



Transportation as Climate Action for Sleepy Hollow

March 5, 2024

Motor vehicles are Sleepy Hollow's leading cause of carbon emissions. Many feel electrifying cars is the answer. The thing is, EVs can't scale quickly enough, and they demand tremendous amounts of money and resources. And remember, EVs perpetuate the massive quality of life, safety and economic problems of prioritizing motor vehicles for mobility (repressing people who can't drive, injuries/fatalities, high costs of vehicle ownership, gobbling up space from beneficial uses like homes/stores/greenery).

Plan for the Traffic You Want, Not the Traffic You Have



Blauwkapelseweg, Utrecht (2020)

@edwinlucas

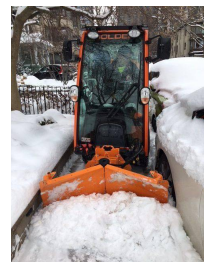


Blauwkapelseweg, Utrecht (1982)

Utrechts Archief

Sidewalk Network

- Complete the sidewalk network, including ADA ramps at each corner.
 - Implement in priority order (considerations include access to key destinations, vehicle volumes, etc).
 - Where sidewalks are hard to build, dedicate protected space on the street for walking and/or implement significant traffic calming.
- Ensure sidewalks are clear of parked cars, shrubs, garbage cans, construction, snow.
- Make sidewalk repair and snow removal a municipal responsibility, just like roads.
- Until then, step up snow removal enforcement, and fulfill the Village's side of the bargain by removing snow from crosswalks.
- Fund it all via a small fee on sanitation bills based on the length of property frontage.
- Details: <https://biketarrytown.org/sleepy-hollow-comprehensive-plan/sidewalks.php>



Sidewalk snow plow in Toronto. (@myndilove)

Protect People Walking by Gas Stations

- People drive all over the sidewalks at gas stations. Install curbs, barriers and/or bollards as needed to minimize the risk of people driving hitting people walking.



Truck blocking the sidewalk of Broadway by Depeyster St, forcing a woman pushing a stroller into the street.

- Gasoline delivery trucks block sidewalks at some (all?) stations while dropping off fuel. Implement procedures for each station to ensure safe passage for people walking while tankers are delivering. Optimally, trucks will remain in the street and portable ramps can be placed where hoses cross sidewalks. Ramps also exist for getting vehicles over hoses if need be.

- Depeyster St and Broadway are the main routes to John Paulding School, the Middle School and High School. Many people use Broadway's sidewalk to get to church, the park, the library and shopping. Walking past the Mobil station at this corner is an unnerving, dangerous experience. This facility should be replaced with a more compatible land use.

- Details: <https://biketarrytown.org/sleepy-hollow-comprehensive-plan/gas-stations.php>



Everyone is able to enjoy the public realm when less cars are driving. Above was during COVID lockdown.

Van Tassel Ave, Sleepy Hollow



Perfection: narrow street, chicane (created by parking shifting sides), speed hump, bollards, pavers.

Kapelstraat, Utrecht



Curbs extensions, bollards and trees make people drive more carefully through this intersection of multiple two-way streets. A lovely place to relax with three cafes.

Poortstraat, Utrecht



A safe transportation network provides freedom for everybody. Teenagers cycling home, elders riding to shops.

Soestdijkseweg Noord, Bilthoven



Greenery and bollards encouraging human scale mobility by keeping through traffic out. (@HaringeyCyclist)

Cleveland Gardens, London



Alternating one ways allow local travel while eliminating motor vehicle through traffic.

