CHAPTER APPENDICES

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Field Investigation

B

Alternative Evaluation

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References

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Long Island Motor Parkway Design Criteria

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Meeting Notes

APPENDIX A

Field Investigation



MOTOR PARKWAY Trail

VHB Engineering, Surveying and Landscape Architecture, P.C.

Site Analysis Segment A


A-01


A-02


A-03


A-04


A-05


A-06


A-07


A-08


A-09


A-10


A-11


A-12


A-13



MOTOR PARKWAY Trail

Site Analysis Segment B

VHB Engineering, Surveying and Landscape Architecture, P.C.


B-01


B-02


B-03


B-04


B-05


B-06


B-07


B-08


B-09


B-10


VILLAGE OF WILLISTON PARK
LONG ISLAND
MOTOR PARKWAY
FIRST CONCRETE
LIMITED ACCESS HIGHWAY
BUILT BY
W. K. VANDERBILT, JR.
1908-1910
B-11


B-12


B-13


B-14


B-15


B-16


B-17


B-18


B-19


B-20


B-21


B-22


B-23


B-24


B-25



MOTOR PARKWAY Trail

VHB Engineering, Surveying and Landscape Architecture, P.C.

Site Analysis Segment C


C-01


C-02


C-03


C-04


C-05


C-06


C-07


C-08


C-09


C-10


C-11


C-12


C-13


C-14


C-15


C-16


C-17


C-18


C-19


C-20



MOTOR PARKWAY *Trail*

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Site Analysis Segment D


D-01


D-02


D-03


D-04


D-05


D-06


D-07


D-08


D-09


D-10


D-11


D-12


D-13


D-14

Utilize Proposed Nassau HUB Bike Trail

Eisenhower Park "Red" Golf Course

Off Road Trail Segment Along Edge of Park

Utilize Proposed Nassau HUB Bike Trail

NCDPW Facility

Off Road Trail Segment

Eisenhower Park

Eisenhower Park "Blue" Golf Course

Off Road Trail Segment Along Edge of Park

At Grade Crossing

East Meadow High School

E-01 E-02 E-03 E-04 E-05 E-06 E-07 E-08 E-09 E-10 E-11 E-12 E-13 E-14

5TH AVE · S GRAND ST · NORTH ST · ELLISON AVE · CENTRAL AVE · LAFAYETTE AVE · MANHATTAN AVE · MYRTLE AVE · MAPLE ST · PINE ST · TAYLOR AVE · PRIVADO RD · SOURCE MALL DR · TRANSVERSE DR · MERCHANTS CONCOURSE · CORPORATE DR · PACING WAY · MERRICK AVE · OLD COUNTRY RD · MERYL DR · GLOUCESTER CT · MARK LA · KENT ST · LINDEN AVE · ST PAUL ST · OAK ST · ROXBURY DR · WESTBURY RD · STRATFORD CT · BERKSHIRE DR · BROMTON DR · EDGEWOOD DR · WELLINGTON RD · PLYMOUTH LR · ROXBURY DR · STRATFORD DR · ASHLEY PL · JEROME CT · BIRCHWOOD DR · KENSINGTON DR · VALLEYMEAD RD · DEMOTT CT · FAIRVIEW AVE · HICKORY ST · LAGENBURG DR · LILAC DR · MAYFAIR ST · KATHLEEN PL · BOFLSHAW DR · THE PLAIN RD · ORKWOOD CT · REGENT DR · PLUM TREE RD W · PLUMTREE RD N · PLUMTREE RD E · GLOSSBERRY DR · DOGWOOD LA · ELDA LA · FAIRFIELD AVE · GOLDMINE PL · ADOLFO PL · SALISBURY RD · STEWART AVE · LEGEND LA · LAKE LA · LAND LA · LOTUS LA · LACE LA · LION LA · PLEASANT AVE · CARMAR AVE · MELODY LA · PLANT LA · PILGRIM LA · PRIDE LA · PRINCE LA · POLO LA · PINESTONE LA · PATIENCE LA · PORT LA · PLUM LA · PAGE LA · MERRY LA · MEAD LA · MARCH LA · MIST LA · MIDDLE LA · MARTIN LA · MELLOW LA · PALM LA · FRIETOS LA · FOREST LA · HEARTH LA · HARDY LA · BOB REED LA · DAVIE ST · SALISBURY PARK DR · STEWART AV · MEADOWBROOK STATE PKWY · MEADOWBROOK STATE PKWY SRV RD · RMP MSP SR TO MSP · MSP SR · PERIMETER RD · EAST RD · ENDO BLVD · NORTH RD · 3RD ST · 4TH ST · ELLINGTON AVE E · BANE RD · MILLER AVE · EDUCATION DR · 150TH ST · AVENUE Z · PARK BLVD

Legend

- Original LIMP
- Draft Proposed Trail
- Yellow Trail Alternative
- Green Trail Alternative
- Blue Trail Alternative
- Purple Trail Alternative
- Pink Trail Alternative
- Abc — Community Destinations
- Abc — Ownership Considerations
- LIMP Remnants
- Existing Grades Greater than 5%
- Existing Traffic Signal
- Potential Trail Parking
- Potential Wetlands
- A-01 — Existing Conditions Photo (see next page)

N

0 150 600 Feet

SCALE IN FEET

MOTOR PARKWAY *Trail*

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Site Analysis Segment E


E-01


E-02


E-03


E-04


E-05


E-06


E-07


E-08


E-09


E-10


E-11


E-12


E-13


E-14



MOTOR PARKWAY Trail

VHB Engineering, Surveying and Landscape Architecture, P.C.

Site Analysis and Draft Trail Alignment Segment F


F-01


F-02


F-03


F-04


F-05


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F-11



F-12


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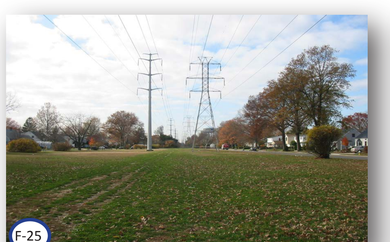
F-24


F-25


F-26


F-27



F-28


Legend
Original LIMP
Draft Proposed Trail
Yellow Trail Alternative
Green Trail Alternative
Blue Trail Alternative
Purple Trail Alternative
Pink Trail Alternative
Abc
Community Destinations
Abc
Ownership Considerations
LIMP Remnants
Existing Grades Greater than 5%
Existing Traffic Signal
Potential Trail Parking
Potential Wetlands
A-01
Existing Conditions Photo (see next page)
LIMP Trail to Follow Existing Bethpage Bikeway
Narrow Bridge Crossing "Share the Road
Narrow Underpass "Share the Road
LIMP Trail to Follow Existing Bethpage Bikeway
At Grade Crossing
King Kullen Grocery Company
Pavement Remnants
Overgrown Vegetation, Clearing Needed
Potential Trail Parking
Potential LIMP Abutment Remnants
At Grade Crossing
Town of Oyster Bay
Off-Road Trail Segment Around Sump
Bethpage Water District
Dead Man's Curve LIMP Remnants - Wooded Area Needs Clearing and Restoration
Off Road Trail to Follow R.O.W.
On-road Connection to Existing Bethpage Bikeway
No At-grade Crossing
Off-Road Trail Connection to Existing Bethpage Bikeway
At Grade Crossing
Nassau County PD
Levittown FD
R.O.W. Ownership Unknown
At Grade Crossing
At Grade Crossing
Existing Fence
Potential Trail Parking
Existing Fence
At Grade Crossing
Town of Oyster Bay
R.O.W. Ownership Unknown
Bethpage State Park
G-01
G-02
G-03
G-04
G-05
G-06
G-07
G-08
G-09
G-10
G-11
G-12
G-13
G-14
G-15
G-16
G-17
G-18
PRIVATE
PRIVATE RD
RMP NY135 TO POWELL AVE
RMP POWELL AVE TO NY135
SEAFORD OYSTER BAY EXPY
SEAFORD OYSTER BAY EXPY
PLAINVIEW RD
POWELL AVE
BARBARA ST
CAROLINE ST
DOROTHY ST
ELLEN ST
BISHOP CT
GATEWAY
PARKVIEW CIR N
PARKVIEW CIR S
MIAMI RD
BEVERLY RD
BRONET CRES N
BRONET CRES S
NNESS AVE
BROADWAY
IRAM PL
OTTO ST
AMALIA CT
ENKERT ST
CONCORD AVE
CAMBRIDGE AVE
NORCROSS AVE
MANCHESTER DR
CAROL DR
REVERE AVE
KEARNEY AVE
STEUBEN AVE
LAFAYETTE AVE
LEE AVE
BALDWIN PL
SUNRISE WAY
SUNBEAM AVE
SUNSET CT
SUNDOWN DR
HICKEY BLVD
N SHERIDAN AVE
N PERSHING AVE
S SHERIDAN AVE
S PERSHING AVE
HARRISON AVE
CENTRAL PARK AVE
APOLLO CIR
COURTNEY LA
FIDDLER LA
ADELE PL
NORTH RD
MARTHA BLVD
COLLECTOR LA
OX PATH
ADELE PL
MCCORD PL
WILFORD ST
CARRIERE ST
ANDERSON ST
N PEACH ST
N BUTTERN ST
N NASSAU ST
SCHERER ST
ROUTE 107
MONIKA CT
PERRY AVE
LYNN PL
S SCHERER ST
S NASSAU ST
S PEACH ST
WILLOW ST
ST MARTIN ST
TOTTEN ST
PARK AVE
PARKWAY DR
CENTRAL BLVD
JASP CT
N HERMAN AVE
WILLIAM ST
BROADWAY
SOPHIA ST
CENTRAL AVE S
THORNE DR
THORNE CT
RAVEN CT
MERRITTS RD
CREST HOLLOW CT
FAIRWAY DR
HAMPSHIRE DR
GREENWAY DR
MILLER RD
BETHPAGE STATE PKWY
VIA PROGRESSO
BOLTON
PRAIRIE PATH
BRIDLE PATH
CORRAL RUN
LARIAT LA
FARM RANCH RD W
FARM RANCH RD E
CRESCENT PL
WHEELWRIGHT LA
HICKSVILLE RD
EDWARD ST
FARM RANCH RD S
BRYANT ST
BRENNER AVE
TILLER LA
TRAPPER
CARSON ST
CARPENTER LA
BOONE ST
FARMEDGE RD
RAEMAR CT
HAYDEN DR
CURTIS PL
CELI PL
CORONA DR
TESLA ST
COMET LA
SOLAR LA
CELESTIAL LA
JUPITER LA
SATELLITE LA
MERCURY LA
HENRY ST
EDNA AVE
STOKES AVE
SHERMAN PL
CAROL RD
JEAN AVE
HERBERT PL
FERN PL
COLE PL
MARTIN PL
DAVIS PL
HILTON
AVOCA AVE
CRESTLINE AVE
MERIDIAN RD
UNIVERSE DR
NEPTUNE LA
SWAN PL
RAVEN ST
LARK ST
MALLARD RD
CONDOR RD
MARTIN ST
LOWLAND RD
ALBERGO CT
MOTOR LA
MARTIN RD N
PARK LA
KAY AVE
ESSEN PL
N MILLPAGE DR
MILLPAGE DR
HOOVER LA
JOSEPH AVE
IRVING ST
ROSE ST
N OAKDALE
BERTRAM PL
GREEN PL
MANN PL
0 150 300
SCALE IN FEET
N
MOTOR PARKWAY Trail
VHB Engineering, Surveying and Landscape Architecture, P.C.
Site Analysis Segment G


