DTS • PROVIDENT
Intelligent Land Use

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MEMORANDUM

TO:	Joshua Ringel, Village Manager David Turiano, P.E., Village Engineer Village of Briarcliff Manor	DATE:	April 7, 2022
FROM:	Ralph Peragine, P.E. Brian Dempsey, P.E., PTOE, RSP1	RE:	Mobility Enhancements Briarcliff Manor

Introduction

As requested, RGR Landscape Architecture & Architecture and DTS Provident Design Engineering have been reviewing various alternatives for the Pleasantville Road Mobility Enhancements for the section of Pleasantville Road between North State Road south to past Village Hall. The purpose of the Mobility Enhancements is to improve the area as a "Complete Street" by making the CBD more pedestrian and bicycle-friendly. One comment we heard from various residents is that pedestrians do not feel safe crossing Pleasantville Road in the CBD. Thus, the sidewalk on the east side is proposed to be widened, a sidewalk is being provided on the west side, enhanced crosswalks are also provided and bicycle lanes are added. The roadway is designed to maintain lower speeds than currently occur, to keep the area more pedestrian-friendly. This Memorandum follows up on some of the questions/comments raised by residents, store owners and/or Village Officials/Board Members and provides additional information that has been requested including comparisons to other municipalities in Westchester. An Overall Combined Plan illustrating the Mobility Enhancements, the Cross Access Plan, and the potential modifications to 1050 Pleasantville Road (former Wells Fargo site) is provided, as well as a Concept Sketch of 1050 Pleasantville Road.

Overall Public Parking Composite Plan

DTS Provident has prepared an Overall Public Parking Composite Plan (attached) which contains the public parking to be provided in connection with the Mobility Enhancements, the Cross Access, and 1050 Pleasantville Road (former Wells Fargo site – enlargement also attached) including the loading zones as well as the ADA Parking Spaces to be provided.

The following Table summarizes the public parking, loading zones and ADA parking in the Study Area, comparing the Existing Condition with the Parking to be provided with the Mobility Enhancements, the Cross Access, and 1050 Pleasantville Road:

BRIARCLIFF MANOR PUBLIC PARKING SUMMARY TABLE EXISTING (DOES NOT INCLUDE EXISTING PROPERTIES)			
	Existing Public Parking	**Proposed Parking (with Mobility Enhancements and Cross Access)**	**Proposed Parking (with Mobility Enhancements and Cross Access) with 1050 Pleasantville Road**
PLEASANTVILLE ROAD (SECTION 1) - NORTH	15 (1)	19 (1) [1]	19 (1) [1]
PLEASANTVILLE ROAD (SECTION 2) - CENTER	21 (2)	20 (2) [1]	20 (2) [1]
PLEASANTVILLE ROAD (SECTION 3) - SOUTH	14 (1)	9 (1)	9 (1)
MUNICIPAL PARKING LOT (MINI LOT)	15 (1)	15 (1)	15 (1)
1050 PLEASANTVILLE ROAD PARKING LOT - WELLS FARGO	0	0	90 (4)
VILLAGE HALL PARKING LOT	31	31	31
FIRE DEPARTMENT PARKING LOT	9	14	14
1117 REAR PARKING LOT - GENTLE FAMILY DENTISTRY PUBLICLY AVAILABLE	0	11	11
1123 - 1133 REAR PARKING LOTS - PUBLICLY AVAILABLE	19	27	27
1141 REAR LOT - PUBLICLY AVAILABLE	10	10	10
1157 REAR LOT - PUBLICLY AVAILABLE	0	3	3
TOTAL PARKING	**134**	**159**	**249**
(Denotes ADA Parking Spot)	(5 ADA)	(5 ADA)	(9 ADA)
[LOADING]	[1 LOADING]	[2 LOADING]	[2 LOADING]

Crosswalk Locations

As illustrated on the attached Overall Plan, four crosswalks are proposed in the Study Area starting at North State Road in the north to just south of Village Hall to the south. The two crosswalks in the middle were set to be equidistant from the others. This resulted in the crosswalk that is currently next to the Municipal Mini Lot being shifted slightly south. This could be shifted back to its current location but would reduce the amount of angle spaces in the north section if the design of that section is changed back to the angle spaces, which is discussed further below.

Angle of Parking

The angle of the parking spaces impacts the travel lane width as well as the overall roadway width. The higher the degree of the angle, the longer (measured from the curb) the parking space needs to be. A parallel space would be 0 degrees and would extend 7 feet from the curb while a 90-degree space. (perpendicular) would extend 19 feet from the curb. The angle of the parking space also

effects the width of the travel lane as the higher the degree of the parking space, the more width that is needed to back out of the parking space, as the vehicle needs to back up without crossing the double yellow centerline. Thus, changing the angle of the parking space impacts the overall roadway width and the travel lane width.

The existing angle spaces along Pleasantville Road are at an angle between 45-50 degrees. The 44-foot curb to curb roadway width would be the preferred width. The 45-degree angle would work at that width and produce the most angle parking on the east side. The number of parking spaces to be provided would depend upon where the crosswalk is located. If the crosswalk is shifted from the proposed location back north to the existing location, there would be less angle parking in this area. With the angle parking, there would be no parking on the west side. Just dropping from 45-degree spaces to 44-degree spaces results in the loss of one parking space over 100 feet as illustrated in the attached figure. Another space would be lost dropping from 40-degrees to 35 degrees.

