

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ENHANCEMENTS PROGRAM

PROJECT APPLICATION

Project Name: Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements

Project Location: S. Riverside Avenue and Croton Point Avenue between Benedict Boulevard and Veterans Plaza

Municipality(ies): Village of Croton-on-Hudson

County(ies): Westchester County

Sponsor: Village of Croton-on-Hudson

Applicant: Village of Croton-on-Hudson

FOR NYSDOT USE ONLY

Region & Proposal ID #: _____ Date Received: _____

Minimum Eligibility Criteria Met: _____ Yes _____ No

Within MPO Area: _____ Yes (MPO: _____) _____ No

NY Senate District Number _____

NY Assembly District Number _____

Regional or MPO Priority Ranking: _____ of _____

Funding Decision: _____ Project Fully Funded

_____ Project Partially Funded (Explanation Attached)

_____ Project Not Funded

Please refer to the NYSDOT Transportation Enhancements Program Guidebook for line-by-line instructions for preparing this project application.

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

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VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

Sponsor Information

Sponsor: Village of Croton-on-Hudson

Sponsor's Mailing Address: Stanley H. Kellerhouse Municipal Building

1 Van Wyck Street

Croton-on-Hudson, NY 10520

Contact Person:

Name: Mr. Abraham J. Zambrano

Title: Village Manager

Phone: 914-271-4848 Fax: 914-271-2836

E-Mail Address: azambrano@crotononhudson-ny.gov

Sponsor's Approval:

Signature:  Date: 6/24/08

Title: Village Manager

Applicant Information

Applicant: Village of Croton-on-Hudson

Applicant's Mailing Address: Stanley H. Kellerhouse Municipal Building

1 Van Wyck Street

Croton-on-Hudson, NY 10520

Contact Person:

Name: Mr. Abraham J. Zambrano

Title: Village
Manager

Phone: 914-271-4848 Fax: 914-271-2836

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Applicant's Approval:

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Enhancement Activity Category

Check the enhancement category or categories under which this project is eligible. The reasons for how the project fits each checked category is required in Attachment D.

- Provision of Facilities for Pedestrians and Bicycles
- Provision of Safety and Educational Activities for Pedestrians and Bicyclists
- Acquisition of Scenic Easements and Scenic or Historic Sites (including Historic Battlefields)
- Scenic or Historic Highway Programs (Including the Provision of Tourist and Welcome Center Facilities)
- Landscaping and Other Scenic Beautification
- Historic Preservation
- Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (Including Historic Railroad Facilities and Canals)
- Preservation of Abandoned Railway Corridors (Including the Conversion and Use Thereof for Pedestrian or Bicycle Trails)
- Inventory, Control and Removal of Outdoor Advertising
- Archaeological Planning and Research
- Environmental Mitigation to Address Water Pollution due to Highway Runoff or to Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
- Establishment of Transportation Museums

Project Costs and Funding

(From Attachment H)

Transportation Enhancements Program (TEP) Funds Requested:	\$ <u>1,199,744.89</u>	(1)
Local Non-Federal Share to Be Provided:	\$ <u>299,936.22</u>	(2)
Funds from Other Sources:	\$ <u>0.00</u>	(3)
Total Funding Needed for Project:	\$ <u>1,499,681.11</u>	(4)
Total Project Cost:	\$ <u>1,499,681.11</u>	(5)

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Required Attachments

		<i>Maximum # Of Pages*</i>
• Attachment A	Sponsor Information	1**
• Attachment B	Applicant Information	1**
• Attachment C	Project Description	3***
• Attachment D	Eligibility: Project Category or Categories	1
• Attachment E	Eligibility: Relationship to Surface Transportation	1
• Attachment F	Eligibility: Benefit to the Public Interest (Public Access/Use)	1
• Attachment G	Expected Benefits to Result from Project	3
• Attachment H	Project Costs and Funding	2
• Attachment I	Implementation Schedule	1
• Attachment J	Maintenance & Operation of Project	1
• Attachment K	Documentation to Support Project Eligibility	as needed
• Attachment L	Documentation of Community and Political Support	as needed

Note:

* - A page is defined as one side of an 8½" x 11" sheet of paper. All pages in excess of the designated maximum number of pages will be removed and discarded and will not be considered in the application review.

** - A maximum of one page of text is allowed. See Chapter 3 and/or the instructions for completing the project application.

*** - A maximum of three (3) pages (8½" x 11" sheets) of text is allowed. A maximum of six (6) additional pages (8½" x 11" sheets) for the required general location map and any optional project maps, photographs, sketches or illustrations also may be included in the attachment. One or two larger sheets (11" x 17" or 22" x 34") showing key conceptual project elements can be included, in addition to the aforementioned three pages of text and six pages of maps, photographs, sketches or illustrations.

- If available, samples of completed attachments may be provided by your NYSDOT Regional TEP coordinator for guidance.

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
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ATTACHMENT A

Sponsor Information

The Village of Croton-on-Hudson will serve as the sponsoring agency for this project, a role it has successfully undertaken in the past for federally funded projects. Mr. Abraham J. Zambrano, Village Manager, will serve as the Transportation Enhancements Program (TEP) Director. The Village, under the direction of Mr. Zambrano, has demonstrated the ability to secure federal funding, hire planning, design and engineering consultants and contractors, prepare contract documents for bidding, certify right-of-way ownership, and provide oversight during construction in accordance with New York State Department of Transportation (NYSDOT) *Procedures for Locally Administered Federal Aid Projects*. Mr. Daniel O'Connor, P.E., Village Engineer, will assist Mr. Zambrano in seeing this project to fruition. Mr. O'Connor has 23 years of engineering experience with 10 years in overseeing municipal traffic and planning studies, maintenance of signage, pavement markings, traffic signals, bicycle and pedestrian facilities, other transportation facilities, and budgeting and implementation of capital projects. Mr. O'Connor is also experienced in overseeing public outreach efforts, including a recent presentation of potential recommendations for this project. Mr. Joseph Hornik, P.E., L.S., Assistant Village Engineer, will assist Mr. O'Connor in administering this project. Mr. Hornik has over 55 years of engineering experience with 20 years as Rockland County's Superintendent of Highways.

Following is a list of recent and current Village-sponsored projects, receiving federal funding.

Project Name	Award Amount	Status
High Street Water, Sewer and Drainage Infrastructure Improvements and Street Scape Improvements	\$256,548	In Design, construction to start summer 2008
Wayne Street Street Scape Improvements	\$96,828	In Construction, completion expected summer 2008
Brook Street Drainage Improvements	\$75,000	Completed in 2006

The Village typically utilizes Westchester County Department of Public Works and/or NYSDOT standards and specifications in the contract documents, which meet nationally accepted standards. The standards and specifications conform to the Federal and/or New York State Manual of Uniform Traffic Control Devices (MUTCD) and American Association of State Highways and Transportation Officials (AASHTO) design standards.

The Village of Croton-on-Hudson has also been very proactive in the implementation of new and innovative traffic and pedestrian safety initiatives. The Village's 2003 Comprehensive Master Plan was developed as an ongoing guide for long-term improvements to promote safer streets for vehicles, bicyclists, and pedestrians. The Village's Bicycle/Pedestrian Committee has also recently completed its Bicycle/Pedestrian Master Plan, which identifies potential measures (many of which are proposed for this project) to improve bicycle and pedestrian safety and travel, thereby improving air quality and quality of life. Recommendations throughout the Village have included the construction of separated bicycle/pedestrian facilities, the improvement of access to the existing bicycle paths and destinations, the installation of pedestrian signals and improved lighting, and the use of variable message signs to increase drivers' awareness of bicyclists and pedestrians in the area. As indicated, the Village is committed to improving bicycle and pedestrian safety throughout the Village, including to and from Croton-Harmon Train Station.

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
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ATTACHMENT B

Applicant Information

The Applicant and Sponsor for this project are identical. As stated above in Attachment A, the Village of Croton-on-Hudson will serve as both Sponsor and Applicant and has demonstrated the ability to oversee and administer federal aid projects from the initial planning phases through construction.

ATTACHMENT C

Project Description

Introduction

The purpose of this project is to improve vehicular, pedestrian, and bicycle access to and from the Croton-Harmon Train Station in Croton-on-Hudson, Westchester County, New York. The station, which is located on Veterans Plaza south of Croton Point Avenue and immediately west of U.S. 9 (see Figure 1), serves both Metro-North and Amtrak passengers. Due to its proximity to New York City (approximately 33 miles north), the station is a commuter hub, as well a major transfer point between local and express train and Westchester County Bee-Line bus services. It serves approximately 3,400 passengers per day¹ and provides parking for over 2,000 vehicles.

