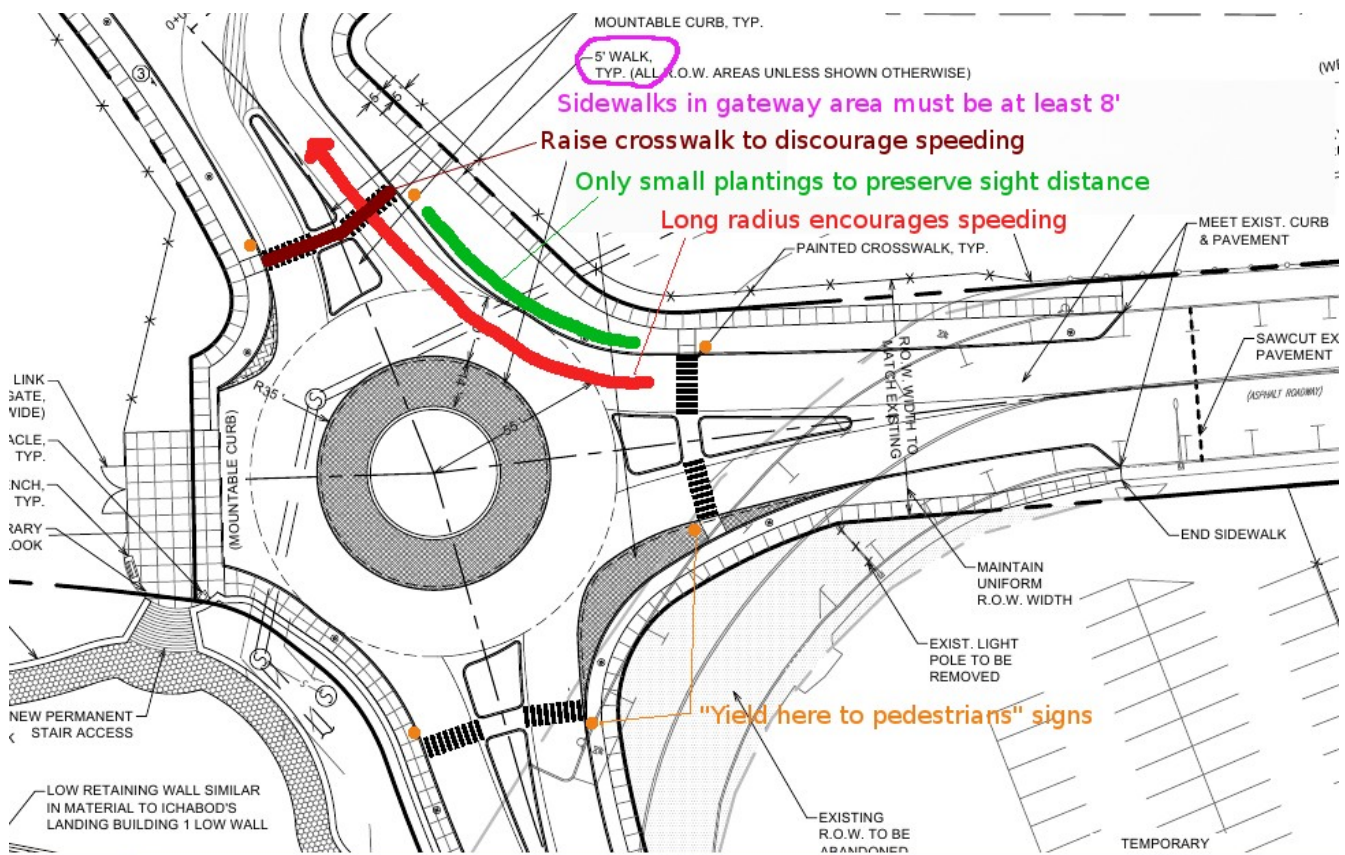


# Sleepy Hollow Environmental Advisory Committee Comments on "Edge on Hudson" Phase One Site Plan

before the Planning Board, September 17, 2015. (Amended October 7, 2015)

## Roundabout

Road Four is proposed to be at a ~135° angle from Beekman Ave. The long entry and exit curve radii encourages speeding from Beekman Ave to Road Four. Ideally, Road Four would be realigned to be 90° from Beekman Ave. If not, the roundabout crosswalk at Road Four should be raised and only small plantings should be used in that lawn area to ensure sight lines.



All roundabout crosswalks need "Yield here to pedestrians" (R1-5) signs.



## Sidewalk Widths

**Beekman Ave:** This is the gateway between the village, waterfront and development. Loads of people will be walking here. Five foot wide sidewalks are embarrassingly inadequate. The sidewalks must be at least 8 feet wide.

**Road Four:** It is the main thoroughfare, will have several large apartment buildings and commercial establishments along it. Again, 5 foot sidewalks are inappropriate. These should be at least 7 feet wide in the residential parts and at least 8 feet along commercial frontage.

**Other Streets:** Considering the housing density and desirability of walking around the waterfront and village, it would be good for the sidewalks to be wider than 5 feet.

