

Nyack Parks Commission Minutes February 2021
Meeting Held March 3rd
Minutes taken by Jim Willcox

Park Commissioners present via Zoom:

Jim Willcox
Bert Hughes
Carolyn Cairns
Andrea DeVitto

7:00 PM Meeting Starts

Marina Walkway: Main topic of discussion was the best location of a new marina walkway. Two routes have been proposed. One continues north along the eastern edge of the marina basin—essentially continuing straight along that corridor until you reach the sidewalk—while the other crosses the parking lot and continues west to the east of the pumping station, then turning north and running along the wall that stretches past Spear Street to the sidewalk.

There was some debate about the pros and cons of each approach, but based on the majority, but not unanimous, vote of those in attendance, it was initially decided that the latter route was preferable, and that was going to be our recommendation to the Village Board.

However, after several members met with Eve Mancuso, of Brooker Engineering, the Village's engineer, and Bob Galvin, the Village planner, at the marina to review that proposal, a 4:3 majority was convinced that the alternate path was the better route. Both Eve Mancuso and Bob Galvin felt strongly that the path along the marina basin was a better choice, for several reasons outlined below.

One is that it is the route that's most consistent with the Comprehensive Plan and LWRP, which advises keeping walkways (and people) as close to the waterfront as possible. It's also a much more scenic route than having people walk alongside the pumping station and wall at the farthest distance from the water.

Also, because there is already an unused area between the marina fence and the marina bulkhead, this area can be utilized without any loss of parking. We'd lose a few spots with the other plan.

If the site of the former River Club is renovated and gets either a new restaurant or food truck/viewing area, there would be a direct path to that area. Otherwise you will have people crossing the entire parking lot, and the marina entrances and exits, twice.

Crossing pedestrians at the entrance of the marina is also safer, as there is already a sidewalk crossing that cars are aware of, and vehicles will be decelerating as they enter the marina instead of accelerating after they enter it. It also keeps pedestrians farther away from boat trailers, which will be coming into the marina closer to the pumping station and perhaps turning around and backing up, and storing trailers, in the western area of the marina.

Also related to safety, having the path continue straight along the marina basin lowers the risk that people will ignore the other path and just cut across the parking lot.

There was also the issue of cost and expediency. It's much less expensive to do the walkway near marina basin than to create a walkway and speed tables across the entire parking lot and along the pumping station and Spear Street restaurant. There is a risk that any additional costs could deplete the funding for the project before completion.

And since only the immediate area of the parking lot near a new path along the water needs to be remediated and regraded, work on the path can begin, and be completed, sooner. Eve's concern is that if we cross the lot from the southwest corner of the marina basin to the Pump Station, it would require significant improvements north and south of the proposed speed table

However, in recognition of the comments from members of the waterfront committee about pedestrian safety and providing adequate access for those coming into the marina from areas up the hill west of the marina, it was recommended that a new walkway will be striped following the design of the other plan, running from the southwest corner of the new walkway to the area near the pumping station. The striped walkway will be of significant size and color to make it clearly visible, with signage indicating it is a pedestrian walkway with right-of-way, and either Yield to Pedestrian or Stop signs in areas where vehicle traffic crosses the pedestrian path. Bob Galvin also suggests that angled parking has a positive effect on reducing speed and increasing pedestrian safety in the parking areas, and recommends we implement that. The striped path will both slow cars traveling north/south, and help direct people more safely to the upper parking areas.

The Parks Commission was also presented with a memo from former Parks Commissioner and waterfront committee JC Brotherhood, who had an opposing view and strongly believed the western route was a far better one.

The Parks Commission agreed that the route along the marina basin was the best one, and will make that recommendation to the village, with a strong recommendation that the western pedestrian crossing in the original plan to striped to provide pedestrian safety.