STATE OF NEW YORK : COUNTY OF ROCKLAND

TOWN OF STONY POINT : PLANNING BOARD

- X

IN THE MATTER
OF
EAGLE BAY

- X

Town of Stony Point
RHO Building
5 Clubhouse Lane
Stony Point, New York
September 23, 2021
7:23 p.m.

BEFORE:

THOMAS GUBITOSA, CHAIRMAN
KERRI ALESSI, BOARD MEMBER
JAKE CATALDO, BOARD MEMBER
MICHAEL FERGUSON, BOARD MEMBER
ERIC JASLOW, BOARD MEMBER
JERRY ROGERS, BOARD MEMBER

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CHAIRMAN GUBITOSA: All right, next item on the agenda. Eagle Bay. Site plan, conditional use, located on the north end of Hudson Drive, 600 north of Tomkins Avenue. This is a site plan review.

MS. RAMANATHAN: Hi, good evening again. We have our traffic consultant here with us tonight, Ron Rieman from Colliers Engineering, who was trying to address a simulation they've made for the traffic movement patterns, which we presented at the TAC meeting. He's here again to present it to the public, and to address any other traffic concerns you may have. So we'd like to start with that.

CHAIRMAN GUBITOSA: All right. All right, good, thank you.

MR. RIEMAN: Hi. I'm Ron Rieman, Colliers Engineering and Design, 400 Columbus Avenue, Valhalla, New York. Some of you on the Board have seen my presentation before. So I'm happy to, you know, show it again, just for those who didn't have the pleasure

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of seeing it the first time.

So I guess the Board wanted me to discuss the proposed signal at the one-lane bridge with Tomkins, Beach Road, Depot Place, and Hudson Drive. I'll start off with our signal plan. And we marked it up to show how the phasing would work.

So I'll just take a step back for a second. So with the project, the intersection the way it is right now, it's an all-way stop intersection, you know, wouldn't work. The Board had initial concern about the existing safety of the location and the future safety of the location. So we proposed a traffic signal here to kind of ensure that, you know, it would flow, optimally flow and have, you know, less likely to have any cars, you know, stuck underneath the bridge, the one-lane, you know, underpass.

So the intersection will operate as a single signal, two signals, but operate coordinated. So it will operate virtually as one signal. So it will operate with four

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fully actuated phases. Each phase will be protected. So it will be no conflicting movements.

There will be detectors. So that will ensure that, you know, if there's no traffic on a road as Depot Place, which has minimal traffic, less than two vehicles per hour, that phase would not be actuated. So the green time would be allocated to one of the other three approaches, and it will be all volume-based demand.

So I'll just go through this. You know. If I go too quickly, I'll repeat it again. But the first phase -- and the order is irrelevant here. But the first phase I'm showing you would be traffic on Tomkins coming from the west -- that was you, thank you -- coming from the west. And that's the signal turn green. And that will allow the traffic to head down Depot Place, continue through the one-lane underpass, continue down, continue down Beach Road or continue up Hudson Drive.

Again, those three movements -- or if

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you say four movements, if anyone's going to Patsy's Bay Marina -- those movements will all be on the protected phase, no conflicting movements. Next one, Ramya.

Again, in no particular order, but the second phase, or one of the four phases would have, even though it's minimal, any traffic coming up Depot Place. Again, four protected movements. Traffic heading Tomkins Avenue, heading west; traffic making the right turn, heading down Beach Road; traffic coming up Hudson Drive. So again, four protected movements, no conflicts. And the bridge will operate, you know, you wouldn't have, you know, cars trying to, you know, go at the same time. Next one, Ramya, please.

The third phase out of the four -- and again, no particular order -- traffic coming down Hudson. Again, it's going to sound like I'm repeating myself, all movements will be on the protected phases. Traffic heading on Tomkins, coming down Depot Plaza, or the left turn coming down Beach. Again, four protected, you know, all protected movements.

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Next one, Ramya.

And the fourth phase would be traffic coming up Beach. Again, all movements will be protected. Traffic going up Hudson, traffic continuing down Depot Place, and then continuing down Tomkins Avenue.