Goedestraat @ Gildstraat, Utrecht

Traffic Calming

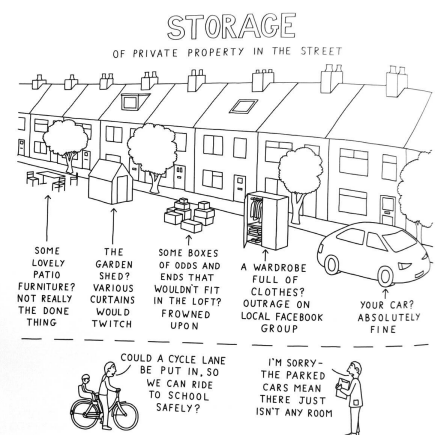
- Every street in the village needs traffic calming.
- Residential streets are best when they only welcome local vehicles. Use techniques like capping one end (or middle) via bollards/planters, diverters at intersections, one way with parking on both sides: 20' wide curb to curb, alternating one ways (with cyclists exempted).
- All streets need a combination of chicanes and speed humps. Chicanes may be created by shifting the alignment of car parking.
- All intersections need curb extensions, and where stop signs exist, move them toward the vehicle lane.
- Raise intersections to ease walking and use of wheelchairs. They also get folks to drive more carefully.
- Make 15 MPH the design speed on residential streets.

Car Parking

Philosophy

Decades of car centric policies around the USA have distorted public expectations, especially when it comes to parking. A *lot* of unpacking is necessary to restore balance to the system.

- Is the Village responsible for storing your shoes? Then why is it responsible for storing your car?
- If your car can be stored on the street, why can't your shoe collection be too?
- Because cars help people get to work, shop, etc? Then why do nearly all of the Village's subsidies (of money, maintenance, space) go to cars? How about investing those resources in transportation everybody can use (and are better for the economy, household budgets, health and the environment)?
- If car parking is so valuable and important, the free market will provide parking lots for public use. The reason that barely happens is governments undercut that market by providing low cost / free parking on streets and in municipal lots, as well as drafting zoning laws that make property owners provide free



parking.

- People who say “it’s hard to find parking” are really saying “it’s hard to find parking within 300 feet of my home/destination for free.”
- The key to Sleepy Hollow’s economic success is realizing there is no way downtowns can win on parking. Downtowns win on experience.



- Folks figure out how to get to great places. The street fair is a perfect example. All Beekman Ave parking is closed, yet thousands of people come to enjoy the festivities. Any merchant that thinks their business is failing due to car parking problems actually needs to take a hard look in the mirror.

Policy



- Fees are needed on all parking spaces, 24 hours per day, every day. One reason is doing so will get people who have driveways to use them consistently, rather than parking on the street.



- Fees need to be usage based (per minute, hour, night) in order to encourage efficient choices each time a person parks their vehicle.

- Charge Village employees for car parking. Many Village employees drive to Village Hall despite living close enough to walk or bike.

- Charge a parking space tax to encourage owners of parking lots to provide subscription and/or general public access. For example, the lot behind Tompkins Bank is technically closed overnight. Similarly, in the Northlight apartment building’s garage (in Edge-on-Hudson), about 20% of the ~500 spaces are empty.

- Make life easy for private parking lot owners by allowing them hire the Village to manage payment and enforcement.

- Explore stationary technology that monitors parking fee

collection so Village staff / vehicles don’t have to drive around to perform the task.

- Instead of costly parking mandates for new residential properties, have owners offer free transit passes, and provide bike share and car share facilities.
- Do not build municipal parking facilities.
- If municipal parking facilities are still being considered, a full socio-economic and environmental analysis needs to be performed. Examine the long term lost opportunity costs of what the property could be used for instead of parking. For example, an apartment building would mean more residents (thus more jobs, more retail spending, more social relations, lower rents, etc.) and ground floor retail (more sales tax revenue, more vibrant downtown inviting yet more economic activity, etc.).
- Implement multiple curbside loading zones on commercial streets so travel lanes, crosswalks, and bus stops don’t get blocked by unloading trucks.

Bike Parking

- Utilize newly created curb extensions (above) for bicycle parking. A combination of short term (racks for people shopping) and long term (shelter pods for apartment residents) spaces are needed. Include at least one space for larger bikes (cargo bikes and those used by disabled people). These corner parking locations need to be ADA accessible from the street.
- On streets with stores, a rack should be located by most doorways.
- Use “staple” / “inverted U” racks instead of “wave” racks.



