overhang of the firehouse, within which the existing sidewalk can be widened to provide sufficient sidewalk space around the proposed traffic signal pole. This area is depicted on Figure 11.

The design of a traffic signal is feasible at the intersection of West Franklin Street & White Street.

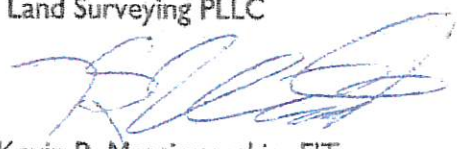
We look forward to addressing any questions you may have at a Village Board of Trustees meeting. If you have any questions in the interim, please contact us at (914) 273-5225.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying PLLC



Richard J. Pearson, PE, PTOE
Senior Associate Principal



Kevin R. Masciovecchio, EIT
Senior Designer



Site Planning
Civil Engineering
Landscape Architecture
Land Surveying
Transportation Engineering

Environmental Studies
Entitlements
Construction Services
3D Visualization
Laser Scanning

February 28, 2017

Mr. Michael Blau
Village Administrator
Village of Tarrytown
One Depot Plaza
Tarrytown, NY 10591

RE: JMC Project 16177
Evaluation of Traffic Mitigation Concepts
Village of Tarrytown, NY

Part Two: Warrant Analyses, Cost Analysis, and Impact Analysis

Dear Mr. Blau:

We have prepared this letter and attachments to summarize the results of our additional (Part Two) evaluation of traffic mitigation concepts at various locations within the Village of Tarrytown. We will present our findings to the Village Board of Trustees if desired per your Request for Proposal. The evaluation has been summarized into the three categories to be assessed. The following attachments have been prepared:

<u>I.</u>	<u>Table No.</u>	<u>Title</u>
	WV-1	South Broadway (US 9) & Franklin Street – Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis
	WV-2	H-Bridge West Intersection (West Main Street/Division Street) – Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis
	WV-3	H-Bridge East Intersection (West Main Street/Cortlandt Street Extension) – Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis
	WV-4	West Franklin Street & White Street – Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis
	AR-1	Broadway (US 9) & Neperan Road/Main Street – Accident Analysis
	AR-2	South Broadway (US 9) & Franklin Street – Accident Analysis
	AR-3	H-Bridge over Metro North Railroad – Accident Analysis
	AR-4	West Franklin & White Street – Accident Analysis

II.	<u>Figure No.</u>	<u>Title</u>
	W-1	Four-Hour Vehicular Volume Traffic Signal Warrant Analysis – H-Bridge West Intersection (West Main Street/Division Street)
	W-2	Four-Hour Vehicular Volume Traffic Signal Warrant Analysis – West Franklin Street & White Street

III. Turning Movement Counts

IV. Capacity Analyses

A. Warrant Analyses

Traffic signal warrant analyses have been prepared for the intersections of South Broadway & Franklin Street, the H-Bridge over Metro North Railroad, and West Franklin Street & White Street. The analyses are based on information published in the "Manual on Uniform Traffic Control Devices (MUTCD)", 2009 Edition revised May 2012. Warrants for Eight-Hour Vehicular Volume, Four-Hour Vehicular Volume, and Crash Experience were considered as part of this report. Per the MUTCD, a traffic control signal should not be installed unless one or more of the warrants are met and unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.

The Village of Tarrytown Police Department provided accident reports for the intersections within the study area during a three-year period from 01/01/2013 to 12/31/2015. A total of fourteen, one, and one accidents occurred at the intersections of South Broadway & Franklin Street, H-Bridge over Metro North Railroad, and West Franklin Street & White Street respectively over the analysis period. The initial threshold of the traffic signal warrant for crash experience is five or more reported crashes within a one-year period of the type that are likely to be reduced with traffic signal control. Therefore, the studied intersections do not satisfy the crash experience traffic signal warrant criteria specified in the MUTCD. The data from the accident reports have been depicted on Tables AR-1 to AR-4.

Our office conducted manual traffic counts from 7:00 AM to 7:00 PM in January 2017 to quantify existing traffic volumes. In order to project future traffic increases to the design year of 2022, the existing volumes were increased by a general growth rate of 1% per year compounded annually. Based on discussions with the Village, we have incorporated the traffic volumes associated with other developments within the study area. The other developments include the remaining approved units for Hudson Harbor Development that have not been completed as well as the Edge on Hudson Development. Adding the other development volumes to the general growth volume results in the 2022 design year volumes.

The results of the Eight-Hour and Four-Hour traffic signal warrants are summarized by intersection below:

3-4

1) South Broadway (US 9) & West and East Franklin Street

The intersection of South Broadway and West and East Franklin Street is an unsignalized offset four-legged intersection. The minor approaches of West and East Franklin Street are controlled by stop signs and left turns are prohibited at all times. All approaches provide a single lane for vehicles traveling through the intersection. The posted speed limit is 30 mph on East Franklin Street, 20 mph on West Franklin within the vicinity of the intersection and 30 mph on South Broadway, except from 7:00 AM to 6:00 PM on school days when the speed limit is 20 mph is within the vicinity of the intersection.

Table W-1 depicts the eight-hour vehicular volume warrant analysis for the existing counted volumes through the intersection meeting the 100% volume threshold for Condition A and B during all 12 hours. NYSDOT has jurisdiction of South Broadway and NYSDOT typically concurs with the installation of traffic signals when the eight-hour warrant is satisfied. Further analysis at this intersection was not performed, as the eight-hour warrant was met under existing conditions. The intersection is approximately 640 feet from the Broadway/Benedict Avenue intersection. The proximity of the two intersections relative to traffic signal operations is discussed in Section C.