The 35-degree parking would make it easier for a fire engine to go through as well as for a driver to enter and exit the parking spaces but would result in two less parking spaces than the 45-degree parking.

Width of Parking Spaces

The angle parking spaces are illustrated on the attached figure at 9 feet wide (measured perpendicular to the parking stripes, not along the curb which is 12.7 feet at 45 degrees and 15.7 feet at 35 degrees), as per Village Code. (The ADA space is 8 foot wide with an 8-foot striped area adjacent, as per State Law.) If the general angle spaces were reduced to 8'6", an additional parking space would likely not be able to be obtained over a 100-foot section, the width would have to be reduced to 8 feet. This is tight for parking spaces in a high turnover area, leaving limited room to open doors. It also limits maneuverability, especially when backing out.

Roadway Travel Lane Width

As discussed above, the travel lane width would be dependent upon the type and angle of the parking to ensure sufficient room is provided for vehicles to back out of the parking spaces.

The typical roadway lane standard width is 12 feet wide or 13 feet depending upon the activity or if bordered by a curb, but they can vary between 9 and 15 feet wide. The typical parallel parking space is generally 7 feet wide. Possible cross sections are attached.

Loading

Currently there are no loading zones in the Village, causing congestion and blocking vehicles that are trying to enter/exit parking spaces. As part of the Mobility Enhancements Plan, two official loading areas with time restrictions will be created. Additional enforcement is being discussed. Shifting the driveway forward may be able to get one additional space depending upon the angle and width but it then brings the loading area close to blocking the existing driveway (including blocking sight distance for vehicles exiting the driveway) as well as reducing the storage length for

the right turn queue at North State Road. A 55-foot loading zone is being illustrated here which is long for a typical loading zone in a CBD area like this.

Also, the Cross Access will improve traffic flow and conditions behind some of the stores which will also help with loading and unloading. Directional wayfinding signs will alert/direct drivers to the parking and potential loading in the rear of the stores.

Proposed Design

The following is a list of some of the benefits of the proposed Mobility Enhancements Plan as previously presented by RGR:

- Provides only parallel parking, which is proven to be safer than diagonal parking
- Provides more even distribution of parking spaces throughout the CBD - east and west
- Discourages vehicle U-turns into diagonal parking spaces
- Provides curb extensions and high visibility crosswalks for shorter and safer pedestrian crossings
- Provides a continuous furniture zone buffer between the sidewalk and the street
- Space for trees, light poles, benches, trash receptacles, and signs, which allows through pedestrian movement on the sidewalk free of obstructions and tripping hazards
- Space for gathering, movable seating, and decorative plantings
- Optimum growing environment for street trees – water, oxygen, space for root growth
- Permeable surface for stormwater infiltration, reducing impacts on storm sewers
- Meets Complete Streets criteria for grant funding from NYS DOT
- Provides greater concentration of parking along the retail frontage at northeast quadrant

Changing the parking to angle spaces would likely reduce the sidewalk width which would limit the street trees that can be added.

Walking Distance

There is no official set walking distance for customers to retail stores but the generally accepted rules of thumb is between 300 and 600 feet, as per the National Parking Association, although it varies by various conditions including the patron age/health, the walking/sidewalk conditions, weather, safety, etc. The National Parking Association has established the following Level of Service Guidelines for outdoor walking in an uncovered area, not in a surface parking lot or parking garage:

Level of Service A: Up to 400 feet
Level of Service B: 401 Feet to 800 Feet
Level of Service C: 801 Feet to 1,200 Feet
Level of Service D: 1,201 Feet to 1,600 Feet
Level of Service E: more than 1,600 Feet

From the northern end of the buildings on the east side, 400 feet extends to just before The Patio, Level of Service A, and it is 800 feet to Village Hall, Level of Service B.

Comparison of CBD Parking Conditions

The following table summarizes the CBD Road through some of the various municipalities in Westchester where the road has parallel parking. The Average Daily Traffic (ADT) and Roadway Width is also provided. The ADT for each roadway was obtained from the NYSDOT. A higher ADT volume for Pleasantville Road was mentioned at a previous meeting, which will need to be verified. An illustration of the Rye CBD is attached.