G-01


G-02


G-03


G-04


G-05


G-06


G-07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G-12


G-15

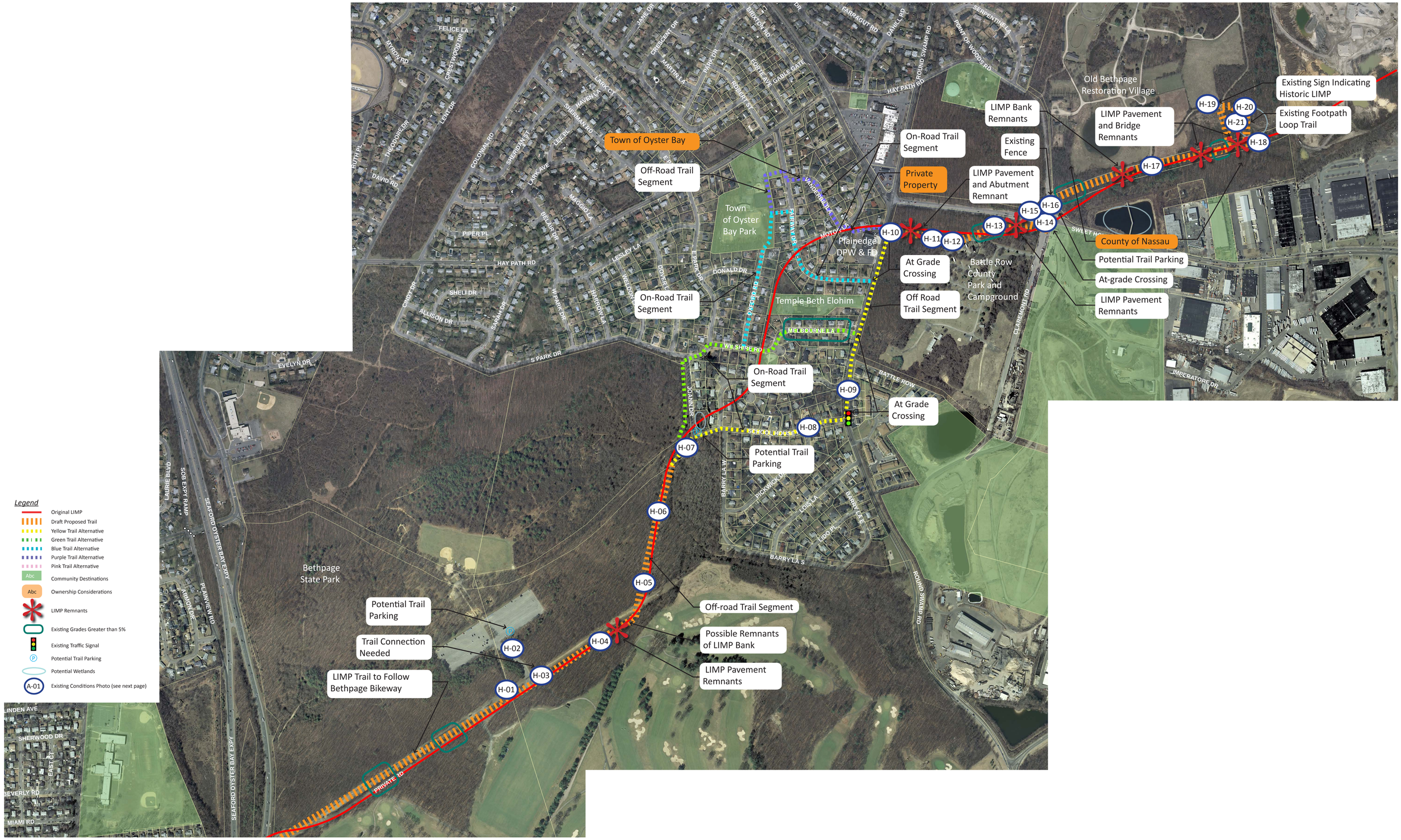

G-14


G-15


G-16


G-17


G-18



MOTOR PARKWAY Trail

VHB Engineering, Surveying and Landscape Architecture, P.C.

Site Analysis Segment H



H-01



H-02



H-03


H-04


H-05


H-06


H-07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H-12


H-13


H-14


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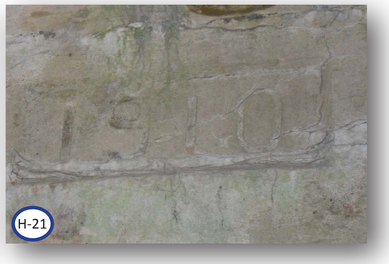
H-17


H-18



H-19


H-20


H-21

APPENDIX B

Alternative Evaluation

Criteria for Evaluation of Alternative Trail Alignments

	Criteria for Evaluation of Alternative Trail Alignments	Weighted Importance	4	3	2	1
A	Follows Original LIMP Alignment	3	Follows exactly	Close distance/same	Far distance/same	Different alignment/direction
B	Aesthetics/Experience	1	Views, quiet, and vegetated	Vegetated and quiet	vegetated/views but noisy	No vegetation and noisy
C	ROW Actions Required	2	No ROW actions required	Temporary easement required	Permanent easement required	Acquisition required
D	Connectivity/Community Linkages	1	Major community linkages	Medium community linkages	Minor community linkages	No community linkages
E	Construction Cost (on and off road)	2	LOWEST i.e. off-road: utilize existing pavement with minimal repairs; on-road: construct within ex. curbs	MEDIUM i.e. off-road: reconstruct exist. pave., some new work; on-road: construct within ex. curbs with re-striping	HIGHER i.e. off-road: All new trail with typical construction; on-road: need to expand road cross-section	HIGHEST i.e. off-road: All new trail with new bridge/underpass; on-road: expand cross-section with major structural changes to existing bridge/underpass
F	At Grade Crossing Road Conditions	2	None	Minimal i.e. crossing that needs only signs / striping/clearing	Significant i.e. needs grading/road alignment changes or new signal	Major i.e. need new signal and/or separated crossing
G	Educational/Interpretive opportunity	1	Historic remnants & environmentally unique	Historic remnants/ not environmentally unique	No historic remnants, but environmentally unique	No historic remnants/ not environmentally unique
H	Environmental Impacts Requiring Permitting Effort	1	None	Triggers Temporary Permits	Triggers Permits, achievable	Triggers Permits, difficult to achieve
I	On Road/Off Road	1	All off road	Mostly off road	Mostly on road	All on road
J	Operating and Maintenance Costs	1	LOWEST: i.e. utilizes roadway already maintained	MEDIUM: i.e. expands roadway and relative maintenance	HIGHER: i.e. mix of new maintenance efforts	with all new maintenance requirements



HEMPSTEAD PLAINS

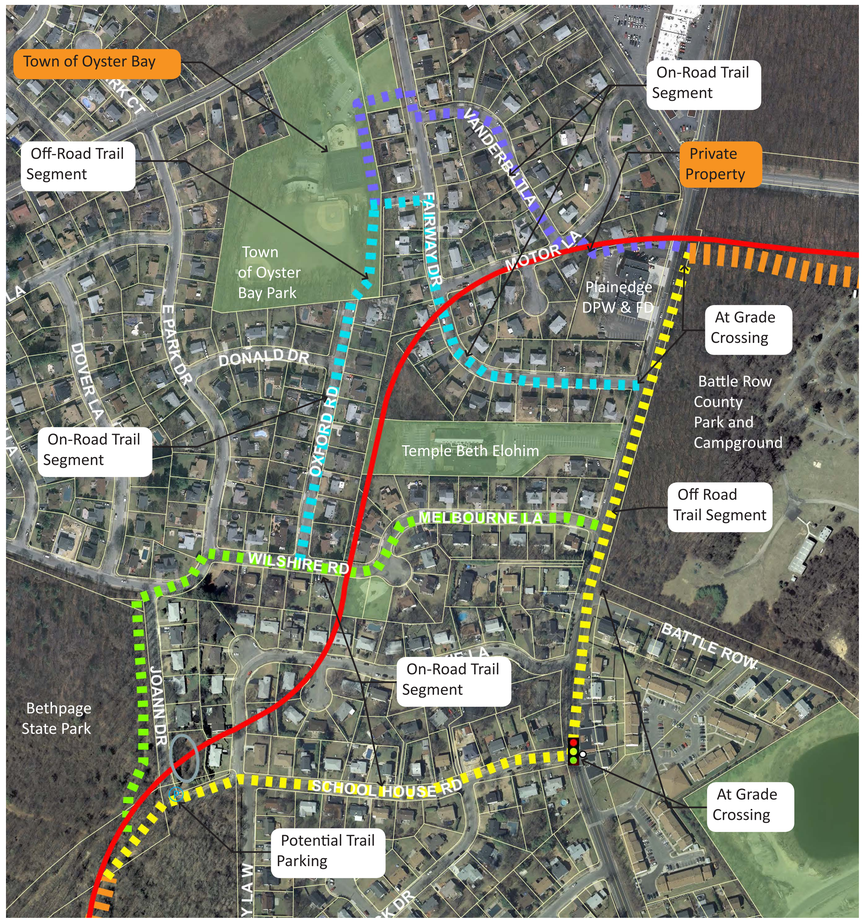
0 150 300
SCALE IN FEET

N

MOTOR PARKWAY Trail

Trail Alternative Alignments

VHB Engineering, Surveying and Landscape Architecture, P.C.



BETHPAGE ALTERNATIVES



GOLF COURSE ALTERNATIVES

Trail Alternative Alignments

MOTOR PARKWAY Trail



CARRIAGE ROAD ALTERNATIVES

0 100
SCALE IN FEET

N



SUGAR MAPLE DRIVE ALTERNATIVES

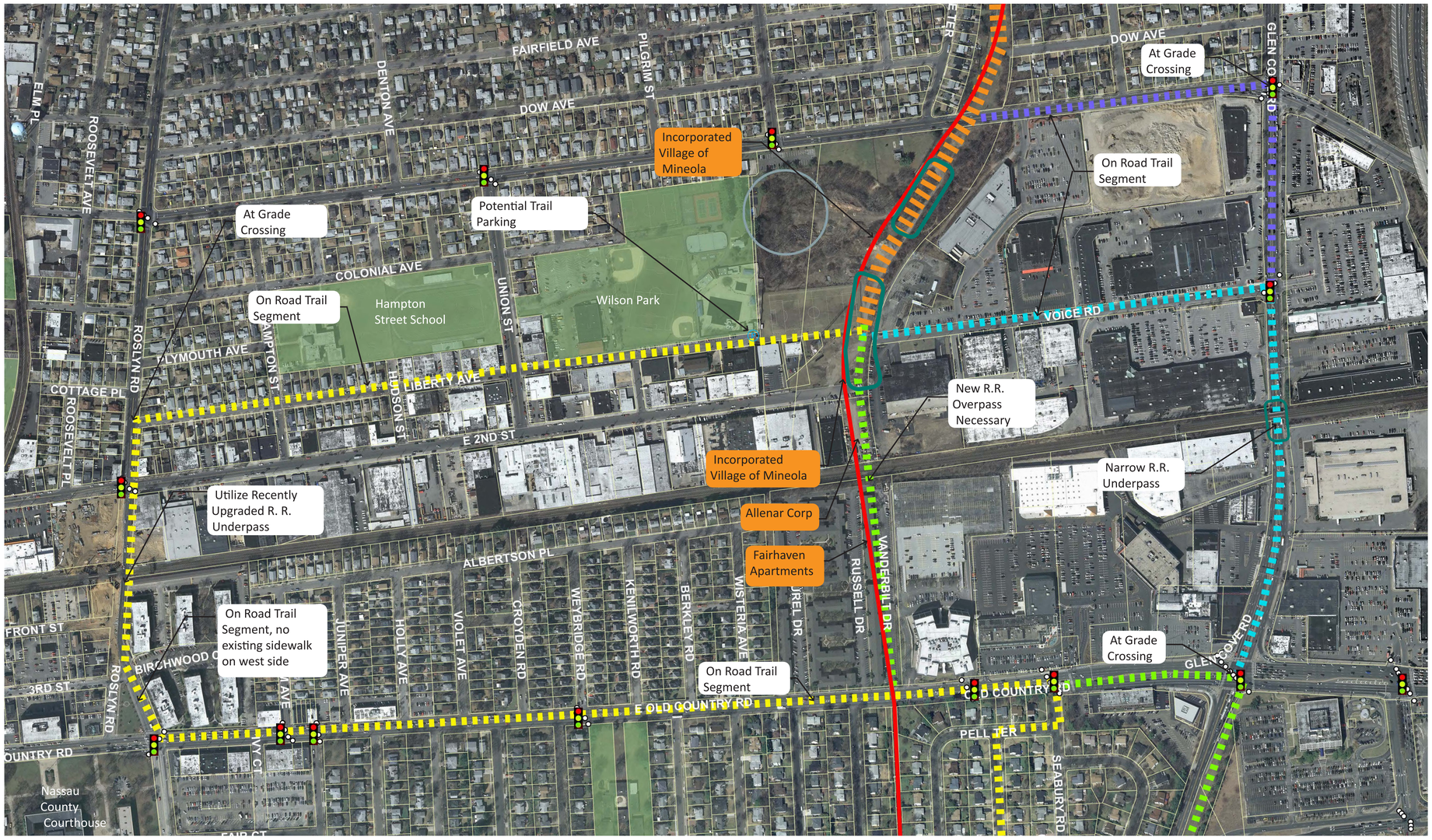
0 100
SCALE IN FEET

N

MOTOR PARKWAY Trail

Trail Alternative Alignments

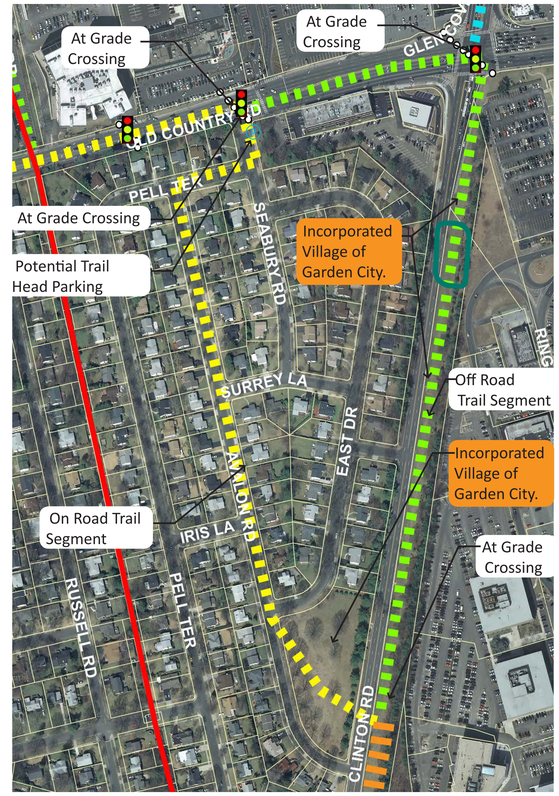
VHB Engineering, Surveying and Landscape Architecture, P.C.



