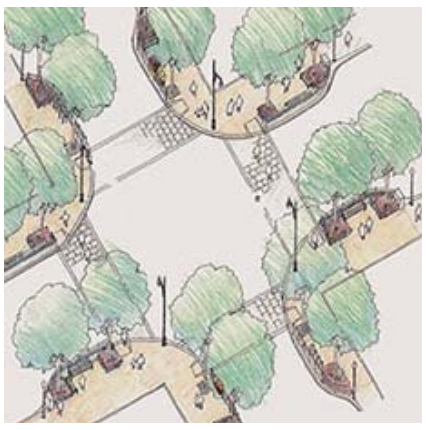
The approach taken to the design of pedestrian and streetscape improvements on Broadway, from Main Street to 1st Avenue, was to identify all possible locations where the corners could be 'necked-down' and/or sidewalks widened. Building neck-downs at corners shortens crossing distance, improves pedestrians and motorists ability to make eye contact, and creates valuable pedestrian storage space at the corners. Additionally, it allows for replacement of dangerous single 'apex' ramps, which direct pedestrians, the blind included, into them isle of the intersection, with 'dual' ramps properly aligned with sidewalks direction.



NECK DOWN

Where corners are already day-lighted (striped-out no parking), we have extended proposed corner neck-downs along the curb the distance of the day-lighting. Doing this makes room for amenities like benches, litter receptacles and/or bicycle racks on the sidewalk. Also, extending the neck-down past existing street tree allows us to significantly enlarge tree pits and consider implementing 'bio-swales' to collect storm water from the sidewalk and street. The bio-swale can be designed so that storm water can run into the bio-swale on the uphill side and in the event of a particularly big storm, when the capacity of the bio-swale is exceeded, run out the downhill side to an adjacent existing catch basin, or the bio-swale can be built 'around' existing catch basin.

NECK DOWN

Portions of Broadway are only 30 feet wide curb to curb. 30 feet is not enough to accommodate two 7'-0" parking lanes and two 10'-0" travel lanes, desired minimums on an important collector road like Broadway. At this point in the process (not having a survey or having done any proper engineering analysis), our general approach to these blocks where the road is only 30 feet wide is to study the feasibility of accommodating parking on either one side of the street while possibly widening sidewalks on the opposite side. Since buses stop infrequently and for very short periods, they may partially block travel lanes when necessary.

If we widen the sidewalks we may seek to implement a narrow amenity strip paved with permeable pavers behind the curb. Permeable pavers allow storm water to infiltrate the ground and feed critical moisture to tree roots. Street furniture like benches and bicycle racks and little receptacles may be placed on the amenity strip. If the strip is wide enough, say 5-6 feet, it may be used for the placement of moveable bistro tables and chairs.

If the Village does not want to commit to narrowing of the roadway there are less permanent and less costly treatments that may be considered in lieu of constructing new curb and sidewalk, including:

- Installation of pop-up café spaces set on built-up deck extensions of the sidewalk.
- Coating asphalt pavement with colored epoxy gravel and defining the edge with striping, flexible plastic bollards and/or narrow planters or blocks of stone.
- Lastly, things can be left as they are to accommodate occasional short-term stops to pick-up and/or drop off passengers at the curb, etc.

BIO - SWALE

This question of whether or not to widen the sidewalk into the street at locations other than corners already day-lighted is perhaps the most difficult to assess. It is an expensive proposition and limits the degree of flexibility with which the street can be used by motor vehicles, by eliminating the possibility for informal 'stopping' at the curb where now it is tolerated. Ultimately, the Village has to decide which mode to prioritize, motor vehicles or pedestrians. A keen observation of Pedestrian Level of Service (PedLOS) should be made in the locations where these widenings may be contemplated to get a better sense of whether or not the trade-off is worth the investment. This question applies most readily to the east side of Broadway between High Street and New Street, the block that contains the Runcible Spoon. As any Nyack resident knows, the sidewalks here become very crowded on Summer weekends with pedestrians, cyclists and their bicycles, wider sidewalks would be a very welcome improvement. But is it worth doing if cars will no longer be able to pull-over to the curb and 'stop/stand' (not park) for short periods?

