

STATE OF NEW YORK : COUNTY OF ROCKLAND

TOWN OF STONY POINT : PLANNING BOARD

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IN THE MATTER
OF
EAGLE BAY

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Town of Stony Point
RHO Building
5 Clubhouse Lane
Stony Point, New York
July 22, 2021
7:12 p.m.

BEFORE:

THOMAS GUBITOSA, CHAIRMAN
KERRI ALESSI, BOARD MEMBER
MICHAEL FERGUSON, BOARD MEMBER
MARK JOHNSON, BOARD MEMBER
EUGENE KRAESE, BOARD MEMBER
JERRY ROGERS, BOARD MEMBER

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CHAIRMAN GUBITOSA: All right. Next item on the agenda, Eagle Bay. This is a site plan, conditional use. It's a site plan review. Dave, give us an update. I know we might have some questions.

MR. ZIGLER: Yeah. We had a workshop meeting, and we were discussing the traffic light. And Gene asked if the traffic engineer would come and discuss the traffic light, the sequence, how it works, and all that. So Ron's going to -- any traffic questions you have. And then I'll come back up --

CHAIRMAN GUBITOSA: All right.

MR. ZIGLER: -- and maybe we'll discuss the other two things that we did at the workshop.

CHAIRMAN GUBITOSA: All right. Go ahead, traffic person.

MR. RIEMAN: Ron Rieman, Colliers Engineering and Design, formerly Maser Consulting. We merged with them about six months ago.

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2 So I believe the Board had questions
3 about the traffic signal that the applicant
4 is going to install, or paid for installation
5 of it. And I guess the Board wanted to, you
6 know, clarify the operation. We provided
7 four plans. Hopefully, you all had a chance
8 to look at that.

9 So the new signal is going to operate as
10 a signal controlled intersection with four
11 separate phases that are protected. So the
12 first phase -- and these, the orders are
13 based on demand, but we'll just go in the
14 order of the plans. So the first phase would
15 be eastbound from Tomkins, where you would
16 have traffic making the right turn onto Depot
17 Place. Traffic going under the bridge, which
18 is narrow, and that's the whole concern about
19 safety and why the signal was proposed. So
20 traffic going through the bridge, making the
21 left onto Hudson, continuing down to
22 Beach Road. So that's phase one. So all
23 movements are protected.

24 I'll have Dave help me out with the
25 slides. Next slide, Dave, please.

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2 CHAIRMAN GUBITOSA: There it is.

3 MR. RIEMAN: Okay. The second phase
4 would be traffic coming from Depot Place,
5 making the left heading west on Tomkins,
6 making the right heading under the bridge,
7 allowing traffic to go up Hudson, as well as
8 going down Beach Road. So again, the second
9 phase would allow those movements to be
10 protected. Next one, Dave, please.

11 The third phase would allow the traffic
12 coming from Hudson Drive to continue down
13 Beach Road, making the right turn to Tomkins
14 Avenue, as well as making the left turn to
15 Depot Place. Again, the third phase would
16 allow all movements being on its own
17 protected phase. Next one, Dave.

18 The fourth phase -- you'll see a pattern
19 here -- the fourth phase would be traffic
20 heading from Beach Road making the right up
21 to Hudson, continuing through the bridge to
22 Tomkins Avenue heading westbound, as well as
23 left turns on Depot Place. Again, with all
24 movements protected.

25 And just so you have a conclusion, you

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know, with this signalized intersection, we'll improve the operation of this off set intersections, the operation underneath the bridge, and improve safety as well as, you know, any limitations with sight lines. The resulting level of service at that intersection would be a level of service C or better. So, you know, any questions from the Board?

CHAIRMAN GUBITOSA: Kerri?

BOARD MEMBER ALESSI: I just had one. The intervals for the green, yellow, and red you have there, is that -- forgive me, I'm not familiar -- is that what's standard for it?

MR. RIEMAN: Yes. Okay, so it's going to be an actuated signal. I should have probably brought that up. It's going to be an actuated signal, so it will be based on demand. So those times, depending on time of day and amount of traffic on Depot Place, Hudson Drive, the Tomkins approaches, those four phases will vary based on, again, demand.

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2 So the analysis we ran shows on all four
3 plans 18 seconds of green time, with seven
4 seconds yellow clearance, and two seconds
5 red. So this in a nutshell, the seven and
6 two seconds based on the distance to get from
7 one side of the bridge to the other side of
8 the bridge, one side of the intersection is
9 the standard time to provide any kind of gaps
10 to clear out, you know, the cars from the
11 system. So yes, basically the standard, you
12 know, phasings and timings.

13 BOARD MEMBER ALESSI: Thank you.

14 BOARD MEMBER KRAESE: I got some
15 clarification here. We -- I kind of blamed
16 myself. It's a little bit of a quagmire
17 because of all the turns. When you come down
18 Tomkins Avenue going eastbound and you come
19 to Depot Street on the right, is there going
20 to be a stop sign there, Dave?