2) H-Bridge over Metro North Railroad

The H-Bridge provides a vehicular and pedestrian link between the Village Hall/Train Station Area of Tarrytown located on the east side of the Metro North railroad and the Village waterfront developments located on the west side of the railroad. Northbound/southbound ramps on both sides of the railroad rise to meet the eastbound/westbound bridge section that crosses the train tracks, creating two T-type intersections elevated above existing grade. Both the east and west intersections provide a single lane on the northbound and southbound approaches for thru/turning vehicles. Vehicles on the bridge crossing the railroad are under yield control to turn onto the ramp sections. The posted speed limit in the vicinity of the intersection is 30 miles per hour.

The west and east intersections of the H-Bridge were analyzed in the 2022 design year separately on Tables W-2 and W-3. The west intersection satisfies Condition A during 5 hours and does not satisfy Condition B during the analyzed hours for the 100% volume columns. For the 80% volume columns, combination of Conditions A and B, the west intersection of the H-Bridge satisfies Condition A during 9 hours and Condition B during 1 hour. The combination of Conditions A and B requires both conditions to be satisfied during 8 or more hours to satisfy the traffic signal warrant. The H-Bridge east intersection does not satisfy either conditions for the 100% or 80% volume columns. The intersections of the H-Bridge and corresponding ramps on either side of the railroad do not satisfy the 8-hour vehicular volume traffic signal warrant.

The 2022 design year volumes were plotted on Figure 4C-1 from the MUTCD to evaluate the four-hour vehicular volume traffic signal warrant. The points that satisfy the warrant for the west intersection of the H-Bridge are plotted on Figure W-1. During 8 of the analyzed hours the four-hour warrant was satisfied at the west intersection and was not satisfied during any of the analyzed hours at the east intersection. Since the H-Bridge section over the railroad is approximately 75 feet in length, it would be desirable to signalize and coordinate all approaches (both intersections) at the east/west intersections.

A potential traffic signal layout is depicted in the feasibility evaluation letter previously submitted to the Board. The design of the traffic signals would need to include design elements by a structural engineer since the signals (likely mast arm type) would be attached to the existing bridge. The foundations may possibly be located partially within the existing travel lane and protected with curbs and/or guide rails. As part of the FEIS for Ferry Landings (now called Edge on Hudson) a structural engineer, Pustola & Associates PE, concluded that the bridge is structurally sound and capable of handling the projected traffic volumes. Traffic signals were considered in conjunction with the Ferry Landings (Edge on Hudson) project. Accordingly, it is believed that traffic signals could be installed on the H-Bridge, subject to the design being coordinated with and confirmed by a structural engineer.

As discussed in Section C, the Village may wish to consider implementing all way stop control at both intersections on the H-Bridge in lieu of the traffic signals.

3) West Franklin Street & White Street

The intersection of West Franklin Street & White Street is an unsignalized four-legged intersection. The northbound and southbound approaches along West Franklin Street provide a single lane for thru/turning movements and the eastbound approach on White Street provides a left/thru lane and a separate right turn lane. The fourth leg of the intersection is White Street on the east side of the intersection, which is one-way eastbound and only allows for vehicles to exit the intersection. All approaches entering the intersection are under stop control. The posted speed limit within the vicinity of the intersection is 30 mph.

The eight-hour vehicular volume warrant analysis for the 2022 design year is depicted on Table W-4. With the 100% volume columns the threshold for the minimum vehicular volume, Condition A, is met during 4 of the hours and Condition B is not satisfied during any of the hours. The combination of Conditions A and B, 80% volume columns, were analyzed with Condition A being satisfied in 6 hours and Condition B being satisfied during 1 hour. Since the requirement of any 8 hours within an average day were not met, the intersection of West Franklin Street & White Street does not satisfy the 8-hour vehicular volume traffic signal warrant.

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Figure W-2 shows the plotted points on Figure 4C-1 from the MUTCD that satisfy the four-hour vehicular volume warrant. For the 2022 design year 6 hours are above the applicable curve, satisfying the traffic signal warrant.

B. Cost Analysis For All Mitigation Measures Included in the Request For Proposals

Construction costs are estimated for preliminary budgeting based on our typical traffic signal design experience and our experiences with other improvements considered in the analysis, exclusive of design and permitting costs. More refined costs would require detailed construction drawings and NYSDOT review where applicable.

1) Broadway (US 9) & Neperan Road/Main Street

Budget Cost: \$18,000.00

- Remove parking space striping – 8
- Remove parking meter – 7
- Remove sign – 2
- Relocate hydrant – 1
- Relocate parking meter – 1
- Relocate signs – 3
- Proposed signs – 3
- Install Accessible Parking Symbol – 1

2) South Broadway (US 9) & West Franklin Street

Alternative 1 Budget Cost: \$265,000.00

- Remove existing striping
- Remove signs – 6
- Traffic Signal Pole – 2
- 40' Mast Arm – 1
- 45' Mast Arm – 1
- Traffic Signal Heads – 8
- Mast Arm mounted signs – 3
- Ground mounted signs – 2
- Pavement markings
- Permanent Easement to the Village of Tarrytown/NYS DOT from 80 South Broadway, now or formerly Eleanor H. Ross

Alternative 2 Budget Cost: \$295,000.00

- Remove existing striping
- Remove signs – 6
- Traffic Signal Pole – 2
- 40' Mast Arm – 1
- 55' Mast Arm – 1
- Traffic Signal Heads – 8
- Mast Arm mounted signs – 3