LIRR CROSSING - NORTH OF OLD COUNTRY ROAD ALTERNATIVES

0 100
SCALE IN FEET

N



GARDEN CITY ALTERNATIVES

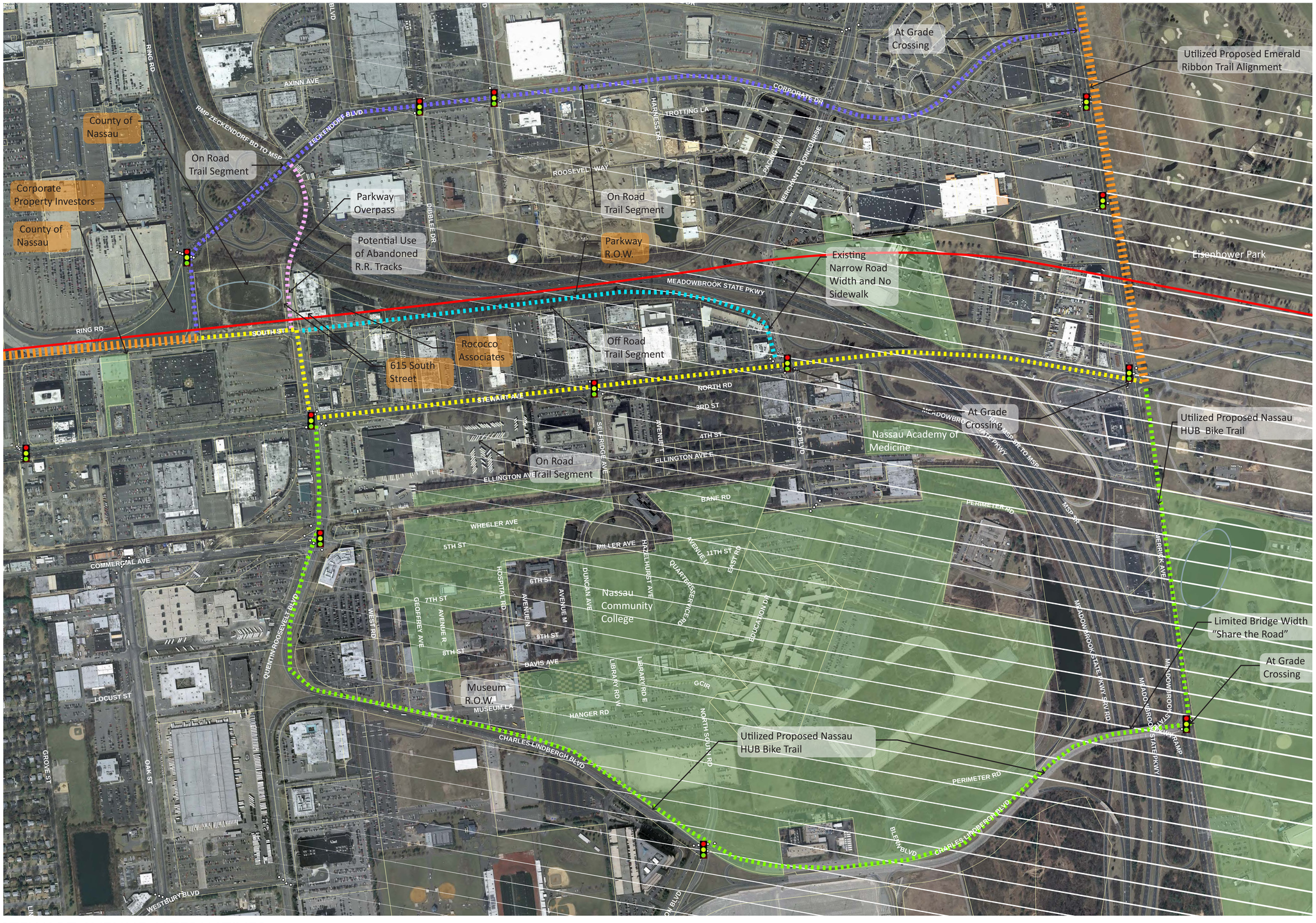
0 100
SCALE IN FEET

N

MOTOR PARKWAY Trail

VHB Engineering, Surveying and Landscape Architecture, P.C.

Trail Alternative Alignments



STEWART AVENUE ALTERNATIVES

0 150
SCALE IN FEET

N

MOTOR PARKWAY Trail

Trail Alternative Alignments

VHB Engineering, Surveying and Landscape Architecture, P.C.

APPENDIX C

References

GIS Data Sources

Aerial Photos

Nassau County GIS database (2009)

NYS GIS Clearinghouse website

Parcel ownership

Nassau County GIS database and Nassau County Department of Assessment's Land Record Viewer website

Traffic Signal locations

Nassau County GIS database

Land Uses

Nassau County GIS database

Topography

USGS, DEM data

Books, Articles, and Forms

Dolkart, Andrew S. 2001. National Register of Historic Places Registration Form: Long Island Motor Parkway (OPRHP # 01NR01880). On file, United States Department of the Interior, National Park Service, National Register of Historic Places and New York State Office of Parks, Recreation, and Historic Places, New York.

Kroplick, Howard and Al Velocci. 2008. The Long Island Motor Parkway. Images of America series. Multiple: Arcadia Publishing.

Miller, Robert. 1989. "The Long Island Motor Parkwaway [sic]: Prelude to Robert Moses." In Long Island Studies Robert Moses Single-Minded Genius, edited by Joann P. Krieg, pgs. 151-158. Interlaken, New York: Heart of the Lakes Publishing.

Smith, Louise Carter. 1961. "Long Island Motor Parkway 1908-1930." Nassau County Historical Journal 22:14-27.

Wines, Roger. 1962. "Vanderbilt's Motor Parkway: America's First Auto Road." The Journal of Long Island History II(2):14-28.

APPENDIX D

Motor Parkway Trail Design Criteria

LONG ISLAND MOTOR PARKWAY TRAIL
DESIGN CRITERIA
DECEMBER 2009

This following criteria has been developed based on standard engineering practice and the successful application of regulatory standards and guidelines included in the New York State Department of Transportation (NYSDOT) Highway Design Manual Chapter 17 Bicycle Facility Design, FHWA Manual Selecting Roadway Design Treatments to Accommodate Bicycles, American with Disabilities Act (ADA) Design Guidelines, the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 1999 edition, (1999 AASHTO Bicycle Guidelines), 2004 American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (The AASHTO Green Book), and the 2009 Manual on Uniform Traffic Control Devices (MUTCD) were the primary references for the following design criteria.

OFF-ROAD SHARED-USE TRAIL

DESIGN ELEMENT	CRITERIA	REFERENCE
Design Speed (paved)	20mph	AASHTO 1999 Bicycle Guidelines
(unpaved)	15 mph	AASHTO 1999 Bicycle Guidelines
Typical Section		
Pavement width	10 – 12 ft	NYSDOT Manual
Shoulder width	2 ft	AASHTO 1999 Bicycle Guidelines
Clear Zone	3 ft	AASHTO 1999 Bicycle Guidelines Also see AASHTO Table 4
	5 ft (side slope ≥ 3:1)	See Exhibit 17-7 NYSDOT Manual
Separation from Parallel Road	5 ft	AASHTO 1999 Bicycle Guidelines
Radius Horizontal Curve	100 ft with e=2%, 20 mph paved 56 ft for 15 mph unpaved	AASHTO 1999 Bicycle Guidelines Table 1
Superelevation	2% maximum	AASHTO 1999 Bicycle Guidelines
Stopping Sight Distance (SSD) For Bicycles	140 ft (grade=5%) 130 ft (grade=2%)	AASHTO 1999 Bicycle Guidelines AASHTO 1999 Bicycle Guidelines
Stopping Sight Distance (SSD) for motor vehicles	various by speed and profile grade	NYSDOT Manual Exhibits 2-4, 2-6 or 2-8
Intersection Sight Distance (ISD) for bicyclists and peds crossing roadways	various	FDOT Trail Intersection Handbook Tables 8 & 9
Intersection Sight Distance for motorists approaching trail crossings	Various	AASHTO Green Book Exhibit 3-3
Profile Grade	0.5% minimum	AASHTO 1999 Bicycle Guidelines
(paved)	5% maximum (ADA compliant)	
(unpaved)	3% maximum	

DESIGN ELEMENT	CRITERIA	REFERENCE
Length Vertical Curve	Based on SSD	AASHTO 1999 Bicycle Guidelines Table 3
Vertical grades	5% max.	ADA
Vertical clearance	8 ft minimum	AASHTO 1999 Bicycle Guidelines
Railing	Min. 4.5 ft. height Required for side slopes ≥ 3:1 within 5 ft of path on a fill slope > 6 ft high	NYSDOT Manual Fig. 17-7
Bridge Railing	Min. 4.5 ft. height	NYSDOT Manual
Bridge Design Load	H-15 truck plus live load	

ON-ROAD BIKE ROUTE
URBAN LOCAL ROAD

DESIGN ELEMENT	CRITERIA	REFERENCE
Design Speed Curb Lane Width Parking Shoulder	Varies	NYSDOT Manual, see Exhibit 2-8

URBAN COLLECTOR ROAD

DESIGN ELEMENT	CRITERIA	REFERENCE
Design Speed Curb Lane Width Parking Shoulder	Varies	NYSDOT Manual, see Exhibit 2-6

URBAN ARTERIAL

DESIGN ELEMENT	CRITERIA	REFERENCE
Design Speed Curb Lane Width Parking Shoulder	Varies	NYSDOT Manual, see Exhibit 2-4

BIKELANE

DESIGN ELEMENT	CRITERIA	REFERENCE
Bike Lane No Curb or No Parking	4 ft minimum	NYSDOT Manual
Bike Lane Curb or On-Street Parking	5 ft. minimum	NYSDOT Manual

Sight distance

$$t = \left(\frac{1}{v}\right)S + \left(\frac{v}{2a} + \frac{1.8}{v}\right) \quad \textbf{(3)}$$

The 15th percentile values found on the Pinellas Trail, v = 10.8 km/h (2.99 m/s; 6.7 mi/h) and a = 0.74 m/s^2 (2.4 ft/s^2), compare favorably to the values specified by the Dutch in *Sign Up For the Bike*, 10.0 km/h (6.2 mi/h) and 0.8 m/s^2 (2.6 ft/s^2).

Using equation (3) with a = 0.74 m/s^2 and v = 2.99 m/s to determine crossing time for various crossing widths S, and then equation (2) (page 3-21), Table 8 gives bicyclist crossing sight distance values. A perception-reaction time of 2.5 seconds is also included.

Use of 15th percentile values for acceleration and crossing velocity when designing intersections for bicyclists is consistent with accepted transportation engineering practice of providing for the vast majority of roadway users. It can be argued, however, that it is improper to disregard the slowest of bicyclists. Perhaps choosing a more inclusionary percentile such as the 5th percentile would be prudent under certain circumstances. An additional 2 seconds of crossing time may also be added for every group of 5 users to account for delayed startup and friction.

Designers of multi-use trail-roadway intersections are also faced with accommodating the slowest of users—pedestrians.

Table 8. Bicyclist intersection crossing sight distance.

Crossing width (S); m	Crossing time (t); sec (includes 2.5 sec p-r time)	Design speed		
		48 km/h (30 mi/h)	64 km/h (40mi/h)	80 km/h (50 mi/h)
		Crossing sight distance value (d); m		
5.0	6.8	91	122	152
6.0	7.1	95	127	159
7.0	7.4	99	132	166
8.0	7.8	105	140	175
9.0	8.1	109	145	181
10.0	8.5	114	152	190
11.0	8.8	118	158	197
12.0	9.1	122	163	204
13.0	9.5	127	170	213
14.0	9.8	132	176	220
15.0	10.1	136	181	226

(1m = 3.28 ft)

Sight distance

Pedestrians
Since they are the slowest trail users, providing intersection sight distance for pedestrians encompasses the requirements of bicyclists (and skaters). Table 9 gives pedestrian intersection sight distance values.

Table 9. Pedestrian intersection crossing sight distance.

Crossing width (S); m	Crossing time (t); sec (includes 3.0 sec p-r time)	Design speed		
		48 km/h (30 mi/h)	64 km/h (40mi/h)	80 km/h (50 mi/h)
		Crossing sight distance value (d); m		
5.0	7.7	104	138	173
6.0	8.6	116	154	193
7.0	9.6	129	172	215
8.0	10.5	141	188	235
9.0	11.4	153	204	255
10.0	12.4	167	222	278
11.0	13.3	179	238	298
12.0	14.2	191	254	318
13.0	15.2	204	272	341
14.0	16.1	216	289	361
15.0	17.1	230	306	383

(1m = 3.28 ft)

A walking rate of 1.07 m/s (3.5 ft/s) and a perception-reaction time of 3 seconds are assumed. As with bicyclists, an additional 2 seconds of crossing time may be added for each group of 5.

Because of their slow crossing speed, and/or other situational constraints (right-of-way; sight restrictions; wide road; high speed), it may be impossible to provide pedestrians with intersection sight distance. Pedestrians should then be accommodated by decreasing the crossing distance with a refuge area or bulbout, slowing the motor vehicles, or providing signalization.

Decision sight distance

As traditionally applied to motorists, decision sight distance provides additional protection beyond the minimum afforded by stopping sight distance. It is defined as “the distance required for a driver to detect an unexpected or otherwise difficult-to-perceive information source or hazard in the roadway environment that may be visually cluttered, recognize the hazard or its threat potential, select the appropriate speed and path, and initiate and complete the required safety maneuver safely and efficiently.”