Comparison of CBD Parking Conditions				
Municipality	**CBD Road**	**Parking Type**	**ADT (Year of Traffic Count)**	**Road Width**
Briarcliff	Pleasantville Road	--	8,117 (2016)	--
Chappaqua	King Street	Parallel	9,723 (2019)	46 feet
Chappaqua	Greeley Avenue	Parallel	6,400 (2019)	36 feet
Pleasantville	Bedford Road	Parallel	6,789 (2019)	40 feet
Pleasantville	Manville Road	Parallel	5,460 (2019)	38 feet
Mount Kisco	Main Street	Parallel	13,846 (2017)	38 feet
Tarrytown	Broadway	Parallel	14,624 (2017)	40 feet
Sleepy Hollow	Broadway	Parallel	15,065 (2017)	40 feet
Valhalla	Broadway	Parallel	8,494 (2016)	40 feet
Rye	Purchase Street	Parallel	6,624 (2014)	38 feet
Port Chester	Main Street	Parallel	10,765 (2017)	43 feet
Harrison	Halstead Avenue	Parallel	7,383 (2019)	47 feet
Pelham	Wolfs Lane	Parallel	8,468 (2018)	40 feet

Parallel Parking Versus Angle Parking

As previously documented, parallel parking is safer than angle parking, mainly due to the limited visibility of a vehicle backing out of an angled parking space. Some Design Manuals and articles that support this, which are summarized below. There were no other full recent studies aside from studies that quote the below sources.

- American Association of State Highway and Transportation Officials (AASHTO) – *A Policy on Geometric Design of Highways and Streets (The Green Book)* – states "When a proposed roadway improvement is to include on-street parking, parallel parking should be considered. Under certain circumstances, angle parking is an allowable form of street parking. The type of on-street parking selected should be based on consideration of the specific functions and width of the street, the adjacent land use, and traffic volume, as well as existing and anticipated traffic operations. Angle parking presents special problems because of the varying lengths of vehicles and the sight distance problems associated with vans and recreational vehicles."

- Transportation Research Record (TRR) 1270 – *Safety Comparison of Types of Parking on Urban Streets in Nebraska*: States that "when parking must be allowed, consideration should be given to using parallel parking instead of angle parking… Accident reduction factors

from 19 to 71 percent were reported after a change from angle to parallel parking." and "angle parking had a significantly higher percentage of parking accidents than parallel parking." "The non-intersection accident rates for angle parking were significantly higher than those for the parallel parking." The report concludes with "Parallel parking is the safest type of parking on urban sections on the state highway system in Nebraska. Parallel parking was consistently found to have lower accident rates and lower percentages of accidents than angle parking over the range of traffic, roadway, and land use conditions on these roadways. In many cases, the accident rates and parking accident percentages for angle parking were significantly higher than those for parallel parking. Therefore, when parking must be allowed on urban sections of the state highway system, parallel parking should be used instead of angle parking whenever feasible."

- Oregon Department of Transportation – *Safety Comparison of Angle and Parallel P*arking – This document researched various studies and its Summary concludes with "Based upon the review of the research and in agreement with AASHTO *A Policy on Design of Highways and Streets* and the ODOT Highway Design Guide, parallel parking is preferable to angle parking whenever possible."

As discussed further below, the parallel spaces will be an appropriate length to ease entrance and exit. It will be easier for drivers to exit their parking space. Several spaces will have an open end either in front of or behind the parking space, making it easier to parallel park. Most new cars have back up cameras and some have other technology such as "driver assist" which help with parallel parking. In addition, there will be a significant number of perpendicular public parking spaces in the Municipal Mini Lot, the main Municipal Lot, the new spaces created with the Cross Access, as well in the 1050 Pleasantville Road Lot. These will in conjunction with various pedestrian improvements including improved sidewalks and crosswalks, traffic calming and new pedestrian connections to Pleasantville Road. Many other municipalities in Westchester have parallel parking on similar roadway comparable to Pleasantville Road, as discussed in this memorandum.

Summary of Pleasantville Road – Central Business District Alternatives

As requested, RGR Landscape Architecture & Architecture and DTS Provident Design Engineering reviewed various alternatives for the Pleasantville Road Mobility Enhancements for the section of Pleasantville Road between North State Road south to the first crosswalk (in the vicinity of the Toy Shop). DTS Provident prepared various Alternative Plans which have previously been submitted including a Queueing Diagram as well as different scenarios of parallel parking and angle parking at 45 degrees and at 35 degrees with roadway widths of 40, 42 and 44 feet. These considered vehicles ability to exit the parking space with crossing the double yellow line, a WB-50 vehicle in the loading zone, and an aerial fire truck being able to bypass traffic in an emergency.
A summary table comparing the various scenarios in terms of the angle of the parking, width of the roadway section, the amount of parking on each side of the road, the placement of a loading zone, and the ability of an aerial firetruck to travel through the section with a car pulled over on each side of the road, is provided below. The existing section of Pleasantville Road in this area ranges between 51 and 53 feet wide.

With all of the angle parking scenarios, there would be no parking on the west side of the road. As 6 parallel parking spaces would be installed on the west side in the Grant Application Plan, the ability to add parking spaces with the angle spaces is limited as those 6 spaces are then lost. The bicycle areas are also lost as are the pedestrian crossing bumpouts on the west side of the road.