21 MR. RIEMAN: No, no. Going to the first
22 plan, if I could -- no, there won't be any
23 stop signs because now we're going to be
24 controlled, all four approaches.

25 BOARD MEMBER KRAESE: And then, so the

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light will be at right prior to the tunnel.

MR. RIEMAN: Yes, it will be -- yes, they're building heads on both sides of the tunnel.

BOARD MEMBER KRAESE: So I'm not in favor of signs. But wouldn't it make sense on one of the drawings, when you come out of Depot to Tomkins, and looking directly across the street, would it make sense, as a traffic engineer, to put a sign saying no left turn? First of all, that's a street that only has one or two houses on it. And Spring Street beyond that is another area there's a minimum amount of houses. And it would make more sense safety-wise, in my opinion, if you came to Depot Place and Tomkins, and -- yeah, Tomkins Avenue, if there was a sign said no left turn, they would have to make a right. It would stop, that would help in the safety factor.

And coming out the other way, going westbound as you come under the tunnel -- again, I don't like signs. But there should be a sign saying no left turn. Because

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2 again, that piece is traffic coming straight
3 down, being there's no stop sign where
4 there's a stop sign now.

5 MR. RIEMAN: Yeah. There's no reason to
6 restrict any movements, even though you might
7 point out they're low movements. There's no
8 reason to prohibit any movements because
9 again, and there's going to be no stop signs.
10 Just like any signalized intersection, it's
11 going to operate more safe than unsignalized.
12 Not that unsignalized would be not safe. But
13 it will be controlled movements. So traffic
14 coming to Depot Plaza will only be going,
15 making the left turn on Tomkins, right turn
16 on Tomkins under the bridge during a
17 protected phase. So those left turn and
18 right turn movements will not have any
19 conflicting movements.

20 Basically, just look at it this way, as
21 being two signalized intersections. Tomkins
22 and Depot Place will be a signal. Hudson and
23 Depot Place. Will be a signal. So they'll
24 operate with no conflicting movements.

25 BOARD MEMBER KRAESE: Can you say that

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2 again?

3 MR. RIEMAN: I'm sorry.

4 BOARD MEMBER KRAESE: Can you just say
5 that again? I didn't get that.

6 MR. RIEMAN: Okay.

7 BOARD MEMBER KRAESE: There's going to
8 be a light at Tomkins and Depot.

9 MR. RIEMAN: Yeah, there --

10 BOARD MEMBER KRAESE: To control
11 Depot Place.

12 MR. RIEMAN: Yes, yes.

13 BOARD MEMBER KRAESE: And then there's
14 going to be a light at?

15 MR. RIEMAN: Hudson and Tomkins, yes.
16 So just imagine for a second, let's say it
17 was a standard four-way intersection, and
18 they weren't offset, and you have a traffic
19 signal there. The movements would be
20 controlled by the green time, red time,
21 protected movements. You're still working as
22 a signal, signalized intersection, but you're
23 going to have two signal heads. And that's
24 why hopefully I explained clear enough that
25 you would operate with four protected phases.

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2 So it's nothing really different than if you
3 were a normal four-way signalized
4 intersection.

5 CHAIRMAN GUBITOSA: Where on the map,
6 where on the map would the light go?

7 BOARD MEMBER KRAESE: Yeah, okay.

8 CHAIRMAN GUBITOSA: Just, that's what
9 I'm trying to figure out. Because if you're
10 on Depot --

11 MR. RIEMAN: Signals right here and
12 here.

13 BOARD MEMBER KRAESE: Forget your right
14 hand. Let's go back to your left hand.

15 CHAIRMAN GUBITOSA: Just the left side.

16 BOARD MEMBER KRAESE: The left side.

17 MR. RIEMAN: Right here. We need this a
18 little lower, by the way.

19 BOARD MEMBER KRAESE: So when you come
20 down -- well, I'll say it again. When you
21 come down Tomkins Avenue, you're going to go
22 right past Depot Place.

23 MR. RIEMAN: Right. So there will be --
24 okay, now it really has to be lower for me.
25 Okay. Thank you.

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2 Okay, so there will be a signal here.
3 Just like any signalized intersection. When
4 it's green, you're only allowing the right
5 turn movement and the through movement.
6 Under the bridge, no conflict of movement, no
7 traffic the other way.

8 BOARD MEMBER KRAESE: All right. Forget
9 that part, forget that part. Let's go back
10 to where you were. So in other words, I'm
11 just trying to get it clear in my head, so
12 where the stop sign is now on Tomkins and
13 Depot, there will be some sort of marking
14 saying stop here on red.

15 MR. RIEMAN: Yes. There will be no stop
16 signs anymore.

17 BOARD MEMBER KRAESE: But it will say,
18 tunnel say stop here on red.

19 MR. RIEMAN: No, it would be you have
20 stop marks. Stop marks. Just picture it
21 being a normal intersection.

22 BOARD MEMBER KRAESE: Okay.

23 MR. RIEMAN: It's a normal intersection.
24 It just happens to be offset.

25 MR. STACH: There's actually a traffic

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signal at that intersection. There's actually, you look up at Depot --

MR. ZIGLER: Two heads.