A trail crossing, often an unusual encounter for drivers, seems to be an ideal location to provide motorists with additional sight distance. This can be done by increasing the standard perception-reaction time value of 2.5 seconds for motorists’ stopping sight distance or by using the most appropriate

APPENDIX E

Meeting Notes

Initial Meeting regarding the Long Island Motor Parkway Hiking and Bike Path
10/25/07

- Introduction of Participants:

Linda Bainculli	Long Island Power Authority (LIPA)
Helen Duffy	Keyspan for LIPA Real Estate
Michael Vitti	Concerned Long Island Mountain Bikers (CLIMB)
Daniel Neuburger	Pedal Pushers Online
Fran Gotcsik	Parks and Trails New York
Todd Seidel	Nassau County Planning Department
Dominic Jacangelo	New York State Parks, Recreation and Historic Preservation
Michelle Somma	New York State Parks, Recreation and Historic Preservation
Richard Schary	Long Island Greenbelt Trail Conference
Lisa Schary	Long Island Greenbelt Trail Conference
Patti Bourne	Nassau County Planning Commission
Sam Berliner, III	Motor Parkway Panel
Denis Byrne	Motor Parkway Panel
Donald Hohn	Nassau County Planning Commission
Sarah Meyland	Nassau CountyPlanning Federation
Carol Kehoe	Nassau County Planning Federation

- Long Island Motor Parkway Historical Facts
  - The Long Island Motor Parkway (Parkway) was opened in 1906 and operated until 1938
  - 46 miles from Horace Harding Boulevard to Lake Ronkonkoma
  - Originally a toll road and was put out of business by the opening of the Northern State Parkway which was free to travel on.
  - Upon closing the property that the Motor Parkway was built on was given to Queens, Nassau and Suffolk Counties in lieu of back taxes.
  - Where the Parkway ran through Queens County, the parkway corridor (corridor) was converted for use as a bike path.
  - The portion of the Parkway in Suffolk County that runs from Half Hollow Road to Lake Ronkonkoma is currently used as a public roadway.

- Discussion of the current condition of the corridor where it runs through Nassau County. Aside from being overgrown and in rough shape, the corridor is mostly contiguous as it runs across the county from the Queens boarder to the Suffolk boarder. Some locations will require careful re-routing to avoid such things as Rail Road tracks, Golf courses, and busy intersections. Any such re-routs are likely to only be a short distance.

- Discussion of current efforts to establish a trail along the corridor including discussion of efforts to develop other trail networks throughout Nassau County.

- The Vanderbilt Motor Parkway received a grant from Parks and Trails New York (PTNY) under their Healthy Trails, Healthy People program. Under this grant the staff at PTNY will provide technical assistance and support in developing a trail along the corridor.
- The Nassau County Planning Federation also received a grant under the Healthy Trail Healthy People program for a "Grand Loop" trail network that will connect different trails through out the county via a loop that will run down the Meadow Brook Parkway to Jones Beach, across Jones Beach to the Wantagh Parkway, up the Wantagh parkway roughly to east Meadow and then connect with the beginning of the loop using a route through Eisenhower Park, perhaps using the Motor Parkway corridor.

- Dominic JacAngelo, New York State Parks, indicates that the New York State Parks, Recreation and Historic Preservation Commissioner Carol Ash is supportive of projects that will foster connectivity (Connectivity to other trails, Connectivity to commercial downtowns and Connectivity to mass transit)

- Nassau County Bond Act Funding, $450,000 available (Nassau County Department of Public Works will contribute $5,000 in matching funds) for the preparation of a Master Plan, installation of historic signs and construction of initial phase of the Master Plan. Nassau County Department of Public Works has contracted H2M Associates, Inc. to assist in completing projects nominated under the Bond Act

- Components of an RFP for Motor Parkway Master Plan.
  - Ownership of the Right-of-Way
  - Provide information of corridor width
  - Analysis of feasibility including discussion of trail continuity, roadway and railroad intersections and potential needs for rerouting
  - Trail design including such things as trail surface, signs, intersections, trail width and fencing/barriers
    - "If you pave a trail, ATV'ers won't use it; if it is not paved, then ATV'ers will."
  - Maps of existing corridor and proposed trail and any potential reroutes
  - Identify additional funding sources
    - Transportation Alternative Enhancement Money (TIP)
    - Non-attainment air grants
    - Parks grants
    - Recreation trail grants
  - Identify user groups and projected user volume
    - Identify locations for "trailheads"
  - Identify Economic impacts for both commercial and residential properties
    - Resale value
  - Identify liability issues and solutions
  - Timeline for implementation broken into phases based on feasibility and funding.

- Goals for the next meeting
  - Complete Draft RFP
  - Identify rules for Bond Act spending
  - Identify timeline for Bond Act spending

- Next meeting to be announced for early January 2008

VHB Engineering, Surveying and Landscape Architecture, P.C.

Meeting Notes

Attendees:	Brian Schneider/Nassau County Dept. of Public Works Don Sioss /H2M Fran Gotcsik/Parks and Trails New York Helen Duffy/LIPA Representative Michael Vitti/Concerned Long Island Mountain Bikers (CLIMB) Michelle Somma/New York State Parks, Recreation and Historic Preservation Sam Berliner III/Motor Parkway Panel Denis Byrne/Motor Parkway Panel Donald Hohn/Nassau County Planning Rona Moyer/Nassau County Planning M. Paul Campagnola, Jef Fasser and Kathleen Ogden/VHB	Date/Time:	Monday, Nov. 9, 2009 1 pm.
		VHB Project	No:82065.08
Place:	Eisenhower Park, Administration Building	Re:	Long Island Motor Parkway Trailway
		Notes by:	Kathleen M. Ogden, RLA, LEED AP

The attendees gathered for a Kick-off Meeting for the Long Island Motor Parkway Trailway project. The purpose of this meeting was to review the project goals of developing a Master Plan for the Trailway and a Technical Design Report and construction of a Phase I section of the trail; and to gather relevant information that will be key to developing the Master Plan. The following is a summary of the items discussed.

Trailway Goals

1. A continuous pedestrian and bicycle route extending the full length of the historic Motor Parkway from the Queens to the Suffolk County border
2. The trailway will utilize the original Motor Parkway ROW wherever feasible and still in existence; as well as other public ROW's and on-road routes where necessary.
3. The trailway will be of a width (approximately 10') that is consistent with other developing trail networks in the County and suitable for the anticipated types and level of use.

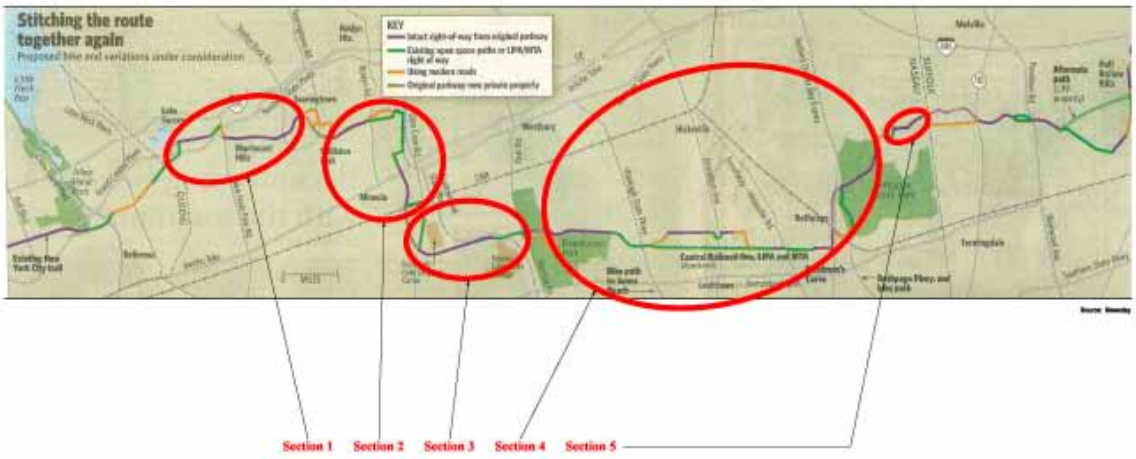
Relevant Information and Other Initiatives

1. A request was made to attendees that all relevant information to be forwarded to Paul Campagnola/VHB or through Brian Schneider/DPW.
2. Specifically, information was requested regarding property ownership, potential encroachments, rights-of-way, other initiatives for planned trails in Nassau County, and codes and standards for safety and trail design.

Historic Preservation

1. Many sections of the trailway were identified to have historic remnants of the original Motor Parkway. (See discussions below)
2. It was identified as a goal to preserve these remnants and provide interpretation and restoration where appropriate and feasible.
3. Additionally, there was an interest in identifying resources that may be utilized to recommend portions of the trailway for listing as historic places.

Key Issues and Opportunities – Attendees "walked" through the entire length of the trailway plans (see key plan for reference) and provided input and insight regarding locations, existing conditions and historic remnants. The following observations were noted:



Section 1

a) Lakeview Drive was identified as a potential on-road connection for the trail between Towers Country Club to the south-west and the existing trail behind Tanners Road to the north-east.
b) New Hyde Park Road was identified as an on-road connection for the next crossing to the east over Northern State Parkway.
c) There is a question of available ROW behind Executive Drive.
d) An underpass at Old Courthouse Road is an historic remnant of the original Motor Parkway that may be utilized or portions maintained as an interpretive opportunity.
e) A safe roadway crossing needs to be provided at Shelter Rock Road.

Section 2A

a) After following north on Shrub Hollow Road, the Original Motor Parkway alignment curves into Sugar Maple Drive which now private property. Alternative on-road connections need to be found in this area. Two alternatives were looked at:
    i. Sugar Maple Road through the local school property, McKinley Ave., Miles Ave./Wentworth Ave, to the existing fields that run along the Motor Parkway alignment again at Highway Drive.
    ii. IU Willets Road directly to Miles Ave./Wentworth Ave, to the existing fields that runs along the Motor Parkway alignment again at Highway Drive.
b) The trailway would then follow Motor Parkway (actual street name and actual original Motor Parkway pavement with asphalt overlay) east until it hits the railroad tracks at which a bridge will need to be constructed as an overpass.
c) As the trailway moves east it hits Wheatley Hills Golf Course. The original Motor Parkway continued through the golf course which is now private land. Alternative on-road routes where discussed:

i. Connections to Schoolhouse Lane north, IU Willets Road and then south along the Northern State Parkway to E. Williston Ave.
ii. Head south along Roslyn Road or Meritoria Drive/School Street to E. Williston Ave

d) Questions about the Right-of-Way exist at the intersection with Roselle Street (north of E. Jericho Turnpike).

Section 2B

a) Just north of East Jericho Tnpk. was identified as the possible location of an original Motor Parkway underpass.
b) The south-west corner at E. Jericho and Rudolf Drive is an open parcel which was the forecourt to the original Motor Parkway Lodge (still existing as a private residence at the end of Rudolf Road).
c) Questions about Right-of-Way exist at the intersection of Rudolf Road and Rudolf Drive.
d) The width of the Right-of-way east of Donna Road is questionable and Donna Road may be used as an on-road portion of the trailway.
e) A small width of the Water District parcel (south side of Raff Ave.) will be needed to connect back onto the original motor Parkway alignment.
f) A portion of concrete pavement from the original Motor Parkway exists east of Bruce Terrace.
g) The Motor Parkway alignment is identifiable between Westbury Ave. and the railroad tracks to the south. However the connection across the railroad tracks will be difficult due to the ROW conditions on the other side (south side). Alternative on-road routes may be necessary connecting east to Glen Cove Road.

Section 3

a) It is questionable whether or not the trailway can follow the original Motor Parkway alignment between the railroad tracks and Old Country Road to the south because of the restrictive physical presence of a parking deck (associated to retail buildings) and a parking lot (associated with multi-unit residential buildings).
b) The original Motor Parkway curved through a neighborhood east of Hemlock Park in Garden City. However most of the land is now private. On-road routes through this neighborhood or diverting along Glen Cover Road/Clinton Road are possibilities for the trailway.
c) The intersection of Glen Cove Road and Old Country Road was identified as one of the most dangerous to cross for pedestrians and cyclists.
d) At the corner of Glen Cove Road/Clinton Road and Vanderbilt Court exists the original Motor Parkway Superintendent's house (now a private residence) and an opportunity to re-join the original Motor Parkway alignment through the adjacent Water District property.
e) The Motor Parkway alignment is coincident with the LIPA easement east of Glen Cove Road/Clinton Road as it passes south of an existing detention pond.
f) The existing detention pond has been identified by Garden City as an opportunity for a loop trail which could be connected to the Motor Parkway Trailway as it passes between the detention pond and Stewart Little League Park to the south.
g) The original Motor Parkway is coincident with the Roosevelt Field Ring Road and South Street terminating at the east end in the Meadowbrook Parkway. The eastern section is navigable to the Merchant's Concourse and Stewart Avenue.

Section 4A

a) An on-road connection along Stewart Ave. seems reasonable between Meadowbrook Parkway and Eisenhower Park.
b) At Eisenhower Park the original Motor Parkway alignment went straight through the park. Safety issues exist with this alignment through an active golf course. However, an opportunity exists to merge the proposed Motor Parkway Trailway with the proposed Emerald (?) trail.

c) The proposed Emerald (?) trail will follow Korean's War Veteran's Memorial Drive/Merrick Road north to Old Country Road east to Salisbury Park Drive south.
d) As Salisbury Park Drive turns east again, the trailway would again be coincident with the original Motor Parkway.
e) Construction plans existing for the trailway along the northern edge of the golf course along Salisbury Park Drive.