Briarcliff Manor Central Business District Scenarios Summary Table (North Section Only)						
Scenario	**Can Parked Vehicle Exit?[1]**	**Can Firetruck Maneuver between 2 Vehicles?[2]**	**Parking Supply on West Side of Pleasantville Road**	**Parking Supply on East Side of Pleasantville Road**	**Total Parking**	**Additional Notes**
Existing Condition 51-53 Foot-Wide Roadway	No	Yes	0	15	15	No Loading Zone or ADA space. At least one space backs out onto crosswalk
Proposed Conditions						
Parallel Parking 40-Foot-Wide Roadway	Yes	Yes	6	8	14	
35 Degree Angle Parking 44-Foot-Wide Roadway	Yes	Yes	0	10	10	
45 Degree Angle Parking 44-Foot-Wide Roadway	Yes	Yes	0	12	12	
35 Degree Angle Parking 42-Foot-Wide Roadway	Yes (tight for larger vehicle)	Yes	0	10	10	
45 Degree Angle Parking 42-Foot-Wide Roadway	Yes (tight for larger vehicle)	Yes (very tight)	0	12	12	
35 Degree Angle Parking 40-Foot-Wide Roadway	No (not larger vehicle)	Yes (very tight)	0	10	10	
45 Degree Angle Parking 40-Foot-Wide Roadway	No (not larger vehicle)	No (not larger vehicle)	0	12	12	

Notes:
1. This scenario refers to a vehicle exiting the parking space adjacent to the crosswalk and not crossing over the crosswalk or across the double yellow line to exit
2. This scenario refers to an Aerial Firetruck being able to maneuver northbound on Pleasantville Road with two vehicles pulled over on both sides of the road.

To provide for the proper room for a vehicle to back-out of an angle parking space, the 44-foot wide section would be recommended from a traffic standpoint if angle spaces are eventually required. This would result in the loss of sidewalk space and the proposed tree wells.

Additional Comments/Solutions

The following is a summary of some of the additional comments received and the responses/solutions to the comments:

Comment: Not enough parking for the northeast stores
Response: As illustrated on the Overall Public Parking Composite Plan, the public parking in the Study Area will be increased by 25% over existing conditions as a result of the Mobility Enhancements and Cross Access. With the addition of 1050 Pleasantville Road, the amount of public parking in the Study Area will be almost double the existing condition, with almost all of the parking spaces within 800 feet (Walking Level of Service B) of the northern end of the stores in the northeast corner. These walking distances are similar to other municipalities and at other facilities in the Village like the Pool and the train station. For the new spaces being added in conjunction with the Cross Access, new pedestrian connections to Pleasantville Road will be added. There will only be a few on-street parking spaces less in the northern section with the parallel parking than with the angle parking. However, with the Mobility Enhancements, including the improved sidewalk on the western side and the enhanced crosswalk in combination with the traffic calming, more patrons to the northeast stores will park on the west side including in the municipal mini lot. Several residents stated that did not want to park on the west side currently as they feel it is not safe to cross Pleasantville Road under the existing conditions but would do so with the pedestrian enhancements that will be provided. There are also ongoing discussions about more enforcement in the area, including requiring building owners and employees to park in the rear of the stores instead of taking spaces along Pleasantville Road. There could also be shortened time allotments for the spaces in this area, which will increase turnover and free-up spaces.

Comment: Parallel parking is impossible
Response: As previously discussed, parallel parking is safer than angle parking. The parallel spaces will be an appropriate length to ease entrance and exit. It will be easier for drivers to exit their parking space. Several spaces will have an open end either in front of or behind the parking space, making it easier to parallel park. Most new cars have back up cameras and other technology which assist with parallel parking. In addition, there will be a significant number of perpendicular public parking spaces in the Municipal Mini Lot, the main Municipal Lot, the new spaces created with the Cross Access, as well in the 1050 Pleasantville Road Lot. These will in conjunction with various pedestrian improvements including improved sidewalks and crosswalks, traffic calming and new pedestrian connections to Pleasantville Road. The Table above shows some of the other municipalities in Westchester that have parallel parking on similar roadway comparable to Pleasantville Road.

Comment: Parallel parking will slow traffic
Response: A driver parallel parking will slow some traffic but it would be safer and similar in time compared to a drive backing out of an angle space, especially if the vehicle backing out is next to a van or SUV and thus cannot see traffic travelling toward it. One of the goals of the Mobility Enhancements is to provide “complete streets” and maintain slower speeds through the business

district, not provide a raceway. Pedestrians trying to cross the street do not feel safe crossing. As illustrated in the Table above, many other municipalities in Westchester successfully have parallel parking on similar roadways. The parking spaces will be an appropriate length for vehicles to be able to enter and exit.

Comment: One lane in each direction creates problem when trucks are unloading
Response: Currently there are no loading zones in the Village, causing congestion and blocking vehicles that are trying to enter/exit parking spaces. As part of the Mobility Enhancements Plan, two official loading areas with time restrictions will be created. Additional enforcement is being discussed. Also, the Cross Access will improve traffic flow and conditions behind some of the stores which will also help with loading and unloading. Directional wayfinding signs will alert/direct drivers to the parking and potential loading in the rear of the stores. In addition, the second lane on northbound Pleasantville Road currently causes confusion among some drivers and pedestrians as well as results in drivers passing each other.