Another location that could benefit greatly from a widening, for pure safety reasons, is the sidewalk in front of the drive-through exit of Chase Bank (west side of Broadway between New Street and High Street. Cars enter onto a narrow sidewalk compromising pedestrian safety. A wider sidewalk here would give pedestrians the room to 'stand-off' safely from the location where cars pull out. Because of the driveway, this is not a place where cars can pull over and 'stand' temporarily at the curb anyway.

AMENITY STRIP

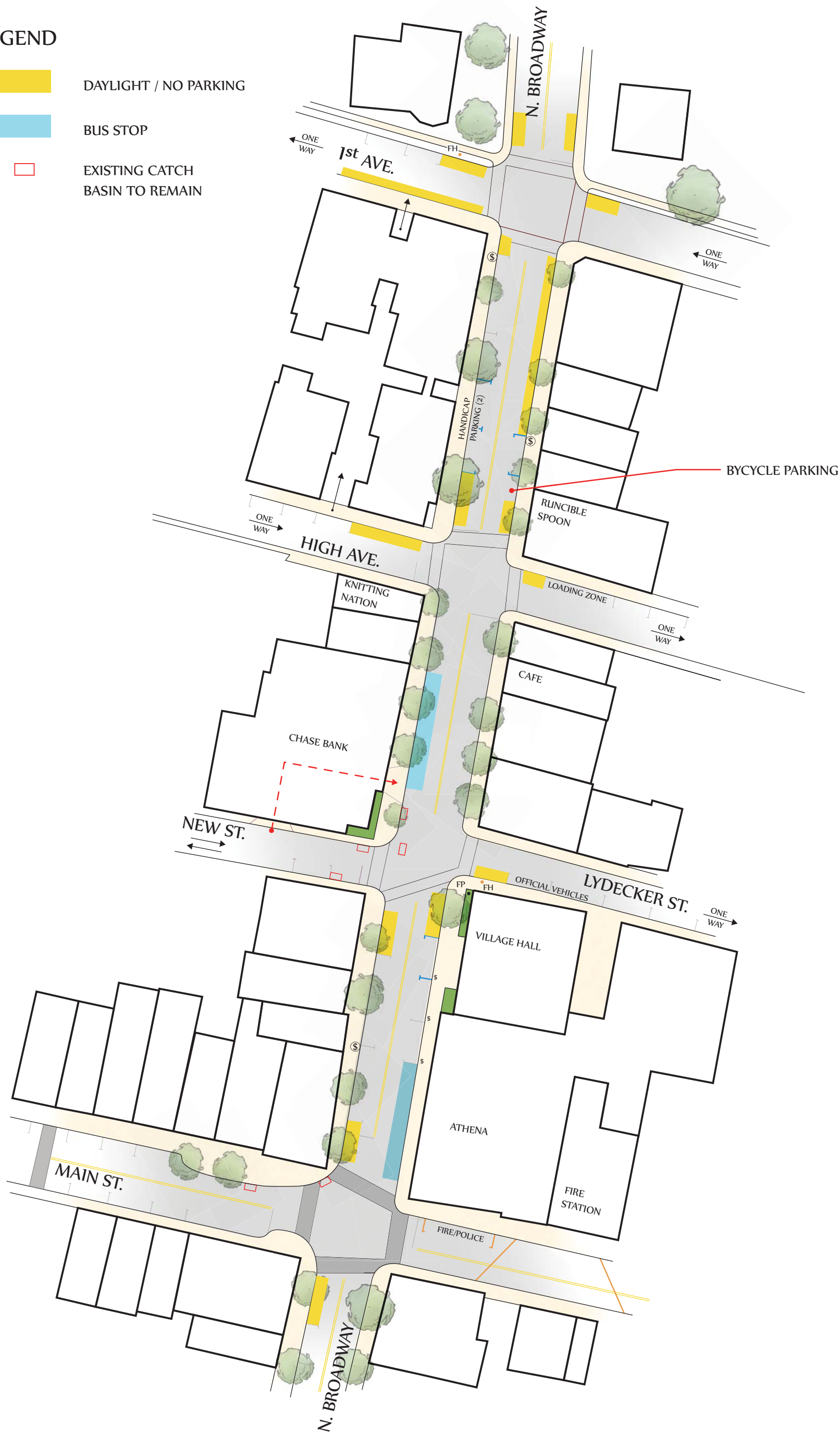
Concrete is recommended for the sidewalks with the possibility, discussed above, of adding an amenity strip paved with permeable pavers. The pavers could be any number of styles. They could be rustic looking like cobbles, but finished to provide a smooth walking surface or they could be more architectural looking, perhaps precast concrete with sharp edges. Crosswalk treatment is another design question to answer. Put simply, does the Village want to continue use of the 'Main Street' crosswalk treatment, extending it onto Broadway throughout the commercial area, north to First Avenue and South to Cedar Hill Avenue? We certainly advocate for the installation of the typical decorative pedestrian scaled 'Main Street' street lights throughout this section of Broadway, but the crosswalks are another matter. An alternative to the faux 'brick' treatment would be thermoplastic hi-visibility crosswalk striping. The current crosswalks are somewhat anemic looking and do not stand out as they should. This may have been intentional but we recommend a crosswalk treatment that is more noticeable. It will serve to heighten pedestrian, cyclist and motorist awareness of intersections in general, not just specific pedestrian crossing locations.

