

My Additional Public Comments on the “East Parcel Redevelopment, Draft Environmental Impact Statement”

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Below are extra comments on the DEIS, in addition to those I submitted on 9/26/16.

Feeder Network for People Walking and Cycling

The streets surrounding the East Parcel need dedicated facilities for people walking and cycling. This will encourage people of all ages and abilities to walk and ride to and through the East Parcel, keeping the number of people driving to and parking at the parks as low as possible.

The LDC's planning and/or implementing off-site transportation facilities is appropriate and doable, as the LDC's desires altering Continental St for two-way traffic.

Sidewalks are missing on the segments of Devries Ave and Munroe Ave closest to Devries Park. This drastically limits the number of people who will walk to the East Parcel from The Manors.

Key streets people will use for cycling to the East Parcel from The Manors include Devries Ave, Munroe Ave and Pierson / Bellwood Aves. These streets are wide enough to easily accommodate bicycle lanes.

We propose the following network of relatively easy to build segments.

Construct a shared bicycle/pedestrian path in the woods along the south side of Devries Ave, starting with a new bridge over the Pocantico River. The path should be close to the road and continue to where the existing sidewalk begins, at which point a protected on-street two-way bicycle lane should be constructed. At Bellwood Ave, the two-way protected bicycle lane should turn right, continuing along the west / south side of Bellwood to Broadway. This trail can serve as a permanent replacement route for the Horseman Trail.

Access to the Devries path from the north would be via Munroe Ave. Sidewalks should be built on the block of Munroe Ave between Merlin Ave and Devries Ave where they're missing. Crosswalks should be painted at the Munroe/Devries intersection. A two-way protected on-street bicycle lane should be built on one side of the entire length of Munroe Ave.

It can be argued that a separate path and bridge aren't necessary because the entrance to Devries Park generally has low volumes. While that's true, what's also true is there are surges of motor vehicles during events, which are exactly the times people want to get to those events by walking or cycling but are afraid to do so due to the large numbers of vehicles.

The bicycle lanes need to be “protected” because there are occasionally events that result in on-street parking. These peak-travel event times are also the times we need to most encourage cycling.

A bicycle lane network for accessing the East Parcel from the east and south is also needed. Planning such a system needs study and discussion due to those streets being narrower and having on-street motor vehicle parking.