- Ground Mounted signs – 2
- Pavement markings
- Prune/Remove existing tree

3) Miller Park Neighborhood

Budget Cost: \$35,000.00

- Speed humps – 7
- Signs – 14
- Pavement markings

4) H-Bridge over Metro North Railroad

Budget Cost: \$500,000.00

- Remove existing signs – 2
- Traffic Signal Pole – 2
- 10' Mast Arm – 2
- 30' Mast Arm – 1
- 40' Mast Arm – 1
- Traffic Signal Heads – 12
- Stop Bars – 4

5) West Franklin Street & White Street

Budget Cost: \$215,000.00

- Traffic Signal Pole – 1
- 55' Mast Arm – 1
- Traffic Signal Heads – 6
- Mast Arm mounted signs – 2
- Concrete sidewalk

C. Impact Analysis

1) Broadway (US 9) & Neperan Road/Main Street

The removal of parking spaces and relocation of a fire hydrant to effectively create bypass lanes on Broadway at its intersection with Neperan Road/Main Street was depicted during the feasibility analysis portion of the project. The bypass lanes provide the ability for thru/right turning vehicles to bypass vehicles waiting to make left turns without striping separate left turn lanes. A Highway Work Permit from the NYSDOT would be required to perform the intersection modifications.

3+4

2) South Broadway (US 9) & West and East Franklin Street

The West Franklin Street approach experiences peak hour delays, which increase in the future without traffic signal control. The delays would be significantly reduced with traffic signal control based on the analyses contained in the Edge on Hudson traffic analysis. The intersection of South Broadway & Franklin Street satisfies the eight-hour vehicular volume traffic signal warrant for existing conditions.

The Village can pursue one/both of the traffic signal layout alternatives discussed within the feasibility evaluation (part one) and proceed to apply to New York State Department of Transportation (NYSDOT) if a traffic signal is desired. The application to NYSDOT should also include the striping improvements and removal of parking on the east side of South Broadway south of Franklin Street to provide a northbound left turn lane at Franklin Street discussed as part of the feasibility evaluation.

The potential traffic signal would be approximately 640 feet from the existing traffic signal at Benedict Avenue. If NYSDOT concurs that a traffic signal should be installed at the West and East Franklin Street intersection, NYSDOT would likely require that the Franklin Street and Benedict Avenue intersections be coordinated based on the proximity of the two signals. The coordinated signals would have a common cycle length and the signal timing and phasing would be programmed to consider time/space diagrams in an effort to provide wide bands of green time along Broadway to maintain platoons of traffic along Broadway to minimize delays.

3) Miller Park Neighborhood

The placement of speed humps as traffic calming within the Miller Park Neighborhood was discussed in the feasibility evaluation phase of the project. The Board can decide on the final amount of speed humps to be placed to reduce the travel speed and traffic volumes within the neighborhood. The final design and placement of the speed humps should account for spacing between speed humps, driveway locations, roadway slope, and existing drainage patterns. The speed humps are expected to reduce travel speeds and potentially reduce the extent of traffic cutting thru the area.

4) H-Bridge over Metro North Railroad

Based on the analysis prepared for the Edge on Hudson development and the analysis performed by JMC, delays would be experienced in the future with the existing traffic control of yield signs at the eastbound/westbound approaches to the intersection. The delays would reduce with traffic signal control. The H-Bridge intersections over the Metro North Railroad satisfies the four-hour vehicular volume traffic signal warrant for the future conditions in the 2022 design year.

An alternative intersection traffic control design is a multi-way stop control application. This design would replace the existing yield signs for vehicles turning

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from the H-Bridge with stop signs and install stop signs on the north/south approaches on the corresponding ramp sections. All stop signs would have a supplemental plaque reading "all way" to inform motorists that all approaching vehicles will stop at both intersections. The multi-way stop control application would mitigate the existing limited sight lines at the intersections created by the sidewalks on the bridge and ramps. Under future build conditions the multi-way stop meets the recommended warrant per the MUTCD.

Based on the computer intersection capacity and simulation analyses performed by JMC, overall intersection delays would be reduced to acceptable levels in future conditions with the multi-way stop compared to the existing yield control on the H-Bridge approaches. The operations of the vehicles on the east/west approaches (the section crossing the railroad tracks) would be improved and stopping traffic along the four north/south approaches is not anticipated to result in extensive delays. It is recommended that the Village install the multi-way stop and monitor changes in vehicular delays, perhaps initially on a trial basis, prior to the potential installation of traffic signals at the H-Bridge. If the future operations of the intersection are acceptable to the Village with the all way stop control, the traffic signal installations would not be necessary.

5) West Franklin Street & White Street

The intersection of West Franklin Street & White Street satisfies the four-hour vehicular volume traffic signal warrant for the future conditions in the 2022 design year. The intersection could be monitored to see if actual future volumes warrant the installation of a traffic signal.

We analyzed projected volumes with and without signal control. Delays are anticipated without a traffic signal and the projected volumes would experience shorter delays with a signal.