Section 4A and 4B

a) At the intersection of N. Newbridge Road and Salisbury Park Drive the original Motor Parkway swept to the north to run eastward along the north side of Orchid Road and Polaris Drive. Several public parks and schools exist along this spine. However, a straight route can be found by utilizing the LIPA easement running directly east-west between Salisbury Park Drive and "Dead Man's Curve" at Seaford-Oyster Bay Expressway. It was noted that with LIPA route, trail extensions would be necessary to connect to the historic Motor Parkway alignment and public parks/schools to the north.
b) It was noted that the LIPA easement is heavily used by ATV's.
c) A sump exists on the east side of Stewart Ave. The trailway will need to navigate around the existing fences of this sump.

Section 4C

a) The historic Motor Parkway's "Dead Man's Curve" still exists on the west side of the Seaford-Oyster Bay Expressway. This is one of only two remaining "banks" of the Motor Parkway. The "banks" were the first concrete roads in super-elevation and were highlighted in Scientific America. It was noted that Dead Man's Curve is in need of restoration. There are areas where the subsurface has been undermined and the concrete needs rehabilitation. This was also identified as a good candidate for historic recognition.
b) The trailway can easily follow the historic Motor Parkway alignment between Dead Man's Curve and Central Ave.
c) It was suggested that an on-road connection along Central Ave. would be the safest route to connect to the existing Bethpage State Park bike path. The bike path diverges from the Motor Parkway alignment as it travel north through the park, but connects again at the north-west corner of the Bethpage State Park Golf Course.
d) Large sections of the original Motor Parkway are intact along the northern edge of the golf course and can be utilized for the trailway as it sweeps to the north at Old Bethpage.
e) Nassau Country DOT has plans for a Bethpage State Park Bike Path Extension in this area with adjacent parking.

Section 5

a) On-road connections will be necessary for the trailway to pass through the Old Bethpage neighborhood connecting to Round Swamp Road and/or Bethpage Sweet Hollow Road.
b) The original Motor Parkway alignment is largely intact between the intersection of Bethpage Sweet Hollow Road and Winding Road and the Suffolk County Line to the east – where the Motor Parkway alignment becomes obscured in existing sand and gravel operations.
c) This section of the Motor Parkway is historically significant as remnants of another "bank" are legible in the landscape and one of the original Motor Parkway bridges exists here.
d) Since it is not currently possible to connect to an existing trail in Suffolk County, it was proposed that the Nassau Country portion of the Motor Parkway Trailway end in a loop system with interpretive features highlighting the historic aspects in this area.

Legal Right of Way

1. The scope of this particular project includes identifying the ownership of the original Motor Parkway right-of-way as well as other parcels that will potentially be utilized for the trailway.
2. The scope of this work does not include detailed title searches of these parcels.
3. It is intended that the Phase I section of the trail will utilize County owned parcel(s) and County Right-of-Way, where ownership is clearly identified and therefore infrastructure improvements would be easily implementable.
4. It was suggested that an "Encroachment Plan" would be useful and that one may be available through the County Encroachment Committee, which is represented by the Nassau County Attorney's office, Nassau County Real Estate, Nassau County Public Works and the Nassau County Legislature.
5. It was noted that in many areas that are utilized by LIPA, - easements are in place to parcels owned by others (such as MTA) and not directly owned by LIPA. LIPA, however, is in support of a trailway within these easements as long as they are well coordinated with safety standards.
6. It was also noted that the MTA/LIRR railroad Right-of-Way and the Motor Parkway ROW's were never coincident.

Stakeholders

1. Several interested groups were present at this meeting and are identified under the above referenced attendees. A full list of additional stakeholders will be identified as part of this process.
2. It was agreed that a comprehensive list needs to be developed of the towns and villages through which the trailway will pass; as well as their current representatives.
3. As part of the Master Plan process a project web site will be developed for providing communication and information to all stakeholders, as well as the general public. More discussion on this item will be had at the next meeting.

Next Steps

1. Exchange information and ideas
2. Identify and contact all town's/village's representatives prior to field investigation, ie: Kevin Dunn at the Village of Williston Park
3. Obtain and insert missing aerial base information on plans
4. Overlay all existing property ownership information, wetlands and civic buildings
5. Field-investigation (coordinate access to LIPA easements)
6. Obtain information regarding the Emerald Trailway and other County trail projects in the area of the study limits (Brian Schneider)
7. Obtain LIPA Safety Standards specific to trailways
8. Next meeting is anticipated to be scheduled for mid December.

VHB Engineering, Surveying and Landscape Architecture, P.C.

Meeting Notes

Attendees:	Brian Schneider/Nassau County Dept. of Public Works Don Sioss /H2M Helen Duffy/LIPA Representative Linda Biancielli/LIPA Representative Michael Vitti/Concerned Long Island Mountain Bikers (CLIMB) Michelle Somma/New York State Parks Recreation and Historic Preservation Lanny Wexler/NYSDOT Bicycle Group William Mausling/NYS OPRHP Sam Berliner III/Motor Parkway Panel Denis Byrne/Motor Parkway Panel Howard Kroplick/Motor Parkway Panel Donald Hohn/Nassau County Planning M. Paul Campagnola, Bill DeSantis, Ryan Winter and Kathleen Ogden/VHB	Date/Time:	Thursday, January 14, 2010 1 pm.
		VHB Project	No:28100.00
Place:	Eisenhower Park, Administration Building	Re:	Long Island Motor Parkway Trailway
		Notes by:	Ryan M. Winter

The attendees gathered for a Working Group Meeting for the Long Island Motor Parkway Trailway project. The purpose of this meeting was to review the progress made by VHB to this point with regard to the Master Plan. The purpose of the meeting was to present the findings from the Field Investigation and inform the stakeholders of strategies going forward for design and criteria for selecting both trail location and Phase I location. The following is a summary of the items discussed.

Project Status and Meeting Goals (Paul)

- Paul outlined the purpose and agenda for the meeting
- Paul noted that the primary goal of the meeting was to gain feedback from the stakeholders for the information that was being presented.
- Paul asked that they consider possible adjustments to the current LIMP logo.
- VHB is still in the process of collecting data necessary to complete the analysis of at-grade crossing conditions (traffic volumes, accident records, speed limits, etc.).

Present Site Investigation Findings and Analysis (Kathleen)

- Referring to the Site Analysis Legend, Kathleen presented the primary elements of the analysis: original LIMP route; LIMP remnants; potential trail alignments; existing traffic signals; potential existing weltands; existing steep slopes; community destinations; ownership considerations and potential connections to other trails.
- Howard/MPP has concerns about his impression that there will be a lack of support in various areas of the proposed trail alternatives. VHB acknowledged the legitimacy that this

may be a concern and it will be taken into consideration when choosing the final trail alignment.

- Kathleen briefly presented all sheets with a short summary of proposed trail route and major findings. Specific comments included:
- Sheet 2/8 - Howard/MPP notes that the demolished bridge over the LIRR near the pool in Mineola existed until the 1970s and was taken down because of teenagers trespassing on the bridge.
- Linda/LIPA stated that LIPA owns approx. 1.5 mile stretch of ROW in New Hyde Park Road vicinity and believes most, if not remainder of property labeled Long Is. Lighting is actually easements with other owners (LIPA to verify).
- Sheet 4/8 - Sam/MPP noted that Village of Garden City is proposing a loop trail around sump near Roosevelt Field which will incorporate existing LIMP trail at south side of sump. Additionally, he believes it possible to connect to Clinton Road through woods behind water district property if necessary.
- Sam & Howard/MPP noted that the house just south of LIMP on Vanderbilt Court at Clinton Road is the site of old General Manager's Office/Home and the Garden City Toll House.
- Sheet 6/8 - Lanny/NYSDOT will look into obtaining a copy of the Wantagh Parkway Trail for potential connections to LIMP Trailway.
- Howard/MPP noted that the original Grandstands and Press box for LIMP were located north of Orchid Road on currently open field parcels (privately owned?). It is Haward's opinion that residents adjacent to these parcels are 100% in support of any sort of green use on these parcels and have been rejecting current parcel owner's attempts at residential development on those sites.
- Linda/LIPA is confident that MTA had original ownership of LIPA ROW in Levittown area, and suggested that is still the case but LIPA will investigate.
- Brian/DPW & Howard/MPP agree that VHB should make attempt to keep the trail near original ROW when possible, specifically regarding area near Grandstands/Press boxes. VHB will investigate the feasibility of relocating the proposed trail in that location (off LIPA ROW) to follow more closely the original LIMP route in Levittown.
- Sheet 7/8 – Concerns were expressed of possible encroachments by private residence on the ROW in vicinity of Dead Man's Curve. VHB will investigate this and see if it is an issue.
- Sam/MPP stated that there is significant undercutting of existing Dead Man's Curve that needs to be restored ASAP before further damage is incurred (also for bridge on Bethpage Restoration property). Sam mentioned the possibility of having the location registered as a historical engineering landmark.
- Sheet 8/8 - Lanny/NYSDOT will look into obtaining copy of the Bethpage Bikeway mapping for potential connection to LIMP Trailway.
- Howard/MPP offers that he has possession of survey maps of LIMP in Bethpage Restoration for use by VHB if needed.

ACTION ITEMS:

1. Update/revise Original LIMP line to more accurately reflect historic route. – Action by VHB
2. Update notes on historic remants from input given at meeting – Action by VHB
3. Verify parcels owned by LIPA and for which LIPA has easements – Action by LIPA
4. Provide map of proposed Wantagh Parkway trail and Bethpage Bikeway extension to VHB – Action by Lanny/NYSDOT
5. Add additional nearby trail plans (garden City and Wantagh Parkway) to plans for potential connections to LIMP Trailway – Action by VHB
6. Confirm encroachments at Dead Man's Curve – Action by VHB
7. Provide scanned copies of original LIMP to VHB – Action by Howard/MPP

Trail Design Criteria (Bill)

- Bill gave a brief review of proposed Trail Design Criteria. VHB proposed setting a standard for design for use throughout the project which would adhere to ADA, AASHTO, and NYSDOT standards.
- Brian/DPW was concerned that these design parameters would preclude other creative solutions, but Bill/VHB commented that there can be acceptable circumstances where exceptions are made with good engineering judgment.
- Howard/MPP stated that he fears the entire LIMP Trailway will not get built as discussed in the meetings. However, the purpose of this project is to establish a Master Plan with a vision that will guide future stages of this project and provide direction for implementation, in terms of design standards and route locations. The Master Plan acts as a foundation for future design stages of the project.
- Linda & Helen/LIPA expressed concerns about liabilities on LIPA ROW and LIPA easements. Paul/VHB asks them if they can share the specific solutions from a similar LIPA easement agreement for trail with Suffolk County in Port Jefferson. That may aide negotiations with this project. Linda & Helen were unsure if they can share that information but they will investigate.

ACTION ITEMS:

1. Review Trail Design Criteria and provide direction on standards to which it will be designed. – Action by Working Group

Trail Alternatives (Kathleen)

Evaluation Criteria

- Kathleen/VHB presented the rating system with which to analyze various criteria for determining which of the presented alternatives will be chosen. A sample ratings sheet shows various categories that VHB developed along with a rating system for each category.
- Attendees were asked to review/analyze the rating system that VHB produced and adjust it as they saw fit and to send their thoughts and ideas to Paul/VHB via email.
- Howard/MPP suggested that "potential community support" be added to the criteria. This criterion shall be incorporated into the Evaluation.
- Similar evaluation criterion could also be used to make decisions regarding the location of Phase I Design.

Evaluations

- Kathleen/VHB briefly reviewed results of VHB's ratings criteria for the various Trail Alternatives.
- Sam/MPP commented that LIMP originally followed Oxford Road through a town park and private residences to Round Swamp Road east of Bethpage State Park. VHB map does not show existing LIMP in this vicinity.
- Sam/MPP stated that LIMP originally followed behind houses on north side of Sugar Maple Drive and also abutted I U Willets near Herrick's School driveway.
- It was mentioned that for additional funding of the project, going through school properties could result in Safe Routes to School grants.

ACTION ITEMS:

1. Review and Rate Trail Alternatives using Criteria and Evaluation sheets provided; send evaluations to Paul/VHB – Action by Working Group
2. Incorporate Potential Community Support (i.e. number/type of abutters) into Evaluation Criteria – Action by VHB
3. Update/revise Original LIMP line to more accurately reflect historic route. – Action by VHB

Phase One Site Possibilities (Kathleen)

- Kathleen/VHB discussed that VHB is still collecting data to help determine where the preferable location for the Phase I design would be.
- Some stakeholder expressed fears that the new trail may be irrelevant if it goes nowhere.
- There was strong support from various attendees that Phase I should involve connections to existing or proposed trails (i.e. Bethpage, Wantagh, or Emerald Ribbon).
- Kathleen/VHB discussed the benefits of a Phase I area with historic remnants being attractive for potential users, but also the challenge that having historic remnants be costly to restore and maintain. The budget for Phase I is limited so it should be a relatively short and easily implementable section.
- Bill/VHB mentioned that in similar projects the trail section that is easiest to build quickly and has local support usually includes areas on public land and no ROW or easement issues.
- Howard/MPP expressed that the Bethpage section may be good for Phase I because of connections to Bethpage Bikeway. A trail in that vicinity would have no ROW conflicts. Others mentioned connections to Emerald Ribbon Trail, however since trail follows along Emerald Ribbon for entire length of where we would propose work, the trail may lack identity with LIMP.
- The importance of the Phase I design location selection will be critical for the future of the remaining sections. If the response is positive, there may be a push for more funding and additional design.
- Brian/DPW wants to keep the design of Phase I concurrent with finalizing the Master Plan. Once decision is made on where Phase I is to be, there will not be an opportunity to revisit the decision.

