

Option 1 - 10 ft Combined Bike Path/Sidewalk – Both sides of Croton Point Ave

Pros	Cons
<ul style="list-style-type: none">• All types and skill levels of bicyclists would be accommodated; however experienced and confident bicyclists may prefer to ride in the roadway with traffic.• Bicyclists would be separated from motor vehicle traffic which would decrease conflicts between bicyclists and overtaking vehicles.• Pedestrian travel would be accommodated on both sides of the road on a path separated from vehicle traffic• On-street parking could potentially remain on Croton Point Avenue.	<ul style="list-style-type: none">• Potential conflicts between bicyclists and pedestrians would increase.• Sufficient signage and enforcement must be provided for bicyclists to correctly use the one-way bike paths.• If bicyclists need to make multiple crossings to reach the correct path, they are more apt to ride on wrong side of the road.• No buffer zone would be provided between the curb and the shared use path. However, the 4 ft sidewalk can be considered a buffer for the bike path. AASHTO recommends 5 ft or the use of a barrier between a travel lane and sidewalk.• The shared use path would extend into the parking lots on the north side of Croton Point Ave, impacting off-street parking, fences, and the stone steps.• Vehicles backing out of spaces, from off-street parking lot on north side of Croton Point Ave. could be a problem as drivers may be less likely to see approaching bicyclists.• Bicyclists must cross multiple driveways and roadways while on the shared use path where they are least anticipated and predictable by motorists resulting in an increased risk from turning motorists.• Would require pedestrians to walk immediately adjacent to traffic.• Bicyclists who use the roadway instead of the path may be harassed by motorists who believe bicyclists should only use the side path.

Option 2 - 5 ft Bike Lanes and Sidewalks– Both sides of Croton Point Ave

Cons

Pros	
<ul style="list-style-type: none">• All types and skill levels of bicyclists would be accommodated with the bike lane. However casual and less confident bicyclists may prefer to use the sidewalk.• Would provide separate facilities for pedestrians and bicyclists, reducing conflicts between them.• The existing back of sidewalk would remain on the north side of Croton Point Ave, with no impacts to existing off-street parking, fencing, and stone steps.	<ul style="list-style-type: none">• Less physical separation for bicyclists from vehicles than a shared use path.• Casual and less confident bicyclists would be less likely to use the bicycle lanes.• Eliminates on-street parking.

Option 3 - Hybrid Alternative – Bike lane on south side, combined bike path/sidewalk on north side

Pros	Cons
<ul style="list-style-type: none">• All types and skill levels of bicyclists would be accommodated.• On-street parking could potentially remain on north side of Croton Point Avenue.	<ul style="list-style-type: none">• Casual and less confident bicyclists would be reluctant to use the bike lane on the south side and may likely use the bike path in the wrong direction on the north side.• Vehicles backing out of spaces, from off-street parking lot on the north side of Croton Point Ave. could be a problem as drivers may be less likely to see approaching bicyclists.• Sufficient signage and enforcement must be provided for bicyclists to correctly use the one-way bike path.• If bicyclists need to make multiple crossings to reach the correct path or bike lane, they are more apt to ride on wrong side of the road.• No buffer zone would be provided between the curb and the shared use path. However, the 4 ft sidewalk can be considered a buffer for the bike lane. AASHTO recommends 5 ft or the use of a barrier.• Bicyclists who use the roadway instead of the path may be harassed by motorists who believe bicyclists should only use the side path.

Option 4 - 10 ft Bidirectional Share Use Path – South side of Croton Point Ave only

Pros	Cons
<ul style="list-style-type: none">• All types of bicyclists would be accommodated.• A 5 ft buffer between the curb and the path would be provided, providing an additional level of comfort and separation to pedestrians and bicyclists. Also helps reinforce the concept that the path is an independent facility.	<ul style="list-style-type: none">• High potential for conflicts and increased risk of motor vehicle/bicyclist crashes.• The shared use path would extend into the front yards of the buildings on the south side of Croton Point Ave, impact the bridge abutments, and extend beyond the existing guide rail. New guide rail would be necessary from the Route 9 southbound on-ramp to Riverside Dr. due to the steep slopes adjacent to the proposed path.• All bicyclists must cross two ramps while on the shared use path, a location where they may not be anticipated by motorists.• Conflicting speeds on the hill could be a potential safety issue, especially with pedestrians sharing the path.• Bicyclists who use the roadway instead of the path may be harassed by motorists who believe bicyclists should only use the side path.