

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL



New York Metropolitan Transportation Council

Hudson River Valley Greenway Link

**Task #6 Alternate Design Solutions
Technical Memorandum
Task 6 Organization and Data Collection Plan**

October 21, 2009

Submitted By:



with:



TASK 6: ALTERNATE DESIGN SOLUTIONS TECHNICAL MEMORANDUM

DATA COLLECTION PLAN

This memorandum details the data collection program being performed under Task 6 of the Hudson River Valley Greenway Link (HRVGL) project. As part of the Task 6 scope, data collection is to be performed to assist the feasibility analysis of the on-street study corridors that were recommended in Task 4. This data will be analyzed to identify potential constraints and determine the extent to which bicycle facilities can be implemented along the study corridors.

The data collection plan consists of roadway and sidewalk measurements, a parking regulation inventory, and vehicle and pedestrian volume counts. Parking regulation data has been collected, and roadway measurements and traffic counts will be collected in September 2009. Also included in the data collection plan is the identification of historic and cultural and natural resources, hazardous materials, coastal zone boundaries, neighborhood demographics, land use and zoning. Field work is also being conducted to identify visual resources and scenic views and to assess the greenway on an experiential level from the perspective of the greenway user.

Parking Regulation Inventory & Roadway Measurements

On-street parking regulation data has been collected for all Task 6 study corridors, and is currently being summarized. In addition, roadway measurements are currently being collected for each of the segments along the study corridors that were recommended for further analysis in Task 4. A segment is a stretch of roadway that exhibits a continuity of character. In addition to parking data, other information to be collected includes roadway classifications, overall right of way width including roadway, sidewalk, and median widths. Information collected, as well as detailed site photos will be recorded in a GIS format.

Traffic and Pedestrian Counts

Traffic counts will be collected at up to ten critical locations along the study corridors for which existing data are not available. These corridors are identified in the *Hudson River Valley Greenway Link Technical Memorandum #4 Task #4 Draft Report*. An existing traffic data inventory was developed as part of Task 4, identifying all locations within the study area for which recent traffic data are available. Traffic, bicycle, and accident data were gathered from various sources including NYSDOT, NYCDOT, Crashstats.org,, NYMTC Bicycle Data Collection Program, recent environmental impact studies, and data previously collected by the consultant team. All existing traffic data, along with a traffic inventory summary table and location map, have been included in the Appendix to the *Hudson River Valley Greenway Link Task #4 Report*.

Once the corridors to be studied in Task 6 were chosen, traffic data “gaps” - critical locations for which no existing traffic data are available - were identified. A substantial amount of detailed

traffic data was available for all Yonkers corridors (except Hawthorne Avenue) while little was available for the Bronx and Manhattan. The traffic count program will therefore be concentrated mostly on the Bronx and Manhattan in order to fill these data “gaps”.

The following is a list of traffic count locations organized by study corridor. The type of data to be collected is included in parentheses. The count locations are also depicted in Figures 1a and 1b attached to this memorandum.

Seaman/Broadway (Manhattan)

- Western sidewalk along the Broadway Bridge (pedestrian volumes and hospital driveway vehicle counts)

Broadway/Tibbett/Fieldston (Bronx)

- Broadway and 242nd Street (traffic turning movement counts)
- Broadway and Henry Hudson Parkway On-ramp (traffic turning movement counts)
- Broadway and 254th Street/Henry Hudson Parkway Off-ramp (traffic turning movement counts)

Henry Hudson Parkway Service Roads (Bronx)

- Henry Hudson Parkway West and Kappock Street and Independence Avenue (traffic turning movement counts)
- Henry Hudson Parkway West and 239th Street (traffic turning movement counts)
- Henry Hudson Parkway West/Riverdale Avenue and 254th Street/Grosvenor Avenue (traffic turning movement counts)
- Riverdale Avenue and 261st Street (traffic turning movement counts)

Palisade Avenue (Bronx)

- Palisade Avenue and Kappock Street (traffic turning movement counts)
- Palisade Avenue and 254th Street (traffic turning movement counts)

Hawthorne Avenue (Yonkers)

- Hawthorne Avenue and Ludlow Street (traffic turning movement counts)

All traffic and pedestrian data will be collected on a typical weekday (Tuesday, Wednesday, or Thursday) during AM and PM peak periods (7 – 9 AM and 4:30 – 6:30 PM). Exact dates and times of the data collection program will be distributed once the schedule has been solidified.

Once all the data are collected and tabulated, the results will be summarized and circulated to the project team for review and comment.

Natural Resources

Natural resources in the project area will be documented based on available information obtained primarily from applicable resource agencies and secondarily from site visits to the corridor being analyzed.

Historic and Cultural Resources

Historic and Cultural Resources such as landmarks, districts or other standing resources (including locally significant resources) will be documented based on information gathered from available studies and reports from local agencies and historical societies. Properties already listed or determined eligible for landmark status, as well as those of local significance will be described. New York State Historic Preservation Office (NYSHPO) and New York City Landmarks Preservation Commission (NYCLPC) will be contacted as appropriate, for more detailed information about sites near a selected corridor.

Hazardous Materials

Known hazardous sites will be documented and summarized based on a literature search of the corridors being analyzed. No detailed inventory of fieldwork will be conducted.

Land Use and Zoning

The existing land use and underlying zoning defining the larger study area will be identified. Proposed development plans and projects in the surrounding communities that could potentially affect or be linked to the greenway will be identified and described based on information gathered from relevant agencies and available studies and reports.

Visual Environment

Significant views from along each corridor will be documented and described. Photographs will be taken of view corridors and other visual aspects of the project.