MR. STACH: -- and there's going to be a red light right in front of you, right?

MR. RIEMAN: Yes.

MR. ZIGLER: There's one light, but there's two heads.

MR. RIEMAN: There's two heads. It's going to be --

MR. STACH: Yeah. I think that's --

CHAIRMAN GUBITOSA: One facing up and on facing --

MR. RIEMAN: Two signals here as opposed --

MR. STACH: Connected. Operating together.

MR. RIEMAN: Yes. Four. And just to be clear.

MR. STACH: And that's why the two seconds of red time to get you, if you've gotten past the first signal, gives you time to get past the second signal.

MR. RIEMAN: It's actually the seven

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seconds yellow time to clear it out. And then you have the built in two seconds of all red for a total of nine seconds to clear it out. And that's based on distances. If it was offset further, you might have something like nine seconds yellow and two red.

MR. STACH: You know, like, nobody in New York State understands what a yellow light means.

MR. RIEMAN: I went from New York to Connecticut, and they don't -- same thing.

MR. STACH: Most people think it means slow down.

MR. RIEMAN: But it will be enough clearance including the, you know, red to, you know, work safely. And just a little side note, the last meeting we had, workshop, your traffic consultant, you know, we discussed this. And he mentioned at the meeting that this would, you know, improve safety under the bridge and that.

BOARD MEMBER KRAESE: Why do you keep picking on me. Who is going to be in charge of the signalization timing-wise if down the

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2 road there has to be an adjustment? Who
3 would do that? Because it's a state, a
4 county road.

5 MR. RIEMAN: Right. So the signal will
6 be paid by the applicant. And the timings
7 will have a range from let's say 60 seconds
8 cycle to let's say 120 seconds cycle. So it
9 will self adjust based on volume. So in the
10 dead of night, some of these approaches will
11 never be triggered. And sometimes the signal
12 will run based on volume for 60 seconds three
13 times first to all four movements up to 120.
14 So there should be no need for, you know,
15 timing changes. Once the project, you know,
16 you know, is up and running, you know,
17 completion, if there's any traffic problems,
18 then the Town would reach out to the County
19 and say this needs to be adjusted, and they
20 would adjust it.

21 BOARD MEMBER KRAESE: That's the
22 question I raised.

23 MR. RIEMAN: Yes.

24 BOARD MEMBER KRAESE: It would be up to
25 the County.

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2 MR. RIEMAN: Yes.

3 CHAIRMAN GUBITOSA: So for the timers,
4 everything is built into the system. There's
5 no sensors, like, in the pavement or up on
6 the light, like a camera will sense if it
7 sees --

8 MR. RIEMAN: Yeah.

9 BOARD MEMBER JOHNSON: I think it is, I
10 think it is sensors.

11 MR. RIEMAN: Yes. There will be
12 sensors. If I used the word before, the
13 signal will be actuated.

14 CHAIRMAN GUBITOSA: Okay. That's --
15 okay. Okay.

16 MR. RIEMAN: Yes.

17 CHAIRMAN GUBITOSA: All right.

18 BOARD MEMBER JOHNSON: But in the middle
19 of the night, when there is no traffic there
20 for 15, 20 minutes at a time, everything's
21 red?

22 MR. RIEMAN: Yeah. I believe it will be
23 red. And it will be triggered by --

24 BOARD MEMBER JOHNSON: The first car to
25 roll over --

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2 MR. RIEMAN: Yes. Because you want to,
3 again, protect all four movements.

4 BOARD MEMBER JOHNSON: So everything
5 will be red --

6 MR. RIEMAN: Yes.

7 BOARD MEMBER JOHNSON: -- until a car
8 hits it.

9 MR. RIEMAN: Right. And you'll see some
10 signals where in the middle of the night,
11 signals are on flashing.

12 BOARD MEMBER JOHNSON: Right.

13 MR. RIEMAN: You know, based on volume
14 demand. I don't think this, something in
15 that case we would want that because, you
16 know, the reasoning for this were all
17 reviewed by your traffic consultant and their
18 comments from the Board, you know, to improve
19 safety there. The overlapping, you've got a
20 one-lane bridge, that's the best operation.

21 And these are all things that will be
22 worked out with the County as well. So they
23 won't sign off on it if they don't like the
24 design, yes. And they were on board with our
25 initial plan to put a signal there and they

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2 understood, you know, that would help, you
3 know, safety and improve operations. So they
4 were on board when we initially discussed
5 that with them.

6 BOARD MEMBER KRAESE: Are we still going
7 to talk about that two ways, Dave, that I was
8 talking about, that I was kind of wanting,
9 coming out of the applicant's, on the right
10 of way?