I guess one concern or a question that came up by your traffic consultant was, you know, how does Patsy's Bay Marina operate. It's a low volume, you know, driveway. My opinion would be that operating right now is a all-way stop, and you still have, if there's any queuing along Hudson Drive, the queuing would be better with a signal because this -- if you go back a couple. One more I think, Ramya. One more backwards, up. Thank you. That with a signal as opposed to all-way stop, when this gets the green time, it will be on demand. These volumes would clear out quicker than if cars were stopped at a signal here, and it's going, you know, one car going westbound, eastbound, one car going westbound, one car going southbound. So it would operate more efficiently.

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The reason I bring that up is I'm going to provide a simulation that some of you saw before. And if you want to click on that. I'm going to go -- we analyzed four hours in our report. The typical weekday a.m., that's the commuter traffic; the typical weekday p.m., which is the evening commuter traffic; and then we were required and requested to do weekend conditions, considering the location, the marina, the slips, et cetera. So we also did a Friday summer and a Saturday summer.

Basically, the question came up, which hour is the more critical hour. At the end of the day, the volumes for that intersection, the four approaches, the volumes are similar during the a.m., p.m., summer Friday, and summer Saturday. What I will show you is the, from the simulation standpoint, the critical hour would be the Friday summer. I can show you the other hours, but this would give you the best representation of what would happen at a peak hour. It would also be similar to what happens morning, evening, or Saturday.

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So if you could click on that. Oh, I'm sorry. No, there she goes.

Okay, so this is basically a four to five hour period. This is a, at two time speed. I'm not going to play the whole half hour, which would represent the hour. But you could see traffic coming from Tomkins, it's green. So the cars are being processed when all four approaches are stopped. Okay. Tomkins stops the traffic on Beach.

Again, this will gave you an indication where, now Hudson Drive, everything is red except for Hudson Drive and clears out. This will give you a real great indication of how little a traffic there is. People think there's a lot of traffic all the time. This will actually give you a good simulation on, you know, how much traffic is really going through the intersection.

And at the limited part I'm going to point out, you'll see some cars parked, queuing up on Hudson. If you have any concern about what's coming up Patsy's Bay Marina. So here you have some first car is

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making a stop because one of the other approaches are green. Okay, might come up in a little bit. Okay, might be a little bit later. But I'll, I will try to point out to you where you might have a little bit of queuing.

And getting back to the queuing, based on the results, the average queue on that approach -- again, average queue, 50 percent of the time, keep your eye on the traffic here. So it's backed up. Two cars are backed up here. And you'll see how fast they will queue. You have to get out the -- the signal turns green, how fast they will clear out. Here comes another car. And once these clear out, you'll see there's more green time to allow any traffic that's still green at this point. So now it's clear for any cars to come out of Patsy's Bay Marina.

And I kind of stop mid sentence, but I wanted to show you, because I knew it was coming up to the one, two minute mark where there's some queuing. So the, based on our analysis and the simulation for the timings

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that are proposed -- and again, these timings are all on a demand base. So if you have more cars, you get a little more time. Less cars, like for example, you saw the Depot Place. It never gave any green time. So that time is being allocated to some of the other approaches. We're going through the cycle a little bit quicker.

So back to my point the third time I was trying to make, but there's a lot to show here and I don't want to miss it. The average queue on Hudson Drive is one to two vehicles during that hour. So again, that traffic will clear out as soon as it's detected and it finishes the other cycles based on demand. That will clear up pretty quickly.

Now your queue is anywhere from four to six. And that will happen 80 percent of the queue, it will only happen 15 percent of the time. So again, if you have the most, four, five, six cars queue here, it will clear out relatively quickly, and there will be enough time probably, green time for these cars to

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actually make it through the signal, or at least get into this for the next signal.

So I think, you know, we could watch this a little longer. I could pull up the a.m., p.m., or Saturday. But again, this is the best representation of, you know, what will happen with the signal. And as you could tell, the traffic is spread out pretty much over the hour. So even though there might be 200 cars going through the intersection, not all project-related, existing, it's spread out over, you know, the hour period.

