

**NYS Department of Transportation  
2013  
Transportation Enhancement Program**

**TOWN OF POUND RIDGE  
WESTCHESTER COUNTY**

*Gary David Warshauer, Supervisor*

*Scotts Corners Pedestrian Safety, Bicyclist  
Safety, and Streetscape Enhancement  
Project*



**GRANT COVER LETTER**

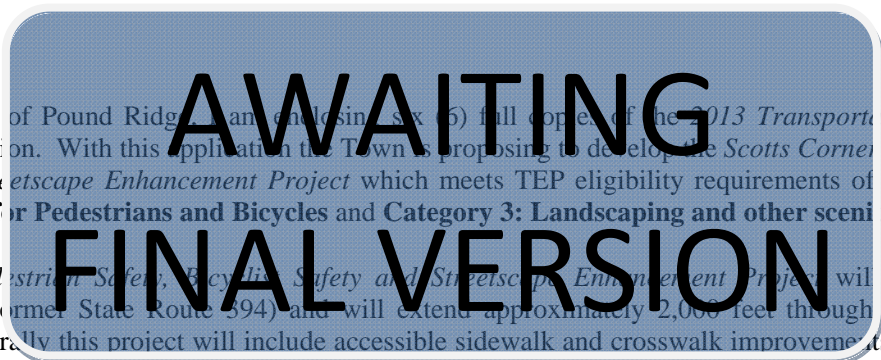
Place On Town Letterhead – **Sign In Blue** and Return Via Mail To Laberge Group

August 12, 2013

Mr. Thomas Weiner  
NYSDOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Re: **2013 Transportation Enhancement Program  
Funding Application**  
Town of Pound Ridge, New York

Dear Mr. Weiner:



On behalf of the Town of Pound Ridge, I am enclosing six (6) full copies of the 2013 Transportation Enhancement Program (TEP) application. With this application the Town is proposing to develop the *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project* which meets TEP eligibility requirements of both **Category 1: Provision of Facilities for Pedestrians and Bicycles** and **Category 3: Landscaping and other scenic beautification.**

The *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project* will be located along Westchester Avenue (Former State Route 394) and will extend approximately 2,000 feet through the Scotts Corner Business District. Generally this project will include accessible sidewalk and crosswalk improvements to afford persons of all ages and physical abilities safe pedestrian and bicycle access along this roadway corridor. The project will also include landscaping and lighting enhancements to enhance the natural, historic, aesthetic and visual character of Westchester Avenue.

Once this project is constructed, users of the *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project* will be able to safely cross and bicycle along Westchester Avenue. This project will also extend the existing sidewalks northeast by approximately 400-feet to connect with the existing Town of Pound Ridge trail system. This extension will provide a high priority connection between the Business District, Town Government Complex and Town Park that is expected to reduce the total number of motor vehicle trips. This project will also contribute to the revitalization of local and regional economies.

The Town is anxious to begin the development of this outstanding project and has by formal resolution of the Town Board has committed to providing local funding as required by the NYSDOT Transportation Enhancement Program. We also understand the importance of being able to deliver a successful project on time and on budget and have within this resolution also made a commitment to retain a qualified professional engineering consultant with extensive Locally Administered Federal Aid Project experience to assist the Town with all phases of the project development and implementation upon award.

Together the Town Board, residents and business community are looking forward to your favorable review of the *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project*.

Sincerely,

\_\_\_\_\_  
Gary Warshauer, Supervisor  
Town of Pound Ridge

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BICYCLIST SAFETY, AND STREETScape  
ENHANCEMENT PROJECT”

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TOWN OF POUND RIDGE, WESTCHESTER COUNTY

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**TRANSPORTATION ENHANCEMENT PROGRAM**

**PROJECT APPLICATION**

Project Name: SCOTTS CORNER PEDESTRIAN SAFETY, BICYCLIST SAFETY, AND  
STREETScape ENHANCEMENT PROJECT

Project Location:  
Municipality(ies): TOWN OF POUND RIDGE

County(ies): WESTCHESTER

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Sponsor: TOWN OF POUND RIDGE

Applicant: TOWN OF POUND RIDGE

**FOR NYSDOT USE ONLY**

Region & Proposal ID #: \_\_\_\_\_ Date Received: \_\_\_\_\_

Minimum Eligibility Criteria Met: \_\_\_\_\_ Yes \_\_\_\_\_ No

Within MPO Area: \_\_\_\_\_ Yes (MPO: \_\_\_\_\_ ) \_\_\_\_\_ No

Congressional District No. \_\_\_\_\_

NY Senate District No. \_\_\_\_\_

NY Assembly District No. \_\_\_\_\_

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 Enhancement Program Guidebook for line-by-line instructions for preparing this project application.