POP - UP CAFE

The concept that follows goes a little beyond our scope of recommending work to be done by the Village in the public ROW and includes certain improvements that could be undertaken in a follow-up project or via a public private partnership. Specifically recommended is the installation of additional planters and window boxes on or adjacent to private businesses facing Broadway. The other recommendation is installation of a comprehensive pedestrian wayfinding signage system. RBA can suggest where signs should be placed and even go so far as to suggest what information they may contain, stopping short of doing the graphic design or final design work for the signs themselves.

LEGEND

- DAYLIGHT / NO PARKING
- BUS STOP
- EXISTING CATCH BASIN TO REMAIN



NYACK PEDESTRIAN & STREETSCAPE IMPROVEMENTS

EXISTING CONDITIONS

RBA

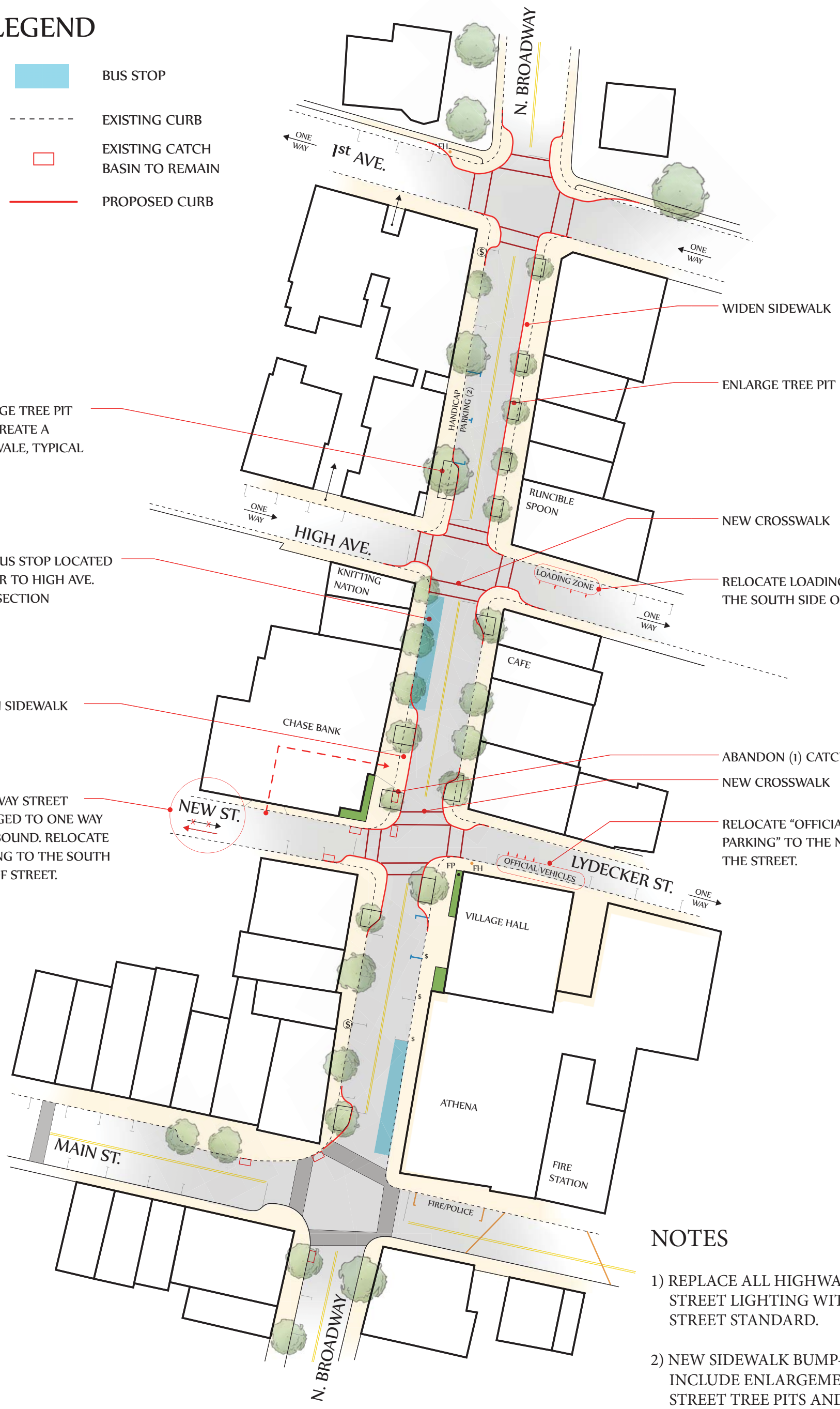
LEGEND

BUS STOP

EXISTING CURB

EXISTING CATCH BASIN TO REMAIN

PROPOSED CURB



NOTES

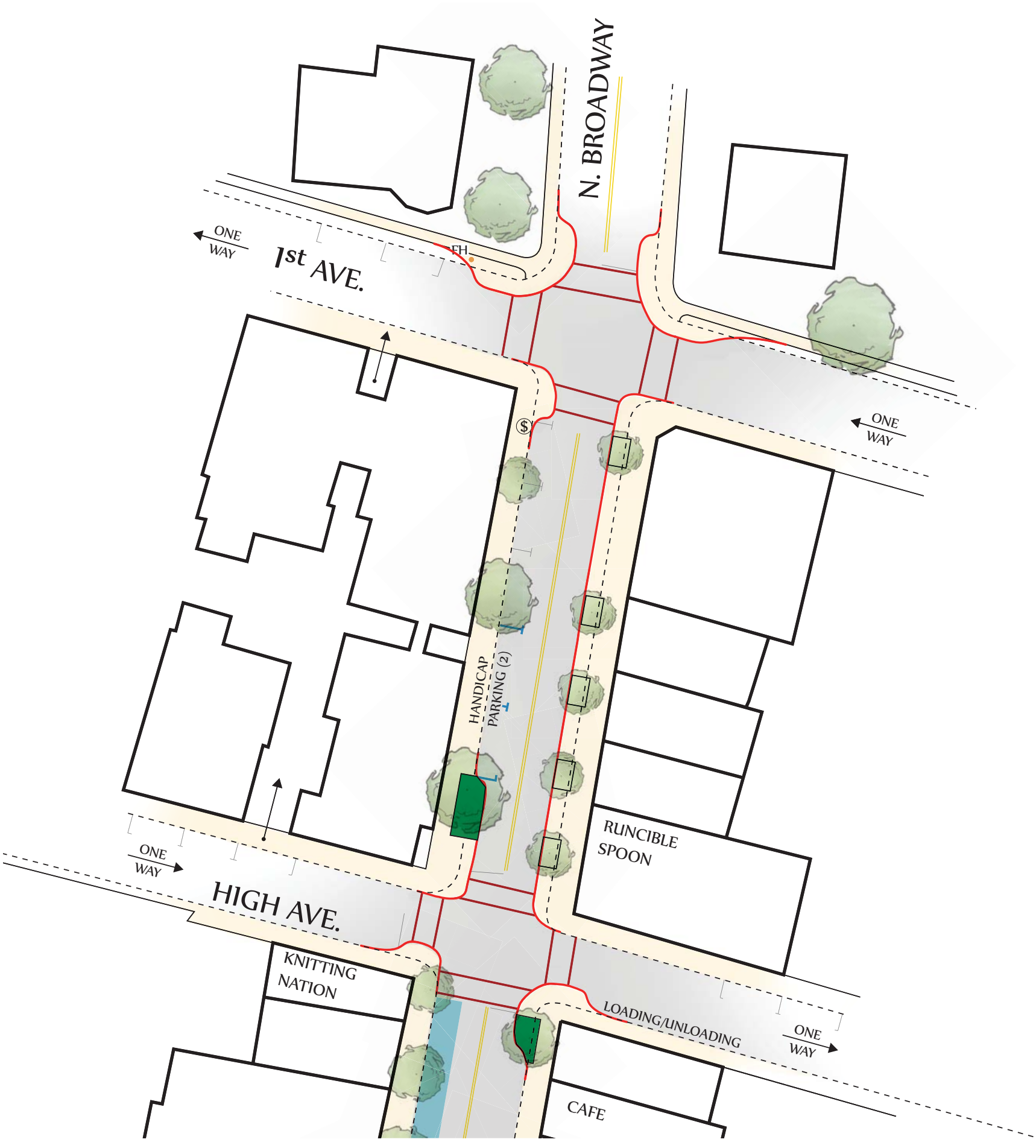
1) REPLACE ALL HIGHWAY STYLE STREET LIGHTING WITH MAIN STREET STANDARD.