We look forward to addressing any questions you may have at a Village Board of Trustees meeting. If you have any questions in the interim, please contact us at (914) 273-5225.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying PLLC



Richard J. Pearson, PE, PTOE
Senior Associate Principal



Kevin R. Masciovecchio, EIT
Senior Designer



EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

BROADWAY (US 9) & NEPERAN ROAD/MAIN STREET BYPASS LANES

DATE: 11/11/2016

JMC PROJECT: 16177

FIGURE: 1

SCALE: 1" = 40'



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16177-CIS-BASE.dwg; US9&MAIN.tab; MAIN5T-VILLAGE.scr



3+4

VIEW OF EAST SIDE OF BROADWAY SOUTH OF MAIN STREET

A



VIEW OF FIRE HYDRANT TO BE RELOCATED FROM WEST SIDE OF BROADWAY TO EAST SIDE

B

EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

BROADWAY (US 9) & NEPERAN ROAD/MAIN STREET

PHOTOGRAPHS

DATE: 11/11/2016

JMC PROJECT: 16177

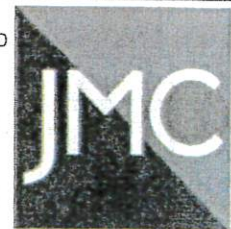
FIGURE: 2

SCALE: N.T.S.

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RECORD VIEW OF SOUTHBOUND BROADWAY ADJACENT TO WASHINGTON IRVING MIDDLE SCHOOL (MAY 2016)

C



CURRENT VIEW OF SOUTHBOUND BROADWAY ADJACENT TO WASHINGTON IRVING MIDDLE SCHOOL (OCTOBER 2016)

D

EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

SOUTH BROADWAY (US 9) & FRANKLIN STREET

PHOTOGRAPHS

DATE: 11/11/2016

JMC PROJECT: 16177

FIGURE: 3

SCALE: N.T.S.

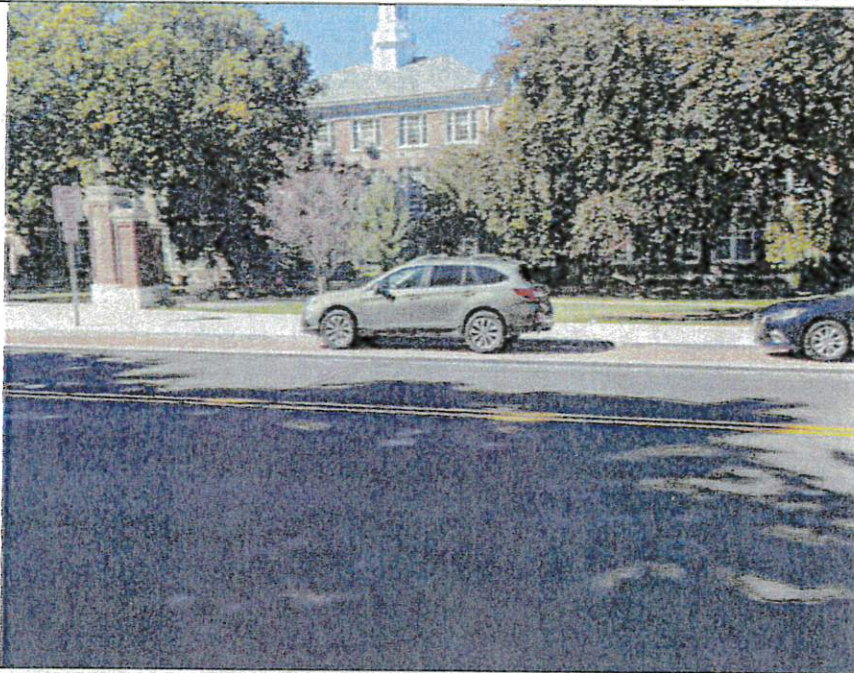
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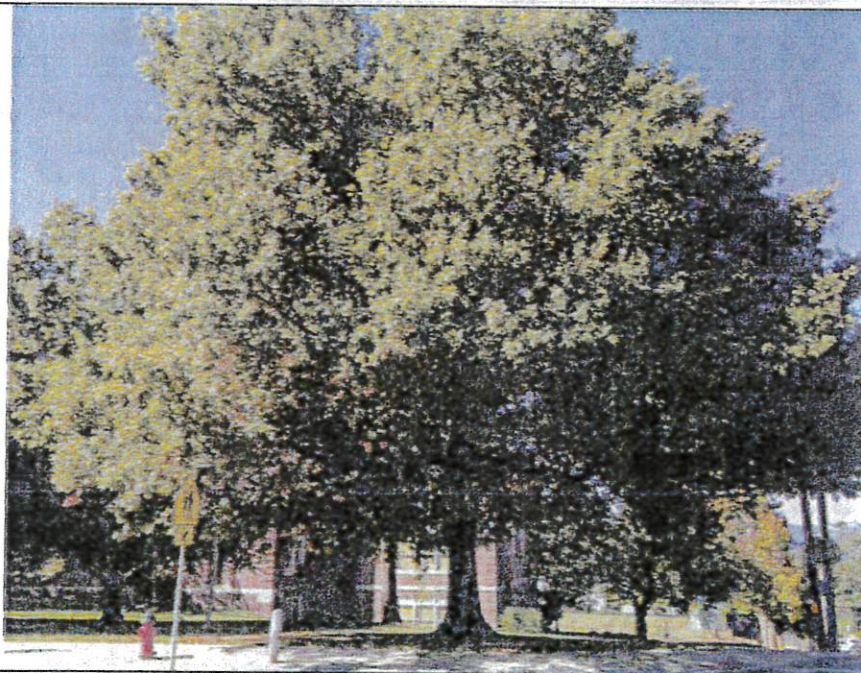


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CURRENT VIEW OF SOUTHBOUND BROADWAY ADJACENT TO WASHINGTON IRVING MIDDLE SCHOOL (OCTOBER 2016)

E



VIEW OF EXISTING TREE AT NORTHWEST CORNER OF INTERSECTION

F

EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

SOUTH BROADWAY (US 9) & FRANKLIN STREET

PHOTOGRAPHS

DATE: 11/11/2016

JMC PROJECT: 16177

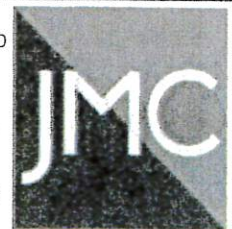
FIGURE: 4

SCALE: N.T.S.