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# APPLICATION FORMS

**Sponsor Information**

Sponsor: TOWN OF POUND RIDGE

Sponsor's Mailing Address: 179 WESTCHESTER AVE, POUND RIDGE NY 10576

Contact Person:

Name: ALISON BOAK

Title: TOWN BOARD MEMBER

Phone: (917) 757 --- 7180 Fax: (914) 764 --- 0102

E-Mail Address: aliboak@me.com

Sponsor's Approval:

Signature: \_\_\_\_\_

Date: AUGUST 12, 2013

Title: TOWN SUPERVISOR

Did Sponsor attend a Transportation Enhancement Program Workshop?

Yes  No  Location: BINGHAMTON, NY

Did Sponsor attend a Federal Aid 101 Workshop?

Yes  No  Location: BINGHAMTON, NY



**Applicant Information**

Applicant: TOWN OF POUND RIDGE

Applicant's Mailing Address: 179 WESTCHESTER AVE

POUND RIDGE NY 10576

Contact Person:

Name: ALISON BOAK

Title: TOWN BOARD MEMBER

Phone: (917) 757 --- 4180 Fax: (914 ) 764 --- 0102

E-Mail Address:aliboak@me.com

Applicant's Approval:

Signature:\_\_\_\_\_

Date:AUGUST 12, 2013

Title: TOWN SUPERVISOR

Did Applicant (if different from Sponsor) attend a Transportation Enhancement Program Workshop?

Yes  No  Location: BINGHAMTON, NY

Did Applicant (if different from Sponsor) attend a Federal Aid 101 Workshop?

Yes  No  Location: BINGHAMTON, NY

### **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 are required in Attachment D.

- Provision of Facilities for Pedestrians and Bicycles
- Scenic or Historic Highway Programs
- Landscaping and Other Scenic Beautification (Including Streetscape Improvements)
- Preservation of Abandoned Railway Corridors (Including Conversion and Use thereof for Pedestrian and Bicycle Trails).
- Environmental Mitigation to Address Water Pollution due to Highway Runoff or to Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity



## **Project Costs and Funding**

(From Attachment H)

Transportation Enhancement Program (TEP) Funds Requested:	\$ <u>1,480,000</u> (1)
Local Non-Federal Share to Be Provided:	\$ <u>370,000</u> (2)
Funds from Other Sources:	\$ <u>0</u> (3)
Total Funding Needed for Project:	\$ <u>1,850,000</u> (4)
Total Project Cost:	\$ <u>1,850,000</u> (5)

## **Required Attachments**

		<i><u>Maximum # Of Pages*</u></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, with font size no smaller than 10 points. 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 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 the NYSDOT Regional TEP Coordinator for guidance.

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# ATTACHMENT A: SPONSOR INFORMATION

**Sponsor Information:**

The Town Board comprised of four council members and Supervisor Gary David Warchauer governs the Town of Pound Ridge, Westchester County. Located in the eastern corner of the county, Pound Ridge was originally settled in the 1640's as part of a tract of land purchased from local Indians by Captain Nathaniel Turner, and it was officially incorporated in 1788. Per the 2010 US Census, the population of Pound Ridge consists of 5,104 residents, less than one hour from New York City. With a steadily growing population Pound Ridge has played a leading role in the development of Westchester County through its transportation corridors with surrounding states, including the State of Connecticut.

Through the years, the Town has created a vision for the redevelopment of Scotts Corners into a beautified pedestrian and bicyclist friendly environment through public participation activities to plan and identify potential community development projects. Town personnel and Town consultants are experienced in the necessary steps to be taken in compliance with state and federal contracting and procurement obligations. The Town routinely conducts open competitive processes when retaining consultants to facilitate and guide project performance.

The Pound Ridge Green Streets Committee has been formally working on the *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* with landscape architect Louis Fusco to design, plan, and fundraise. A contract with Laberge Group, a full service planning and development, surveying, and engineering firm, was executed in July 2013. Laberge Group has been charged with the development and writing in compliance with all Federal, state, and local guidelines as set forth in the proposal.

**Ronald J. Laberge, P.E., and Executive Vice President** of Laberge Group will be the Principal-in-Charge and have the overall responsibility for Laberge Group's staff. He has over twenty-two years of experience in transportation, municipal, civil engineering and construction inspection related projects. Mr. Laberge will be available at all times to the client's personnel regarding any project particulars and ensure that personnel perform their tasks and responsibilities at the highest quality level.

**Donald C. Rhodes, P.E.**, has nearly twenty years experience with design, permitting and management of locally administered federal aid projects and will serve as Project Manager. Mr. Rhodes is currently the project manager for three highway projects, two trail projects and several other municipal projects. Mr. Rhodes' duties encompass a wide array of design, management and community development responsibilities.

**Paul G. Lovell, P.L.S., Director of Surveys** for Laberge Group. Mr. Lovell will be responsible for the survey and mapping required for the project. His three decades of experience includes survey and mapping of numerous transportation projects.

The Town of Pound Ridge, when bidding and contracting development activities will comply with Equal Employment Opportunities and encourage Minority and Women Owned Business Enterprises to respond to bid advertisements. Partnerships with the business sector and community groups for assistance in care and maintenance of the trail, educational signage, amenities, and environmental resources will also be encouraged.