And that's based on, you know, existing counts. It represents what happens, you know, once a project -- you see the queue. Four cars. You get into almost the most you'll have. It's clearing out. There's additional green time. See, enough green time this car was able to come down. And remember, this is at two time speed, so cars look like they're going a little bit fast. So again, any concern with traffic here, it will clear out better with a signal operation

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than as it is today with the, you know, four-way stop.

So hopefully I gave a pretty good presentation. You know, if any questions, you know, I'm sure I can answer.

CHAIRMAN GUBITOSA: All right. I'll go to the Board.

BOARD MEMBER JASLOW: I have one question.

CHAIRMAN GUBITOSA: Go ahead.

BOARD MEMBER JASLOW: I saw on a previous slide that green was going to be 18 seconds on average. What's, like, the light on 9W and East Main Street?

MR. RIEMAN: Which intersection is that, on 9W and --

BOARD MEMBER JASLOW: East Main Street.

MR. RIEMAN: Main Street. I could -- I can't, I don't have my whole report here. But that would probably have lot more time. That's a state road. So that will give a lot more time to -- it's probably like a 90 to 120 second cycle, with most of the time given to 9W.

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In this case, again, if you look at those plans -- Ramya, if you want to go back to the plans -- this plan was done conceptually to give each approach about 18 seconds. And I'm glad you asked the question because one thing to point out, based on the distance of the one-lane underpass and speeds, you could see that we're giving seven seconds yellow and two seconds red. And that based on distance and speed, that's the time that you need to clear out the cars to get through the bridge, so there's no car stopped underneath the bridge.

Again, if you looked at all four slides, just for an analysis purpose and a design standpoint, we showed each approach at 18 seconds green, seven seconds yellow, and two seconds red. Remember, I started off the presentation with it's a fully actuated traffic signal with detectors. So as you were watching the three minutes, which is like six minutes into the hour, Depot Place never was triggered.

CHAIRMAN GUBITOSA: Right.

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MR. RIEMAN: So the 108 second cycle, then, is going to be 76. I don't know if I did the math that quickly.

BOARD MEMBER JASLOW: No, I understand. And you're saying that the detectors, so if there was more traffic coming out of the complex --

MR. RIEMAN: Yes.

BOARD MEMBER JASLOW: -- it would give them more green time to clear everything out.

MR. RIEMAN: Yes. You might not see it on this plan. And I have another plan that doesn't have our arrows. But there's loop detectors. Two here. You could see it better here. Two here. And that will, you know, ensure that if there's car down on there, or car comes there, then it will, when it's their turn to be green, that will turn green.

And there's a lot of bells and whistles and protection. You could set it for max and mins. Again, this is for a presentation standpoint, that we showed all four approaches with the same timings again.

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Again, no harm, no foul, because this would actually have less green time.

CHAIRMAN GUBITOSA: Right.

MR. RIEMAN: But as you saw on the presentation and simulation, that this approach very rarely is going to turn green. So it's the 18 seconds, or the 20 seconds will never be triggered, and it will process the other three approaches quicker. So it will be even more efficient than the presentation is showing.

CHAIRMAN GUBITOSA: All right. Who else? Jake, you had something?

BOARD MEMBER CATALDO: I have a question. Since Patsy's and Hudson Drive is an active marina, people hauling boats in for the day, you know, in and out of Patsy's, there will be ample time for them to haul the boat out and it won't cause a blockage on Hudson, for example? There's ample time?

MR. RIEMAN: Coming down Hudson Drive?

BOARD MEMBER CATALDO: Uh-huh.

MR. RIEMAN: Yeah. Again, our analysis does take into consideration, you know, truck

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traffic, et cetera. And based on our existing counts, you know, whatever boat traffic was there now. And yes, we are, I think, proposing a hundred more slips, or a hundred slips there. So that's all taken into account in our analysis.

And again, as you saw, you know, it will be on demand, so the times can actually have max and mins to allow more time there. I mean, if anything, you would want the side roads to maybe queue up more than Beach and Tomkins. But no. There's a lot of bells and whistles where it will operate a lot more efficiently than an all-way stop.

CHAIRMAN GUBITOSA: All right, Max?

MR. STACH: Does it make sense, with that in mind, just for, like, summer peaks to put an extra sensor foil at Patsy's exit?