11 MR. ZIGLER: We're talking about it.

12 BOARD MEMBER KRAESE: Well, I mean, this
13 gentleman or someone said it wasn't feasible,
14 or.

15 MR. RIEMAN: I'll jump in with that.

16 BOARD MEMBER KRAESE: Well.

17 MR. RIEMAN: Yes.

18 BOARD MEMBER KRAESE: You understand
19 where I was coming from.

20 MR. RIEMAN: No, yes. I remember the
21 comment, and when we discussed it, and your
22 traffic engineer was also on the call. But
23 from an operational standpoint, it's not
24 needed. From a level of service standpoint,
25 it's not needed. With the signal and the

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operation now having, you know, the four protected phases, another reason not to need it, not needed. So it's not something that's necessary. And I don't want to say something since your traffic engineer is not here, but at the February workshop, they did also mention that to the Board.

BOARD MEMBER KRAESE: I disagree. But that's, I'm just a Planning Board Member. I still, in my mind --

MR. RIEMAN: I'm willing to answer any questions.

BOARD MEMBER KRAESE: -- it makes sense to me. You know, it doesn't seem to be much of a inconvenience for you to do that.

MR. RIEMAN: And it's not apples to apples. But the DOT from -- again, not apples to apples, we're talking about a signal here -- but the DOT, just to give you a little idea, the DOT doesn't recommend two lanes on an unsignalized intersection because, you know, cars making the right turn can't see with the cars making the left. Sometimes it adds added confusion.

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BOARD MEMBER KRAESE: It's going to be a signal.

MR. RIEMAN: No, that's what I'm saying. It's a different case. But I just want to give an idea of why sometimes two lanes are not needed.

BOARD MEMBER KRAESE: Well, I'm thinking about the worst case scenario, a mass evacuation.

MR. RIEMAN: Well, yeah.

BOARD MEMBER KRAESE: And it's getting the residents -- I use the word residents -- acclimated to the fact in a panic situation that they've done it so many times they can decide if the right side is blocked up, they're all going to go left without thinking too much.

MR. RIEMAN: Well, I believe that comment also came up at the workshop. And we do have now the emergency access through --

BOARD MEMBER KRAESE: Hunter Place.

MR. RIEMAN: Yes, Hudson. Hunter, Hunter, Hunter Place. Thank you.

BOARD MEMBER KRAESE: Can't be too safe.

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2 But that's my opinion.

3 CHAIRMAN GUBITOSA: Thanks, Gene.

4 Thanks.

5 MR. STACH: Actually, only because he
6 presented this now, I just was curious.
7 Obviously, we didn't review the traffic study
8 during the EIS. But how much traffic do you
9 anticipate traveling north on Beach Road
10 turning left on Tomkins, or heading north on
11 Depot turning left on Tomkins. I think Gene
12 had a good point. There's only a couple
13 houses on Depot Place. And frankly, even on
14 Beach Road, it's a handful of houses. How
15 many trips are we talking about, and did that
16 figure into the timing of the light?

17 MR. RIEMAN: Yes. So without going into
18 my binder behind me, I would say probably
19 less than five cars making that left turn on
20 the movement you're talking about, Max.

21 Again --

22 MR. STACH: In the peak hour.

23 MR. RIEMAN: In the peak hours, yes.
24 Again, because of the signal system, there's
25 no reason why you have to prohibit any

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movements. I don't know if you guys want to do that to drive the public anyway. I mean, the whole point of comments on traffic study and traffic is not to inconvenience the public, yes. But five cars, one house, et cetera.

But again, I can't stress it enough, these four phases, if you're going to have the separate phase for Beach Road coming up to Tomkins, there's no reason not to allow the left turns because if it's a hundred cars coming up Beach Road continuing to Tomkins, it's protected. And if you have two cars making the left turn, it's still protected. Again, you don't have any opposing conflicting movements. So there's no reason to eliminate it.

MR. STACH: No, I was actually -- I mean, that was my question. But I was actually more interested in Depot Place, I mean.

MR. RIEMAN: Yeah. Same thing.

MR. STACH: You're having a whole signal actuation of 27 seconds --

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2 MR. RIEMAN: Yeah.

3 MR. STACH: -- every signal cycle for
4 two or three houses.

5 MR. RIEMAN: Yeah. Again, the
6 intersections will -- once you time it, 60
7 seconds to 120 second cycles, working with
8 the County, we'll, based on the volumes,
9 we'll set mins and max on each approach. So
10 that's something where, you know, we're just
11 showing, giving everyone equal time. So
12 maybe you give a little bit more to the
13 westbound approach of Tomkins, westbound from
14 Tomkins. But conservatively giving equal
15 time to each four approaches, the level of
16 service for a C or better.

17 MR. STACH: Okay, I see.

18 MR. RIEMAN: We can help you --

19 MR. STACH: So you're saying --

20 MR. RIEMAN: -- if you want to adjust it
21 ourselves.

22 MR. STACH: Right. So it could be a
23 better level of service --

24 MR. RIEMAN: Yes.

25 MR. STACH: -- overall if you tune it to

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2 the demand.

