



March 15, 2019

re: Beekman Avenue Improvements in Sleepy Hollow, NY (NYS DOT PINs 8761.15 and 8761.50)

To Whom it May Concern:

The following text, drawings and images are Bike Tarrytown's feedback on the General Plans dated January, 2019 as furnished by WSP. This document supersedes the documents we provided during the public meeting on March 5.

Attached you will find the following:

- Drawing of Beekman Ave at Broadway.
- Rendering of the north side of Beekman Ave at Broadway
- Rendering of the south side of Beekman Ave at Broadway
- Rendering of the south side of Beekman Ave at the Fire Department driveway
- Page highlighting the need for safe detours around work zones
- Annotated photo about preserving the existing granite curbs
- Three pages showing the curb extension demonstration project at Pocantico St. That is an excerpt from the Sleepy Hollow Environmental Advisory Committee's March 5 presentation to the Village's Board of Trustees. The Board expressed interest in seeing the curb extensions on the northeast and northwest corners be incorporated into the Beekman Ave Improvements.

In addition, we offer the following comments.

Washington St Signal

Pedestrian signals must automatically provide walk indications when parallel vehicles have green signals, without a pedestrian actuation button being pressed.

LOS	Pedestrian Delay (sec/ped)	Likelihood of Noncompliance
A	< 10	Low
B	≥ 10-20	
C	> 20-30	Moderate
D	> 30-40	
E	> 40-60	High
F	> 60	Very High

Otherwise people arriving late, even by a second, have to wait a whole cycle for the next walk phase. Such people end up crossing against the signals, unreasonably turning them into law breakers.

Walk signals must be displayed for the full time vehicles have green phases, minus any pedestrian countdown timer needed before the vehicle signal turns red.

The Washington St crosswalk on the north side of Beekman should have a walk signal while westbound Beekman gets its left turn signal.

Protected crossing time can be provided if a pedestrian actuator is triggered.

The left turn arrow for westbound Beekman should only be in effect during peak times. This makes things easier for people crossing Washington on the south side of Beekman.

The presentation on March 5 mentioned that, at least during quiet times, Beekman might remain green until vehicles were detected on Washington. We are wary of this approach. But if it is implemented, the following should be part of the plan:

- when people wanting to cross appear, they should receive walk signals without delay
- it would be good if the pedestrian actuation system was buttonless

Any vehicle actuator system must detect people cycling.

The combination of treatments mentioned in this section will provide a high Pedestrian Level of Service, resulting in the best signal compliance rates possible. It also guarantees equal access for people with disabilities, some of whom can't press actuator buttons or find it difficult.

Enhance Unsignalized Crosswalks

All crosswalks that don't have a signal or a stop sign should be given stop bars and R1-5 signs (see example to right). The following crosswalks should be raised:

- Teresa St - Cortlandt St (N/S crosswalk from west side of Cortlandt to east side of Teresa)
- Cortlandt St (N/S crosswalk on east side of Cortlandt)
- Pocantico St (raise the whole intersection)
- Lawrence Ave (raise the whole intersection)
- Fire Dept - Municipal Parking Lot



Add Trees

The following locations lack tree wells, creating gaps in the canopy:

- The north side of Beekman from Pocantico St to Washington St has no trees, making this sidewalk unpleasant in summer
- 80 Beekman Ave
- 66 Beekman Ave
- 36 Beekman Ave, just west of their driveway
- 35 Beekman Ave
- Various locations by Broadway (see our first diagram, attached)

Squeeze in New Trees. Don't Delete Tree Pits.

It will be wise for the Village to plan ahead, fitting in new trees where we can now, so they can grow large before the mature trees die.

Also to that end, the Village should reverse WSP's proposal of removing two tree wells (where trees have died over the past couple years). One is in front of the Van Tassel Apartments, the other in front of 88 Beekman Ave. Deleting these tree pits would prolong the current gap in the tree canopy, plus when the trees next to them eventually die, the gap in the canopy will become significant. If necessary, these two tree pit locations can be shifted slightly.

Is Repaving at Washington St Cost Effective?

WSP's proposal anticipates milling/repaving the Washington St intersection. Both Washington and Beekman were resurfaced within the past 2 years. While installing the signal will require trenching, that can be patched up properly without having to waste resources resurfacing the entire intersection. Cost effectiveness of each approach should receive further consideration.

Pocantico St Alternative 2

There's an annotation saying "Alternative 2: geometry improvements, add eastbound left turn lane and curb bump outs." Bike Tarrytown's position is "no" to the left turn lane, "yes" to the curb bump outs.