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EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

SOUTH BROADWAY (US 9) & FRANKLIN STREET

TRAFFIC SIGNAL POLE - ALTERNATIVE 1

DATE: 11/11/2016

JMC PROJECT: 16177

FIGURE 5

SCALE: 1" = 50'



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16177-GIS-BASE.dwg; US9&FRANKLIN.tab; FRANKLIN-ALT-1.scr

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EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

SOUTH BROADWAY (US 9) & FRANKLIN STREET

TRAFFIC SIGNAL POLE - ALTERNATIVE 2

DATE: 11/11/2016

JMC PROJECT 16177

FIGURE 6

SCALE 1" = 50'

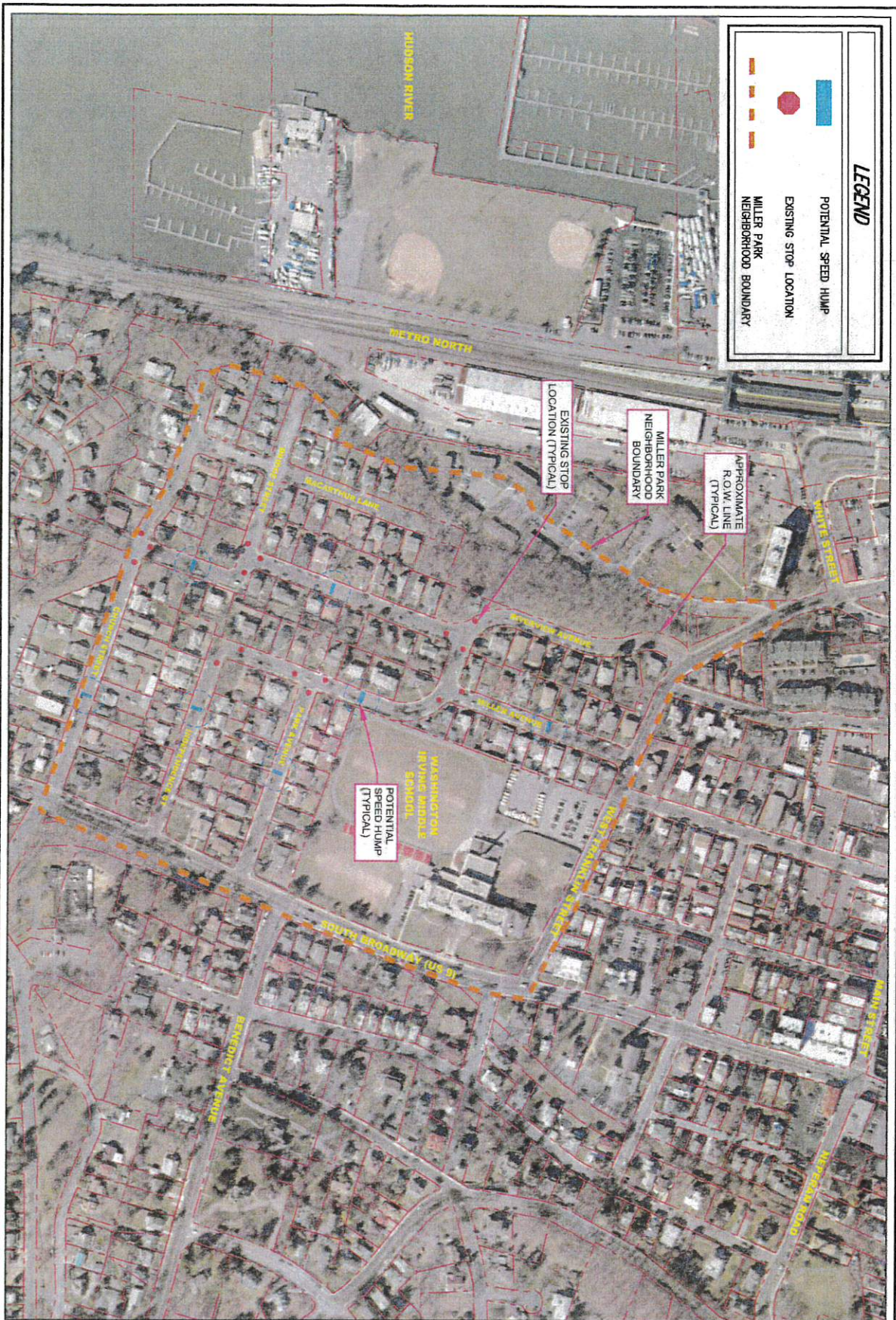


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EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

MILLER PARK NEIGHBORHOOD

DATE: 11/11/2016

JMC PROJECT: 16177

FIGURE: 7

SCALE: 1" = 250'

