

## Committee Meeting – Riverwalk Tarrytown

Stantec No. 192310800

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**Date/Time:** February 8, 2018 / 10:00 AM  
**Place:** Tarrytown Village Hall  
**Next Meeting:** Early January 2018  
**Attendees:** David Cuff – Metro North Railroad  
David Aukland – Village of Tarrytown  
Amy Kacala – Scenic Hudson  
Robert Lopane -Westchester County  
Patrick Natarelli – Westchester County  
Bill Brady – Westchester County  
Drew Fixell – Village of Tarrytown  
George Paschalis – NYSTA  
Pete Harckham - NYSTA  
Richard Slingerland – Village of Tarrytown  
Laura McLean – NYSDOS (Via Phone)  
Lisa Vasilakos – NYSDOS (Via Phone)  
Tom Hammerberg – Stantec  
Philip Katz - Stantec  
Attendees

### Distribution:

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The purpose of the meeting was to report on meetings held with stakeholders. In addition, refined alternates for the shared use path were reviewed

1. Stantec discussed the proposed trail with Andrew from JCC. They are very interested in the trail and a possible connection to their facility. Their facility has a fitness emphasis and a café that could benefit from additional traffic. They had raised several issues with regard to the trail.

- a. What are the hours that the trail will be open?
- b. Who will provide liability insurance?
- c. Who will be responsible for security on the trail?

They wanted to emphasize that their facility could not be used as a trail head as they don't have sufficient parking.

2. Stantec met with David Friedman from Montefiore regarding the trail as well. They would have no problem in providing access through their property but would want it at the periphery and not through the middle of it. They had similar concerns as the JCC with regard to liability, security and hours of operation.

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3. The various questions raised by the stakeholders were discussed by the committee. The following responses were agreed upon:

- a. Trail will be open dawn to dusk. County parks close at dusk.
- b. Minor trail maintenance will be by the Village of Tarrytown. Capital improvements and structural repair will be by Westchester County.
- c. Liability insurance will be provided by the Village of Tarrytown.
- d. The Village of Tarrytown will be responsible for security.

4. There was an agreement with Kraft for the trail which should address legal issues for Montefiore. A gate allows access from Montefiore property to the trail.

5. Stantec still needs to hear back from Double Tree Hotel as well as 303 Broadway. NYSTA requested that they contact 303 Broadway before Stantec makes contact with them.

6. DOS prefers one pier, instead of two along the waterfront. Scenic Hudson is currently designing an inverted "L" shaped boardwalk along the water. Can the proposed boardwalk be brought closer to the 15-foot offset from the railroad?

7. It was asked if a sheet pile bulkhead could be installed along the water and filled behind it to create a level area for a trail. That is not desirable from DAS.

7. Metro North needs to determine if the 15' offset is what should be required at this location. The 15' dimension is for guidance and each location needs to be evaluated by the railroad.

8. In order to take a site walk along the west side of the railroad, a flagman will be needed. This will cost approximately \$1500-\$2000. There may be equipment on the west side of the tracks that may need to be offset in addition to the offset from the tracks. MNRR needs to be able to maintain the riprap along the shore.

9. Losee Park path will be out to bid this summer. The proposed path being designed by Stantec will connect to an active trail and will not be a dead end.

10. The potential for an elevator was discussed. It would be deep, around 50 feet. NYSTA would not allow a connection to the bridge. There are also concerns about queueing at the elevator. Due to these issues, the elevator option was eliminated from further consideration.

11. The upland route near Van Wort was discussed. If the trail is below the visual height from the adjacent houses, then that would reduce the political issues. Stantec was directed to review the location of the retaining wall along Metro North at this location. Stantec was assuming that the trail will be down at track level and not above. It is not the intent to attach to the existing retaining wall. The wall may need to be reconstructed in order to accommodate the trail.

12. An option for building paths near critical houses is to buy the house, build the path and then resell the house.

13. The relocation of the railroad crossing south of Van Wort at the existing overlook node was discussed. It is appealing in that it eliminates the work at Van Wort. It also allows the island across from Van Wort to be used as an overlook area. The crossing is at a ravine east of the railroad.

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13. The traffic light at Pauling and Route 9 was discussed. JCC wants to exit onto Pauling so that they can get onto Route 9 via the new traffic light.

14. There was concern raised that If the route through JCC and Montefiore is used, does the trail along Route 9 have the capacity for the additional volume?

15. The visitors center is not shown correctly, NYSTA is sending a plan which shows correct location of center and maintenance building.

16. The "c" options which have the path running along the access road to the police station is not feasible, so these alternates should be eliminated from consideration.

17. All crossings along Route 9 are controlled by signals.

18. The upland routes provide a connection between the community and the railroad station. Furthermore, they provide a connection up to Route 9 and then to the visitor's center.

19. It is assumed that the serious bikers will want to remain on Route 9 rather than travel down to the river. The southern side of the bridge will be completed during Summer 2018 and the SUP will be completed for summer 2019.

20. Option 2 should provide a connection to the Quay neighborhood.

21. An option should be pursued to provide stairs up to the bridge rather than a switch back. Accessible access would be through the Montefiore/JCC route.

22. The grading along the 303 Broadway property should be confirmed. Previous analysis showed that some switchbacks are needed at the end of the 303 parking lot to meet grade.

23. NYSTA expressed concern that the plans are currently not showing the restrictions around the bridge. Stantec will review and add this restrictions to the plans.

#### **ACTION ITEMS:**

Stantec will arrange a walk along the railroad with Metro North.

Metro North will confirm separation distance to the trail.

Stantec will meet with 303 Broadway after NYSTA has spoken with them first.

Stantec will study the feasibility of stairs under the bridge.

Stantec will add distances to the plans as well as the NYSTA restrictions around the bridge.

Stantec will begin to engage a surveyor to survey existing conditions along the proposed routes.

The meeting adjourned at 12:15 pm



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The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING SERVICES INC.**

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