Special Handling

Living in 23 Beekman Ave is a child who relies on a wheel chair. Please provide extra consideration and assistance during construction in front of their building.

Wide Driveways Need Narrowing

There are 5 extra wide driveway curb cuts in the project area. Several of them have on-street parking spaces right up to their edges. Between the poor sight lines and the long conflict zone on the sidewalk, it is unnerving walking through them as a mobility impaired person or with children.

- Post Office
- 36 Beekman Ave
- Municipal Lot across from Village Hall (has 2 curb cuts)
- 3 Beekman Ave

This situation can be remedied by adjusting the driveways to be just wide enough to admit one vehicle at a time and installing curb extensions into the street both before and after each driveway's curb cut.

Bench Location

It's great having benches by the municipal parking lot. But they create a tight spot by the tree pit. It will be great if the benches could be set back a smidgen into the parking lot's garden area.

Sincerely,

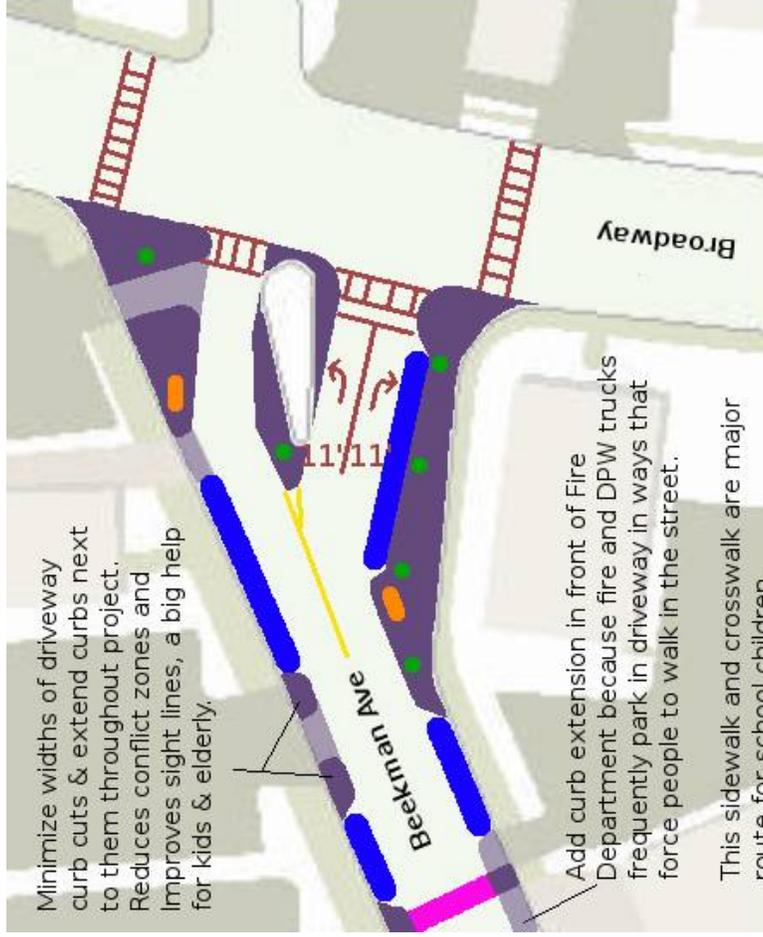
Daniel Convissor
Director

Proposal for Beekman Ave at Broadway

Sleepy Hollow, NY 3/10/19

- New curb extensions
- New bus stop shelters
- New Trees
- New raised crosswalk
- Parking

Note: Use "quick build" materials (planters, flexible posts, etc) for curb extensions at the corners of Broadway and around the island, which are outside the project limits. Can be done as a separate, coordinated project.



Minimize widths of driveway curb cuts & extend curbs next to them throughout project. Reduces conflict zones and Improves sight lines, a big help for kids & elderly.

Add curb extension in front of Fire Department because fire and DPW trucks frequently park in driveway in ways that force people to walk in the street.

This sidewalk and crosswalk are major route for school children.





North side of Beekman at Broadway. Add curb extensions: shortens crosswalk, moderates speed, makes spot to move bus stop to so it can have a shelter.





South side of Beekman Ave at Broadway. Sidewalk is busy and narrow. Add curb extension, bus shelter and trees.