Traffic data obtained for the *Croton Harmon Parking Facility Vehicular, Bicycle and Pedestrian Study*, from which this project's proposed improvements were developed, indicate that the train station's 3,400 passengers per day generate around 5,600 entering and exiting vehicles per weekday – approximately 25 percent of which arrive/depart during the AM/PM peak commuter hours and 50 percent of which arrive/depart during the AM/PM peak periods. This highly concentrated and directional flow of traffic, along a primarily uncontrolled facility and in such close proximity to the U.S. 9 northbound and southbound ramps, results in extreme congestion and poor pedestrian and bicycle, as well as vehicular, operations during the peak periods.

During the weekday AM period (the significantly worse of the two commuter peaks), local drivers commute to the train station by traveling south on S. Riverside Avenue and then west on Croton Point Avenue to Veterans Plaza (see Figure 3). Due to a southbound right-turn overlap at the traffic signal at Croton Point Avenue and S. Riverside Avenue, there is a constant stream of vehicles approaching the train station along Croton Point Avenue. These vehicles operate free-flow to the train station, since there are no traffic signals or stop control for the vehicles between S. Riverside Avenue and Veterans Plaza. Because the local vehicular volumes to the train station are high and there are few gaps in traffic, there are few opportunities for pedestrians or bicyclists to cross Croton Point Avenue. Lengthy ramp queues (especially the southbound) exacerbate the situation, as there is a constant stream of traffic wishing to exit U.S. 9. See Figures 2A through 2E for illustrations of these and other existing conditions.

The frustration and urgency of drivers on the ramps during the weekday AM peak period result in unsafe maneuvers – pulling out in front of vehicles when gaps are inadequate and disregarding pedestrians or bicyclists for whom the drivers should yield. (In fact, based on 2005 through 2008 accident data, the project segment and all intersections within have accident rates higher than the applicable NYSDOT averages.) To address these issues in part, the Village of Croton-on-Hudson currently assigns a traffic control officer to Croton Point Avenue at Veterans Plaza and a crossing guard to the immediately adjacent intersection of Croton Point Avenue at the U.S. 9 southbound ramps. The primary goal of both personnel is to facilitate pedestrian crossings at these locations. Most pedestrian traffic to the train station approaches from the same direction as the local vehicular traffic. Pedestrians typically cross S. Riverside Avenue in the vicinity of Benedict Boulevard and then travel on the north side of Croton Point Avenue to the train station (in part because there is no sidewalk along most of the south side of Croton Point Avenue). Since many pedestrians have difficulty crossing the southbound off-ramp, the crossing guard is there to stop the southbound vehicles, prevent them from blocking the crosswalk, and assist pedestrians across the ramp. The police officer at Croton Point Avenue and Veterans Plaza then helps the

¹ Croton-Harmon (Metro-North station), [http://en.wikipedia.org/wiki/Croton-Harmon_\(Amtrak_station\)](http://en.wikipedia.org/wiki/Croton-Harmon_(Amtrak_station)), June 12, 2008.

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pedestrians cross Croton Point Avenue to get to the train station. In addition to facilitating pedestrian crossings, the crossing guard at the U.S. 9 southbound ramps monitors traffic along the ramp. When the queue extends

almost to the mainline, the crossing guard stops traffic along Croton Point Avenue to give southbound vehicles the right-of-way and allow the queue to dissipate. It should be noted, however, that the Village personnel are only present for a short period during rush hour each weekday.

Similar pedestrian and bicycle safety issues occur during the weekday PM peak period. Although traffic volumes in the outbound direction are less concentrated than during the weekday AM peak period, the volumes are relatively high, and the vehicular traffic exiting the train station and accessing the U.S. 9 on-ramps conflicts with both bicyclists and pedestrians. A traffic control officer is assigned to Croton Point Avenue and Veterans Plaza during the weekday PM peak to assist with pedestrian crossings, however, a crossing guard is not assigned to control traffic at the southbound ramps.

The *Croton Harmon Parking Facility Vehicular, Bicycle and Pedestrian Study* was conducted by The RBA Group to examine vehicular, pedestrian, and bicycle operations in the vicinity of Croton-Harmon Train Station and to develop conceptual designs to improve the current conditions for pedestrians and bicyclists. The following proposed improvements, illustrated in Figure 2, were derived from the above study. It is anticipated that most improvements will be made within the Village's existing right-of-way. Some improvements proposed in the vicinity of the U.S. 9 ramps will be made, in coordination with NYSDOT, within the NYSDOT right-of-way.

Proposed Improvements

1. ***Shared Bicycle and Pedestrian Paths.*** A raised and pigmented bicycle/pedestrian facility with appropriate pavement markings will be constructed along Croton Point Avenue in accordance with AASHTO and NYSDOT design standards. The westbound path will begin on the west side of S. Riverside Avenue approximately halfway between Benedict Boulevard and Croton Point Avenue, will continue along the north side of Croton Point Avenue, and will continue to Croton-Harmon Train Station via a controlled crosswalk at Croton Point Avenue and Veterans Plaza. The eastbound path will begin at the U.S. 9 southbound on-ramp and continue along the south side of Croton Point Avenue to S. Riverside Avenue. These shared bicycle/pedestrian paths shall provide a safe and separate bicycle/pedestrian accommodation from the commercial and residential area on S. Riverside Avenue to Croton-Harmon Train Station.
2. ***Sidewalk.*** New sections of sidewalk shall be installed at the corners of Veterans Plaza, on both sides of Croton Point Avenue between Veterans Plaza and the U.S. 9 southbound ramps, and on the southwest corner of Croton Point Avenue and S. Riverside Avenue. Curb cuts/ramps will be installed at these locations in compliance with AASHTO, NYSDOT, and Americans with Disabilities Act (ADA) design standards. A curb cut is proposed at Croton Point Avenue and the U.S. 9 southbound on-ramp in order to connect the proposed bicycle/pedestrian path to the existing bicycle/pedestrian path that runs parallel to U.S. 9.
3. ***Signing.*** Signs delineating the bicycle/pedestrian paths, instructing pedestrians to stay to the right along the path, and requesting bicyclists to dismount at the end of path in the vicinity of Veterans Plaza will be installed. Along S. Riverside Avenue where the roadway is too narrow for a bicycle/pedestrian path, signs alerting motorists to share the road with bicyclists will be installed.
4. ***Drainage.*** Drainage along the south side of Croton Point Avenue between the U.S. 9 northbound ramps and S. Riverside Avenue will be modified to account for the conversion of the existing shoulder to a raised

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements

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bicycle/pedestrian path. A new manhole, two new catch basins, and necessary piping will be installed in accordance with NYSDOT design standards.

5. **Lighting.** Pedestrian lighting will be installed along the Croton Point Avenue bicycle/pedestrian path and underneath the U.S. 9 overpass.
6. **Traffic Signal Installation.** New traffic signals with pedestrian push buttons and countdown signals are proposed at the Croton Point Avenue intersections of Veterans Plaza and the U.S. 9 northbound and southbound ramps. An actuated-coordinated traffic signal system with these and the existing signals at the S. Riverside Avenue intersections of Benedict Boulevard and Croton Point Avenue will be developed. Detectors are proposed on the minor street approaches. Pedestrian push buttons and WALK/DON'T WALK signal heads with countdown signals are proposed at all pedestrian crossings along Croton Point Avenue.
7. **Raised Crosswalk.** A raised crosswalk is proposed on the west leg of Croton Point Avenue at Veterans Plaza. This will provide a clearly delineated crossing for pedestrians accessing the train station. The raised crosswalk will also slow through vehicles and calm traffic thereby improving conditions for pedestrians and bicyclists.
8. **Re-striping.** S. Riverside Avenue and Croton Point Avenue will be re-striped as shown on the attached plan. High-visibility striped crosswalks will be installed throughout the study area.
9. **Ramp Improvements.** In coordination with NYSDOT, it is proposed that the U.S. 9 northbound ramps at Croton Point Avenue be realigned. This realignment will shorten crossing distance for pedestrians at these locations. The channelized eastbound right turn from Croton Point Avenue to the U.S. 9 northbound on-ramp will be eliminated so that the vehicles will make their turns from the intersection proper. It is also proposed to widen the U.S. 9 southbound off-ramp to formalize a second lane on the approach from which vehicles can make right turns onto Croton Point Avenue. Rumble strips and variable message signs warning motorists to yield to pedestrians at the intersection with Croton Point Avenue will also be installed along the ramp approach. This widening will reduce backups and make vehicular and pedestrian operations safer at this intersection. All work will be done to NYSDOT standards and AASHTO guidelines.