Secure, covered long term bike parking. (@TfL)

Washington St

The residents of this street are unable to enjoy their neighborhood due to it serving as an alternate route for

Broadway traffic.

- Washington St should be one-way, with the direction alternating each block (with people cycling, scooting, etc. allowed to travel in both directions). This lets motor vehicles access every property while eliminating through traffic. And if coordination is achieved with Tarrytown, it would establish a “neighborhood greenway” linking Morse School and Washington Irving School, as well as the downtowns of both villages.

Schools



Kids cycling home from school in Bilthoven, NL.

Between the need to reduce crash dangers and pollution for kids going to school, as well as increase physical and mental activity, cars need to be kept as far away as possible from schools.

The reason so many parents drive kids to school is because the District welcomes it. People can drive right up to the steps. The chaos this causes requires multiple staff members at each school to perform traffic management duties instead of tasks advancing the education of our children.

Busing consumed 4.5% of our school district's funds in 2022-23. This \$3.9m expense can be dramatically reduced by making our streets safe for kids to walk and bike to school.

- Only vehicles belonging to staff and the District should be allowed on school grounds.
- “School Streets,” where no cars allowed during arrival and dismissal hours, should be established on:
 - Pocantico St between Beekman St and Elm St.
 - Depeyster St between Broadway and Washington St.
- For NYS DOT’s Route 9 Complete Streets project:
 - Install sidewalks along Broadway on the High School / Middle School / John Paulding campus. Federal grants could cover most of the cost.
 - On Broadway at the Korean Church driveway, add a crosswalk with a refuge.
- Install a sidewalk along Peabody Preserve on Broadway.
- Create a walking lane in the High School parking lot by shifting the eastern row of parking back 10' and adding a row of barriers or bollards.
- Rework the High School's Bedford Rd driveway gate so people using adaptive cycles can get through.
- Only allow buses on the driveway between the Middle School and High School. Needs to be in place 24/7/365 to prevent people cutting through school property to avoid traffic.
- Drop parking passes for High School students. All students have access to buses or a reasonable walk to school. If kids really want to drive to school, they can pay for parking, like the general public has to.
- Permanently open the Bedford Rd gate to the Andre Brook Trail. (The trail links the Old Croton Aqueduct Trail at Bedford Rd to the Tarrytown Lakes trail system.)
- Establish school speed zones:
 - High School / Middle School / John Paulding campus:
 - Broadway: 20 MPH from New Broadway to Wildey St (0.41 mi). State law says the longest a zone can be is 0.25 mi. (Vehicle and Traffic Law, [Section 1643](#)) But DOT regulations say “Longitudinal distances may be slightly adjusted to fit field conditions.” ([17 CRR-NY 7B.15](#)) Considering there are three school buildings, with entrances at Cobb Ln, Depeyester St and the Church driveway, a case can be made that there are separate school zones that happen to be



At Morse School, kids need to dodge vehicles on the sidewalk.

contiguous.

- Bedford Rd (NY Route 448): 20 MPH from Broadway to 500' east of Webber Ave (0.25 mi). (The westbound start point of the zone needs to be that far east of school driveway due to a curve in the road.)
- Depeyster St: 15 MPH from Washington St to Broadway.
- Morse School:
 - Beekman Ave: 20 MPH from just east of Lawrence Ave to just west of Kendall Ave (0.25 mi)
 - There are some *barely visible* (old, small) 15 MPH school speed zone signs westbound by Lawrence Ave and eastbound by Andrews Ln.
 - There is no reference to this school zone in the Speed Limits section of Sleepy Hollow's laws: <https://ecode360.com/15072076#15072076>.
 - Washington St: 15 MPH from north of Washington Ln to just south of Chestnut St (0.15 mi).
 - Pocantico St: 15 MPH from just north of Howard St to Beekman Ave. Signs for this are posted, but there does not seem to be a law backing it up.
 - Elm St: 15 MPH from Irving Pl to Pocantico St.
- Post the signs in locations that can not be obscured by parked vehicles.
- See also: Old Croton Aqueduct.
- Details on some of these topics: <https://biketarrytown.org/schools/>