2) NEW SIDEWALK BUMP-OUTS WILL INCLUDE ENLARGEMENT OF STREET TREE PITS AND INCORPORATION OF BIO-SWALES WHERE POSSIBLE.

NYACK PEDESTRIAN & STREETSCAPE IMPROVEMENTS

PROPOSED CONCEPT

RBA



LEGEND

- BUS STOP
- EXISTING CURB
- EXISTING CATCH BASIN TO REMAIN
- PROPOSED CURB

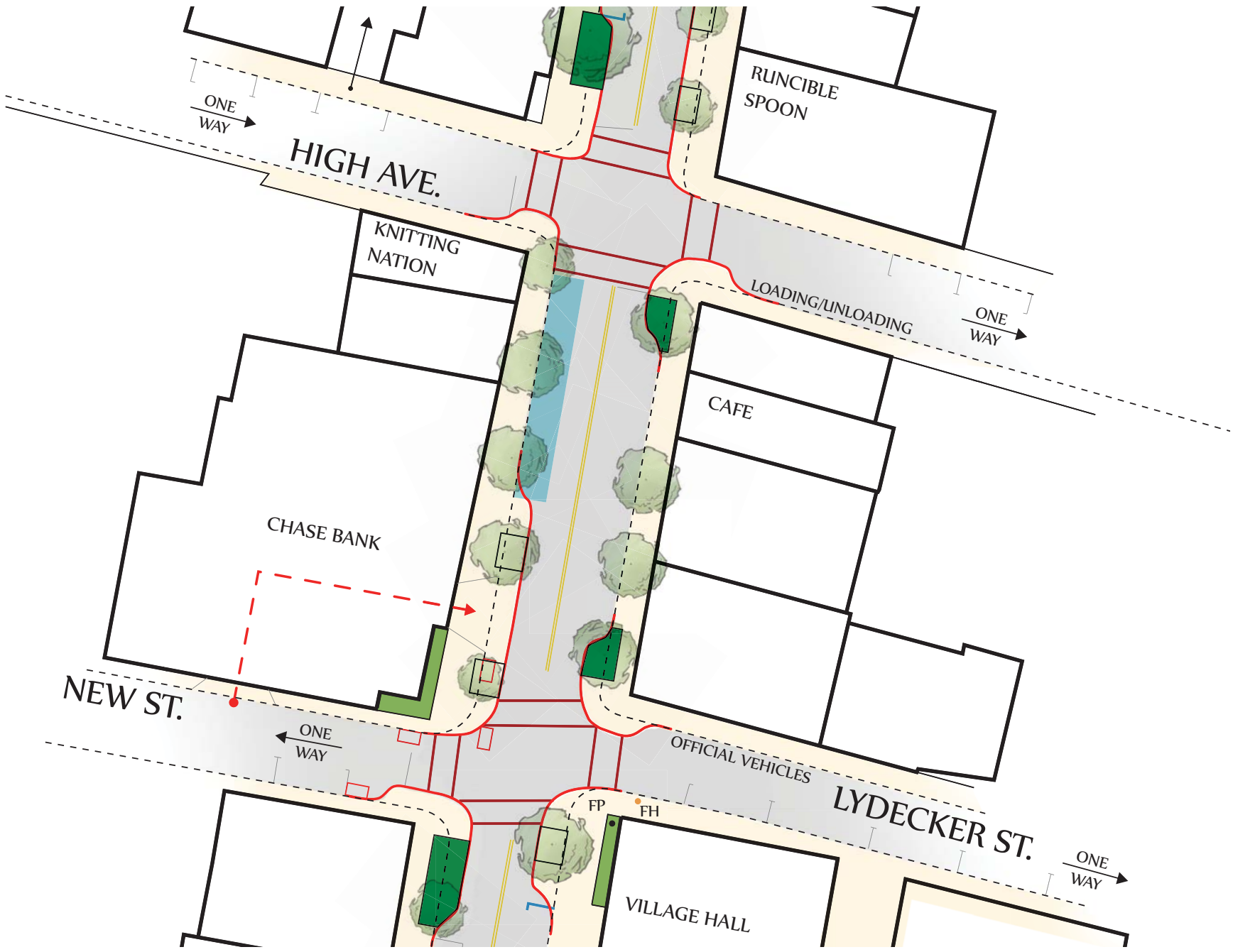
1st. AVE. TO HIGH AVE:

1) INSTALL CURB BUMP-OUTS AT CORNERS WHERE INDICATED. REALIGN AND RE-STRIPE CROSSWALKS. (HIGH-VISIBILITY OR DECORATIVE?)

2) WIDEN SIDEWALK 4'-0" TO 6'-0" FROM 1st. ST TO HIGH STREET ON THE EAST SIDE OF BROADWAY. OR ALTERNATIVEY CONSIDER TEMPORARY INSTALLATION OF POP-UP CAFE DECK IN ROADWAY.

3) ENLARGE TREE PITS WHERE POSSIBLE AT NEW WIDENED SIDEWALKS. CONSIDER IMPLEMENTATION OF BIO SWALES AT CORNERS.

4) INSTALL DECORATIVE LIGHTING AND STREET FURNITURE THROUGHOUT.



LEGEND

- BUS STOP
- EXISTING CURB
- EXISTING CATCH BASIN TO REMAIN
- PROPOSED CURB

HIGH AVE. TO NEW ST:

1) INSTALL CORNER NECK DOWNS AND WIDER SIDEWALKS WHERE INDICATED. REALIGN AND RE-STRIPE CROSSWALKS. (HIGH-VISIBILITY OR DECORATIVE?)

2) MOVE BUS STOP NORTH TOWARD HIGH AVE. AND WIDEN SIDEWALKS IN FRONT OF CHASE BANK.