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

Figure 1. Project Location Map





Village of **Croton-on-Hudson** New York



Croton Harmon Parking Facility Vehicular, Pedestrian & Bicycle Study

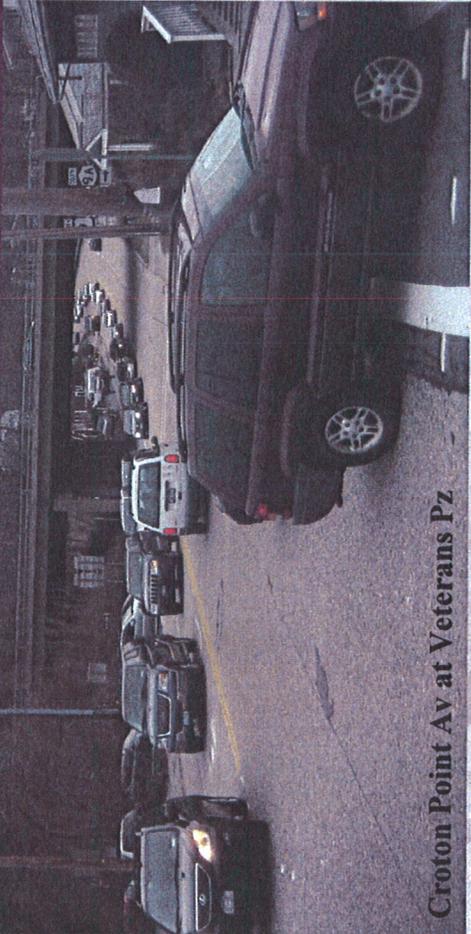
Public Meeting

April 15, 2008

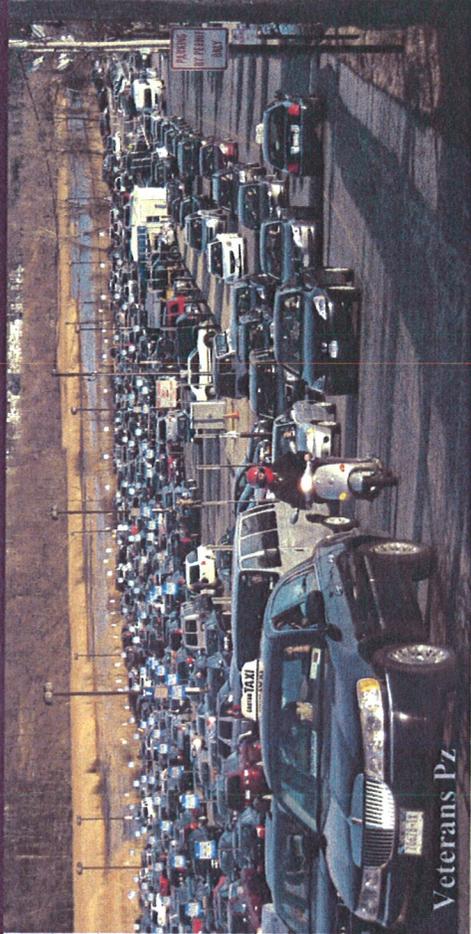


Observations

TRAIN STATION GENERATES HIGH PEAK-PERIOD VEHICULAR VOLUMES

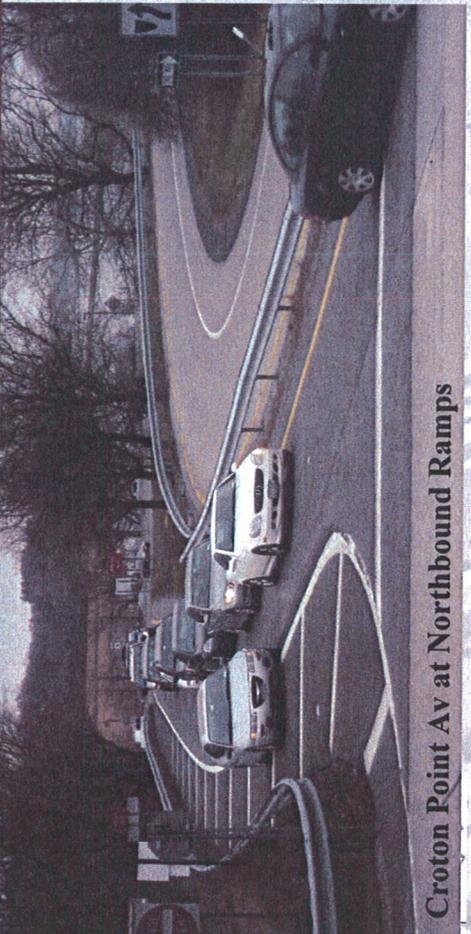


Croton Point Av at Veterans Pz

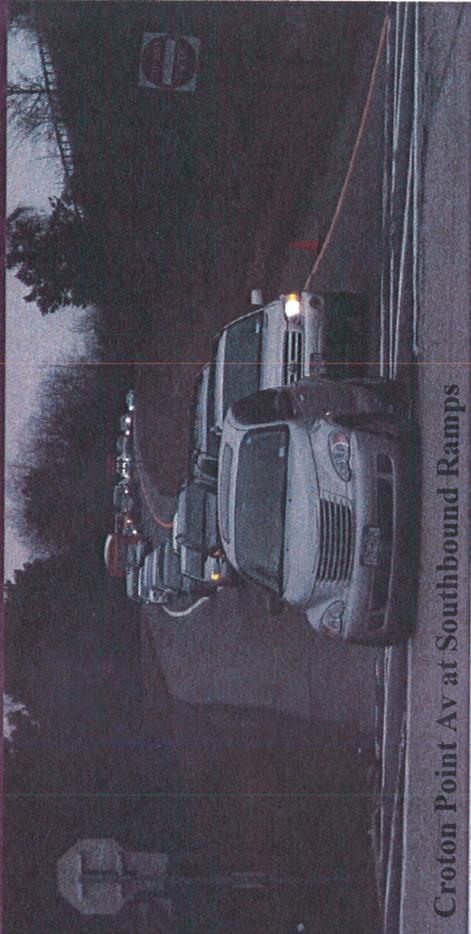


Veterans Pz

QUEUES ONTO U.S. 9 RAMPS



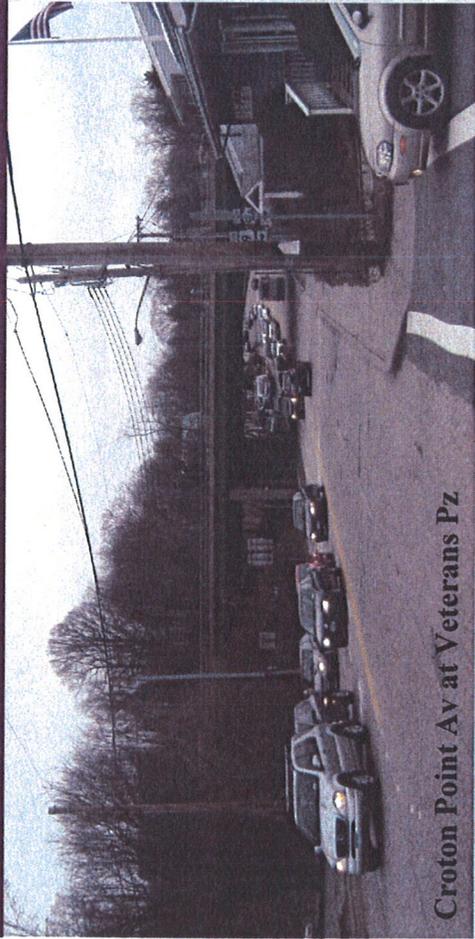
Croton Point Av at Northbound Ramps



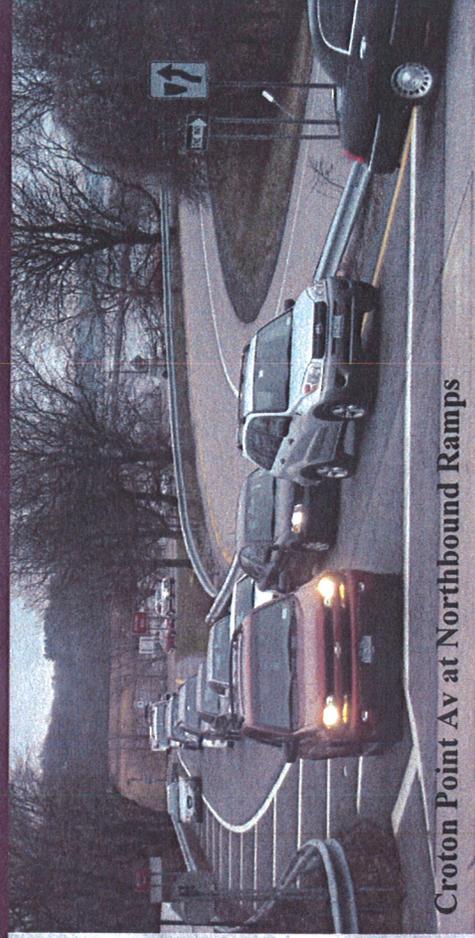
Croton Point Av at Southbound Ramps

Observations

DRIVERS CREATE THEIR OWN TRAVEL LANES

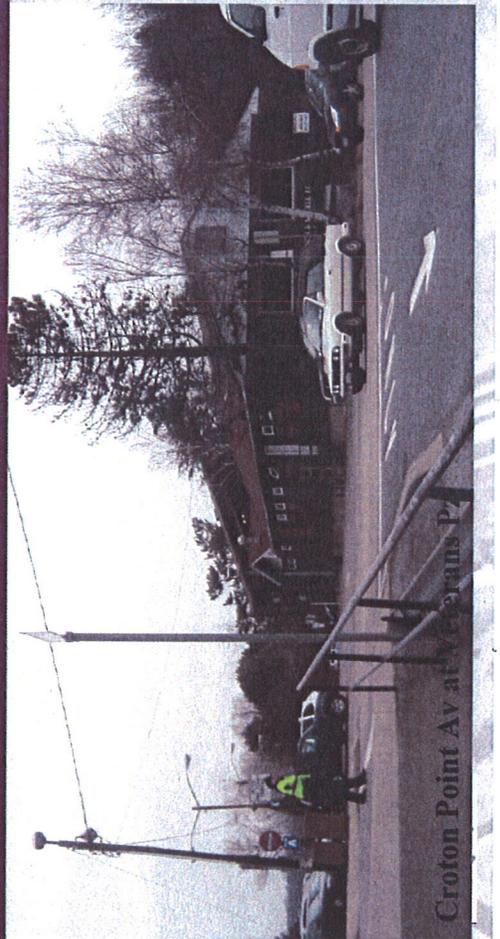


Croton Point Av at Veterans Pz

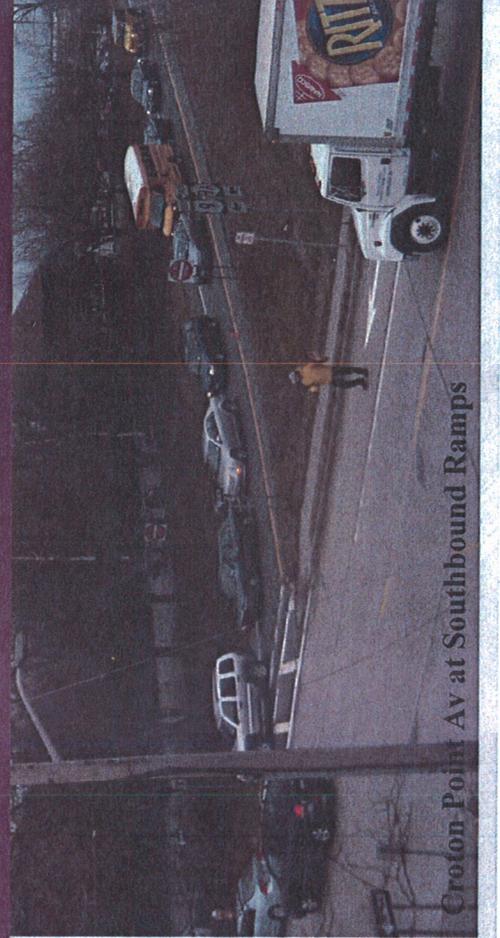


Croton Point Av at Northbound Ramps

TRAFFIC CONTROL PERSONNEL TO REGULATE



Croton Point Av at Veterans Pz



Croton Point Av at Southbound Ramps

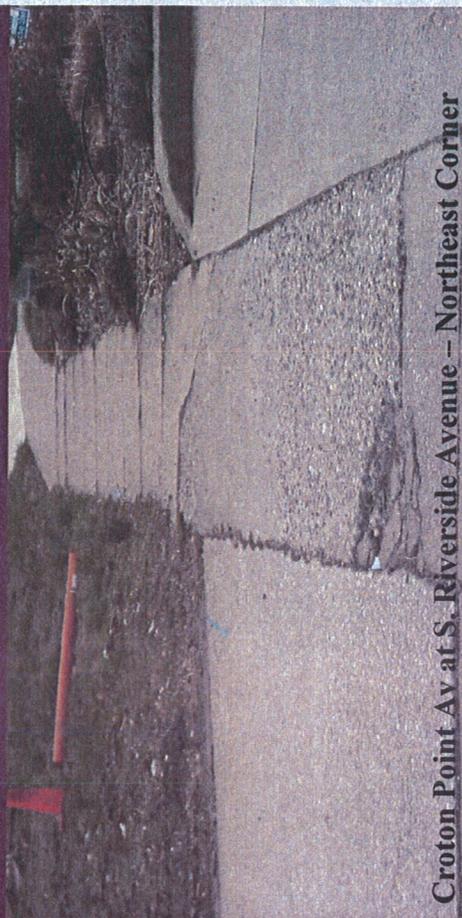
Observations

PEDESTRIANS CROSS HIGH VOLUMES



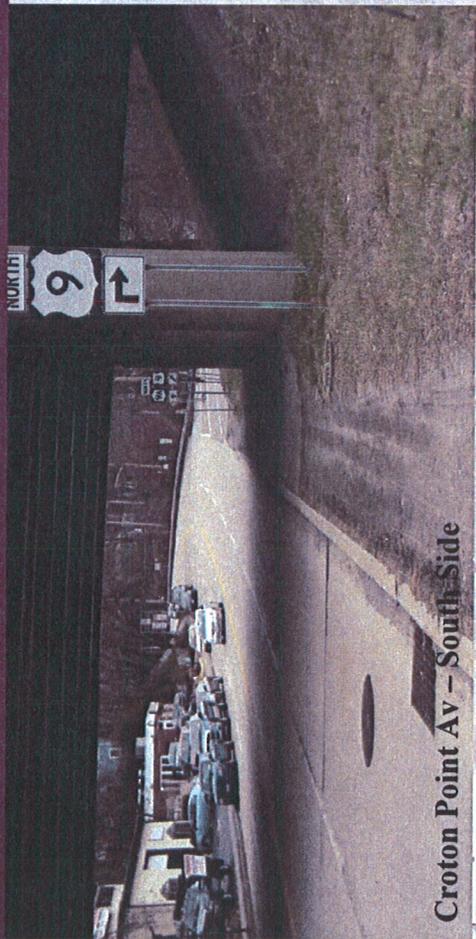
Croton Point Av at Veterans Pz

POOR / NARROW SIDEWALKS

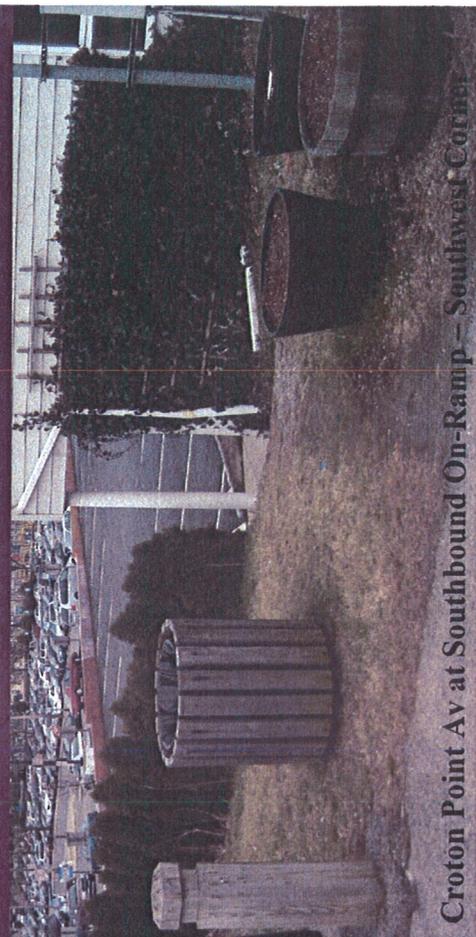


Croton Point Av at S. Riverside Avenue -- Northeast Corner

PEDESTRIANS CREATE THEIR OWN TRAVEL PATHS



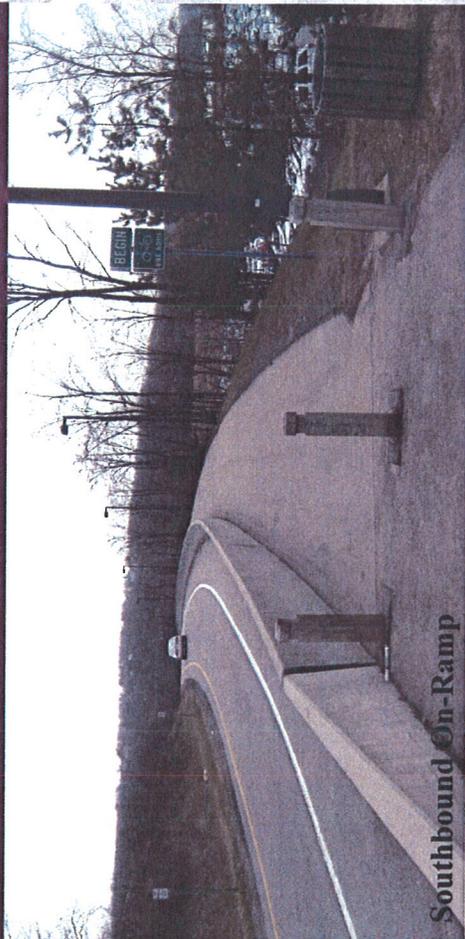
Croton Point Av -- South Side



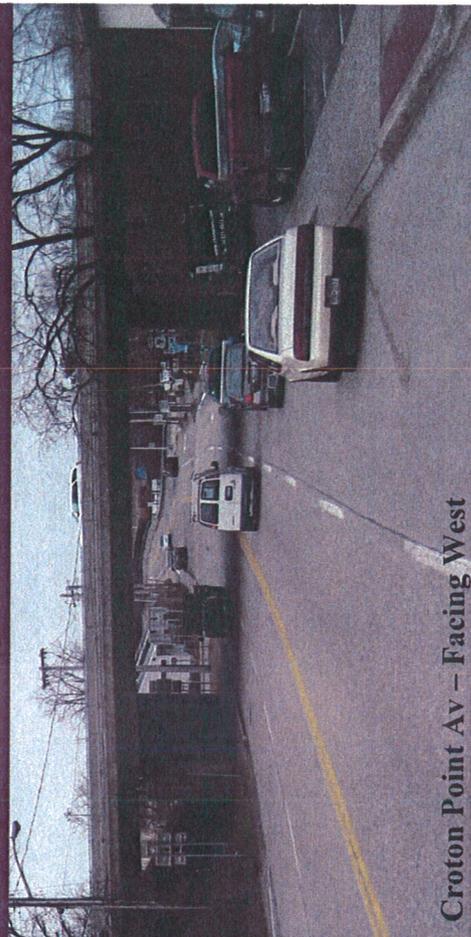
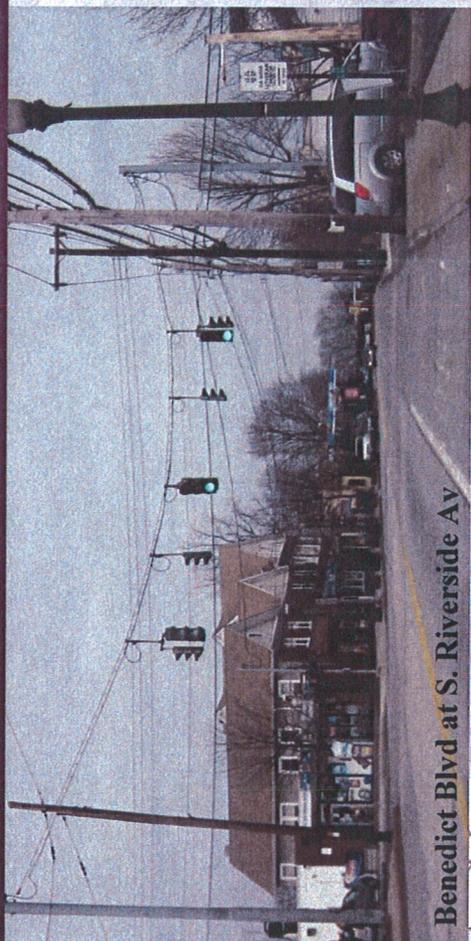
Croton Point Av at Southbound On-Ramp -- Southwest Corner

Observations

BIKE ROUTE



ROADWAYS WITHOUT BICYCLE FACILITIES AND WITH PARKING



Figures 2E. Existing Condition Observations



LEGEND:

EXISTING CURB	— DC —
PROPOSED CURB	—
PROPOSED SHARED BICYCLE AND PEDESTRIAN PATH	▬
PROPOSED SIDEWALK	▨
PROPOSED PEDESTRIAN RAMP	▬
PROPOSED PEDESTRIAN CROSSWALK (STREET PRINT OR HIGH VISIBILITY)	▬
PROPOSED SIGNAL	🚦

FIGURE 3

VILLAGE OF CROTON-ON-HUDSON