3 MR. RIEMAN: Yeah. And in the field
4 when this is up and running with the mins and
5 maxes, 60 seconds, 120 second cycle length,
6 the Depot Plaza could be ten, a minimum of
7 ten seconds. And probably 90 percent of the
8 time during that peak hour, it probably won't
9 even come up. So that's the other fallback
10 position. So then all of a sudden, the
11 intersection won't run at 108 seconds. That
12 phase won't come up and it will run at 81
13 seconds. Check my math, 81 seconds. So
14 it's, you know, it all turns into a
15 signalized intersections. It's going to,
16 again, operate efficiently. I mean, the
17 signals today, somebody mentioned cameras,
18 the actuation. I mean, these things run so
19 efficiently, you know, they self adjust, so
20 to speak.

21 BOARD MEMBER JOHNSON: I'm curious as to
22 the counts coming up and down Beach Road and
23 Hudson. Or not Hudson, Tomkins. The
24 accuracy of those counts. I mean, you're
25 saying five cars an hour?

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2 MR. RIEMAN: No. I think the question
3 Max had was how many cars are on Tomkins
4 making the left turn onto Depot, or on Depot
5 making the left and right, being there are
6 two, three, four houses.

7 BOARD MEMBER JOHNSON: Okay.

8 MR. RIEMAN: The volumes that are using
9 Depot Place on the order are probably five
10 cars during peak hours, to the point where
11 there's very few homes there.

12 BOARD MEMBER JOHNSON: Okay. I still
13 think you're undercounting the traffic coming
14 down Tomkins and going to Beach.

15 MR. RIEMAN: No.

16 MR. STACH: He's talking about how many
17 vehicles going into Depot.

18 BOARD MEMBER JOHNSON: Right, right,
19 right.

20 MR. RIEMAN: I could pull up the numbers
21 if you want. And, you know, we went through
22 this, you know, Town consultant reviewed it.
23 But for example, let's say it's a hundred
24 cars coming this way. At this point, 96
25 would continue, with four here.

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2 BOARD MEMBER JOHNSON: Right.

3 MR. RIEMAN: So we're talking about just
4 with the comment eliminating turning
5 movements. They're low volumes, case in
6 point.

7 BOARD MEMBER JOHNSON: Okay. Maybe I'm
8 not explaining it right. I'm concerned that
9 we're going to get traffic stacked up on
10 Beach and Tomkins because there are some
11 points that you get considerable traffic down
12 there.

13 MR. RIEMAN: Yes. And remember, it's
14 going to be operated signal. And I just
15 explained it that the signal times will
16 adjust from Beach, westbound is having more
17 traffic. It's going to operate almost like
18 it operates now on the honor system, people
19 stopping at the stop sign, one goes, one
20 goes, one goes. It's going to be all
21 protected. So it's going to run better and
22 efficiently. And on any given day,
23 Beach Road, depending on the amount of
24 traffic coming northbound, heading westbound,
25 that 18 seconds could be 28 seconds.

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2 BOARD MEMBER JOHNSON: Which gives the
3 opportunity for more traffic to stack up,
4 right?

5 MR. RIEMAN: On the other approaches?

6 BOARD MEMBER JOHNSON: Yeah.

7 MR. RIEMAN: No.

8 BOARD MEMBER JOHNSON: Say we have a
9 red.

10 MR. RIEMAN: I'm sorry?

11 BOARD MEMBER JOHNSON: Say we have a red
12 light on Beach Road, and you have eight or
13 ten cars coming down Tomkins.

14 MR. RIEMAN: It will be actuated, so it
15 will know that there's traffic on that
16 approach, and it will go to the mid time. It
17 will stop the traffic on Beach to clear out,
18 whatever the limit of time is, clear that
19 out. And as cars approach the intersection,
20 it's triggers like oh, there's another,
21 another car. And that time, let's say it's
22 18 seconds, will adjust to 20 seconds if the
23 other approaches, you know, aren't triggered.

24 And again, you all know how it operates
25 there unsignalized. One goes, one goes.

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2 This will operate efficiently because it will
3 give it ten seconds, 20 seconds, 25 seconds.
4 And the cars will clear out. Because right
5 now, it backs up there with everyone waiting
6 one from one. It just gives the opportunity
7 for the cars to clear out much faster than
8 operating the unsignalized intersection. And
9 more importantly, or as important, you know,
10 the safety concerns.

11 BOARD MEMBER JOHNSON: I'm not sold on
12 that yet.

13 MR. RIEMAN: Which part of it?

14 BOARD MEMBER JOHNSON: Just the, the
15 traffic stacking up at the red signals.

16 MR. RIEMAN: I don't know how else to
17 explain it.

18 BOARD MEMBER JOHNSON: It may just have
19 to come down to wait and see.

20 MR. RIEMAN: Again, it's going to
21 operate better than existing conditions, no
22 build conditions, and --

23 BOARD MEMBER JOHNSON: Well, I don't
24 know if it will operate better than existing
25 conditions. It will be safer signalized.

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But say you have two cars, three cars waiting to get through, one car, the next car, the next car, it moves pretty well. But if you have four cars here and five cars there, and the time it takes those four or five cars to come through, you may have more cars stacking up behind.