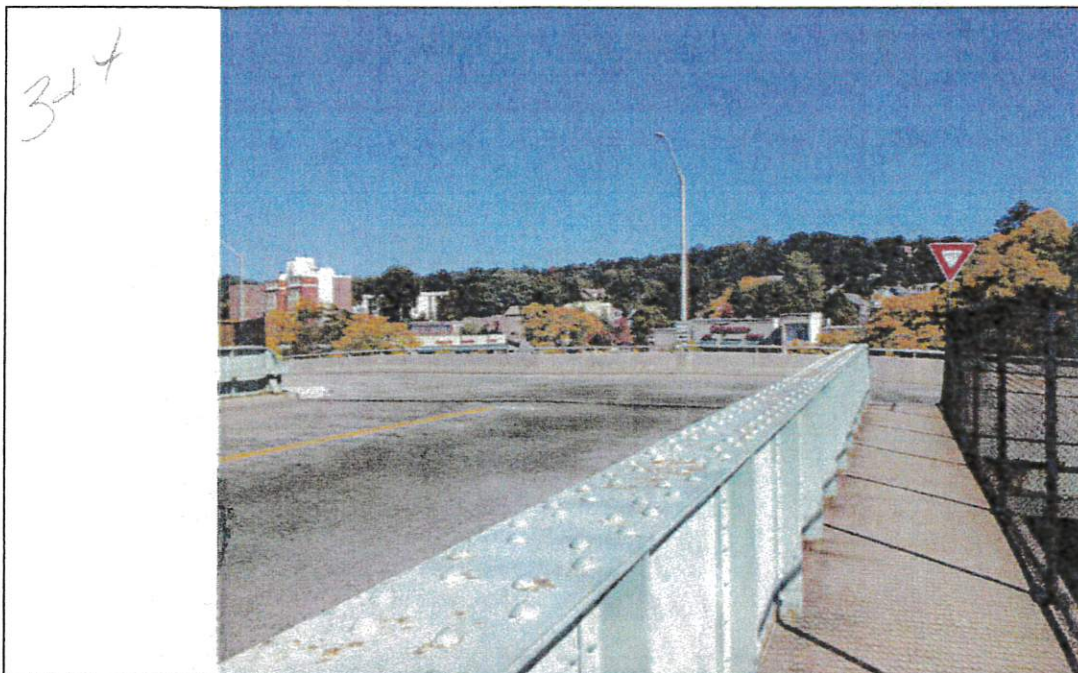


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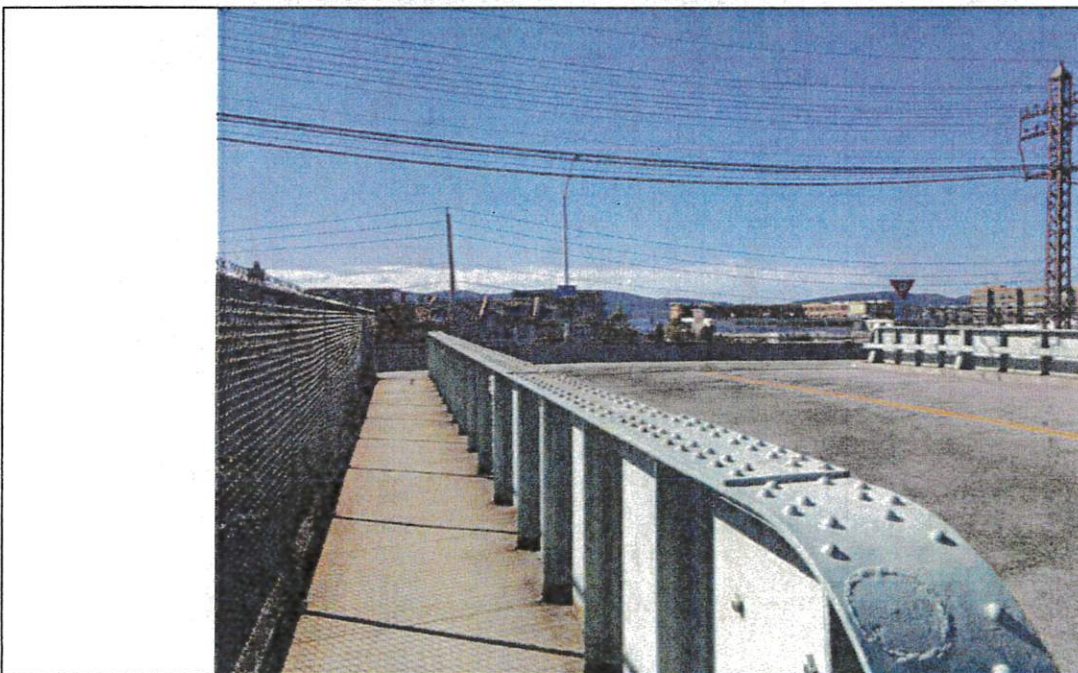
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16177-CIS-BASE.dwg; MILLER PARK.tbl; AERIAL.sct



VIEW OF EAST SIDE OF H-BRIDGE

G



VIEW OF WEST SIDE OF H-BRIDGE

H

EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

TARRYTOWN TRAIN STATION H-BRIDGE

PHOTOGRAPHS

DATE: 11/11/2016

JMC PROJECT: 16177

FIGURE: 9

SCALE: N.T.S.

