

Croton-on-Hudson Bicycle/Pedestrian Planning Committee  
February 28<sup>th</sup>, 2007 Public Outreach Meeting #2  
Meeting Summary

The second Croton-on-Hudson Bicycle/Pedestrian Planning Committee (BPC) Public Outreach Meeting was held on February 28<sup>th</sup>, 2007 at the Stanley Kellerhouse Municipal Building. Approximately 20 residents, committee members and staff and board members attended the discussion of roadway safety and measures to increase non-motorized means of travel in the Village for station, shopping, and school access, and to increase neighborhood connectivity.



*Bicycle Commuting in Croton-on-Hudson, Winter 2007*

Public Outreach Meeting #2 began with a discussion of Maple Street, which several residents attending the meeting had the most concerns about of the Village's corridors. Large scale working maps of the committee's corridor study areas were reviewed, including the Maple Street shopping district, South Riverside and Croton Point Avenue corridor, and Gotwald Circle area.

Results from public outreach conducted in 2006 were reviewed, including additional letters from residents. Examples of input included Shoprite access safety improvements, traffic calming at Gotwald Circle and Cleveland Drive, and improved Route 9A ramp crosswalk safety. The Phase 1 Outreach Report posted on the Village's website describes input received to-date.

Progress of the committee was reviewed, including evaluation of options for the study areas, and research of programs, potential solutions, and best practices, such as bicycle lanes, modern roundabouts, and safe routes to schools programs. A list of issues was

provided as a meeting handout, including the committee's preliminary top ten priority issues/opportunities list (see Village website BPC link). The next phase of the committee's work will be evaluation of additional input from the public and preparation of a draft Master Plan for pedestrian and bicycle improvements, including prioritization of the various recommendations for implementation, and identification of specific implementation measures.

Roller blading safety and facilities were discussed as an additional objective for the Master Plan.

The following points were discussed at the February 28<sup>th</sup> meeting:

#### Maple Street

Meeting participants suggested new marked pedestrian crosswalks across Maple Street at the Croton Diner/Capriccio's Restaurant shopping center, at Croton Commons, and at Olcott. The stretch of Maple Street south of Post Road, including portions where on-street parking constrains the travelway, needs to be improved for pedestrians, cyclist, and rollerbladers. Past proposals have included the conversion of the section of Maple Street from Municipal Place to the Diner into a pedestrian mall. For Middle School safety and additional pedestrian safety east of Maple Street at Olcott, a one-way loop for cars using Olcott and Van Cortlandt Place was suggested, which would allow needed sidewalk construction for this area. The crossing of Maple Street at Olcott needs to be improved, either with crosswalk markings, neckdowns, or combinations of these and other traffic calming measures. There is a missing stretch of sidewalk between Dom's and Auto Park.

#### Bicycle Parking Facilities:

Bicycle parking facilities were discussed, including the need for better lighting at the station's parking facilities, and the need for upgraded facilities such as bicycle lockers or protective covering, using examples of best practices from other municipalities, including international examples. Requirements for bicycle racks could be part of the Site Plan review process where feasible.

#### Gotwald Circle:

A large scale aerial map of Cleveland Drive at Benedict Avenue (Gotwald Circle) was discussed, showing the committee's evaluation of modern roundabout design applied to this existing traffic circle (see following diagram). A series of measures have been identified that fall into a range of low, moderate and high levels of safety improvements and associated costs of implementation. At the low end are added yield signs and roadway markings, including crosswalks. Additional improvements could include raised and planted medians where broad expanses of pavement exist at the northern and eastern approaches to the intersection. Finally, the addition of an added stop sign for cars traveling southbound, sidewalk neckdowns, and other roadway features to guide traffic into the circle at a right angle (consistent with modern roundabouts), could be examined.

#### Northern Gateway:

Route 129 bicycle safety improvements are needed, including traffic calming. At Baton Road, signage could be installed to indicate alternative bike routes that avoid dangerous stretches of Route 129, including connections to regional on- and off-road trails via the Croton Dam.

#### South Riverside/Croton Point Avenue Corridor:

Added sidewalks, bike lanes and better lighting have been suggested for South Riverside Avenue and Croton Point Avenue. Additional new railway connections may be explored for the waterfront and Route 9 corridor, extending the type of facility that has been established at the “Crossing,” or the waterfront esplanade adjacent to the highway overpass of the Croton River.

Train station egress solutions are a key part of the bicycle safety strategy for commuters, with options being explored for both an added one-way east bound Croton Point Avenue bike lane on the south side of the roadway in the short term, and a two-way Croton Point Avenue separated bikeway on the north side of the roadway in the long term (the latter for those cyclists who prefer to avoid riding unseparated from traffic during rush hour, or who prefer to avoid crossing the highway entrance/exit ramps during peak PM commutation periods). Shoulder bike lanes on both sides of the roadways leading to the train station should be implemented in the short term while a long term reconfiguration of the corridor’s roadway and intersection geometries, and the potential for separated bikeways, are studied. Immediate pedestrian crosswalk safety improvements are needed at highway exit ramps near the train station, such as the southbound Route 9 Exit Ramp, including a “Yield to Ped” Variable Message Sign. Crosswalk safety improvements are needed at Benedict Boulevard and South Riverside Avenue.

#### Miscellaneous:

- The Site Plan review process should be used to require bike racks, and installation of sidewalks where appropriate.
- Lighting improvements are needed at North Riverside at Farragut/High Street.
- The speed limit at Albany Post Road will be reduced from 40 to 30 miles per hour.
- The Clearwater Festival will have bicycle parking facilities and promotional materials.