MR. RIEMAN: No. So -- no, I shouldn't say no. The design of the signal right now, the only four approaches going to be signalized are Tomkins, Beach, Depot Place, and Hudson. And I believe that would be the most efficient operation.

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MR. STACH: No, I'm not asking for a signal for them to get --

MR. RIEMAN: No, you're talking detection. You need --

CHAIRMAN GUBITOSA: Another detector, yeah.

MR. STACH: Yeah, just to keep it on. If that Patsy's Bay, if there's somebody sitting there waiting for traffic to clear out and they got a trailer behind them, then by the time they pull out, they might not be over the loop and then the signal is red.

MR. RIEMAN: Okay. So one thing that your traffic consultant mentioned was, you know, he said, you know, too bad we didn't have any, you know, counts on coming out of Patsy's Bay Marina. So I went back, I wanted to go back to historical data. I guess the project might have been around a lot longer than -- we got involved in 2019, maybe '18. And I was able to find some historic data at this location that was conducted in May 2015.

And the traffic that you'd be concerned about would be the left turn coming out of

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Patsy's Bay Marina. And during the peak a.m. hour, there was three vehicles. And during the peak p.m. hour, it was four, I believe. So again, it's -- if we have some of the Board Members that might go to Patsy's for, I don't know if there's a drink place or have a boat up here. But from the historical data that I was able to review, it doesn't look like that's a high volume driveway.

BOARD MEMBER FERGUSON: Most boats that come out of that marina, there's two entrances. They come out the other side.

MR. RIEMAN: Okay.

BOARD MEMBER FERGUSON: Almost 90 percent of the boats don't fit under the bridge, anyway. So they don't have the --

MR. RIEMAN: Thank you.

BOARD MEMBER FERGUSON: If you have a boat, you're not pulling out that entrance, anyway. You're going out the other way.

MR. RIEMAN: I actually went to visit the site because that was a question that your traffic consultant had. And you just explained it a little bit clearer to me. So

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when I was out there, this appeared to me as an only entrance. So you're saying there is another entrance.

BOARD MEMBER FERGUSON: They bought the other marina ten years ago. That's down at the other side.

MR. RIEMAN: Okay. So right now, I went out there, so it must be fenced out right now and they open it.

BOARD MEMBER FERGUSON: It's been open for six years.

MR. RIEMAN: Okay. So, thank you. That was very helpful. So that probably explains why, you know, the historical data showed very little traffic coming out of there.

And to answer your concern, Max, that, you know, really, this intersection would operate fine, and it's low volume, and it wouldn't need the detector or tied into the signal. And I hope that the simulation showed, you know, that there really wasn't a significant queue. And the traffic -- remember, the traffic is dispersed over, you know, an hour period. I'm not saying you're

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not going to have peaks where -- and that's what the 80 percent tile is.

And again, based on that analysis, you're talking about four to six cars. And when you saw the presentation, it did show that pretty accurately, that one time it was four, and then a couple snuck in at the end of six, so, you know. Sometimes the results do work.

CHAIRMAN GUBITOSA: I think our traffic consultant is here, right? Do you have any comments?

MR. HOLT: Good evening, everyone. Carlito Holt with Provident Design Engineering. We are the traffic consultant retained by the Town to review this application.

We have reviewed the conceptual signal plans prepared by Colliers, as well as the simulation. And we agree with their findings. You know, the -- overall, this is a safety improvement. You're putting the signal in to take that decision-making process out of the equation, to say should I

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go, is someone coming in the bridge on the other direction. And this signal makes that decision for the drivers.

And just to kind of highlight and build upon what Ron said, you know, although it shows 18 seconds of green time -- and Ron, you confirmed this -- it's probably going to be timed with a minimum of five seconds. So the detectors do two things. One, it detects presence. So it says all right, there's a car waiting, I need to give a green time. Then as each car comes over the detector, it can extend an additional two seconds up to the 18 seconds.

So it's really dynamic in how much time it's going to give each approach. So it will really vary by the demand, and really efficiently handle traffic. And I think the simulation demonstrates that at all peak times, you're not going to see any backup. So I think this is a good solution for a safety issue that was preexisting to the location.