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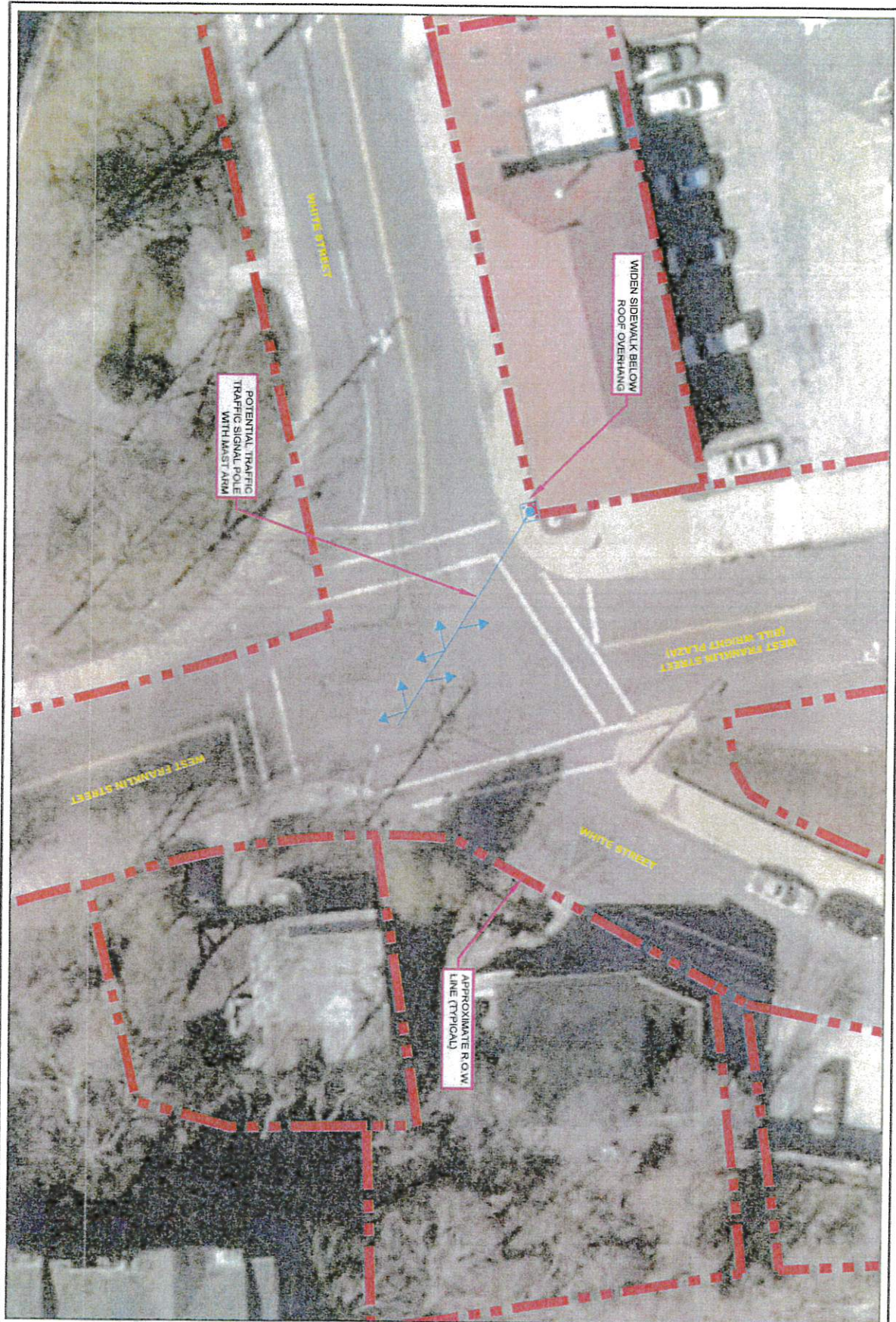
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WEST FRANKLIN STREET & WHITE STREET				
<small>DATE: 11/11/2016</small>	<small>JMC PROJECT: 16177</small>			
<small>FIGURE 10</small>		<small>SCALE: 1" = 20'</small>		
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VIEW OF THE NORTHWEST CORNER LOOKING WEST

I



VIEW OF THE NORTHWEST CORNER LOOKING EAST

J

EVALUATION OF TRAFFIC MITIGATION CONCEPTS

VILLAGE OF TARRYTOWN, NEW YORK

WEST FRANKLIN STREET & WHITE STREET

PHOTOGRAPHS

DATE: 11/11/2016

JMC PROJECT: 16177

FIGURE: 11

SCALE: N.T.S.

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TARRYTOWN POLICE DEPARTMENT
OFFICE MEMORANDUM

DATE: November 20, 2018
FROM: Lt. Budnar
TO: Chief Barbelet
SUBJECT: Village Code Change: Business Parking Permits

Currently the Village code reads as follows (amendment request in underlined italic print):

§ 291-48. Business permit. [Amended 9-19-2011 by L.L. No. 8-2011; 12-3-2012]

Upon submitting to the Village Treasurer a properly completed signed application and upon payment of a fee as set by resolution of the Board of Trustees, the Village Treasurer shall consider said application as valid and complete for the issuance of a business permit, subject to applicable parking limitations. Such permit shall only be issued to the owner of a passenger or suburban vehicle who is not a resident of the Village of Tarrytown, but who is a merchant, store employee, office worker, business or professional person or other person gainfully employed within the Village of Tarrytown. One permit may be issued for up to four vehicles per parking permit, but in no case may the permit be used on more than one vehicle at a time and shall not be considered a valid permit for the parking of more than one vehicle at a time. Such permit shall be valid for a period of not more than one year and shall expire, in any event, on May 31 of each year. Business permits are valid in the following municipal parking lots, subject to specific restrictions where applicable:

- A. McKeel Avenue Parking Lot.
- B. South Broadway Parking Lot.
- C. West Elizabeth Street Parking Lot (metered parking spaces).

[Amended 3-21-2016]

The proposal for the addition to the code would read as follows:

*(*new language in underlined italic print)*

§ 291-48.2 Cortlandt Street Business permit.