Old Croton Aqueduct

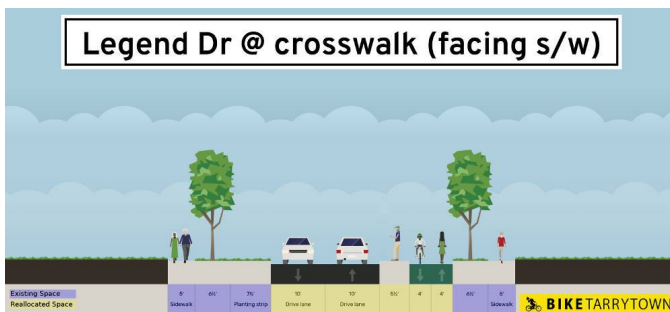
- Reclaim the State's property from encroachment by home owners on Hudson Terrace.
- Build a raised crosswalk for the OCA at Bedford Rd (NY Route 448).
- Build sidewalks on Bedford Rd, Webber Ave, Sleepy Hollow Rd, and County House Rd (at least to Westview Cir).
- At the east end of Pine Cl, build a path to the south, leading up to the OCA. The land there is owned by State Parks, despite encroachment by prior owners of the home.
- Create a protected walkway / bikeway at Gorey Brook Rd.
- This whole package makes a strong "safe routes to school" grant application.
- Details: <https://biketarrytown.org/old-croton-aqueduct/>



Broadway

- Create safe walking, cycling, wheelchairs, and driving conditions along the entire corridor.
- Details: <https://biketarrytown.org/broadway-for-everybody/route-9-sleepy-hollow-committee-recommendations.pdf>

Riverwalk and Waterfront Commute Route



- Take possession of the Shore Path, pave it, and have it accessible 24/7. (This path links Kendal on Hudson to Birch Cl in Sleepy Hollow Manor.)
- On the streets linking that trail to Riverside Drive, implement traffic calming and/or create dedicated walking/cycling spaces. (Birch Cl, part of Hunter Ave, part of Lakeview Ave.)
- Eliminate through traffic on Riverside Dr.
- At the Philipse Manor Station, create dedicated walking and cycling spaces on the western part of the pavement.
- Move Kingsland Park's motor vehicle entrance from Pierson Ave (Philipse Manor) to the north end of Legend Dr (Edge-on-Hudson), which leads directly to the parking lot.
- The Legend Dr connector and Kingsland's eastern parking lot need to be elevated to prevent flooding.
- Add sidewalks along the perimeter of Kingsland Park's parking lot.

- Build a protected two-way cycle lane on Legend Dr and River St.
- Details: <https://biketarrytown.org/riverwalk/>

Beekman

- A 2-way protected cycle track is needed along the the south side, from River St to Broadway.
- There are several possible ways to arrange the remaining motor vehicle space. One key configuration component needs to be lateral shifts in the travel lanes, which removes the long vistas that lull people into driving faster.

Valley St

- Build large apartments and ground floor storefronts on the 100 College Arms parking lot, the Salvation Army property and along both sides of Valley St to Depeyster St.
- Establish storefronts along the Smith-White Senior Residence.
- Narrow the motor vehicle lanes, widen sidewalks, create a 2-way protected bike lane.
- Some of the details: <https://biketarrytown.org/sleepy-hollow-comprehensive-plan/tarrytown-train-connections.php>

East Parcel / Commons

The Commons is intended as a park all Village residents can come and enjoy. For that promise to become reality, access to the Commons needs to be safe and welcoming for people who don't drive. Sadly, the plans thus far do the opposite. The road being built between Beekman Ave and Continental St is wide, with a narrow sidewalk and no cycling facilities. The plan implicitly enables cut through traffic in the park. And the bridge planned over the train tracks would explicitly welcome through traffic in the park.