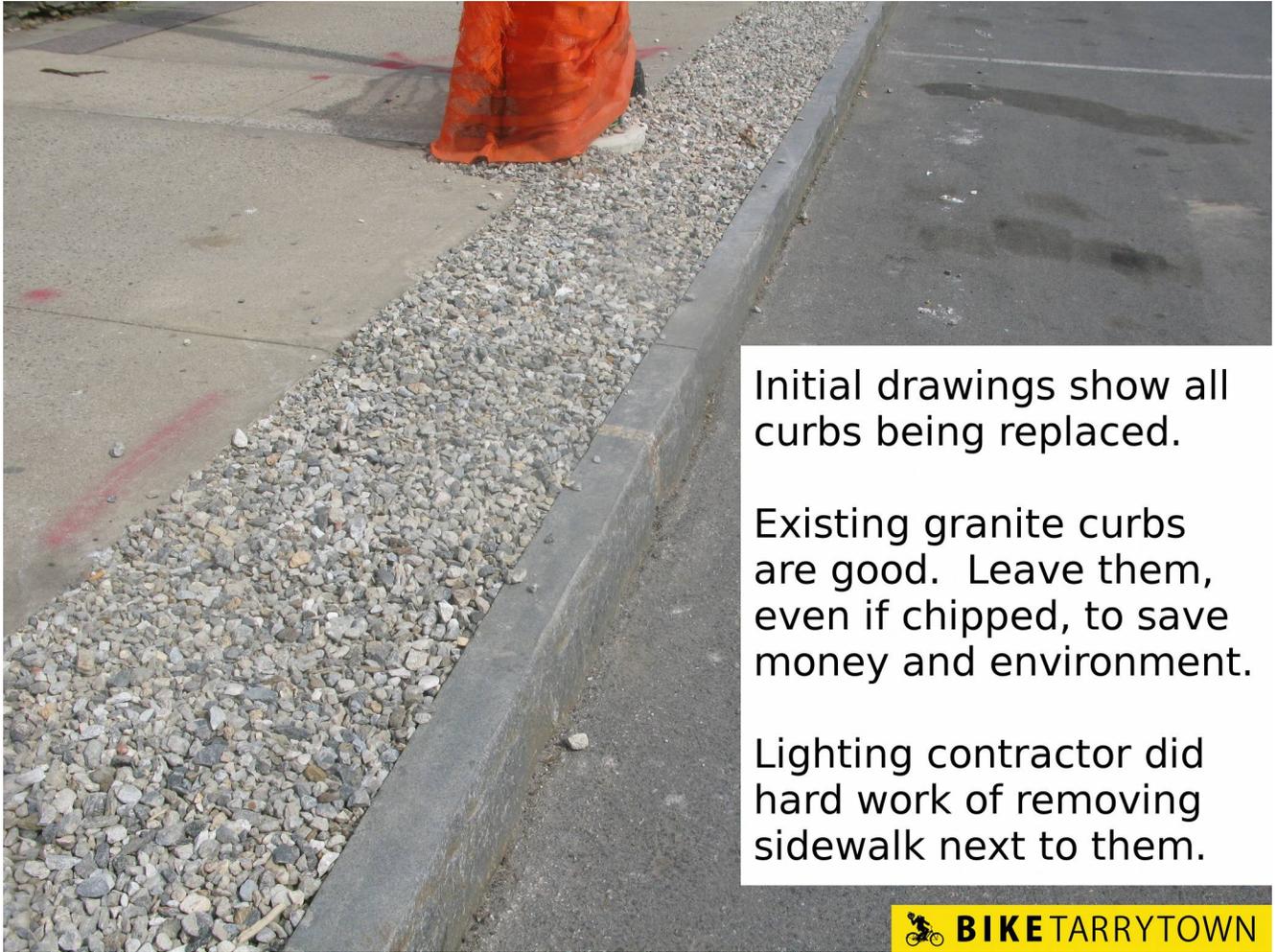


Fire & DPW vehicles often park in front of Fire Dept. Add curb extension so people walking (including many school kids) can stay out of the street.

Safe, ADA compliant bypasses are required for sidewalk work. Sleepy Hollow regularly disregards this mandate.

Example: Beekman Ave light pole project (Federal \$) closed sidewalk for several days.
Result: 8 people forced into traffic within 90 seconds on 1/23/19.





Initial drawings show all curbs being replaced.

Existing granite curbs are good. Leave them, even if chipped, to save money and environment.

Lighting contractor did hard work of removing sidewalk next to them.

South Side (Beekman @ Pocantico)

facing west



facing east



N/E Corner (Beekman @ Pocantico)

facing east



car standing on stop line, facing west



N/W Corner (Beekman @ Pocantico)

facing north



facing east