CROTON HARMON PARKING FACILITY VEHICULAR PEDESTRIAN AND BICYCLE CONCEPTUAL PLAN

DRAWN BY _____ CADD FILE _____

SHEET 1 OF 1

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

ATTACHMENT D

Eligibility: Project Category or Categories

This project qualifies as, and the following indicates how the project satisfies the Guiding Questions for Eligibility and Viability for, the Provision of Facilities for Pedestrians and Bicycles enhancement category.

How does the facility serve trips that could otherwise be made by motor vehicles? The provision of a raised, separated bicycle/pedestrian facility on both sides of Croton Point Avenue, designed to AASHTO, NYSDOT, and ADA design standards, greatly improves access between residential areas in the heart of the Village and Croton-Harmon Train Station. The bicycle/pedestrian paths, in addition to geometric and lighting improvements, pedestrian-activated signals, etc., create a safer and more conducive environment to bicycle and pedestrian travel. Many trips currently made by motor vehicle could easily be shifted to pedestrian or bicycle mode with the installation of this facility providing direct access to and from the train station.

How does the facility enhance safety for pedestrians or bicyclists or fill a gap in a pedestrian, bicycle or other non-motorized shared use path or trail network? The proposed bicycle/pedestrian paths will be designed to AASHTO, NYSDOT, and ADA standards. The westbound bicycle/pedestrian path will replace existing narrow, cracked, and uneven sidewalks on the west side of S. Riverside Avenue and on the north side of Croton Point Avenue that pose trip hazards for pedestrians. The eastbound path will establish a continuous facility on the south side of Croton Point Avenue from Croton Harmon Train Station to S. Riverside Avenue, and will complete a gap in the existing network. Although there is sidewalk on the south side of Croton Point Avenue