Task 6 Report Outline

Task 6 will consist of an in-depth analysis of each of the corridors selected in Task 4 for further analysis. Task 6 will outline the corridors' existing conditions, opportunities to meet project goals, constraints associated with implementation, and proposed design solutions. The outline below shows the topics to be discussed and evaluated for each corridor.

Outline

Existing Conditions

- Roadway Width (Available ROW for waterfront)
- Sidewalk Width
- Summary of Traffic Volumes
- Parking Regulations
- Surrounding Land Use
- Zoning (where relevant)

Opportunities

- Views (does it have water views, nature, significant architecture?)
- Access to key destinations
- Proximity to the natural environment
- Proximity to the Hudson River
- Access/connection to transit
- How does the corridor meet a range of transportation needs?

Constraints

- Geographic impediments – slopes, water
- Manmade structures – highways, buildings, bridges, etc
- Traffic and safety issues – congestion, speeds, dangerous intersections
- Property ownership / jurisdictional concerns
- Environmental Concerns

Design Solutions

- Cross section
- Will the design solution obstruct significant views?
- Construction impacts
- Construction cost estimate

Corridors to be Analyzed

Below is a list, by borough and municipality, of the corridors identified in Task 4 for evaluation in Task 6. For each of these corridors, the existing conditions, opportunities, constraints and design solutions in the outline above will be documented.

Manhattan

- Seaman/Broadway

- Waterfront

Bronx

- Broadway/Tibbett/Fieldston

- Henry Hudson Parkway Service Roads

- Palisade

- Waterfront

Yonkers

- Riverdale Avenue

- Hawthorne

- Buena Vista / Sunnyside

- Alexander Street

- Ravine/Woodworth Couplet

- Trevor Park/ Warburton Avenue / Connections to OCA

- Waterfront

Figure 1a - HRVGL Traffic Count Locations (Manhattan/Bronx)

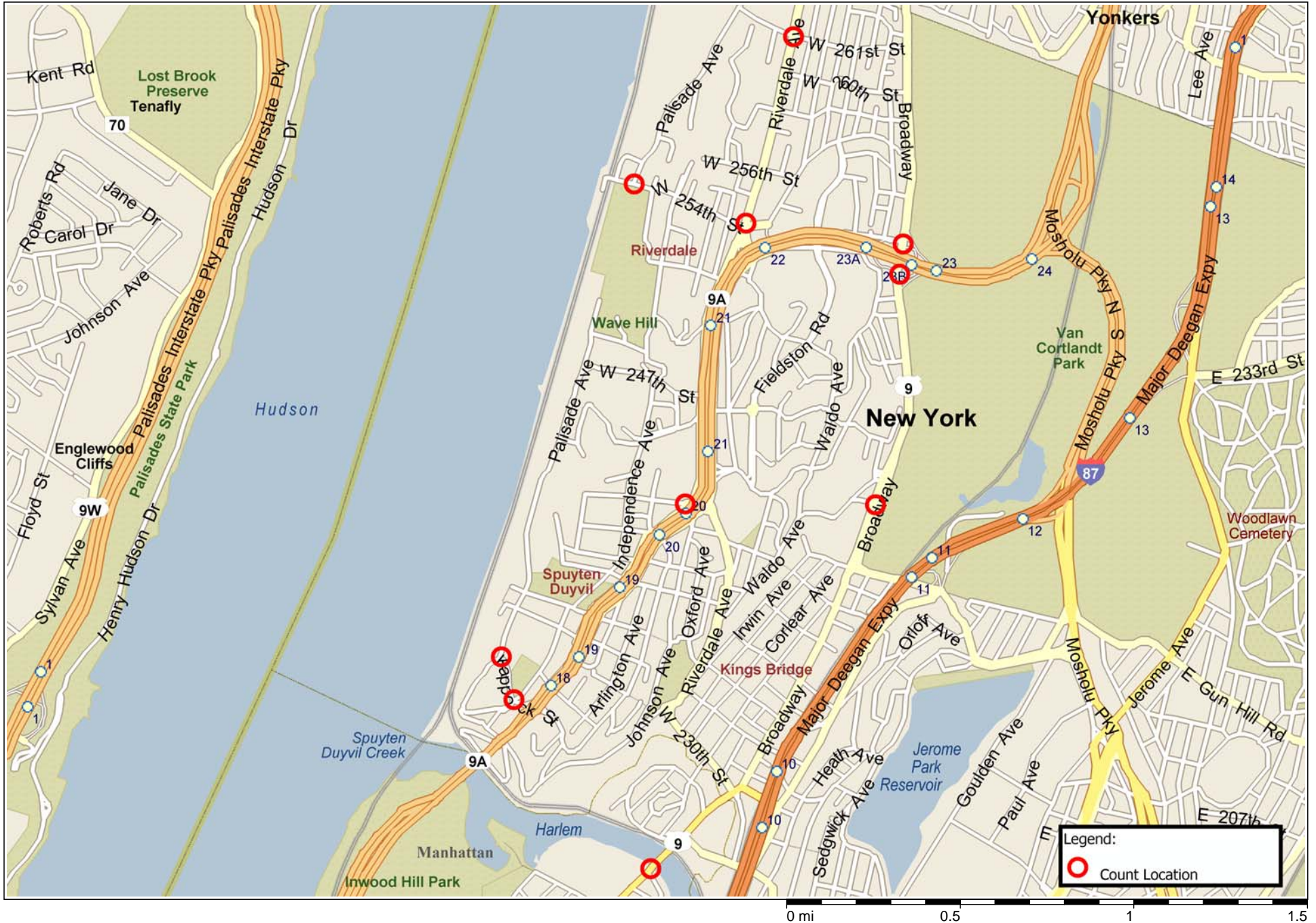


Figure 1b - HRVGL Traffic Count Locations (Yonkers)