## Crosswalk Pavers

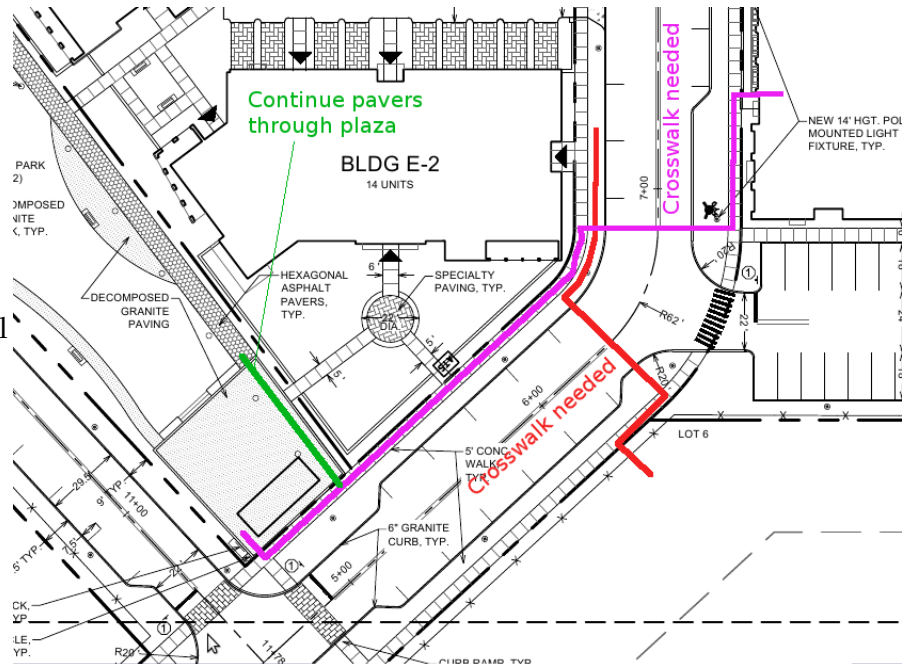
While crosswalk treatments are a nice touch, maintenance is a very large problem with pavers, stone, etc. These systems degrade rapidly, leading to uneven surfaces. Crosswalk treatments should be solid concrete with decorated surfaces.

[photos from ocmonitor.com and dnainfo.com]



## Crosswalk Needed at Curve in Road Four

The curve in Road Four at the corner of Building E-2 creates a natural crossing point that pedestrians *will* use. For example, people walking between the southeast end of Central Park and Building I-3 (see purple line in drawing at right). And once the commercial development takes place in Lot 6, people going between it and Building E-1 (see red line). Since the crosswalks will be around a curve, raising the intersection will enhance safety.



## Central Park

The September 3rd drawings add a Plaza at the southeast end of Central Park with decomposed granite ground cover. To ensure a clear, dry, smooth walkway, the hexagonal pavers must be continued through the plaza and connect with Road Four's sidewalk. (See green line in drawing, above.)

## Village Green

"Thank you" to whomever noticed the walkway should be wider and not interrupted by the stairs.

## Bicycle Facilities

**Road Four (Beekman Ave and River St):** Ideally, 41: widen road 2 feet in each direction, add bicycle lanes. Alternatively, add several bicycle sharrows on each block.

**Other Streets:** Implement sharrows near intersections and at least one mid-block

**Roundabout:** Place sharrows on the approaches to the roundabout, approximately 100' before each crosswalk

**Sharrow Placement:** Have 3 feet between sharrow and parking lane

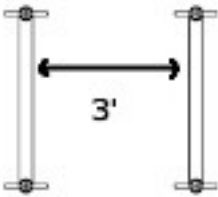
[photo from clrp.cornell.edu]



## Broader Network:

### *Bicycle Parking*

- Multiple bike spaces are needed by each entrance to large buildings
- Bike parking is needed on the public facing side of each cluster of small buildings
- Install “U racks” (see photo, right, top) because they’re much easier to use. The site plan proposes “loop racks,” (see photo, right, bottom) but utilizing their full capacity is very difficult due to the tight spacing.
- Three feet should be provided between each “U” rack (see diagram, below) [images from parkabike.com]
- Each residential unit needs indoor bike parking



### *Roadway Geometry*

The EAC is pleased with the roadway dimensions, such as the 22' wide secondary roads, neckdowns at intersections, and 20' corner radii.