MR. RIEMAN: I understand your point.

Just remember, when it's operating right now, the one for one, one for one, there's hesitation. So there's more, you know, delay time for those cars to get out. So with the signal, they will be able to get ten cars out, maybe two cars out for every one, with three cars at the light, where somebody is waiting for that person to clear. Is it my turn, et cetera. If you have somebody on Depot Place, low volumes, somebody coming down Hudson, is it my turn or their turn. There will be times, again, maxes and mins that will clear out each approach faster than as it was unsignalized.

MR. STACH: Did you already run the Synchro on the signal?

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2 MR. RIEMAN: Yes. What I mentioned
3 before, that's how we conservatively assumed
4 all four approaches giving the same amount of
5 green time, and based on the offset, the
6 yellow and red needed. But yes, we ran the
7 Synchro analysis, and that's where the --

8 MR. STACH: And you ran it on the
9 existing conditions.

10 MR. RIEMAN: Yeah. No, we did not.

11 MR. STACH: You did not.

12 MR. RIEMAN: But the overall level of
13 service on the build condition is a level of
14 service C.

15 MR. STACH: So I was just wondering if
16 you had the animations from the Synchro
17 analysis.

18 MR. RIEMAN: Oh, yes.

19 MR. STACH: Do you think it might make
20 it clearer to the Planning Board to share
21 those, to show them what this looks like in
22 an animation?

23 MR. RIEMAN: I'm sure it could help.

24 MR. STACH: And then you could show them
25 the existing where you have one, one, one,

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2 one.

3 MR. RIEMAN: Okay, yeah. The simulation
4 for the unsignalized, you're talking about.

5 MR. STACH: Yeah.

6 MR. RIEMAN: Oh, well, we did run it
7 unsignalized, obviously.

8 MR. STACH: Right.

9 MR. RIEMAN: The existing conditions, no
10 build conditions. And you can clearly see
11 that the results with the signalization is
12 better.

13 MR. STACH: So if you could show the
14 signalizations, they could actually see how
15 it's functioning.

16 MR. RIEMAN: Right.

17 MR. STACH: And they could see how it
18 stacks up in the peak hour.

19 MR. RIEMAN: Yeah. You don't get as
20 good of a simulation with the unsignalized
21 intersection because it doesn't take in the
22 offsets with the, obviously with the seven
23 and two. But, you know, I'll review it and,
24 you know, share it with, you know, you, Max,
25 the Board.

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2 MR. STACH: Sure. It's always much more
3 easier to understand it when you're looking
4 at it.

5 MR. RIEMAN: So my little hand thing
6 wasn't animation enough. Okay, thank you.

7 CHAIRMAN GUBITOSA: The other question
8 is the sign on the bottom, no turn on red, is
9 that if you're coming up Beach and you won't
10 be able to turn into Hudson if it's red?

11 MR. RIEMAN: Correct, yes. So in
12 another --

13 CHAIRMAN GUBITOSA: No, go ahead.

14 BOARD MEMBER KRAESE: I'm sure you would
15 have that sign coming out of the applicant's
16 right of way.

17 MR. RIEMAN: Yeah. I apologize I can't
18 tell you exactly where those signs are. But
19 they will be placed, you know, appropriately
20 based on, you know, final approval with the
21 County. And, you know, that's something
22 that's --

23 CHAIRMAN GUBITOSA: You'd probably have
24 to have that up on the other street, too.
25 The five car one.

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2 BOARD MEMBER KRAESE: Personally, I
3 think you should have it right at the, right
4 before you make the right under the tunnel.
5 Possibly straight across so you could
6 actually see it. Because that is, that's the
7 most dangerous spot there.

8 MR. RIEMAN: Yeah, well, again --

9 BOARD MEMBER KRAESE: And this has to be
10 approved by the County?

11 MR. RIEMAN: Yes. And again, you
12 mentioned that you don't like signs, you like
13 signs, et cetera. The signs will be put in
14 appropriate places based on review of the
15 County. But for example, stop signs, et
16 cetera, additional signs don't really
17 necessarily need some of the signage because
18 it is now a protected, controlled, signalized
19 intersection. And I believe on the plan,
20 there's probably three spots with the no
21 right turn on red, based on the three numbers
22 there.

23 CHAIRMAN GUBITOSA: All right. You guys
24 have questions on -- John, anything? John,
25 the other John?

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2 MR. O'ROURKE: No, not on this.

3 CHAIRMAN GUBITOSA: All right. What
4 else did we have questions on? He's the
5 traffic guy. So we're done with traffic.
6 Dave, come on up. Thank you.

7 BOARD MEMBER KRAESE: Thank you.

8 CHAIRMAN GUBITOSA: Dave, I guess an
9 update on the sewer. Do we have anything?

10 MR. ZIGLER: What would you like to
11 know?

12 BOARD MEMBER JOHNSON: Well, I know
13 they've been doing some work down there. I
14 think it was that --

15 MR. ZIGLER: No, not us.

16 BOARD MEMBER JOHNSON: Okay. It's not
17 what I imagine, then?

18 MR. ZIGLER: It's still the same as we
19 had on the other plan. I mean, we talked
20 about that. It's on the plan for approval,
21 the three areas. But no, we haven't been
22 doing any work.