Upon submitting to the Village Treasurer a properly completed signed application and upon payment of a fee as set by resolution of the Board of Trustees, the Village Treasurer shall consider said application as valid and complete for the issuance of a business permit, subject to applicable parking limitations. Such permit shall only be issued to the owner of a passenger, suburban or commercial vehicle who is not a resident of the Village of Tarrytown, but who is a merchant, store employee, office worker, business or professional person or other person gainfully employed within the Village of Tarrytown. One permit may be issued for up to four vehicles per parking permit, but in no case may the permit be used on more than one vehicle at a time and shall not be considered a valid permit for the parking of more than one vehicle at a time. While in use each permit shall be valid for (1) individual parking space. Vehicles extending beyond (1) individual parking space shall require an additional permit. Permits shall be valid for a period of not more than one year and shall expire, in any event, on May 31 of each year. Business permits are valid in the following municipal parking area, subject to specific restrictions where applicable:

A. Cortlandt Street (metered parking spaces 4050 through 4061.)

The reason for this proposed change is to increase the availability of "Business Parking" for merchants, store employees, office workers, business or professional persons or other persons gainfully employed within the Village of Tarrytown. This change will also help generate revenue in an on street metered area of the Village which is significantly under-utilized by the general public, thus generating revenue through permit proceeds. Please see the attached charts and stall report displaying the current under-utilization.

*Data reflects Pay By Phone and Pay Station Parking.

Kathy Deufemia

From: Richard Slingerland
Sent: Tuesday, November 20, 2018 11:42 AM
To: Kathy Deufemia
Subject: FW: Comprehensive Plan Management Group/Committee

Kathy:

The people on the Comprehensive Plan Management Committee, at present, are:

David Aukland
Joan Raiselis (co-chairs)
Tom Butler
David Kim
Joyce Lannert
Rob Song
Philip Johnson
Joanne Murray
Tori Weisel

*I'm on as staff support, non-voting

Rich

Richard Slingerland
Village Administrator
Village of Tarrytown
One Depot Plaza
Tarrytown, New York 10591
914-631-1785
fax: 914-909-1208
e-mail: rslingerland@tarrytowngov.com

6

Kathy Deufemia

From: Richard Slingerland
Sent: Tuesday, November 20, 2018 1:24 PM
To: Kathy Deufemia
Subject: Comprehensive Plan Management Group

Please include this with the Work Session materials.

Richard Slingerland
Village Administrator
Village of Tarrytown
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Tarrytown, New York 10591
914-631-1785
fax: 914-909-1208
e-mail: rslingerland@tarrytowngov.com

-----Original Message-----

From: David Aukland <aukland1@verizon.net>
Sent: Tuesday, November 20, 2018 12:17 PM
To: Richard Slingerland <rslingerland@tarrytowngov.com>
Cc: Joan Raiselis (external) <jraiselis@gmail.com>
Subject: Re: Comprehensive Plan Adopted!

Rich, appreciated. To be more specific, this would be the structure of the CPMC (and we should say to the Board that it is a work in progress - for instance, we will no doubt be proposing a replacement for Tori):

- Co-chairs - David Aukland, Joan Raiselis
- Members - Philip Johnson, David Kim, Joyce Lannert, JoAnne Murray, Robert Song
- Board of Trustees liaison - Deputy Mayor Thomas Butler
- Administrative oversight - Village Administrator Richard Slingerland, with support from William Brady

We would also like the Board to define the purpose of the CPMC, as it is a new Village entity. The short version could be along these lines:

"The Comprehensive Plan Management Committee will advise the Board on two matters, bringing to the Board for consideration:

- changes to the Comprehensive Plan to maintain its currency as circumstances or Board policy intent evolve
- status of actions supporting the Comprehensive Plan, including prioritization of new actions to be launched by the Board."

Thanks.

David and Joan

On 11/20/18 11:40 AM, Richard Slingerland wrote:

> David, Joan, Bill, David K., Tom, Joyce, Rob, Philip and Joanne:

>

> Great job by all, to see this study and plan come to completion.

>

> Next we move to making it come to fruition through the implementation.

>

> We'll request the Board on December 3rd to re-appoint all of the committee members, with staggered terms so that the terms of the entire committee do not expire all at once.

>

> Happy Thanksgiving to all! Enjoy the peace and relaxation with your families and loved ones.

>

> Rich

>

> Richard Slingerland

> Village Administrator

> Village of Tarrytown

> One Depot Plaza

> Tarrytown, New York 10591

> 914-631-1785

> fax: 914-909-1208

> e-mail: rslingerland@tarrytowngov.com

>

> -----Original Message-----

> From: David Aukland <aukland1@verizon.net>

> Sent: Monday, November 19, 2018 9:21 PM

> To: William Brady <wbb4@westchestergov.com>; deke1029@gmail.com; Tom

> Butler (external) <tom.butler@aecom.com>; Richard Slingerland

> <rslingerland@tarrytowngov.com>; Joan Raiselis (external)

> <jraiselis@gmail.com>; Joyce M. Lannert <joy.lannert@gmail.com>;

> Robert Song (<robertmsong@gmail.com>) <robertmsong@gmail.com>; Philip

> Johnson (<Philip.Johnson@EF.com>) <Philip.Johnson@EF.com>; Joanne Murray

> (<jMurray@allanblockinsurance.com>) <jMurray@allanblockinsurance.com>

> Subject: Comprehensive Plan Adopted!

>

>

> Just to let you all know: the Board adopted the Comp Plan this evening.

> We're set to meet next on December 4, which if all goes well will be as an official CPMC team, appointed by the Board the previous evening.

> Thanks to each of you for your part in bringing us this far! David

>

>

>

>