Comment: "Residents will not walk extra distances to stores" (For example, Tom from liquor store reports his customers have insisted they will drive to Chappaqua rather than park and walk in Briarcliff.)
Response: A comparison table has been provided illustrating some of the other Westchester municipalities that have parallel parking in their CBD. People in the Village currently walk to other facilities in Briarcliff such as the pool, Chilmark Village Park/Field, train station and library. Also, as previously mentioned, there will only be a few less parking spaces on the northern end and pedestrians will be able to cross the street with the improvements proposed as part of the Mobility Enhancements. Shorter time limits on the parking along Pleasantville Road will help patron parking turnover while parking in the rear of the stores and at 1050 Pleasantville Road would be for extended parking. Electric vehicles will park further away for charging stations.

Comment: Emergency vehicles will be stuck in traffic
Response: Analyses and engineered plans have been performed that indicate that sufficient room is provided so that vehicles can pull over to permit emergency vehicles to proceed on Pleasantville Road.

Comment: No need for street parking on west side
Response: Parking on the west side will be beneficial when combined with the pedestrian improvements as part of the Mobility Enhancements. The parking on the west could also be utilized for delivery vehicles.

Comment: Merchants worry about disruption of business
Response: A Construction Management and Phasing Plan and Schedule will be developed so that any disruption to businesses will be minimized. The Village will coordinate with the store owners before the project begins and as it proceeds.

Comment: Everything is fine as is; this project is a waste of money
Response: The Mobility Enhancement Project has been the result of comments from residents including requests to make the CBD more inviting and pedestrian friendly. A "complete streets" concept was developed for this portion of the Pleasantville Road corridor. Residents have stated that they are afraid to cross Pleasantville Road under the current conditions. There have also been accidents from drivers backing out of the angle parking spaces. Several positive comments have

been received as a result of the first phase of the Project, the section north of North State Road. The majority of the costs of the Project would be covered by the Grant that has been applied for.

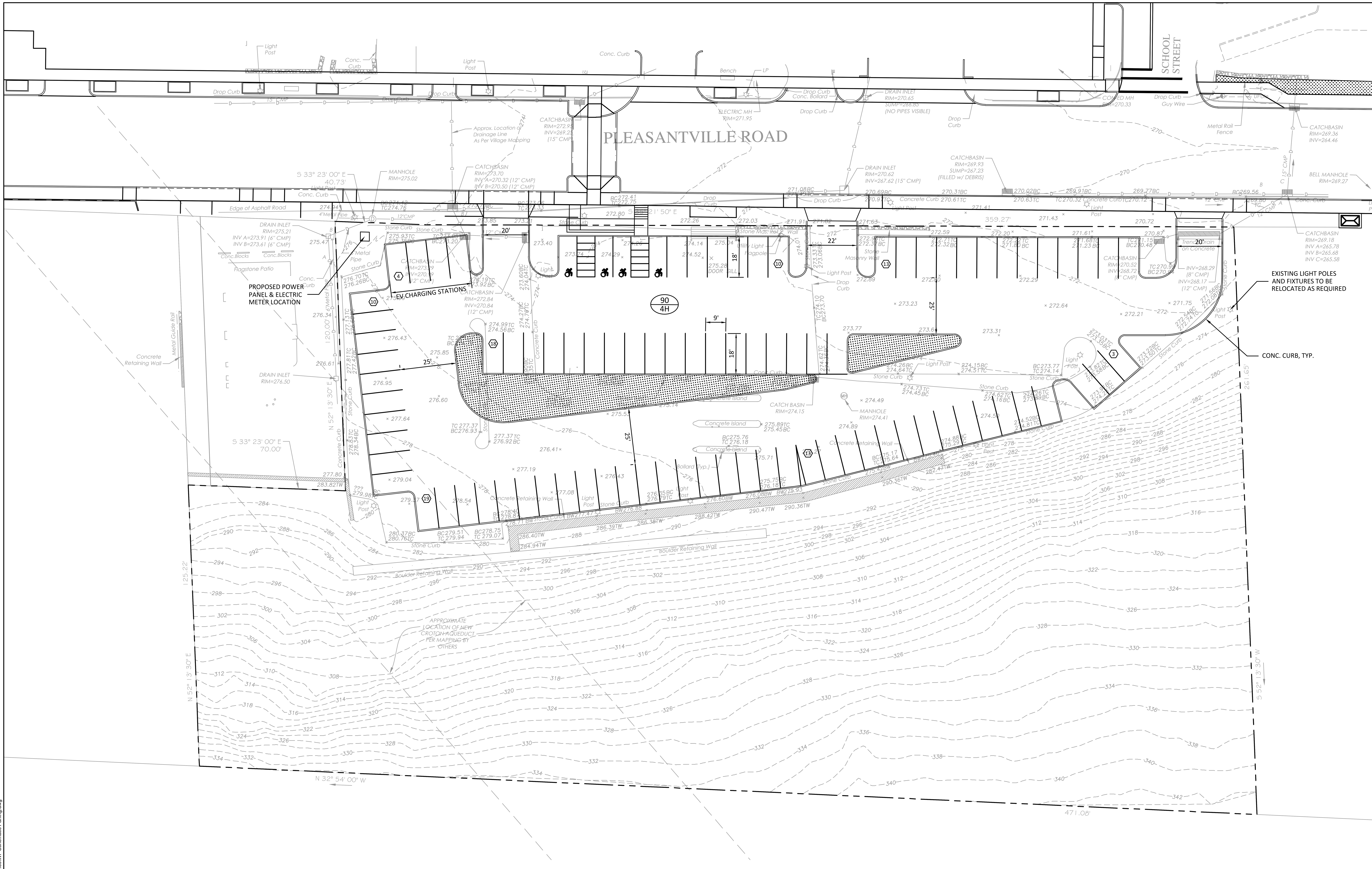
Comment: There's never been any enforcement of parking times or trucks double-parking in village.
Response: Discussions are occurring regarding additional enforcement and technology in the CBD. In addition, with the addition of the two loading zones and the redesign of Pleasantville Road, there will not be trucks double parking.