23 BOARD MEMBER JOHNSON: Okay. Because I
24 know there was some cleaning and TV work
25 going on down there not too long ago, and I

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2 didn't know if it was through the applicant
3 or through the Town.

4 MR. ZIGLER: No. Do you know what they
5 were TVing down at the sewer?

6 MR. O'ROURKE: We were -- well, the
7 Town's been TVing the sewer throughout the
8 town sections to meet the DEC requirements.

9 BOARD MEMBER JOHNSON: Okay.

10 MR. O'ROURKE: So yeah, that's ongoing
11 throughout. So if you saw them there, that
12 was our guys doing it.

13 BOARD MEMBER JOHNSON: Okay. All right.
14 Thank you.

15 MR. ZIGLER: The only, the only two
16 things we had discussed at the workshop, one
17 was the height of the tunnel. We had the
18 picture. I didn't know if you wanted to
19 discuss that. If not, that's closed. The
20 second thing was we had, we had some question
21 about the soils on the site.

22 CHAIRMAN GUBITOSA: Right.

23 MR. ZIGLER: And so I just wanted to
24 talk to Vahid. Vahid is doing the structural
25 engineering for the foundation. And back in,

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2 I think it was 2018, we staked all these
3 green blotches you see. That's actually the
4 footprint of the building. This is your
5 commercial building. This is the first
6 building. Of course, there's two up here.
7 We couldn't do those, they're in the
8 building.

9 And then that's your second building.
10 And you have, that one you'll see you have
11 five on each side. And then that's the third
12 building. We're missing the one of the
13 building there, but that one has four. And
14 then that's the last building.

15 All those spots were staked and
16 elevated. And they did moorings. And the
17 footing design and the foundation is designed
18 off of the moorings in those plans that are
19 finished and ready for review at the
20 appropriate time.

21 The other thing, we had the picture of
22 the -- you want to go to the picture? Might
23 as well go there. Why waste a good picture.

24 Well, you can see I'm standing there.
25 He's a regular size person, and about almost

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2 six-foot. And that's the rod up reading at
3 12. If the lights were off, you would see
4 green paint right here.

5 CHAIRMAN GUBITOSA: Oh, yeah.

6 MR. ZIGLER: You would see green paint
7 right here. And that's where the manhole is.
8 And if you remember, and it's in your EIS,
9 there's a picture of the inside of that
10 manhole where it was lifted about two and a
11 half foot from the existing grade.

12 So this whole area was filled when they
13 paved the road. So to go back down a foot or
14 a foot and a half is not even going to be
15 where it was 20 years ago. At some point,
16 and I don't know if it was the highway
17 superintendent, is that Mr. O'Dell? After
18 Jobson. I think that's when it was paved.
19 And I think the Town did it from the road in
20 and stopped at the property line of Eagle
21 Bay. But you can see on the manhole that it
22 was recently. And when I say recently,
23 within the last 20 years, it was raised about
24 two and a half foot.

25 And that's -- if you have any other

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questions. Or the thought was, when you were talking about the traffic light simulation, Ron would come to the workshop. But he has to have, bring his computer laptop so he can show it to you. It's not something you could look at. So that was what we were talking about when you were talking, if that's all right with you. He could bring it, and then maybe somehow get it online so you could just pull it up yourself. Could you do that?

MR. RIEMAN: What's that?

MR. ZIGLER: We're talking about the simulation.

MR. RIEMAN: Yeah. Okay. So Max probably knows, or at least your traffic department will know, we run it with a Synchro program. And -- right, Max? So we don't have that on one of our laptops. So what we can do is we put it on a video. So you guys have the ability to play a DVD in the workshop? So I'll put that --

MR. STACH: Well, if you give them, like, an AVI, yeah.

MR. RIEMAN: Yeah. Right. Wow. I'm

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2 surprised I didn't say VHS. So yeah.

3 CHAIRMAN GUBITOSA: Dave, where are we
4 with the 106, the Section 106 review?

5 MS. MELE: We're still waiting for word
6 back from the Army Corps of Engineers. We
7 have put in some calls to them. They haven't
8 yet come to a decision. I think you were all
9 copied on the letter that I sent to the Army
10 Corps about the 106 process. But again, it's
11 our position that, you know, it's sort of our
12 problem. You know, we've got to get that
13 permit. We know that. So in terms of --

14 MR. STACH: Are there any other permits
15 that you're going to be seeking that will,
16 might trigger the 106 again?

17 MS. MELE: Maybe the DEC. But I think
18 what we put together, I don't know if you had
19 an opportunity to read it, but I think what
20 we put together for the Army Corps would be
21 equally satisfactory for the DEC permits.
22 So, you know, we're prepared for that.