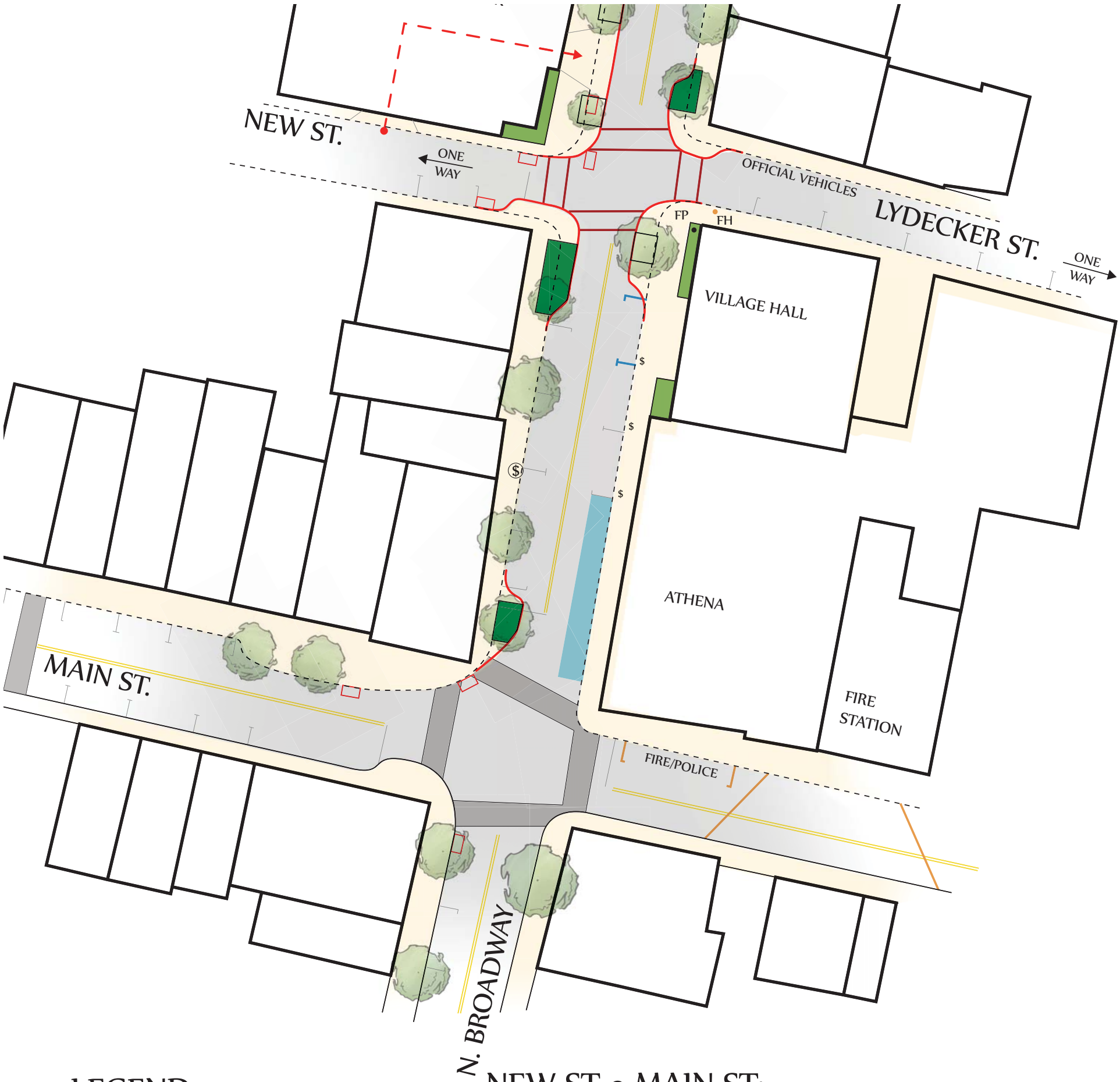
3) THE LOADING ZONE ON HIGH ST. WILL BE MOVED ACROSS THE STREET BEHIND THE BUMP-OUT.

4) ENLARGE TREE PITS WHERE POSSIBLE AT NEW WIDENED SIDEWALKS. CONSIDER IMPLEMENTATION OF BIO SWALES AT CORNERS.

6) CHANGE NEW ST. FROM TWO WAY TO ONE WAY - WESTBOUND, MAKING ROOM FOR A CURB BUMP-OUT AT THE SOUTH WEST CORNER.

7) MOVE PARKING TO THE SOUTH SIDE.

8) MOVE OFFICIAL VEHICLE PARKING TO NORTHERN SIDE OF LYDECKER ST.



LEGEND

- BUS STOP
- EXISTING CURB
- EXISTING CATCH BASIN TO REMAIN
- PROPOSED CURB

NEW ST o MAIN ST:

1) BUILD CORNER NECK DOWN ON THE NORTH WEST CORNER OF MAIN ST. AND BROADWAY TO PROVIDE MORE ROOM FOR PEDESTRIANS AND TREE PIT.

2) EXISTING BUS STOP TO REMAIN. POSSIBLY SACRIFICE ONE PARKING SPOT TO WIDEN SIDEWALK FOR BUS SHELTER

1st

High ave.

New st.

Main st.

NYACK PEDESTRIAN & STREETSCAPE IMPROVEMENTS

SATELLITE IMAGE

RBA