between Veterans Plaza and the U.S. 9 southbound on-ramp, there is no sidewalk east of there. Pedestrians have created a dirt path underneath the U.S. 9 overpass and walk on the shoulder east of the U.S. 9 northbound off-ramp. Improved lighting underneath the U.S. 9 overpass will also enhance the environment and improve bicycle and pedestrian safety in the area. Installation of signals at ramp crossings will provide safe crossings for users of the proposed facility and will make the facility continuous.

To what extent are the connecting locations (origin and destination) different and distinct? What activity centers are connected or linked in a continuous system provided? The north/east end of the project area is commercial and residential; a small strip of businesses is located along S. Riverside Avenue, and numerous residences are located along, or are accessible from, Benedict Boulevard immediately east of S. Riverside Avenue. The south/west end of the project is Croton-Harmon Train Station. The proposed project will provide continuous and safer bicycle and pedestrian access between the heart of the Village and this major commuter hub. The bicycle/pedestrian path on the south side of Croton Point Avenue will provide much-needed access between the train station and commercial and residential areas to the north, as well as to the shopping plaza that is located along S. Riverside Avenue just south of Croton Point Avenue. Currently, employees of the shopping plaza walk from the train station along a narrow shoulder with uncontrolled crossings at three U.S. 9 ramp locations.

How will the facility meet accessibility guidelines under the Americans with Disabilities Act? The proposed bicycle/pedestrian path will be designed to meet AASHTO, NYSDOT, and ADA design guidelines. The facility's access points, as well curb cuts and pedestrian ramps at existing sub-standard locations in the project area, will be updated to be ADA-compliant.