23 And I could just, going back to CSX for
24 a second, I can also tell you that, just
25 having been on that side of the dais for, you

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know, a decade or so, and dealing with CSX and getting permits and whatnot, you know, they're not, they're not going to let us do anything that could, you know, in any way jeopardize the structure of that trestle. Like, that's interstate commerce on the east coast. I mean, you know, they, they'll make you pay for flagmen. You know, they're going to be reviewing this.

So, you know, I just want to assure everybody that, you know, CSX just doesn't blindly sign off on a permit. It's processed. And we'll have to satisfy them that we're not going to, you know, cause any damage or anything like that.

So I guess, you know, my next question would be, you know, if we could come to the next workshop and have the traffic movements demonstrated for you visually, because I get it, too. You know, I think it's helpful for everybody. Maybe it would also be helpful to have your traffic expert there, or at least, you know, on the call or be able to view it, so that, you know, when you have questions,

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2 he can also chime in. You know, you can ask
3 your own professional, you know, what do you
4 think about this. Because obviously, we want
5 you to be satisfied with the answers.

6 BOARD MEMBER KRAESE: You know,
7 personally, I think we should have, when you
8 present at the next TAC meeting, that
9 demonstration, we should have our guy there.
10 Then we -- so if the few members that do
11 attend that meeting can understand what's
12 going on, then the rest of the Board
13 hopefully will have a clear understanding.

14 I got one more question, and it's got to
15 do with the pier. Where are we at?

16 MS. MELE: Again, that's still the Army
17 Corps issue. So we modified the current
18 plans, which show the pier at the eight-foot
19 width that we wanted, at the length that we
20 wanted, with the T at the end for, you know,
21 sort of viewing and turnaround. But without
22 the bump outs, because the feedback that we
23 were getting from the Army Corps was that
24 they weren't going to approve the bump outs.
25 But our in-water experts seem, you know,

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relatively certain that we'll get the eight feet, we'll get the length that we want. Because as otherwise, as the Building Inspector has stated, it's not anything he would approve, anyway.

BOARD MEMBER KRAESE: That sounds -- good news.

MS. MELE: Yeah.

BOARD MEMBER KRAESE: Little good news.

MR. O'ROURKE: And Gene, just so you know, the Supervisor did write a letter to the DEC --

BOARD MEMBER KRAESE: Yes, I know.

MR. O'ROURKE: -- for that.

BOARD MEMBER KRAESE: Just to put on the record, the Town fathers, Town Board did. And they did some nice letters to the DEC.

MS. MELE: Yes.

BOARD MEMBER KRAESE: It's important of having an eight-foot wide because it makes sense.

MS. MELE: Yeah, it does. And you know, the whole purpose of the legislation enacted back in 2015 was to draw people to the

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2 waterfront. And so that's consistent with
3 that purpose. So hopefully, we, we'll
4 overcome that hurdle.

5 So you want to have a regular workshop
6 at the regular time next month? We'll come.
7 You'll ask your traffic consultant. We'll
8 bring ours.

9 CHAIRMAN GUBITOSA: Yeah.

10 MS. MELE: And we can, like, really work
11 out this traffic issue. And any other sort
12 of, like, outstanding things --

13 BOARD MEMBER KRAESE: I'm sorry, Dave?
14 Excuse me. Dave, you had something to say?

15 MR. ZIGLER: Yeah. I think we have to
16 have it here so we can have it set up and we
17 can have room to look at it, rather than in,
18 in the trailer.

19 BOARD MEMBER KRAESE: Well, in person
20 would be wonderful because then we can
21 actually interact with each other and get
22 something done.

23 CHAIRMAN GUBITOSA: He doesn't want to
24 have it -- he wants to have it here.

25 BOARD MEMBER KRAESE: If we can get the

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2 building.

3 CHAIRMAN GUBITOSA: I'll talk to the
4 Supervisor, if we can do the TAC meeting
5 here.

6 MR. ZIGLER: Because then you have the
7 distance. We can turn the lights off and we
8 could actually see something.

9 CHAIRMAN GUBITOSA: All right.

10 MS. MELE: And if you want the entire
11 Board to see it, you can do what we've done
12 in the past, which is schedule a special
13 workshop meeting where, you know --

14 BOARD MEMBER KRAESE: The month of
15 August is going to be kind of hard.

16 MS. MELE: Yeah, I agree. Okay.

17 CHAIRMAN GUBITOSA: We'll do it. And
18 then we could always, you could always share
19 that AVI with us.

20 MS. MELE: Okay. Sounds fair. Thank
21 you.

22 CHAIRMAN GUBITOSA: All right, thank
23 you. We'll see you -- Dave, that's it?
24 Yeah. You could ask.

25 BOARD MEMBER KRAESE: No, I'm done.

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CHAIRMAN GUBITOSA: You're done. Mike,
anything? You guys good? All right. I
guess we'll see you at the TAC.

MR. ZIGLER: Yes. Thank you.

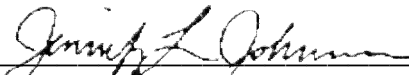
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Jennifer L. Johnson

