

## **MAYOR'S COLUMN**

You may have noticed a large Con Edison presence throughout the Village in recent weeks. They are undertaking a major project to replace and upgrade feeder wires leading to the power station in Eastchester. The underground route extends from the Yonkers border on Palmer Avenue, around the traffic circles under the bridge and up the first half of Sagamore Road. The work on Palmer Road has been completed with close supervision by our Public Works Superintendent, Rocco Circosta. The Village was not satisfied with the condition of our pavement upon completion so Con Edison has agreed to repave the damaged areas of Palmer Road. The shrubbery and plantings that were damaged in the traffic circle will also be replaced by the utility and its subcontractor.

Unfortunately, a blockage in the underground feeder tube was found directly under the railroad bridge on Pondfield Road. The Village has requested the repair work be done at night to minimize the inconvenience. Next in the process will be the trenching of Sagamore Road from One Pondfield Road to Merestone Terrace. No work permit has been requested as yet by Con Edison but they do have a target date of April 15<sup>th</sup> for completion of the project. The Village staff will continue to monitor this work closely so that no public or private property is adversely impacted by the repair work. We are hopeful that this upgrade will decrease the frequent power outages we experienced last summer.

On other street related matters, we have asked traffic engineers to recommend improvements at the Kraft Avenue intersections at Park Place and Cedar Street. Long a source of concern to residents these two intersections are being studied to improve pedestrian and vehicle safety.

After a data review and site visits, our consultants are recommending a "raised table" area for the intersection at Park Place and Kraft Avenues. They have also suggested we consider a change of pavement texture within the box of the intersection so that pedestrians have a very defined area to walk across the street and motorists will reduce speed when traveling through the raised platform area. The raised area would only be a maximum of a few inches with appropriate tapers on either side of the intersection. The end result of this pavement modification usually results in increased pedestrian safety because motorists realize it is a high pedestrian area and reduce speed accordingly.

At the Cedar Street intersection of Kraft Avenue, the engineers took particular note of the limited sight distance of motorists traveling northbound on Kraft Avenue to see both motorists and pedestrians exiting Cedar Street.

To enhance and improve pedestrian safety at this intersection, they recommended the Village consider creating a curb line and continuous sidewalk on the westerly side of the intersection. The sidewalk and curbing would extend from the southern area of the train station and extend past the BAMS gas station area to reduce the width of the driveway and clearly define a sidewalk and pedestrian zone.

It was also suggested that the driveway opening in front of Savannah Home Furnishings have a continuation of the sidewalk or a crosswalk treatment to tighten up and restrict the layout of the intersection. The consultants further recommended that the Village

consider providing a drop curb along this driveway area to reduce the amount of paved area and the appearance of an open and uncontrolled intersection.

In the coming months, the Trustees will consider these changes in consultation with the traffic engineers and our Police and Public Works Departments and your input is most welcome.