- Delete the bridge from all plans.
- Make the newly built roadway one way northbound (Beekman to Kendal Ave Ext).
 - Keep Continental St westbound only.
 - Use special signals on the southern section so DPW trucks can exit the DPW lot via Beekman Ave.
 - Upgrade the eastern side of the road to a protected facility for cycling, scooting, skating, and wheelchairs.
 - Add chicanes and more speed humps to the motor vehicle lane.
- Bike racks need to be installed at each activity spot (each dugout, each gates to courts, etc).
- There should only be a handful of car parking spaces, most of which are for people with disabilities. The general parking spaces need to be metered.
- Build a safe, direct route through the property for people walking and cycling from the Manors to Beekman Ave. There needs to be segregation between the people walking and cycling.

Better Buses

- Institute policies for festivities and parades:
 - Minimize bus detours.
 - Post bilingual service change signs at affected stops, in advance.
 - Include service change information in Village email blasts.
 - Ensure the County posts advisories on their website.
- Encourage / help the County to implement their July 2022 “Westchester County Mobility & Transit Plan”
 - Increases frequency and reliability of service in Sleepy Hollow and Tarrytown.
 - Adds routes from Tarrytown to several key destinations for Sleepy Hollow residents who don't have access to cars (Westchester Medical Center, Westchester Community College, etc).
- Balance the distance between bus stops:



A family waiting in freezing weather for a bus that will never come. The St Patrick's Day Parade's configuration blocks all access points. No notice of any kind was provided.

- Eliminate:
 - e/b Beekman @ Washington.
 - n/b Broadway @ Gordon / Lawrence.
- Consolidate:
 - s/b Washington @ Beekman & s/b Valley @ College → s/b Valley @ Depeyster.
- Build curb extensions at all bus stops.
- Install shelters and benches at stops that don't have them.
- Have the Village clear snow from bus stops.
- Some more details: <https://biketarrytown.org/better-buses/>

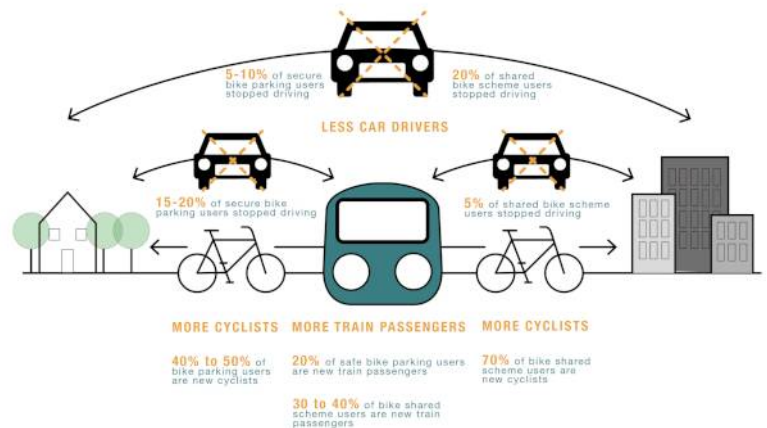
Electric Vehicle Charging

- Do governments provide gas stations? Why should governments provide electric charging stations? Sure, we need to accelerate carbon emission reductions. But would boosting buses, walking, and cycling produce a better return on investment of our limited public funds?
- Avoid building curbside electric chargers. Streets are valuable public spaces. Charging infrastructure and their possible related contractual obligations inhibit using that space for higher purposes (trees, plants, water retention, cafes, human scale transportation, garbage collection systems, etc).
- If public chargers are built, parking lots are the best place for them.
- E-bikes outsell e-cars by two to one. Any e-car charging systems should support e-bikes and e-scooters too.

