

Daniel Convissor's Feedback

December 6, 2018

Draft Alternatives - Spring 2018 Public Outreach Summary

Route 119 Complete Streets Study

July 27, 2018

Page numbers preceded each comment.

- 1: "or cartway" is very unusual for the lay public.
- 2: At the end of the paragraph that mentions "the extra capacity encourages higher traffic speeds," etc, please append discussion regarding the speed/safety relationship.
- 4: 1-Way Protected Lanes, if lanes are narrow, makes passing and social cycling difficult if not impossible.
- 4: 2-Way Protected Lanes mentions how special "sidewalk" equipment is needed. But 2-way lanes are generally wide enough to use regular street sweeping machines and pickup truck based plows. (Elgin Pelicans street sweepers are 8' 6" wide. When both side brooms are turned on, the sweeping path becomes 10' wide.)

Much easier for passing and social cycling.

Can be close to 1/2 the cost of 2 1-way lanes.

- 4: Buffered Bike Lane: why do they require sweeping via sidewalk equipment?
- 4: Bike Boulevard: Can't work on Route 119 due to traffic volumes. Can't work on parallel routes because of hills, traffic volume, disjointed network.
- 4: Shared Lanes: it's inaccurate to say they have "no impact" in the Impact on Villages column. With the New TZB's Shared Use Path opening, the villages are going to see a significant increase in the number of people cycling. Having everyone cycling in existing motor vehicle lanes will exacerbate congestion and create hostility. This is already a problem in Piermont, for example.

Also increases risks of crashes, placing a burden on municipal emergency services. Opens governments to liability, per *Brown v. State of New York* and *Turturro v. City of New York*.

- 5: "either directions" -> "either direction"
- 6: Shows no curb cuts in Elmsford between Route 9A and the Sprain Brook Parkway. There are tons.
- 7: Segment 6 has a lot of variation in the number of lanes
- 8, et seq: The maps at the top of each segment don't show the arced line showing the segment

limits. Several lack the label for the segment.

- 9, et seq: Many of the design options include widening sidewalks and changing curb lines. They're lovely designs, for the long term.

A stated goal of our study is using quick build techniques, particularly for the bike lanes, to minimize construction costs and time lines so we can make these important safety and mobility improvements in the short term.

Of course, this document is relaying what was used in the outreach process. At the same time, it's a basis for discussion for how to move forward. So we need to get this right.

(For the record, these quirks were included in the draft outreach boards because the draft boards were provided at 9 pm on April 24 for a presentation happening 6 pm on April 26. Only 14 hours were provided review and discussion. Thus, these issues couldn't be surfaced and fully addressed at that time.)

A possible way to rectify this is adjusting the "Results and Key Findings" section to be the "Results, Key Findings and Discussion" section. It can include new cross section diagrams of short term / quick build proposals for discussion.

- 12: Segment 3's drawings all have 59' curb to curb widths, but the drawings show different sidewalk widths.
- 12: Segment 3, Option 1 (Elmsford) has 2 1-way lanes, each separated by 1.5' buffers. As discussed during design of the online survey, standards call for 3' buffers. Which is why the online survey had a 2-way lane with a 3' buffer on the south side of the street. Please change this to the diagram used for the online survey.
- 17: Text says "Hamilton Avenue: remove one travel lane per direction." Most of Hamilton is a 1 way street.
- 18: The titles and order of Figures 27, 28 & 29 are mixed up.
- 18: The two Main St diagrams use different sidewalk and building elements.
- 19: "Elmsford Town Hall" -> "Elmsford Village Hall"
- 20: Please add a paragraph to the Public Outreach section indicating that the only information people were given for picking their preferred option was the cross section diagrams. Background on potential trade offs (eg connections, highway ramps, costs of construction and maintenance) were not provided.
- 21: Per the last point, please add text for Segment 1 about needing to consider connections to the Thruway's Side Path on Broadway and the desirability of avoiding Thruway ramps C & D. These add significant weight in favor of a 2-way lane on the north side of Route 119.
- 21: Here, and throughout document, change "Route 9 to Benedict Avenue Crossing (Former Xerox Site)" -> "Route 9 to Benedict Avenue"

- 21, et seq: Put location in figure titles
- 23: Fix reference link from the text to the Figure 36.
- 23: Add text discussing trade offs of Segment 5. Having the bike lane on Route 119 provides safe connectivity between downtown and the Battle Hill neighborhood (Robertson Ave, Chatterton Ave, School St and Battle Ave).

In fact, this stretch of Route 119 is extremely wide, fast moving and lacks east-west crossings. To provide safe, convenient, legal access for Battle Hill residents, it will be valuable for the west side of Route 119 between Battle Ave and Central Ave to be a 2-way bike lane. This would be in addition to the 1-way westbound bike lane.

It will be good to have a safe connector between the bike lane on Hamilton Ave and the 2-way lane by Battle Ave.

- 24: Segment 5, Option 2, text should cover the challenges faced by the Bronx River Parkway route. Getting from 119 to the trail would require crossing Route 119 (very wide here), the Bronx River Parkway and the parking lot driveway (which gets very busy during events). This introduces significant safety risks.

The right of way on this link is pretty narrow, particularly the bridge and sidewalks at the Bronx River. This would be a major problem during events at the County Center, when crowds will be walking and driving to/from the parking lot. Adding width or separate right of way will be expensive.

- 24: Add text about Hamilton Ave, when considering next steps, think about changing the 12 - 14' lanes into 10' lanes to reduce speeding, shorten crossing distances.

Given Hamilton is 1-way and there's significant distance between it and parallel streets people can use to go the other way, people will ride their bike contra-flow. Thus, it would be beneficial to make the bike lane on Hamilton 2-way.

- 24: Similarly, for Main St, consider 10' lanes instead of 11', wider buffer for bike lane and vertical separators.
- 24, 25: Make separate titles for each diagram.