ACTION ITEMS:

1. Develop list/map of potential Phase One locations to present at the next meeting – by VHB.

Information Gathering (Kathleen)

- Kathleen/VHB mentioned that data is still being compiled for accident rates, traffic volumes and other factors that will effect master plan decisions.
- All ROW data to this point has been acquired using Nassau County GIS mapping. Additional data and research will be necessary to identify easements and lease agreements not available on the GIS database.
- Kathleen/VHB mentioned that if any attendees have resources for additional information that may be useful to inform VHB of the availability of that data.

ACION ITEMS:

1. Develop traffic information for proposed trail locations – by VHB

LIMP Trailway Logo (Kathleen)

- Kathleen/VHB offered that if anyone had any comments or ideas for altering the current LIMP logo to chime in. The logo should be simple yet reflect the LIMP.
- Sam/MPP noted that he'd like to see the logo changed slightly and would develop a sketch of an auto which formerly traveled the original LIMP and send it to VHB.

NEXT STEPS

- Next meeting is scheduled for Wednesday, February 3, 2010 at 1pm in the Eisenhower Park Administration Building.
- Focus of the next meeting is to choose the MP Trail Alignment meeting and finalize location for Phase I.

VHB Engineering, Surveying and Landscape Architecture, P.C.

Meeting Notes

Attendees:	Brian Schneider/Nassau County Dept. of Public Works Don Sioss /H2M Michael Vitti/Concerned Long Island Mountain Bikers (CLIMB) Michelle Somma/New York State Parks Recreation and Historic Preservation Lanny Wexler/NYSDOT Bicycle Group William Mausling/NYS OPRHP Denis Byrne/Motor Parkway Panel Howard Kroplick/Motor Parkway Panel M. Paul Campagnola, Bill DeSantis, Ryan Winter and Kathleen Ogden/VHB	Date/Time:	Wednesday, February 3, 2010 1 pm.
		VHB Project	No:28100.00
Place:	Eisenhower Park, Administration Building	Re:	Long Island Motor Parkway Trailway
		Notes by:	Ryan M. Winter

The attendees gathered for a Second Working Group Meeting for the Long Island Motor Parkway Trailway project. The purpose of this meeting was to review the trail design criteria based on direction given from the stakeholders, come to some conclusions regarding various trail alternatives, and to evaluate Phase I site location options.. The following is a summary of the items discussed.

Project Status and Meeting Goals (Paul)

- Paul outlined the purpose and agenda for the meeting
- Paul noted that the primary goal of the meeting was to reach an agreement on the various trail alternatives and to leave with a good idea of where the Phase I location would be.
- VHB is still in the process of collecting data necessary to complete the analysis of at-grade crossing conditions (traffic volumes, accident records, speed limits, etc.).

Trail Design Criteria (Kathleen)

- Discussion opened up by Kathleen/VHB to get any additional input on Design Criteria than was already received. Group gave minimal response resulting in Kathleen asking for approval of what VHB had developed as the guidelines. There were no objections.
- Lanny/NYSDOT states that the Wantagh Parkway Trailway is planned to connect to Emerald Ribbon Trail along Salisbury Park Drive.
- Lanny/NYSDOT mentions that in Jo Ann Drive neighborhood in Bethpage there has recently been a string of robberies and that residents are unhappy about proposed Bethpage Trailway within Bethpage St. Pk. adjacent to the neighborhood. As a result DOT has put up additional fencing along trailway. Says that residents will most likely be heavily opposed to trailway through neighborhood.
- Mike/CLIMB mentions that Long Island Motorized Transportation Plan, 10 years ago, mentions the LIMP as potential trailway.

- Brian/NCDPW makes some statements to the group regarding remnant areas that are in need of repair. States that it is important to develop a list of sites in need of restoration or preservation so that monies can be allocated by Environmental Bond Act funds even if trail is not built immediately in that segment. Along with identifying the restoration areas, the completion of the master plan is most critical in order to begin attempts at creating funds to put towards the remainder of the project. The master plan is a vision document meant to show a plan and allow for money to be allocated more readily.
- Topic of master plan and the feasibility of successfully achieving all goals of the plan are brought up again. Idea of "vision" and guide for future design segments of the project.
- Mike/CLIMB asks if VHB and rest of the group have considered who the users of the trailway will be. He mentions CMAQ as potential funding for trailway as a multi-modal use when connected to a rail station. Lanny/NYSDOT states that the project needs to show a reduction in VMT to get this funding.
- Safe Routes to School funding also brought up as potential source of income as the trailway is proposed to run near various schools.
- Howard/MPP, going back to trailway users, references Queens segment of Motor Parkway trailway and how it is used for many purposes.
- Discussion of perhaps using the LIMP's proximity to other transportation hubs, including possible connection(s) with LIRR.
- Lanny/NYSDOT mentions Washington & Old Dominion Railroad Trail (W&OD Trail) for getting ideas.

ACTION ITEMS:

1. Review copy of Long Island Motorized Transportation Plan – Action by VHB

Trail Alternatives (Kathleen)

- Kathleen/VHB opens discussion on deciding upon various alternatives throughout the trailway.
- Carriage Road Alternatives
    - Howard/MPP notes that there are more remnants in Carriage Road section than is shown on the board. More remnant stars to be added in this vicinity.
    - Concerns of NIMBYism with houses along Carriage Road behind proposed yellow alternative.
    - Counter argument that NIMBYism could be also present with regard to green alternative.
    - Brian/NCDPW suggests getting local legislator on board with project to feel out local support or lack thereof. Make residents feel they are a part of process.
    - All support yellow alternative, however, green is to remain as possible alternate.
    - Preferable to stay off-road whenever possible.

- To west of Carriage Road Alternatives, Great Neck South Schools in favor (most likely) of trail through their property. Exist. LIMP already used in that location for walking and is open to public.
- Question raised about making western terminus of LIMP trailway at Lakeville Road, rather than extend down Marcus Avenue to County line.
- Paul/VHB mentions possible Intermodal connection with LIJ Hospital on Marcus Avenue. The hospital is proposing to add park and ride facilities and have MTA bus circulation on site. Tying into this could lead to additional funding with CMAQ.
- Brian/NCDPW suggests development of a Memorandum of Understanding regarding trailway access, maintenance and commitment to trailway for all involved parties, specifically municipalities and affected property owners rather than individual agreements with every

agency and/or group. The memo would not include a commitment to supply funding for the trailway.

- Sugar Maple Drive Alternatives
    - Herricks High School possible safe route to school and allows connection between it and Great Neck South Schools. However, it was mentioned that Herricks High School is not all that interested in having trailway run through their property.
    - Sugar Maple Drive is closest to existing alignment, however for simplicity, having trailway on-road down Reed may be preferable.
    - Brian/NCDPW mentions that at Herricks Pond there are plans for bus turn-around, walking trail around pond, and a amphitheater type setting adjacent to the pond and connection to nearby Shelter Rock Library. This location could be a possible tie-in for LIMP Trailway. Cross Shelter Rock Road at signal with Herricks Road to access Herricks Pond.
    - Final decision favors Reed and Sugar Maple Drive to Shelter Rock Road across to Herricks Pond and up to Shelter Rock Library, connecting with William Street.
- Golf Course Alternatives
    - LIMP Toll House (Balducci) on s/w/c of LIMP and Roslyn Road.
    - Potential Pre-fab bridge over LIRR to connect with town pool, abutment is already in place. This would allow connection for neighborhood east of RR tracks to pool.
    - Existing abutment for LIMP and Roslyn Road still standing on west side of Roslyn Road.
    - Mike/CLIMB states, and all agree, that Roslyn Road will need some significant upgrades to allow for trailway, there are currently minimal shoulders, narrow lanes, and no sidewalks.
    - Mike/CLIMB despite the negatives along Roslyn Road, favors the blue alternative which heads down Roslyn Road to Hillside Avenue. He expresses concerns over crossing the roadway at unsignalized locations since there is high volume and speeds along Roslyn Road.
    - Group agrees that green and purple alignments are undesirable and impossible to achieve respectively.
    - Blue alternative is the favored selection with yellow as an alternate. Major concerns of NIMBYism through neighborhood on yellow alternative.
    - Question arises regarding the existing width of pavement and ROW for Roslyn Road and potential for improvements without ROW takings or significant grading.
    - Possible signal warrant at North Side School for yellow alternative? Paul/VHB expresses doubt in obtaining warrant at that location.
    - Final decision favors blue alternative with yellow as alternate.
- Old Country Road Alternatives
    - Highest preference was yellow alternative but green alternative is a potential long-term goal.
    - Concern for NIMBYism on yellow alternative south of Old Country Road.
    - Michelle/NYSParks suggests private donations or ability for tax write-offs or similar agreements to enable trail to use private property. This was in reference to green alternative north of Old Country Road, currently shown as using private lands.
    - Howard/MPP states that originally LIMP crossed under Old Country Road (OCR). Remnants of depressed roadway on n/s of Old Country Road on private property show LIMP pillars in descending height towards OCR.
    - North of OCR, green alternative is a vision, yellow is more realistic but less than ideal because of circuitous route and long stretch along OCR. Alternatives using Glen Cove Road were ruled out. South of OCR, using wide ROW on e/s of Clinton Road favored to on-road residential trail. Only negative is OCR/Glen Cove Road intersection, however it seems unavoidable.

- Stewart Avenue Alternatives
    - Howard/MPP states that the blue alternative is open, and no pavement remains.
    - Mike/CLIMB supports connection to Emerald Trail rather than try to deal with Stewart Avenue.
    - Purple and pink alternatives using Zeckendorf Boulevard not supported by the group.
    - Lanny/NYSDOT says there is no possibility to pass through Eisenhower Park to cut off long loop around it. DOT investigated this possibility when developing Wantagh Bike Trail on Salisbury Park Drive.
    - Michelle/NYSParks suggests a spur be provided from the LIMP Trailway to Roosevelt Field Mall along with bike racks at the mall so that trail users may safely traverse the Mall Ring Roads and parking lots.
    - Preferred alternative agreed to be green to orange. The Blue alternative, although not physically impossible, would be difficult especially without any significant changes to Stewart Avenue/Merchants Concourse intersection. Suggest keeping the blue alternative as a potential alternate.
    - Suggested to include Hempstead Plains preserve and Nassau Community College as trailway destinations.
- Bethpage Alternatives
    - Mike/CLIMB prefers yellow alternate because it is the easiest and has an existing traffic signal at Round Swamp Road.
    - Discussion again brought up on possible NIMBYism in the Jo Ann Drive neighborhood due to recent robberies and the poor reception of the proposed Bethpage Bikeway in Bethpage State Park adjacent to the neighborhood. Some feel that sentiments may change once the Bethpage Bikeway is built and in-use.
    - Yellow alternative is the agreed preferred alternative. Minimal value seen in winding through the neighborhood up to the town park.
- Levittown Alternatives
    - Howard/MPP mentions favorable resident support.
    - Josado properties may be open for purchase by Nassau County. These parcels are only privately owned open parcels along the Orchid Road corridor.
    - LI Aviation club on north side of eastern ballfield e/o Jerusalem.
    - Brian/NCDPW will look into Josado's interest in selling with County Real Estate office
    - Group agrees that loop be created using LIPA ROW and Orchid Road corridor.
    - Old Central RR Station site e/o Division Avenue along LIPA ROW.

<u>ACTION ITEMS:</u>

1. Update/Revise plan to show additional remnants in Carriage Road section. – Action by VHB
2. Update/Revise plans to remove undesirable and/or unrealistic alternatives. – Action by VHB
3. Explore option of developing Memorandum of Understanding for project. – Action by VHB/NCDPW
4. Investigate Roslyn Road ROW and pavement width, potential for improvements. – Action by VHB
5. Incorporate spur route to Roosevelt Field. – Action by VHB
6. Explore purchase potential of Josado properties in Levittown. – Action by Brian/NCDPW
7. Revise plan to show Levittown loop. – Action by VHB

Phase One Site Options (Kathleen)

- Paul/VHB states that it costs an estimated $500,000 to $700,000 per mile to build an off-road trailway and that given this information, a plan on how to utilize available funding for Phase I needs to be identified.