ATTACHMENTS

OVERALL PLAN
BRIARCLIFF MOBILITY ENHANCEMENTS

BRIARCLIFF MANOR PUBLIC PARKING SUMMARY TABLE EXISTING
(DOES NOT INCLUDE EXISTING PROPERTIES)

PARKING AREA	EXISTING PUBLIC PARKING	PROPOSED PARKING (WITH MOBILITY ENHANCEMENTS AND CROSS ACCESS)	PROPOSED PARKING (WITH MOBILITY ENHANCEMENTS AND CROSS ACCESS) WITH 1050 PLEASANTVILLE ROAD
PLEASANTVILLE ROAD (SECTION 1) - NORTH	15 (1)	19 (1) [1]	19 (2) [1]
PLEASANTVILLE ROAD (SECTION 2) - CENTER	21 (2)	20 (2) [1]	20 (2) [1]
PLEASANTVILLE ROAD (SECTION 3) - SOUTH	14 (1)	9 (1)	9 (1)
MUNICIPAL PARKING LOT (MINI LOT)	15 (1)	15 (1)	15 (1)
1050 PLEASANTVILLE ROAD PARKING LOT - WELLS FARGO	0	0	90 (4)
VILLAGE HALL PARKING LOT	31	31	31
FIRE DEPARTMENT PARKING LOT	9	14	14
1117 REAR PARKING LOT - GENTLE FAMILY DENTISTRY PUBLICLY AVAILABLE	0	11	11
1123 - 1133 REAR PARKING LOTS - PUBLICLY AVAILABLE	19	27	27
1141 REAR LOT - PUBLICLY AVAILABLE	10	10	10
1157 REAR LOT - PUBLICLY AVAILABLE	0	3	3
TOTAL PARKING	**134**	**159**	**249**
(DENOTES OF ADA PARKING SPOT)	(5 ADA)	(5 ADA)	(9 ADA)
[LOADING]	[1 LOADING]	[2 LOADING]	[2 LOADING]



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NO.	DATE	REVISION

SEAL

UNDER NEW YORK STATE EDUCATION LAW ARTICLE 145 (ENGINEERING), SECTION 7209 (2), IT IS A VIOLATION OF THIS LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT

OWNER

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PROJECT

Village of Briarcliff Manor
Mobility Enhancement Project
Central Business District
Pleasantville Road
Briarcliff Manor, NY

CONTRACT NO.: VBM-2021-06

PROJECT NO.: PDE 21-069

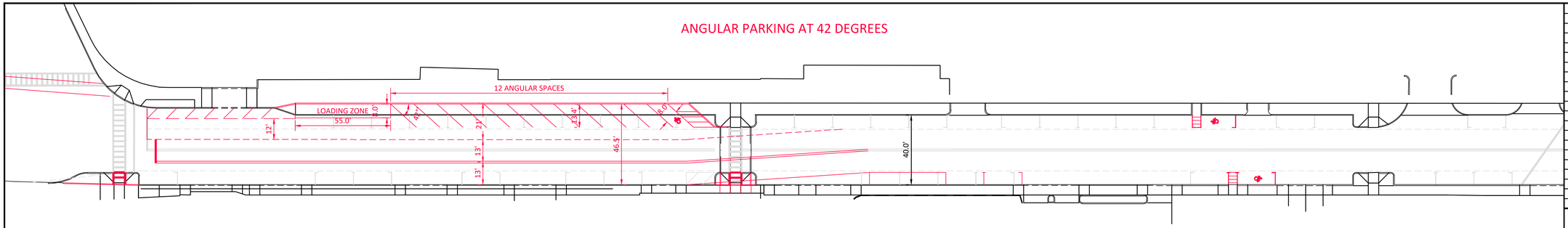
DRAWING TITLE:
SCHEMATIC PARKING PLAN

SCALE: 1" = 20'