CHAIRMAN GUBITOSA: Oh. Thanks,

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Carlito. Anyone, any other questions? John, the other, John O'Rourke, any?

MR. O'ROURKE: No, we've seen this multiple times at the TAC meetings. So yeah, we're satisfied. Thanks.

CHAIRMAN GUBITOSA: Steve, anything?

MR. HONAN: With respect to -- I'm having a hard time reading the name of the street. There's going to be no turn on red with respect to traffic going north?

MR. RIEMAN: Yes. On all approaches except, I believe, the Tomkins approach, our plan does show no turn on red. There was a question with the Board previously or at a TAC meeting was, you know, potentially putting a no right turn on red here. That's something that can be added to the plan.

Again, it's really giving away nothing if you put a sign there or not have a stop, no turn on red here, because Depot Place has a full volume. And that's prior to the bridge. So that would really happen, you know, again, prior to the bridge. But that is something, if the Board felt they wanted,

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or your traffic consultant says yeah, you know what, why not, it's not a problem.

CHAIRMAN GUBITOSA: All right. Good. Thank you.

MR. RIEMAN: Thank you.

CHAIRMAN GUBITOSA: John O'Rourke, anything? Oh, you already went. John, anything?

MR. HAGER: No.

CHAIRMAN GUBITOSA: All right.

MR. STACH: I think the last question was what happens in the event of a power outage.

MR. RIEMAN: Like, it would revert back to operating as, you know, an all-way stop.

MR. STACH: Okay.

MR. RIEMAN: Yes.

MR. STACH: Everything goes flashing red?

MR. RIEMAN: Yes.

MR. STACH: Okay.

MR. RIEMAN: I mean, we've all been through traffic signals. We all know how they work. I think we've all probably been

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in our lifetime. There's no youngins here. Sorry, maybe there are. Everyone's young to me. I think we've all been through intersections where the power goes out. And yes, that's how they operate.

CHAIRMAN GUBITOSA: All right. What's our next step, Steve, or Max?

MR. STACH: You closed the public hearing.

CHAIRMAN GUBITOSA: We closed the public hearing.

MR. STACH: Adopted your findings.

CHAIRMAN GUBITOSA: Right.

MR. STACH: So really, the question, is there any other issues, significant issues left? You know, certainly there's some technical issues.

CHAIRMAN GUBITOSA: Right.

MR. STACH: Minor technical issues, you know, still being examined. The sign, location, and John's guy, you know, if there are any other issues. I would say, I would ask the Board if there are any major significant issues remaining. And if not,

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you might want to instruct your counsel to prepare a preliminary resolution.

CHAIRMAN GUBITOSA: All right. Does the Board have any major --

BOARD MEMBER JASLOW: I have a question.

CHAIRMAN GUBITOSA: Go ahead.

BOARD MEMBER JASLOW: Whatever happened with Gene's proposal about the double lane going out and --

CHAIRMAN GUBITOSA: Ron, whatever happened? Was that not -- what's that? Gene had mentioned about maybe another lane coming out of Hudson. So if they wanted to -- if cars were coming, they wouldn't stack if someone was making the right. They would pop in, but --

BOARD MEMBER JASLOW: Or in case of emergency.

CHAIRMAN GUBITOSA: In case of emergency.

BOARD MEMBER JASLOW: So there was two lanes to get out.

BOARD MEMBER FERGUSON: That's part of the problem.

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BOARD MEMBER JASLOW: Yeah, was it that there wasn't enough room over there?

MR. RIEMAN: No, no. And I probably won't do as good of a job as Dave did on it. But from a traffic standpoint, operationally, you don't really need from a capacity or a safety an additional lane. Sometimes, an additional lane -- it's not a great comparison, but I'll just put it in a little bit of lay terms. Like, unsignalized intersection, you wouldn't necessarily want that additional lane because it would block somebody's view from making, you know, making the right turn. There's a car to the left of them. This is signalized, so you probably wouldn't have that conflict, or as much.

But they are -- and maybe Ramya might know -- but they, we are widening Hudson Drive. And I believe Dave addressed that issue, and I think had someone do the boats that kind of caused a little bit more problem. I don't know if you remember what Dave said. But from an engineering standpoint, it's really not necessary. And I

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believe we put that to bed last time, or I'd like to have thought we did.