- Paul/VHB recommends to the group that a "demonstration" section of trailway, roughly 800 feet in length, be constructed along with the erection of various interpretive signs and trail blazer signs acknowledging the original alignment of the LIMP throughout Nassau County.
- Paul/VHB suggests that the demonstration section of trailway could be east of Willis Avenue towards the town pool. This section of the road has already been well preserved. The group doesn't love the idea saying that how much improvement can be made to that existing area given the funds allocated.
- Howard/MPP supports the demonstration section option for Phase I but doubtful about the Willis Avenue location; suggests Dead Man's Curve or Levittown's Orchid Road area.
- Group expresses that Dead Man's Curve is desirable in order to preserve what is remaining before more deterioration occurs.
- Discussion ensues on definition of Preservation, rather than restoration or renovation. Specifically in reference to Dead Man's Curve, Kathleen/VHB states that preservation would include possible fencing around the existing roadway section, removal of trees and other intrusive plants, and stabilization of soil behind and beneath the roadway. Not any sort of improvements to pavement or concrete.
- Idea of demonstration section at Dead Man's Curve garners concern of isolation which could lead to vandalism, lack of visibility for public to see it/use it, and potential overall negative reaction to opening phase of LIMP Trailway Project. If used, a Neighborhood Watch group would need to be set up and the residents adjacent to Dead Man's Curve would need to keep an eye on the segment.
- Mike/CLIMB suggests using stone pathway for demonstration section to potentially increase the length of the section. Paul/MPP states that using stone would not significantly reduce construction costs.
- Michelle/NYSParks cautions about using trail blazing signs as advertising for "future trail". Kathleen/VHB suggests use of landmark signs rather than trail blazing signs.
- Bill/VHB comments that with regard to the interpretive signs, VHB can/will spec out the sign structure and "look", however it will be the onus of the stakeholder group to develop text and images for each sign.
- Concerns of vandalism regarding the interpretive signs, suggestions to keep signs in lighted, busy areas to reduce chance of defacement.
- Mike/CLIMB recommends Fossil Industries as a reliable Long Island based sign company.
- Brian/NCDPW to inquire with Town of Oyster Bay (Bob Dwyer) regarding the status of the Dead Man's Curve property. The Town owns the land, according to GIS data. Potentially perhaps the Town could fund preservation of the Dead Man's Curve and the LIMP monies could be used for the demonstration segment in Levittown (Orchid Road). Also potential to reach out to King Kullen, adjacent to Dead Man's Curve property, to assist in funding for preservation.
- Suggestion made to develop a non-profit group for LIMP Trailway as a way to more efficiently and effectively gather funds from private sources. Example used of Central Park Conservancy to assemble funds to make various improvements to Central Park in NYC.
- Michelle/NYSParks suggests in addition to possible funding from King Kullen for Dead Man's Curve, perhaps a local health insurance company would sponsor a section of trailway preservation or construction with acknowledgement on a interpretive sign.

ACTION ITEMS:

1. Identify interpretive sign design project wide. – Action by VHB
2. Contact Town of Oyster Bay regarding future plans for Dead Man's Curve property, potential for Town to fund preservation. – Action by Brian/NCDPW

Information Gathering (Kathleen)

- Lanny/NYSDOT has copy of proposed Wantagh Parkway Trailway to connect with Emerald Ribbon Trail and also has copy of proposed Bethpage Bikeway extension continuing north through Bethpage State Park.
- Paul/VHB mentions that the Motor Parkway website is being developed and will be up and running in the coming months.

LIMP Trailway Logo (Kathleen)

- Kathleen/VHB offered that if anyone had any comments or ideas for altering the current LIMP logo to chime in. The logo should be simple yet reflect the LIMP.
- Suggestion is made that "Long Island Motor Parkway Trailway" be shortened to "Motor Parkway Trailway". Howard/MPP suggests that most Long Island residents know the old roadway as the Motor Parkway.

NEXT STEPS

- No date set for next meeting, but will reconvene in approximately one month.
- Focus of the next meeting is to update on the progress of the Draft Master Plan and the Draft Design Report.

VHB Engineering, Surveying and Landscape Architecture, P.C.

Meeting Notes

Attendees:	Brian Schneider/Nassau County Dept. of Public Works Donald Hohn/ Nassau County Planning Don Sioss /H2M Michael Vitti/Concerned Long Island Mountain Bikers (CLIMB) Michelle Somma/New York State Parks Recreation and Historic Preservation Lanny Wexler/NYSDOT Bicycle Group William Mausling/NYS OPRHP Howard Kroplick/Motor Parkway Panel Richard Schary/ O.S.P.A.C. Lisa Schary/ LI Greenbelt Conference Robert A. Miller/ Friends of Cunningham Tracy Burgess Levy/ LIPA S. Berliner, III/ Motor Parkway Panel M. Paul Campagnola, Kathleen Ogden and Jennifer Visone/VHB	Date/Time:	Wednesday, March 31, 2010 1 pm.
		VHB Project No:	28100.00
Place:	Eisenhower Park, Administration Building	Re:	Long Island Motor Parkway Trailway
		Notes by:	Jennifer L. Visone

The attendees gathered for a Fourth Working Group Meeting for the Long Island Motor Parkway Trailway project. The purpose of this meeting was to make final determinations regarding the trail alignment, logo, website location, and the Phase One demonstration area. The following is a summary of the items discussed:

Web Site Progress

- Still uncertain where it will be posted
  - IT contact information to be provided by Brian Schneider (NCDPW)
- Need to brainstorm ways to advertise website
- Contact person for people who view website and have questions and/or comments should be Brian Schneider (NCDPW) and Paul Campagnola (VHB)
- Meeting minutes will be posted on website
- Project website should be linked to Howard and Sam's website

Project Name, Logo, and Goals & Objectives

- Names for website and public meeting information were suggested including: (1) Long Island Motor Parkway Trailway, (2) Motor Parkway Trailway, (3) Motor Parkway Trails, and (4) LI Motor Parkway Trail
  - Concerns were expressed that the name could be confused with Motor Parkway in Suffolk County

    - Project name decided on is LI Motor Parkway Trail → requires a global change of "trailway" to "trail" on all project documents
- Logo alternatives were presented. The following summarizes the group's comments/concerns:
    - Car in logo suggests that motor vehicles can use the trail
    - Similarly, website photos should not emphasize that it was a raceway for Vanderbilt Cups rather use photos showing passenger cars on the parkway
    - Omit race car from logo all together
    - Consensus agreed that cyclist should be in profile
- Question was raised as to whether a brochure containing project information such as historical facts, promoting family use, etc. is being prepared. It was dedicated that this would not be done at this stage.
- The Goals & Objectives of the project were reviewed. The following suggestions were made:
    - Promote civic & cultural (i.e. parks, museums, libraries, etc.)
    - Pluralize modes of transportation
    - Mention health benefits (i.e. exercise)
    - Transmit Goals & Objectives to Committee/Attendees for thorough review

Master Plan Progress

- Plans of trail alignment were presented (8 sheets) – 27 miles beginning at Great Neck Schools (western end)
- Suggestion was made to elevate signs to avoid vandalism
- Differences between trail head and access point were explained
    - Trail head is a place with designated trail parking, benches, information kiosk, trail access, etc.
    - Access point is access to the trail without amenities.
- Hiking and biking experts should project usage of trail and compare to VHB's level of use calculations
- Suggestions were made regarding street crossings as follows:
    - Put street names on crossings
    - Consider flexible lane separators
    - Avoid using bollards because dangerous for bicyclists
    - Suggestion made to fence off entrances to trail
    - Clear views are necessary per Section 1151 of Vehicle & Traffic Law
    - Safety studies show that motorist should stop for trail users
    - VHB says that no stop signs for trail users/cyclists because its more dangerous for them to stop
    - Add sign "Vehicles required to stop for pedestrians in crosswalk"
    - Check Bethpage Bikeway – strobe lights flashing yellow on the road
    - Consider speed tables on low volume roads for traffic calming
    - Use plastic pylons to block motor vehicles from accessing trail
- Maintenance of trail
    - Nassau County will only maintain locations that they own
    - Civic association adopted trail in Port Jeff
    - Canalway Trail – good experience with adopt a trail program and ambassadors program (i.e. help people utilizing the trail as needed – volunteers to patrol the trail)
    - Include maintenance objectives in the Master Plan regardless of who will maintain it
- LIPA & MTA ownership conflicts (Levittown) → Tracy Burgess of LIPA will assist
- Typical cross-sections were presented.
    - Minimum clearing and grading – check & revise figures
    - Cost of wider trail not feasible since minimum LIMP trail width = 16 feet
    - 5 feet minimum width sidewalks with ADA standards

    - Provide Brian Schneider (NCDPW) with a breakdown of the trail by land type
- Suggestion was made to incorporate a parallel footpath separate from the bike path – open as a natural surface trail alternative and open to the public prior to the paved bike path
- Mileage/Distance markers were suggested
    - Good for locating in the event of an emergency
- Stress safety
- Locate stables near trail
- Open Space & Recreation Trust Fund - $ is available; does not preclude construction of trails

Phase One

- Signs
    - Trail blazer signs
    - Historic makers (no trail there now)
    - Interpretive signs
    - Per NYSDOT guidelines, historic signs do not have to mimic the Department of Education guidelines
    - Suggestion was made to hold public contest to design the logo for the Trail Identifier Signs → not preferred
    - Since signage is part of Phase One, the branding exercise needs to be done ASAP
    - Levittown Signage & Demo ≈ $100/LF
- Preference that Phase One location be further west and on County property to reduce conflict and increase community support
- Brian Schneider says it's ok to do TDR if we use the section on County parcels as Phase One.
- Need to identify legislators and other grant $
    - Daniel Lescrado and Congressman Bishop helped with Port Jeff/Wading River Trail
    - Supervisor Vinditto of Town of Oyster Bay has been contacted to see if they want to team up to stabilize Dead Man's Curve and leave remnants with interpretative signing that discusses the history

VHB Engineering, Surveying and Landscape Architecture, P.C.

Meeting Notes

Attendees:	Brian Schneider/Nassau County Dept. of Public Works Don Sioss /H2M Helen Duffy/LIPA Donald Hohn/Nassau County Planning Dept. Lisa Schary/L.I. Greenbelt Trail Conference Richard Schary/Friends of Massapequa Preserve Fran Gotscik/Parks & Trails New York Sam Berliner,III/Motor Parkway Panel Denis Byrne/Motor Parkway Panel Howard Kroplick/Motor Parkway Panel M. Paul Campagnola, Bob Brown, Ryan Winter and Kathleen Ogden/VHB	Date/Time:	Wednesday, May 19, 2010 1 pm.
		VHB Project	No:28100.00
Place:	Eisenhower Park, Administration Building	Re:	Long Island Motor Parkway Trail
		Notes by:	Ryan M. Winter

The attendees gathered for a Fifth Working Group Meeting for the Long Island Motor Parkway Trail project. The purpose of this meeting was to summarize the progress made since the last meeting, specifically regarding the Master Plan Report and Phase One. Also, VHB wanted reaction and comments to the draft Master Plan report which was distributed to the group via email prior to the meeting. The following is a summary of the items discussed.

Project Status and Meeting Goals (Paul)

- Paul outlined the purpose and agenda for the meeting
- Paul noted that the primary goal of the meeting was to receive group comments on the draft report from the group.

Logo and Website Development (Kathleen)

- Brian/NCDPW states that the website will be hosted by the Nassau County Planning Commission through Don Hohn.
- Discussion opened up by Kathleen/VHB to get any additional input on the report logo. She stated that this logo is for the report only, not any signage.
- Lisa/LIGTC suggests putting the figures closer together rather than having all the space in between the people.

Master Plan Progress (Kathleen)

- Kathleen/VHB opens discussion on reaction and comments to the draft Master Plan document distributed before the meeting.
- Brian/NCDPW states that the layout is clean and concise while containing a lot of information and overall he has no layout complaints.

- Lisa/LIGTC comments that an Executive Summary should be included as part of the report; the summary has yet to be produced but will be included in final document.
- Richard/FMP passes out letter from resident using Massapequa Preserve bike path concerned with interaction of bikers and pedestrian on crowded path create possibility of collisions.
- Denis/MPP states that additional treatment of crowded trails could be "Share the Trail" signs, as used in Caumsett State Park.
- Helen/LIPA states that shared use should include authorized vehicles.
- Howard/MPP states that the "Trailway" wording needs to be eliminated from the master plan and replaced with "Trail". Kathleen acknowledges that task has not been completed as of yet, but will be.
- Kathleen reviews Table of Contents with the group and asks for comments. Additionally Kathleen asked if it would be allowable to produce the Appendix in limited hard copies so as to save on cost of printing and document size. Brian/NCDPW says that making the copies available online through a website upon completion will be sufficient.
- Lisa/LIGTC expresses concerns that various municipalities along trail route will want to have their own input into the master plan.
- Helen/LIPA adds that an MOU (Memorandum of Understanding) would need to be adopted and agreed upon by all the effected municipalities and public entities.
- Richard/FMP references the Green Leaf Trail in the Town of Islip and states that the proposed trail there goes behind private properties and has caused strong opposition by a political figure in the area preventing completion of the project.
- Richard/FMP continues that the proposed Master Plan for the LIMPT project would, upon its release to the public, allow for opponents to organize opposition.
- Paul states that the MOU will help prevent such opposition by garnering support of political figures for the project when the project is first released to the public however is not naïve to the fact that there will be some opposition.
- Denis/MPP states that people will argue and debate the project however, eventually people will support it.
- Howard/MPP suggests in the Master Plan that the project be developed in phases and that it get marketed this way. Since funding will not be available for the entire length anyway, this tactic will present a more realistic progression for the project.
- Lisa/LIGTC suggests funds from hotel tax money if feasible.
- Fran/PTNY states that the report is well done and organized. Fran acknowledges Richard's and Lisa's concerns about making the master plan document open to the public however states that it is a public document.
- Howard/MPP likes the idea of the interpretive signs to be included in Phase I and references the website he linked in an email prior to the meeting which identifies historic locations along the trail which could be identified.
- Kathleen states that Howard's locations need to be checked against the proposed trail alignment to identify which, if any, locations Howard identified are outside the proposed alignment.
- Howard/MPP specifically mentions the ground breaking site, just to the east of the proposed Phase I build site, to have an interpretive sign.

Phase One (Kathleen)

- Kathleen/VHB opens up discussion for the group support for the proposed Phase I idea of interpretive signs throughout and demonstration section in Levittown off Pintail.
- Denis/MPP suggests reclaiming the old asphalt on-site and using it for the subbase of the proposed trail in the demonstration project area.