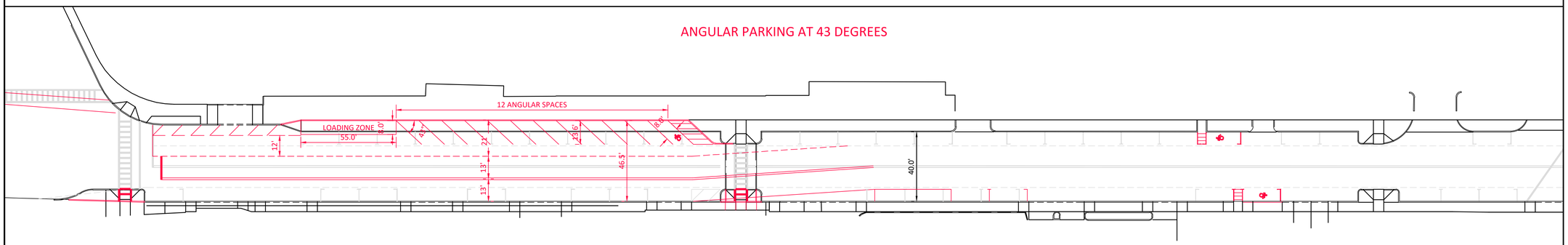
SK-201.1

Date: 3/29/2022

ANGULAR PARKING AT 42 DEGREES



ANGULAR PARKING AT 43 DEGREES



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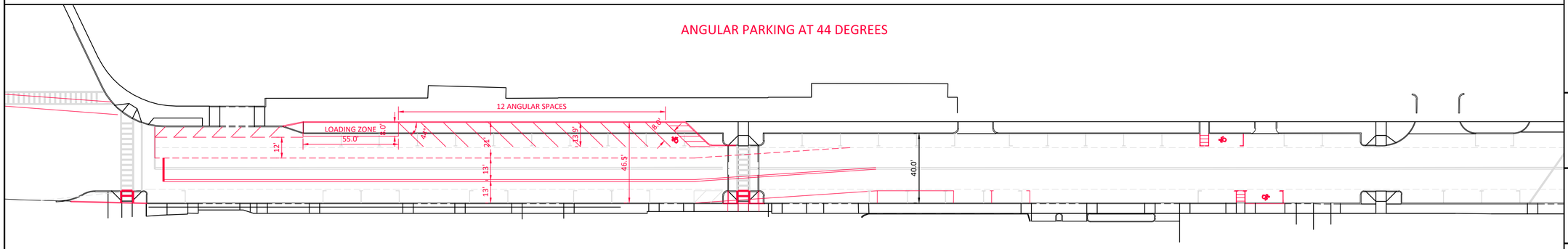
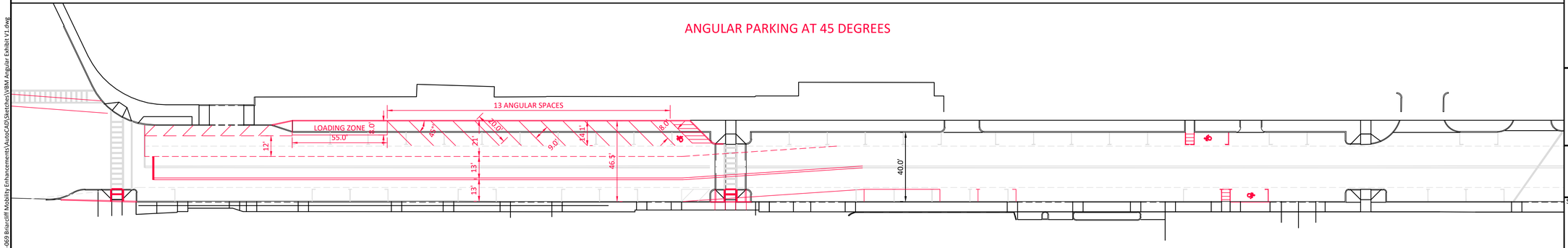


ANGULAR PARKING AT 45 DEGREES



NO.	REVISION	DATE

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CONTRACT NO. VM-2021-6
Village of Briarcliff Manor
Mobility Enhancements
Central Business District
Pleasantville Road, Briarcliff Manor, NY

TITLE:
ANGULAR PARKNG EXHIBIT

Seal

Scale:	1"=30'
Date:	4/01/2022
Drawn By:	
Checked By:	
Project No.:	21-069
Sheet No.:	of
Dwg. No.:	

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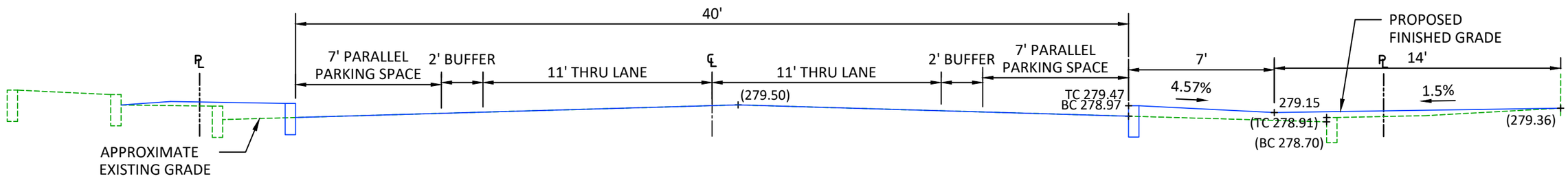
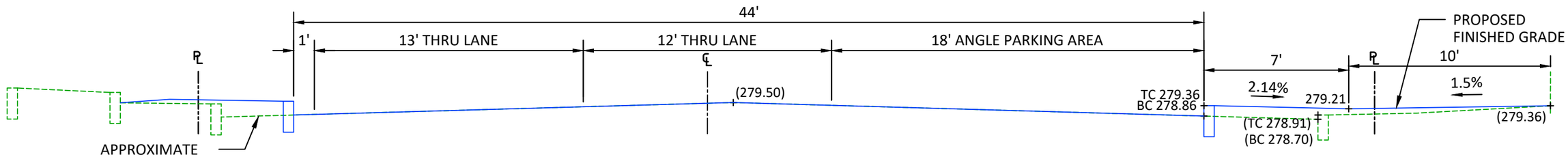