ATTACHMENT E

Eligibility: Relationship to Surface Transportation

The following addresses the factors that establish this project's relationship to surface transportation.

Whether the facility serves a current or past transportation purpose. The project study area includes S. Riverside Avenue, Croton Point Avenue, and Veterans Plaza, which are Village roadways that provide access between Croton-Harmon Train Station and the Village of Croton-on-Hudson. Within the project area are also the northbound and southbound U.S. 9 on- and off-ramps to Croton Point Avenue. The Village roadways allow vehicular and bicycle travel, although conditions are not conducive to comfortable bicycle travel. Sidewalks adjacent to the local roadways are sometimes discontinuous, narrow, and in poor condition; however, they allow pedestrian travel and are utilized by bicyclists who do not wish to travel in the vehicular traffic stream. This project will continue to serve its current transportation purpose as it elevates the importance of walking and biking for commuters to Croton-Harmon Train Station. This project will support the corridor as a multi-modal corridor.

Whether the project enhances the aesthetic, cultural or historic aspects of the travel experience. The proposed bicycle/pedestrian paths will be designed to be aesthetically pleasing to travelers. The pigmented paths will connect Village businesses and residents to Croton-Harmon Train Station, facilitating access to Van Cortlandt Manor (a revolutionary era house, tavern, and garden area²) on S. Riverside Avenue just south of Croton Point Avenue, Croton Point Park (a camping, hiking, and swimming area with historic wine cellars³) on Croton Point Avenue slightly west of Veterans Plaza, and the Westchester County River Walk (a recreational trail between New York City and Putnam County that runs along the Hudson River⁴, which exists as the greenway facility adjacent to the U.S. 9 southbound on-ramp and extends over the Croton Point Avenue bridge into Croton Point Park and points north). The implementation of the proposed project will be an impetus to make additional bicycle, pedestrian, and streetscape improvements in the immediate area and within the rest of the Village. Wayfinding signage shall be provided to direct users to the train station, Van Cortlandt Manor, Croton Point Park, and the River Walk thereby enhancing connections to local cultural facilities that are in close proximity to the train station.

The project's proximity and relationship to the intermodal transportation system (i.e., highway or a pedestrian/bicycle corridor). The proposed project will improve an existing intermodal transportation system (i.e., for personal vehicles, transit buses, bicycles, and pedestrians) and will provide a much-needed link in the existing system. The project is on and adjacent to local roadways, connects to U.S. 9, and provides access between the Village of Croton-on-Hudson and Croton-Harmon Train Station. The train station is in and of itself an intermodal facility. It allows transfers between Metro-North trains, Amtrak trains, Westchester County Bee-Line buses, and personal vehicles and has bicycle racks and sidewalks to encourage bicycle and pedestrian travel. The proposed bicycle/pedestrian path also connects directly to the River Walk, which exists as the bicycle/pedestrian trail that begins at the U.S. 9 southbound on-ramp at Croton Point Avenue and extends westward into Croton Point Park and then points north.

² Van Cortlandt Manor, <http://www.hudsonvalley.org/content/view/15/45/>, 2008.

³ Croton Point Park, <http://westchestergov.com/parks/ParksLocations02/CrotonPointPark.htm>.

⁴ Summary of Existing & Proposed Westchester County Trail Facilities, <http://www.westchestergov.com/planning/Design/trailist.html>, 2007.

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

ATTACHMENT F

Eligibility: Benefit to the Public Interest (Public Access/Use)

The proposed improvements for this project were derived from the *Croton Harmon Parking Facility Vehicular, Pedestrian and Bicycle Study*, and many were potential improvements identified in the Village's Bicycle/Pedestrian Committee Master Plan. The development of both sets of improvements included a public outreach process by which suggestions from the community were incorporated and consensus achieved. It has been agreed by the community then that the proposed project is a benefit to the public. Below is a discussion of additional factors that establish the project's benefit to the public.

Access. The proposed project will improve vehicular, bicycle, and pedestrian access between the Village and Croton-Harmon Train Station. Village residents, employees, and commuters will be provided with a continuous bicycle/pedestrian path on each side of Croton Point Avenue on which they can walk or bike between the train station and local businesses or residences. Roadway improvements will also improve access. The installation of traffic signals will facilitate pedestrian crossings, as well as access between the train station and U.S. 9 during the weekday AM and PM commuter peaks. The facility will be accessible to the public 24 hours a day and 7 days a week.

Use. The proposed bicycle/pedestrian paths will be utilized by local residents and employees throughout the day, as well as during the congested weekday AM and PM commuter peaks. The paths will also encourage recreational travel on the weekends, in part by improving bicycle and pedestrian access among the Village, Croton Harmon Train Station, and local destinations such as Van Cortlandt Manor, Croton Point Park, and River Walk recreational trail. Proposed roadway improvements will improve vehicular, pedestrian, and bicycle operations. The installation and coordination of traffic signals will facilitate pedestrian crossings throughout the day and will ensure safer traffic operations from the U.S. 9 ramps during the weekday commuter peaks. The presence of traffic signals at the ends of U.S. 9 ramps will ensure that ramp motorists yield to crossing bicyclists and pedestrians traveling along Croton Point Avenue.

Fees. No fees will be charged to utilize the proposed facility.

ATTACHMENT G

Expected Benefits to Result from Project

The proposed project will improve pedestrian and bicycle mobility and safety between the Village and Croton-Harmon Train Station. The benefits of the specific improvements detailed in Attachment C are described below.

1. **Shared Bicycle and Pedestrian Paths.** The construction of shared bicycle/pedestrian paths will significantly improve pedestrian and bicycle operations along the corridor. Pavement markings will be installed along the bicycle/pedestrian paths to clearly delineate that the paths are shared bicycle/pedestrian facilities. The raised paths will provide bicyclists who do not wish to travel in the vehicular traffic stream with an alternate route, while their proximity to the road and low curb returns will also be acceptable to many bicyclists who typically prefer to travel on-street. It is anticipated that additional bicycle racks, lockers, etc. will be installed at Croton-Harmon Train Station to encourage bicycle travel to the area. With the potential increase in bicycle ridership because of this and planned residential development along S. Riverside Avenue, there is a need for better bicycle accommodations. The bicycle/pedestrian paths will also improve walkability in the area. The existing cracked, uneven, sometimes very narrow sidewalks along S. Riverside Avenue and the north side of Croton Point Avenue will be replaced with a modern, more comfortable facility. On the south side of Croton Point Avenue where there is no sidewalk, except immediately adjacent to Veterans Plaza, the new bicycle/pedestrian path will be constructed to replace the shoulder between the U.S. 9 off-ramp and S. Riverside Avenue that is utilized and the dirt path that has been worn by existing pedestrian travel.
2. **Sidewalk.** New sidewalks along Croton Point Avenue at the corners of Veterans Plaza, on both sides between Veterans Plaza and the southbound ramps, and on the southwest corner at S. Riverside Avenue will replace existing cracked and uneven sidewalk, eliminating trip hazards. New curb cuts will be made handicap-accessible. In addition, the non-existent curb cut to the bicycle route that begins at Croton Point Avenue and runs adjacent to the U.S. 9 southbound on-ramp will be installed.
3. **Signing.** Signs delineating the bicycle/pedestrian paths, instructing pedestrians to stay to the right along the path, and requesting bicyclists to dismount at the end of path in the vicinity of Veterans Plaza will be installed to provide clear guidance bicyclists and pedestrians. Along S. Riverside Avenue where the roadway is too narrow for a bicycle/pedestrian path, signs will be installed to alert motorists that the roadway is a shared bicycle and vehicle facility.
4. **Drainage.** Catch basins are necessary due to the installation of a curbed path on the south side of Croton Point Avenue. The new drainage system will ensure that flooding/ponding does not occur.
5. **Lighting.** Lighting will be installed along the westbound bicycle/pedestrian path and underneath the U.S. 9 overpass to improve visibility and bicycle and pedestrian safety.
6. **Traffic Signal Installation.** The installation of traffic signals along Croton Point Avenue and the implementation of an actuated-coordinated traffic signal system between Benedict Boulevard and Veterans Plaza will better accommodate bicyclists and pedestrians in the project area. Although vehicles and bicyclists along Croton Point Avenue will now have to stop, signals will be coordinated to keep the number of stops to a minimum. In the future, during the congested commuter peaks, all traffic movements in the project area will operate at LOS D or better with 45 seconds per vehicle of delay or less. Today, although Croton Point Avenue operates at acceptable levels of service, this is at the expense of

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements

VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

Veterans Plaza and the U.S. 9 off-ramps – all of which fail, incurring delays of nearly 80 to over 170 seconds per vehicle during the peak hours. Since side-street volumes will be better served, drivers' impulses to make unsafe traffic maneuvers will be eliminated, making conditions safer for vehicles, bicycles, and pedestrians. Based on accident reports for the latest available three-year period and NYSDOT accident reduction factors, the installation of traffic signals is anticipated to reduce higher than NYSDOT average accident rates at the currently unsignalized intersections between approximately 40 and 65%. Loop detection on the ramps and pedestrian push buttons and signals will also eliminate the need for traffic control personnel in the vicinity of Croton-Harmon Train Station.