- The group expresses some concern over the cost of interpretive signs and suggests attempting to find cheaper alternatives, preferably a local company, such as Fossil Industries.
- Kathleen states that Fossil will be looked into as an alternative and costs will be obtained from other vendors.
- Fran/PTNY adds that we should see what Fossil has to offer for the project as well.
- Lisa/LIGTC suggests contacting Nancy Solomon who did the sign options for the Heritage Trail.
- Brian/NCDPW adds that another possibility could be to reach out to petroleum and tire companies to make a donation for the project promoting alternative transportation.
- Sam/MPP proposes black & white signs rather than full color to save on cost.
- Brian/NCDPW agrees that a compromise in black & white and color signs to get the cost within budget is a good idea.
- Howard/MPP adds that he also supports the idea of black & white signs, especially since most old photos are not in color anyway.
- Brian/NCDPW updates the group that the Josado properties are being appraised by Nassau County and they will then, based on the appraisal, determine whether to make an offer on the properties or not.
- Group discussion follows on whether the proposed demonstration location in Levittown is actually the best site; all eventually agree to the proposed location.

NEXT STEPS

- Date for next meeting is set for Wednesday, June 30 at 1pm, same location.
- Focus of the next meeting is to review progress of the Draft Master Plan and the Draft Technical Design Report.

VHB Engineering, Surveying and Landscape Architecture, P.C.

Meeting Notes

Attendees:	Brian Schneider/Nassau County Dept. of Public Works Don Sioss /H2M Helen Duffy/LIPA Lisa Schary/L.I. Greenbelt Trail Conference Richard Schary/Friends of Massapequa Preserve Fran Gotscik/Parks & Trails New York Michael Vitti/CLIMB Al Velocci (friend of Howard Kroplick)/MPP Michelle Somma/NYS Parks William Mausling/NYSOPRHP Harold Lutz, Ryan Winter and Kathleen Ogden/VHB	Date/Time:	Wednesday, August 11, 2010 1 pm.
		VHB Project	No:28100.00
Place:	Eisenhower Park, Administration Building	Re:	Long Island Motor Parkway Trail
		Notes by:	Ryan M. Winter

The attendees gathered for a Sixth Working Group Meeting for the Long Island Motor Parkway Trail project. The purpose of this meeting was to summarize the progress made since the last meeting, specifically regarding the Master Plan Report and Phase One. The following is a summary of the items discussed.

Project Status and Meeting Goals (Harold)

- Harold introduces himself to the group as the new project leader since Paul's retirement.
- Harold outlined the purpose and agenda for the meeting

User Projections (Kathleen)

- Kathleen/VHB explains the user projections based on a four mile radii of the trail. She describes the user projection graphic which gives general population densities for the various hamlets and villages and the projected number of trail users for three segments covering the entire route.
- NYSDOT has counts for use on an existing section of the Bethpage Bikeway that could be useful.
- Kathleen suggests that examination of the existing count information along with the population density projections is the best way to determine the number of users per mile of trail per day.
- Kathleen acknowledges that there is no way to pin down exactly how many users will take to the new trailway.
- Brian/NCDPW questions the breakdown of the trail into sections and why not just do the entire stretch as one number.
- The group agrees the figure could be improved to do the following:
    a. Look at the trail as a whole.

b. Incorporate existing data from the Bethpage Bikeway
c. Show areas that are included in the study more clearly.

- There is possibly additional existing count information to pull from that were taken for the Wantagh Bikeway during the guide rail placement.

Roadway Sections and Cost (Harold)

- Harold/VHB discusses the roadway sections and pricing. He explains that the cost estimates are based on prior construction projects of other trials and our experiences.
- Some in the group are surprised at the cost per foot for some sections.
- Harold mentions that the costs shown are per Linear Foot and are only estimates. He also mentions that there is some additional analysis that needs to be performed to identify in more detail some of the field conditions.
- Lanny Wexler from DOT should be contacted regarding the Bethpage Bikeway information.
- Additionally, the cost for the Emerald Bike Trail should also be examined as a comparison.
- The "Shelter Rock Road" section should be Searingtown Road.
- Mike/CLIMB states that the bicycle pavement marking in the travel way is used in share the road conditions.
- Clinton Road section has wide shoulders but not all the ROW is owned by the County.
- Brian states that the Town of Oyster Bay is agreeable to assisting in the restoration of the Dead Man's Curve section of trail.
- Harold states that the costs per Linear Foot will be refined once more data is collected. And that the cost will be inclusive of the other bike projects in construction or already built along the route.
- Brian states that NCDPW forces would be able to build the basic signs to save on cost.

Phase One Segment Property Ownership (Harold)

- Harold states that the Phase I location's ownership is now up in the air while we await a title search result from NC Real Estate Group.
- Helen/LIPA suggests contacting Heather Amster from DEC; she has Trust of Public Land connection and will be able to come up with grant money options.
- Helen/LIPA to verify easements for LIPA along trail route; VHB to verify with MTA about easement requirements.
- VHB to get LIPA typical section of trail to be developed on LIPA easements and their engineers and planners comment.
- Helen/LIPA suggests keeping in mind LIPA's "motto" of "indemnification, security, and access."
- MTA believed to own LIPA easement area from Levittown to Bethpage; this needs to be confirmed by contacting MTA Real Estate.
- Helen/LIPA to inquire about getting a copy of the Suffolk County agreement with LIPA for the rails to trails trailway in Setauket.
- Helen/LIPA asks for updated maps showing only the alternatives to be included in the Master Plan.

NEXT STEPS

- Harold states that the draft Master Plan is to be completed and circulated to the group for comment.
- Master Plan to be revised and distributed towards the end of September.
- Date for next meeting is yet to be determined.

VHB Engineering, Surveying and Landscape Architecture, P.C.

2150 Joshua's Path - Sui
Hauppauge, New York
631.23
Fax 631.23
www.vh

Meeting Notes

Attendees: Brian Schneider/NCDPW
Howard Kroplick/LIMPPS
Michael Martino/NCDPW
William Mausling/NYSOPRHP
Robert A. Miller/LIMPPS
Denis Byrne/LIMPPS & LIGHT
Richard Schary/LIGTC
Lisa Schary/LIGTC
Ryan Winter/VHB
Harold Lutz/VHB
Michael Vitti/CLIMB

Date/Time: Monday, February 28, 2011, 1 PM

Project No.: 28100

Place: Cedar Creek Bldg. R, Wantagh

Re: Working Group Meeting #7

Notes taken by: Ryan M. Winter

The attendees gathered for a Seventh Working Group Meeting for the Motor Parkway Trail project The purpose of this meeting was to discuss any major comments or concerns regarding the draft Master Plan which had been previously distributed to the group as well as discuss the status of the website, the Phase I location, and the upcoming public meeting. The following is a summary of the items discussed.

Draft Master Plan Comments (Harold)

- Robert stated that overall quality of the draft was very good and that he had a few minor comments. He is happy with the progress being made in the project and has been working bring attention to the Motor Parkway since 1968.
- Harold states that the plan has been drawing attention lately but there is still a long way to and that the group should not get discouraged if the process takes longer than they expect
- M. Vitti & Lisa suggest a press release to draw more attention to the project
- Brian introduces M. Martino who will be working to publicize the project and continue the momentum of the project to the County legislators.
- Brian also stated that he liked the document and stressed that the website needs to be up a running soon to continue to get the word out. He will be discussing the website with Don Hohn/NC Planning to see how exactly it will be maintained and run.
- M. Martino envisions press conference with County Executive and eyes a spring time pres release.
- Brian mentions that Cablevision had recently aired a program, available on line, describing the history of the Long Island Motor Parkway.

- Harold asks the group to send in their final comments on the master plan in the next week to week and a half so the draft can be revised as necessary.
- Rich mentions that Ring Road parcels near Roosevelt Field Mall which are part of proposed Motor Parkway Trail have been sold to private owner. Brian assures group that according to Nassau County Real Estate group, the sale included a covenant that will permit the trail to go through that parcel.

Phase I Location Discussion (Harold)

- Rich mentions the Emerald Ribbon Trail and how it could fit in to the Motor Parkway.
- Brian states that there will be a coordination meeting between DOT, DPW, & VHB regarding the proposed section along Old Country Road and Salisbury Park Drive in the vicinity of Eisenhower Park to help determine the Motor Parkway Trail Phase I location. (DPW is currently in design for the Emerald Ribbon Trail along Merrick Avenue at Eisenhower Park and DOT is currently in preliminary stages of design for Wantagh Trail which will connect Emerald Ribbon with Wantagh Parkway via Salisbury Park Drive.)
- Rich mentions that the Emerald Ribbon Trail goes to but does not connect into Eisenhower Park and that should be addressed by Motor Parkway Trail going forward. He also states that the Hub Bikeway constructed along Hempstead Turnpike has very little publicity.
- Brian reminds the group that 2004 Environmental Bond Act for $450,000 was obtained for the Motor Parkway Master Plan and Phase I section.
- Complete Streets resolutions are gaining momentum and will make on-road bike lanes more easily obtainable. (M. Vitti)
- Group reviews potential Phase I locations other than Eisenhower Park vicinity:
    - Bethpage extension is to be constructed this year however this has been stated in the past and no action has been taken yet. Area is not as visible as Eisenhower Park and may become associated with Bethpage Park and not Motor Parkway.
    - Connection with Emerald Ribbon Trail would allow for those existing trails to be incorporated into Motor Parkway Trail.
    - Levittown site is realistically out as Phase I option because there are too many unanswered questions and hurdles regarding the site. The school owns the original Phase I site and does not have an interest in a multi-use path on their property. The adjacent Josado property owner has no interest in selling to the County at this time.
    - Dead Man's Curve is nice site but is "landlocked" by privately owned parcels (King Kullen and MTA) which will likely slow progress.
    - Howard mentions the Stewart Avenue at LIPA easement section as a Phase I since that was Phase I of the actual roadway. However, the location is isolated from other trails.
- Harold and Brian state that NCDPW is planning to restripe Salisbury Park Drive from Carmen Avenue to Old Westbury Road and incorporate bike lanes into that segment under a separate contract. This area was one of the segments under consideration for Phase I.
- Harold supports a connection to Emerald Ribbon Trail utilizing Eisenhower Park property (County property). Brian agrees with that idea.
- Lisa suggests that the Phase I should be as contiguous as possible.
- Robert suggests that the safety angle be stressed to create public acceptance of the project.
- Rich likes the idea of using the underutilized Special Activities Center Building in Eisenhower Park as a place to showcase the Motor Parkway with displays and brochures.

- National Trails Week is the first week in June and would be a good time to announce the plans for the Motor Parkway. M. Martino tentatively set Friday, June 3, 2011at 11:30 AM in Eisenhower Park as time for press release. (National Trails Day is Saturday, June 4)
- M. Martino asks that for press event to make sure that all parties are included and Brian states that the press coverage should be at the Stewart Avenue entrance to Eisenhower Park.
- Lisa suggests a brochure advertising the project.
- Brian states that he'd like to meet with DPW and DOT before continuing too far with the Salisbury Park Drive option to coordinate.
- Brian stated that he would like to develop sign samples soon to have for the website opening.
- The trail sign design should be coordinated with DOT to ensure consistency along the trail.
- Robert says he has some experience with signage from Cunningham Park in Queens and they included a brief history of the trail along with some details of the trail.
- Brian asks that Howard and Robert work to develop a sign template.

Website Review (Harold)

- Harold reviews the website with the group and asks for any comments on the website to be submitted in the next week or week and a half.
- Contact person for the project is currently shown as Brian and for now will stay that way.
- Acknowledgements should include a list of related internet sites.
- Group suggests adding a tab to describe "Benefits" to community, including quality of life and property value increases
- A suggestion is made that we should somehow allow for comments through the website. Early feedback from County legislators should be encouraged.
- The press release should be an education to the public on the history of the project and the road.
- Denis agrees that we should reach out to civic leaders early on to garner their support for the project.
- Brian states that Harold should communicate with Don Hohn/NC Planning to determine the next steps to get the website formally up and running for the public.
- Howard will provide old photos for Phase I section.
- M. Vitti will compile a list of benefits for trails to be included on the website.

Public Meeting & Comment Phase (Harold)

- Harold reviews requirement for public meeting regarding Master Plan.
- VHB will be coordinating with Don Hohn/NC Planning to inform the public of the project. The local Towns and Villages need to be informed and coordinated with to receive and incorporate any comments they may have.
- Harold envisions the public meeting as a brief demonstration and then a break up into groups with display boards. Harold asks that the working group participate in the meeting and perhaps take a board to help answer questions from the public.
- Harold states that the public meeting should take place after the press release.
- Robert mentions that a memorandum of understanding between the affected municipalities should be completed before the June press release and public meeting. Bill will send a sample draft MOU to Brian for use as a template.
- Brian states that the local legislator(s) shall host the informational meeting about the project after the press release.

Next Steps (Harold)

- Next steps include
  - Meeting with DOT and DPW to coordinate Phase I location and responsibilities by mid-March
  - VHB shall receive all comments by March 9 and shall respond to comments and have a final draft version of Master Plan ready by April 1.
  - A letter to local municipalities and reach out to the local legislators about the project.
  - Press conference shall be on June 3 to publicize the project with public information meeting in mid-June.
  - VHB needs to develop a draft Technical Design Report for the Phase I section after the coordination meeting with DOT.