PROPOSED CONCEPT WITH PARALLEL PARKING
(40' ROADWAY SECTION)



PROPOSED CONCEPT WITH ANGLE PARKING
(44' ROADWAY SECTION)

DTS • PROVIDENT
Intelligent Land Use

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Pleasantville Road Cross Sections
Village of Briarcliff Mobility Enhancements Project
Briarcliff Manor (V), Westchester County, NY

Project No. 21-069
Scale: 1"=5'
January 2022

Figure No. CS-1

City of Rye, New York

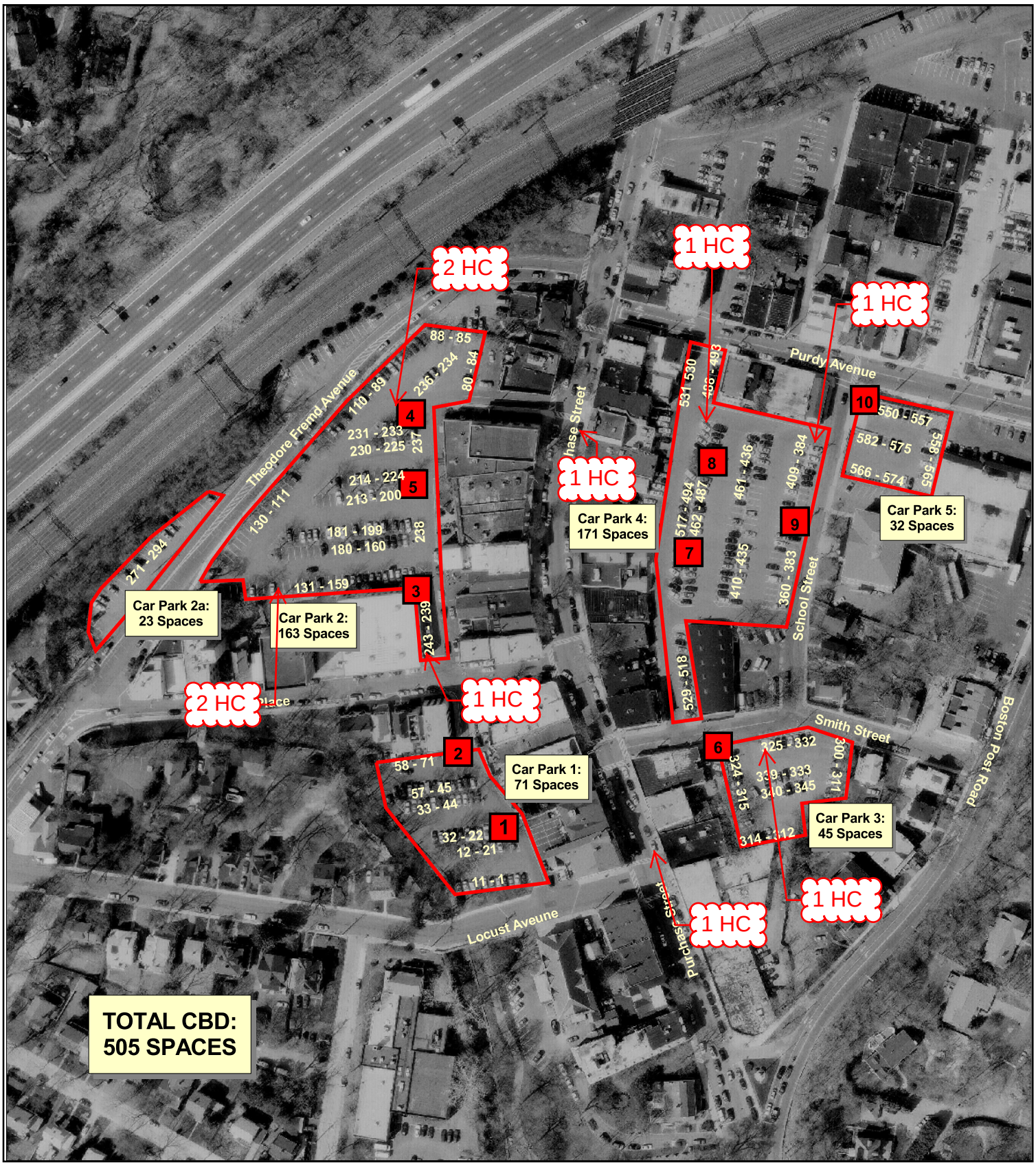

Figure 1: Central Business District Off-Street Parking Areas: Parking Stall Numbers

Pay Station

N

60 0 60 120 Feet

Last Revised: November 2007

GIS Rye, New York GEOGRAPHIC INFORMATION SYSTEM

Note: This map is intended for general planning purposes only.