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Sent: Tuesday, August 11, 2020 1:59 PM

To: Lorraine Walsh <mayor@villageoflarchmont.org>; Staudt James <JStaudt@mgslawyers.com>

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Subject: Elk/Centro

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Attached are Georges comments regarding the Elk ROW.

Pat, I reviewed the July 27, 2020 letter by Kimley Horn regarding the Centro Larchmont Garage Access, the July 27, 2020 letter by HKP regarding the Centro Larchmont site plan approval and the slides by Perkins Eastman Architects showing the proposed operational controls of the access easement, a potential alternative access through the adjacent municipal lot and the layout and cross-sections of the pedestrian path on the east side of the proposed project. I also spent some time on google earth street view to check the conditions of this access drive as well as other similar driveway connections in the Village.

I would like to address two elements of the access drive easement:

1. Vehicular conflicts: as the 10-foot wide easement has to serve vehicles circulating in opposite directions, there may be an instinctive reaction based on the image of a frontal collision that this is dangerous. In fact, this is a situation that exists in many places, and because speeds are very low and sight conditions are good, it can operate safely. The fact that the access is 10 feet wide as compared to 12 or 15 feet, helps in slowing traffic and inducing drivers to pay attention. Because of these reasons, I do not see the need for the "STOP Traffic in Alley" signs proposed at the exit of this garage and of the 19212 Palmer parking lot. The first thing that drivers leaving either one of these parking areas will do is look down the alley and if they see a vehicle driving up they will wait to see where that vehicle is driving to, and if needed, they will maneuver their vehicle in such a way where they avoid any conflict.
2. Conflicts with pedestrians on the Wendt Avenue sidewalk: Vehicles driving down this alley will arrive at the sidewalk at a low speed and will face a STOP sign before they reach the sidewalk. There would be an additional sign indicating the prohibition of right turns out of the shared driveway. Even though some drivers may not observe the STOP sign and may not make a full stop, they will slow down at that location. They will have fairly good sight conditions of pedestrians on the sidewalk, and vice versa, pedestrians will have good views of the cars exiting. Whereas the "Vehicle Approaching Warning" sign would encourage pedestrians to pay attention at this location (presumably the sign will light up or will start flashing, when a car approaches), it does send an ambiguous message to pedestrians. First, it is the driver's responsibility to pay attention and not hit pedestrians, especially when pedestrians are on a sidewalk midblock where they have the right-of-way. Second, if we ask pedestrians to pay attention at this location, we would need to install similar signs at other locations that have more vehicles existing and have less favorable sight conditions. Otherwise we send a message that this location is hazardous and other locations are not hazardous. To conclude, I would not recommend the "Vehicle Approaching Warning" sign at this location. If the Village decides to require the applicant to install this warning sign, presumably activated by a vehicle detector along the driveway, I would suggest that the detector be installed along the driveway maybe ten feet downstream from the driveway to the 65 Wendt Avenue parking area.

To conclude, I believe that this is a situation that is organically safe, because of the narrow driveway and resulting low speeds and because the sight conditions along the driveway and at the Wendt Avenue sidewalk are relatively good. I do recommend the installation of the STOP and the "Do-not-turn right" at the location where the driveway meets the Wendt Avenue sidewalk.

Pat, feel free to call me if you want to discuss. I am at (845) 339 6988

Thanks

Georges

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