Vehicle Share

Car share is helpful for reducing car ownership and the ensuing parking demand. It also helps the 25% of Sleepy Hollow households that don't own a car and 40% that own just one. (2017 American Community Survey)

- Initiate discussions with vehicle share companies.
- A variety of vehicles are needed: cars, cargo bikes, bikes, and perhaps scooters
- Ossining is rolling out e-bike share this year via "Project MOVER," supported by grants from NYSERDA. The program hopes to eventually expand to Tarrytown, Croton and Dobbs. Sleepy Hollow should engage Tarrytown, Ossining, and the project's consultants (Nelson\Nygaard) to get involved.
- Designate some parking spaces for shared vehicles.
- Bike share systems at train stations are a powerful transportation combination. (See info graphic, above.)
- Make it easy for merchants to use the shared cargo bikes.
- Collaborate for October tourist season with CitiBike, Tarrytown, MetroNorth, Historic Hudson Valley, Lyndhurst, etc to create a package deal that includes train fare, bike share and event access.
- See also: Zoning



Infographic showing how combining bicycles and transit can replace car trips. (BITIBI)

Zoning

- Eliminate car parking mandates. (They reduce the space available for homes, increase the cost of homes that do get built, often degrade building appearance, and create the danger of vehicles crossing sidewalks.)
- Give bonuses for providing transit passes, vehicle share, bicycle parking.
- Triple as-of right density on downtown properties and double as-of-right density on other lots.



The parking garage of the Smith White Residence (124 Valley St) decimates the curb appeal of this block.

- Allow easy creation of accessory dwelling units. (Tarrytown's ADU is ineffective due to its requirements.)



Front yard parking wrecks walkability and makes areas ugly. This example is 220 Beekman Ave.

- Buildings on Broadway, Valley St, Cortlandt St, and Beekman Ave should have storefronts in order to make the walking experience interesting.
- Eliminate parking in front yards.
- Eliminate setback requirements.
- Let builders take full advantage of simple construction techniques. (Standard wood framing works up to 60' high, but our code cuts buildings off at 45'.)
- Many worthy public objectives are brought forward in the zoning review process, and exist in the Village's zoning

incentive programs. But these processes have an arbitrary nature. Important objectives should be put in the zoning law and made mandatory for all projects. This eliminates a complicated, expensive, circular review process. Builders should have certainty: follow the rules, submit drawings to the Building Department, get approved, build.

Speed Limits

Change speed limits in the following locations:

- 25 MPH on Broadway from Pierson Ave to the Tarrytown border.
- 15 MPH on most residential streets.
- 10 MPH on narrow residential streets like Kendal Ave and Howard St.

Government Vehicle Fleet

- Vehicles the Village provides to employees for personal transportation are needlessly large. Switch to compact electric vehicles, and equip them with snow tires in winter.
- The DPW's new pickup trucks have dangerously tall hoods. This makes it difficult / impossible to see people in front of the vehicle, particularly children; running over DPW employees presents a notable liability for the Village. Also, when tall vehicles crash into people, the injuries tend to be more severe. These trucks should be swapped for safer ones. At the very least, forward facing cameras are necessary.



A Chevy Traverse used by the Building Department.



Road work materials being hauled by a cargo bike. (@pedalmeapp)

- Truck cabs should have "direct vision," which have hoods and doors that emphasize the driver being able to see people outside the truck.
- Municipal trucks need side guards to save people walking from getting crushed under the rear wheels.
- Have electric bikes available for employees at Village Hall, the DPW building, and the Kingsland Park garage.
- Purchasing, operating and maintaining motor vehicles is expensive. Employees who walk or bike instead save the Village money. Pass along some of those savings to the employees who walk and bike.

It is good that the Village's Police Department deploys officers on bicycles during "open street" events. Walking and cycling should be used on daily patrols. Doing so makes officers be more aware of their surroundings and helps them better engage with the public.

- Cargo bikes are an easy fit for parking enforcement, meals-on-wheels, and some Parks Department tasks.
 - Flatbed Electric Bike. Contact us for specifications before ordering.
 - <https://www.amsterdam-bicycle.com/shop/electric-cargo-bikes/e-cargo-classic-long/>
 - Carla Cargo Trailer
 - <https://www.carlacargo.de/>



Meals on wheels being delivered via a cargo bike. (@pedalmeapp)