7. **Raised Crosswalk.** The raised crosswalk on the west leg of Croton Point Avenue at Veterans Plaza will help to slow vehicles that travel along Croton Point Avenue to and from the Metro-North Maintenance Facility, Croton Point Park, and other areas east of Veterans Plaza and Croton-Harmon Train Station.
8. **Re-striping.** New pavement markings will replace faded pavement markings. High-visibility crosswalks will be installed to heighten drivers' awareness of pedestrians and to clearly delineate the safer locations for pedestrians to cross. Lane use markings will be provided to formalize and clearly delineate permitted traffic movements.
9. **Ramp Improvements.** Realignment of the intersection of the U.S. 9 northbound ramps at Croton Point Avenue will improve pedestrian and bicyclist safety at the location. The smaller turning radius at the southwest corner will slow vehicles turning right from Croton Point Avenue to the northbound on-ramp. Tightening the intersection will also create a shorter crossing distance for pedestrians traveling across the ramps along Croton Point Avenue. The widening of the U.S. 9 southbound off-ramp to provide a second lane on the approach from which vehicles can make right turns onto Croton Point Avenue will reduce the urgency of drivers on the southbound approach and, in turn, improve the safety of crossing bicyclists and pedestrians. Rumble strips and variable message signs warning motorists to yield to pedestrians at the intersection will slow ramp vehicles and also improve safety.

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
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ATTACHMENT H

Project Costs and Funding

The costs of this project are as detailed in the attached Table 1.

There are no supplemental funding sources for the project applied for in this application. Therefore, this project will be on hold until funded by this grant program, or some future program to be determined.

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

Table 1. Conceptual Cost Estimate

CONSTRUCTION COST ESTIMATE						
ITEM NO	ITEM	UNIT	QUANTITY	UNIT PRICE (exact)	UNIT PRICE	AMOUNT
4.02 AG	Asphaltic Concrete Wearing Course, 3" Thick	S.Y.	9024	\$ 9.50	\$ 12.35	\$ 111,447.77
4.02 CB	Asphaltic Concrete Mixture	TONS	259	\$ 67.00	\$ 100.00	\$ 25,916.40
4.04 AC	Concrete Base for Pavement, 6" Thick, Class B-32	C.Y.	284	\$ 105.00	\$ 150.00	\$ 42,666.67
4.08 BA	Concrete Curb (21" Deep)	L.F.	3602	\$ 19.00	\$ 24.70	\$ 88,969.40
4.08 BAM	Concrete Curb, Mountable (21" Deep)	L.F.	734	\$ 19.00	\$ 24.70	\$ 18,129.80
4.13 AA	4" Concrete Sidewalk (Unpigmented)	S.F.	7642	\$ 4.30	\$ 7.00	\$ 53,494.00
4.13 AB	4" Concrete Sidewalk (Pigmented)	S.F.	12089	\$ 5.25	\$ 8.00	\$ 96,712.00
4.13 BA	7" Concrete Sidewalk (Unpigmented)	S.F.	5497	\$ 5.25	\$ 9.00	\$ 49,473.00
4.13 BB	7" Concrete Sidewalk (Pigmented)	S.F.	1270	\$ 6.50	\$ 10.00	\$ 12,700.00
4.13 D	Detectable Warning Surface	S.F.	600	\$ 10.00	\$ 13.00	\$ 7,800.00
6.02 AAN	Unclassified Excavation	C.Y.	284	\$ 31.00	\$ 40.30	\$ 11,463.11
6.03 AA	Stripping Pavement Surface (Asphaltic Concrete)	S.Y.	540	\$ 4.70	\$ 6.11	\$ 3,299.40
6.22 F	Additional Hardware	LBS	1000	\$ 1.00	\$ 1.30	\$ 1,300.00
6.36 DR	Structural Repair and Adjustment of Utility Structures	C.Y.	0	\$ 900.00	\$ 1,170.00	\$ 234.00
6.43	Photographs	SETS	180	\$ 12.00	\$ 15.60	\$ 2,808.00
6.44	Thermoplastic Reflectorized Pavement Markings (4" Wide)	L.F.	12858	\$ 0.60	\$ 0.78	\$ 10,029.24
6.44 B	Thermoplastic Reflectorized Pavement Figures	EA	4	\$ 30.00	\$ 39.00	\$ 156.00
6.50	Cleaning of Drainage Structures	EACH	13	\$ 165.00	\$ 214.50	\$ 2,788.50
6.52 A	Uniformed Full-Time Flagmen	P/HR	1560	\$ 25.00	\$ 32.50	\$ 50,700.00
6.67 MM	Subbase Course, Select Granular Material, Type MM	C.Y.	284	\$ 10.00	\$ 13.00	\$ 3,697.78
6.70	Maintenance and Protection of Traffic (MPT)	L.S.	1	\$ 28,000.00	\$ 28,000.00	\$ 28,000.00
6.83 AB	Furnishing New Traffic Sign Posts	L.F.	280	\$ 4.00	\$ 5.20	\$ 1,456.00
6.83 AR	Furnishing New Reflectorized Traffic Signs	S.F.	134	\$ 13.00	\$ 16.90	\$ 2,256.15
6.83 BA	Installing Traffic Signs	S.F.	134	\$ 9.25	\$ 12.03	\$ 1,605.34
6.83 BB	Installing Traffic Sign Posts	L.F.	280	\$ 8.00	\$ 10.40	\$ 2,912.00
6.91	Reflective Cracking Membrane (18" Wide)	L.F.	5045	\$ 2.10	\$ 2.73	\$ 13,772.85
TRAF	Furnish and Install Traffic Signals for 3 Intersections, including all countdown pedestrian signal displays	EACH	3	\$ 50,000.00	\$ 50,000.00	\$ 150,000.00
MOBL	Mobilization	L.S.	1	\$ 38,000.00	\$ 38,000.00	\$ 38,000.00
TRLR	Engineer - Trailer	MTH	9	\$ 4,000.00	\$ 4,000.00	\$ 36,000.00
TRVL	Engineer - Travel Expense	MTH	11	\$ 2,000.00	\$ 2,000.00	\$ 22,000.00
LGHT	Furnish and Install Street Lighting	EACH	10	\$ 11,000.00	\$ 11,000.00	\$ 110,000.00
	Subtotal					\$ 999,787.41
	Survey and Mapping @ 5%					\$ 49,989.37
	Design Costs @ 15%					\$ 149,968.11
	Construction Inspection @ 10%					\$ 99,978.74
	Subtotal					\$ 1,249,734.26
	20% Contingency Fee & Inflation					\$ 249,946.85
	TOTAL					\$ 1,499,681.11

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

ATTACHMENT I

Implementation Schedule

	Start Date	End Date
Enhancement Funds Awarded	January 2009	
Execute Agreement with NYSDOT	February 2009	May 2009
Select & Hire Architect/Engineer	June 2009	August 2009
Prepare Design Approval Document	August 2009	November 2009
Acquire Property (if applicable)	November 2009	February 2010
Prepare Contract Documents	March 2010	April 2010
Bid and Award Project	May 2010	August 2010
Construct & Inspect Project	September 2010	May 2011

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

ATTACHMENT J

Maintenance & Operation of Project

Any modifications to State-owned facilities will be maintained by the State. All other improvements associated with this project will be operated and maintained by the Village of Croton-on-Hudson Department of Public Works. The Department of Public Works is under the direct supervision of Mr. Marco Gennarelli. Under his direction, the maintenance forces of the Department of Public Works repaint crosswalks annually and repair traffic control devices, sidewalks, street lights, storm and drainage systems, etc. as needed. The Department of Public Works is also responsible for snow and ice removal. With the continued cooperation of other Village departments, these activities, along with any additional activities required from the implementation of the Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements project, will be overseen by the Department of Public Works. Should any maintenance operations be outside of the Village's areas of expertise (perhaps the maintenance for the new traffic signals), the Village will hire appropriate contractors to complete necessary work.