CHAIRMAN GUBITOSA: All right.

BOARD MEMBER FERGUSON: How much wider are they widening Hudson?

MR. RIEMAN: Do you know how much more wide it is? Yeah. I apologize, I don't know how much they widened it.

MR. O'ROURKE: For the new Hudson?

MR. RIEMAN: Yes.

MR. O'ROURKE: It's a full street width, so I believe it's 26 feet wide. They had talked -- I'd have to go back a little while. There was initially a boulevard in there as well. I think they eliminated that because remember, there was an ownership question about the right of way and expanding it. It comes into a traffic circle. It's at least 26 feet wide, and matching any road in the town.

CHAIRMAN GUBITOSA: All right. Thanks, John. All right. Does the Board -- if you don't have any other majors, should we maybe ask Steve to prepare a preliminary? Now, the

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preliminary site review is just preliminary. It's not the final. We still have to go through a whole lot. I mean, we've been looking at this. What we're going to do tonight is if we send them next month to do a preliminary is we're okay with the way the site is set up. And we've been looking at it for what, two and a half years.

MR. HONAN: Under our code, it indicates that the Board is essentially granting conceptual approval of --

CHAIRMAN GUBITOSA: Conceptual.

MR. HONAN: -- the plan you've been reviewing for the last two-plus years.

CHAIRMAN GUBITOSA: All right.

BOARD MEMBER ROGERS: If I can, just on a non traffic issue. Any developments on the dock, or the wetland piece, or anything like that?

MS. RAMANATHAN: As far as I was aware, Amy was exchanging emails with Steve regarding the easement.

BOARD MEMBER ROGERS: We had written a letter, I know that.

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MS. RAMANATHAN: Yeah. We had a letter, and then regarding the easement --

CHAIRMAN GUBITOSA: Then the Town Board wrote a letter.

BOARD MEMBER ROGERS: Yeah.

MS. RAMANATHAN: Yes.

CHAIRMAN GUBITOSA: And we haven't heard anything.

BOARD MEMBER ROGERS: No response, right.

MS. RAMANATHAN: We haven't had a response on that yet.

CHAIRMAN GUBITOSA: All right.

BOARD MEMBER ROGERS: What are they doing up there, for God's sakes?

MS. RAMANATHAN: The applicant and the attorney, she couldn't make it last minute, so we're here with a request for the Board to consider, if you could authorize the final along with the preliminary resolution for next month.

CHAIRMAN GUBITOSA: We'll just, we'll just probably do the preliminary. Right, Max?

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MR. STACH: Yeah.

CHAIRMAN GUBITOSA: Steve, we'll probably do the preliminary for next month. Do I need a motion for that?

MR. HONAN: No. Just direct me to do it.

CHAIRMAN GUBITOSA: All right. We'll just have Steve prepare the preliminary for next month.

MR. STACH: It might be good -- I don't know if it works with your schedule, Steve, and I hate to put you on the spot.

MR. HONAN: The TAC meeting.

MR. STACH: Yeah, is there any way you could get it? I think it's, TAC meeting is three months, three weeks away?

THE CLERK: I'll check.

CHAIRMAN GUBITOSA: 9th, right.

THE CLERK: 14th. It's the 14th, so it's one, two, three.

MR. STACH: So, yeah. It's almost three weeks away. Well, it is three weeks from today. So the question was if you can get it done by the 8th, the Friday before the TAC,

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then the applicant and ourselves can sort of go to the TAC, and if there's any issues. And then the Board would also have it two weeks before.

CHAIRMAN GUBITOSA: Yeah, that sounds good. Good?

MR. HONAN: Certainly give it the old college try.

MR. O'ROURKE: They could ask for it by tomorrow. He's being nice to you.

CHAIRMAN GUBITOSA: Yeah. So I think -- anything else? I think that's it.

MS. RAMANATHAN: Thank you so much.

CHAIRMAN GUBITOSA: You're welcome.

(Time noted: 7:52 p.m.)

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THE FOREGOING IS CERTIFIED to be a true and correct transcription of the original stenographic minutes to the best of my ability.

Jennifer L. Johnson