### *We'll Get What We Build*

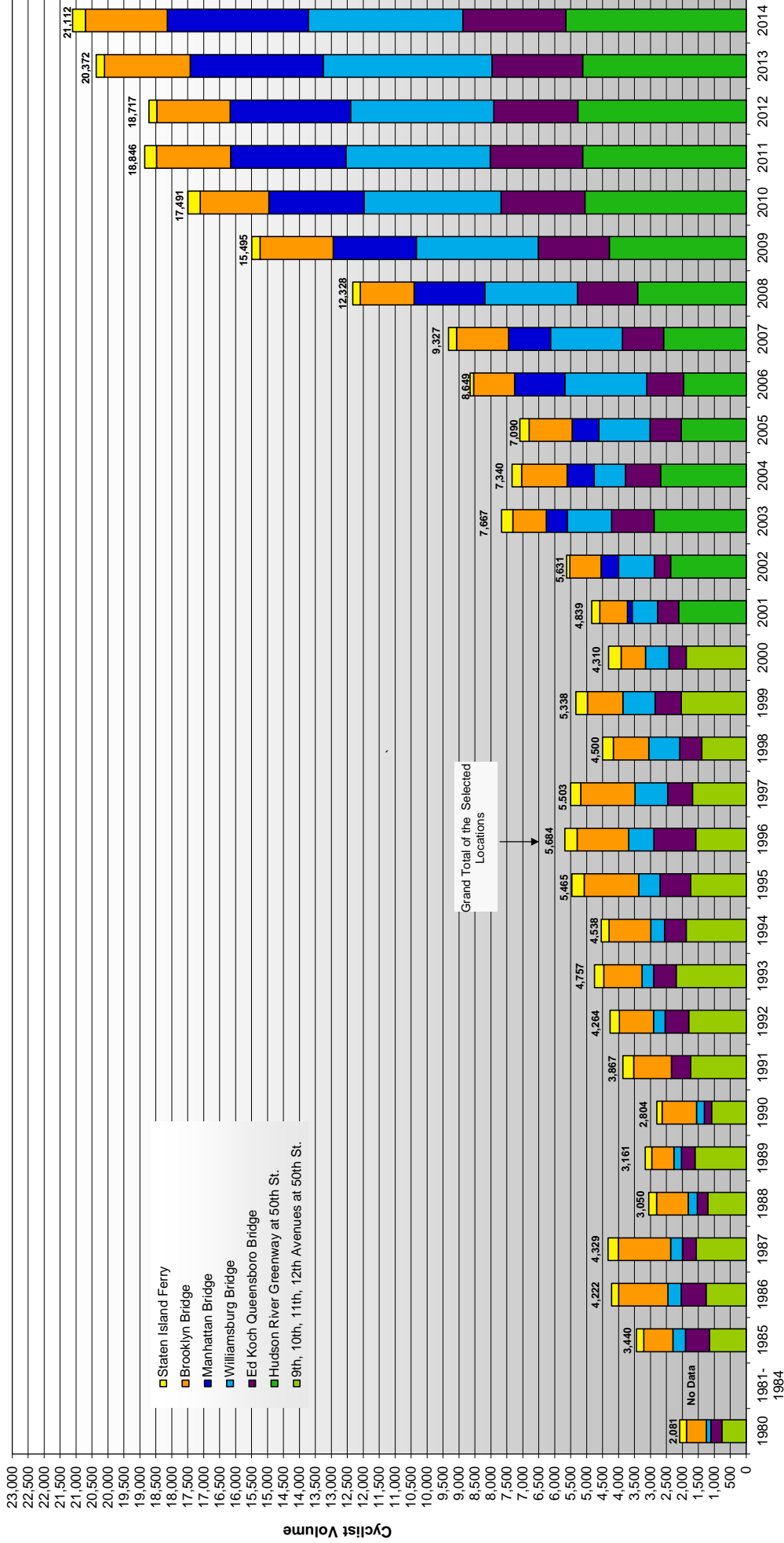
As you know, decisions made now will determine Sleepy Hollow's future. If we use standard suburban practices, we'll wind up with loads of car trips, along with their noise, pollution, crashes, ugly parking, potholes, etc. We need expand the vision of our imagination. The distances, density and characteristics of Sleepy Hollow and Edge on Hudson offer the ability to create a beautiful, vibrant community. To do that, we need to make a concerted effort to improve walking and cycling.

This is not fantasy. It's been done before. It can be done here. Over the past 14 years, New York City has installed loads of bike lanes and bike parking. They've *quadrupled* bike use (see graph on next page).

Everyone knows of the extraordinary cycling rates in the Netherlands. Do you think they always biked? Nope. They too were enthralled with cars in the 50's and 60's -- adding highways, widening roads, narrowing sidewalks and putting in parking lots. Then folks realized the problems being created and changed course, building a seamless networks of bicycle lanes and bicycle parking facilities.

Let's be bold and build a better Sleepy Hollow.

# New York City Cyclist Counts at Selected Commuter Locations Weekday, 7AM to 7PM, 1980-2014



**Notes:**

1. Count is on a single summer weekday from 7am to 7pm from 1980, and 1985-2006
2. There is no data available for 12th Avenue in 1986 and the Williamsburg Bridge in 1991
3. The value for 2007 is the average of 3 counts taken in May, August & September
4. The values for 2008-2011 and 2013-2014 are the averages of 10 counts taken between April and October
5. The Hudson River Greenway and Manhattan Bridge path opened to cycling in 2001
6. For years prior to availability of the Hudson River Greenway, data for 9th, 10th, 11th and 12th avenues are shown as a proxy
7. 9th through 12th Avenues is removed from the count from 2001 forward when the Hudson River Greenway enters the count
8. The value for 2012 is the average of 10 counts taken between May and October
9. Counts in 2014 include data collected by automated counters