ATTACHMENT K

Documentation to Support Project Eligibility

Not Applicable

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

ATTACHMENT L

Documentation of Community and Political Support

The following items demonstrate community and political support for the proposed project.

1. Resolution signed by the Village of Croton-on-Hudson Board of Trustees
2. Letter of support from the Village of Croton-on-Hudson Bicycle/Pedestrian Committee
3. Letter of support from the Village of Croton-on-Hudson Trails Committee
4. Letter of support from the Village of Croton-on-Hudson Conservation Advisory Council

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

On motion of TRUSTEE Gallelli, seconded by TRUSTEE Olver, the following resolution was adopted by the Board of Trustees of the Village of Croton-on-Hudson, New York:

WHEREAS, the Federal Government and New York State Department of Transportation have created a Transportation Enhancement Program (TEP) Grant to assist local governments with funding for safer pedestrian and bicycle facilities, and

WHEREAS, the Village desires to apply for a grant to implement operational and safety improvements along S. Riverside Avenue, Croton Point Avenue, and Veterans Plaza in conjunction with the Croton Harmon Parking Facility Vehicular, Pedestrian and Bicycle Study, and

WHEREAS, the Village will provide local financial support in conjunction with the TEP funds to complete the project (20% of the total project cost not to exceed \$1,500,000), and

WHEREAS, the Village, as a recipient, is required to designate and appoint a Project Director to perform certain duties in the administration of said grant, and

WHEREAS, the application deadline for this grant application is June 27, 2008,

NOW THEREFORE BE IT RESOLVED: that The RBA Group is hereby authorized to prepare the grant application, and

BE IT FURTHER RESOLVED, that the Village Manager is hereby authorized to execute any and all documents necessary to apply for, accept and implement a grant from New York State Department of Transportation, and

BE IT FURTHER RESOLVED, that the Village Treasurer will be authorized to make the appropriate budgetary adjustments and establish necessary capital accounts if the grant is awarded.

Date: June 23, 2008

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

Mr. Doug Cotton
Transportation Enhancement Program Coordinator
New York State Department of Transportation, Region 8
4 Burnett Boulevard
Poughkeepsie, NY 12603

Josh Moreinis, AICP, Chairman
Village of Croton-on-Hudson Bicycle/Pedestrian Planning Committee
152 Cleveland Drive
Croton-on-Hudson, NY 10520

June 23, 2008

Dear Mr. Cotton,

I am writing to you today in support of the Village of Croton-on-Hudson's application for a grant through the Transportation Enhancement Program. As the Chairman of the Village of Croton-on-Hudson Bicycle/Pedestrian Planning Committee (BPC), I endorse the sidewalk, crosswalk, and bicycle facility improvements proposed for Croton Point Avenue leading to one of the region's busiest Metro North train stations, and the corridor improvements extending to the adjacent South Riverside Drive, the later being a critical connector between the residential portions of our village and our major shopping plaza, regional park, and bus and rail hub.

Our BPC committee, comprised of citizen volunteers including planners and cyclists, has spent over a year preparing a draft master for bicycle and pedestrian facilities in our village. The proposed improvements for which a grant is sought directly support the recommendations of our committee and members of the public that participated in our planning process (see BPC page of Village of Croton-on-Hudson web site for more information on the draft Bicycle and Pedestrian Master Plan that we are now finalizing in coordination with the Village Board of Trustees and engineering staff, and our public outreach process).

Improvements to pedestrian and bicycle safety on Croton Point Avenue were the highest priority recommendations of our committee and those who participated in our visioning sessions. Because of the high volume of traffic in this location and the nexus of Route 9A highway ramps within several hundred feet of the Croton Harmon Train Station, we believe that there is no better way to apply these grant monies than to implement the separated, multi-use path, crosswalk improvements, and on-road bicycle facilities recommended by Village consultants The RBA Group in their study of this corridor. We will be folding The RBA Group's recommendations into our Master Plan as we complete it later this year. The improvements would add a critical link to Village's open space resources, including to trails and facilities in Croton Point Park and the recently completed Riverwalk, and would be the most effective use of TEP funding in the region in promoting alternative means of commuting.

Thank you for your kind consideration of the Village of Croton-on-Hudson TEP grant application. Please contact me at (914) 271-1263 should you have any questions or if you would like to obtain a draft copy of the draft Village of Croton-on-Hudson Bicycle/Pedestrian Master Plan.

Sincerely,



Josh Moreinis, AICP
Chairman, Village of Croton-on-Hudson Bicycle/Pedestrian Planning Committee

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements

VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION



Stanley H. Kellerhouse Municipal Building
One Van Wyck Street
Croton-on-Hudson, NY 10520-2501

Mayor
Dr. Gregory J. Schmidt

Trustees
Thomas P. Brennan
Ann H. Gallelli
Susan Konig
Richard Olver

Treasurer/Acting Manager
Abraham Zambrano

Clerk
Pauline DiSanto.

Engineer
Daniel O'Connor, P.E.

Village of Croton-on-Hudson Trails Committee

The Croton Trails Committee is strongly in favor of improvements for bicyclists and pedestrians accessing the Croton-Harmon Rail Station off of Croton Point Avenue and there are a number of important reasons for doing so.

The route from the station along Croton Point Avenue and on South Riverside Avenue is an on-the-road section of the Villages Trail System and therefore an integral part of our Master Plan for trails in the village and our goal of making Croton a truly walker friendly place to live.

We have worked closely with the Croton-on-Hudson Bicycle/Pedestrian Planning Committee and provided input on areas where mutual cooperation would make important contributions. This is one of those key areas where substantive improvements to walk-ability and bike-ability would have the most impact. The route under consideration not only connects the railroad station to the lower village, but also to Croton Point Park as well as the connecting bike and pedestrian links to Senasqua Park and Croton Landing along the Hudson River.

It would improve safety and accessibility not only for commuters during the week but also for weekend hikers and bikers seeking to enjoy our unique access areas to the Hudson River and Historic Van Cortlandt Manor located a short distance from the intersection of Croton Point Avenue and South Riverside Avenue. This is an area long considered a gateway to the Village and long in need of pedestrian improvements.

Please give careful consideration to the proposal and know that it has our strongest support.
Thank you.

Jan Wines, Chair
Croton-on-Hudson Trails Committee

Cc. Village Board, Village of Croton-on-Hudson
Village Manager, Village of Croton-on-Hudson
Village Engineer, Croton-on-Hudson

Tel: 914-271-4783

www.crotononhudson-ny.gov

Fax: 914-271-3790

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION



Stanley H. Kellerhouse Municipal Building
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Daniel O'Connor, P.E.

June 23, 2008

Mr. Doug Cotton
Transportation Enhancement Program Coordinator
New York State Department of Transportation, Region 8
4 Burnett Boulevard
Poughkeepsie, NY 12603

Re: Croton-on-Hudson Grant Proposal to NYS Transportation Enhancement Program

Dear Mr. Cotton:

I am writing as Chair of the Village of Croton-on-Hudson Conservation Advisory Council (CAC) to express our strong support of the grant proposal being submitted to the New York State Transportation Enhancement Program. This grant would be used to upgrade the transportation link and provide improved access to the Croton Harmon Train Station for cars, bicyclists and pedestrians.

The use of mass transit commuter connections, as an alternative to automobile commuting to New York City, will result in very significant energy conservation gains, and deserves to be supported by the TEP. Croton Harmon, as an express stop to New York City, and one of the most actively used stations on the MTA's Hudson line, would help advance this goal of conservation.

The CAC has also been a key proponent of bicycling as an alternative to driving to the train station, and other local destinations. We were instrumental in having the MTA install bicycle racks under the south stair of Croton Harmon Station and continue to promote bicycle use. The design improvements offered in the RBA plan would go a long way towards encouraging both bicycle and pedestrian access to the train station.

Croton Harmon Parking Facility Pedestrian and Bicycle Enhancements
VILLAGE OF CROTON-ON-HUDSON TRANSPORTATION ENHANCEMENTS PROGRAM APPLICATION

We strongly urge you to support this worthwhile grant proposal and appreciate your consideration of our interest.

Sincerely yours,



Joseph Biber
Chair, CAC

cc: Mayor Gregory Schmidt
Board of Trustees
Abe Zambrano
Josh Moreinis
CAC Members