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# ATTACHMENT B: APPLICANT INFORMATION

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*  
Attachment B - Category 1: Provision of Facilities for Pedestrians and Bicycles  
Category 5: Landscaping and Other Scenic Beautification

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**Applicant Information:**

The Town of Pound Ridge is both the Sponsor and the Applicant.

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# ATTACHMENT C: PROJECT DESCRIPTION

**Project Description/Scope:**

The Town of Pound Ridge, as both Sponsor and Applicant, is requesting Transportation Enhancement Program funds through Category 1: Provision of Facilities for Pedestrians and Bicycles and Category 5: Landscaping and Other Scenic Beautification. All improvements will respect the natural heritage and historic character of the region. The proposed project enhances pedestrian and bicycle safety through the design and installation of improvements along Westchester Avenue within the Scotts Corners Business District.

The *Scotts Corner Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* will be located along Westchester Avenue, a two lane connector road, that traverses the length of Pound Ridge from the Lewisboro border to the north through Scotts Corners, to the Connecticut State border. The road was originally designed, built, and maintained by the NYSDOT and identified as State Route 394. At some point during the late 1950s/ early 1960s the Route 394 designation was dropped and it then became a combined through route designated State Route 124. Subsequent to that change, in the 1990s, the Town took over the section from the intersection of Routes 124 and 137 near what is now called “Murphy’s Corner” through Scotts Corners to the Connecticut State line. The Town assumed all maintenance and responsibility for this approximately 1¾ mile length of roadway.

Prior to the road being taken over by the Town, the State speed limit was 50 M.P.H. and the road met the required design criteria for that speed. Only a couple of small grocery stores, a machine shop, lawn mower repair shop, a couple of antique stores and a basket retailer existed, a far cry from the built up area of today with sidewalks, parking lots, and streetlights. In the early 2000s, the speed limit of the newly adopted Westchester Avenue was lowered by the Town Board to 30 M.P.H. in an effort to slow traffic along the entire stretch of roadway following citizen complaints of speeding in Scotts Corners. This action was taken following application to and approval by the NYSDOT to do so. But even with the 20 M.P.H speed reduction more and more complaints have been lodged both through the police department and direct citizen communication to the Town Board regarding the speed of motor vehicles from the Connecticut State line through Scotts Corners.

In 2012, the Pound Ridge Police Department deployed its “Smart Trailer” at various points on both ends of the Scotts Corners corridor to provide an additional visual cue as to the lowered speed limits, and greatly increased its enforcement efforts. The efforts proved ineffective, many people were still ticketed for excessive speed, speeds did not diminish, and several drivers were ticketed more than once.

Efforts to create a safer Scotts Corners for pedestrians and bicyclists began a number of years ago, with the most recent efforts having residents and business owners of Pound Ridge beseeching board members of the Town Board and the Town Supervisor. In September 2012, the Pound Ridge Partnership and the Pound Ridge Business Association teamed up to form the Pound Ridge Committee for Green Streets for the purpose of



planning and implementing improvements along Westchester Avenue within the Scotts Corners Business District.

Continuing on the ideas and visions of the community the preliminary design of the “Initial Phase – Streetscape Enhancement Schematic” was created on July 9, 2013, by Louis Fusco Landscape Architect. The designs address what the corridor is lacking, which is primarily safety features that protect motorists, pedestrians, and bicyclists through well defined transitions and lane arrangements, while enhancing the beautification efforts of the thoroughfare.

Traffic calming measures to be implemented include:

- Install sidewalks where they do not exist through the corridor. Specifically the existing sidewalk system will be extended to connect to the Town trail system. Sidewalks will also be added across large paved areas such as in front of the Fire Department, Chubby’s Hardware, and the public parking lot across from Albano’s.
- Streetlights will be installed along both sides of the roadway. Street light fixtures will be appropriately selected to compliment local architecture. Colorful banners will also be mounted on the light poles for aesthetic enhancement to act as a visual cue to motorists that they are travelling through an active commercial district.
- New crosswalks will be installed with contrasting and textured pavements. Some crosswalks may be relocated and added at logical locations.
- Curb extensions (aka “bump out”) will be realigned to form a consistent travelway width through the corridor. Where possible, additional curb extensions will be added at intersections and heavily used driveways.
- The curb line in front of Scotts Corner Market will be realigned to create an on street parking lane and single through lane.
- The budget developed assumes use of high-quality and durable materials such as brick sidewalks and granite curbing to match existing materials that serve the corridor.
- A heavy duty traffic rated brick pavement structure is proposed for cross walks and pavement areas that are subject to vehicular traffic.
- At each end of the corridor, gateway monuments, signage and decorative paving will be installed.

### **Project Viability - Issues to be Addressed:**

#### **Future Implementation Considerations:**

A field review identified that the corridor lacks well defined transitions and lane arrangements and the concept plan incorporates features to address this problem within the Town. Current plans show curb extensions to create a consistent lane width through the corridor.

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*  
Attachment C - Category 1: Provision of Facilities for Pedestrians and Bicycles

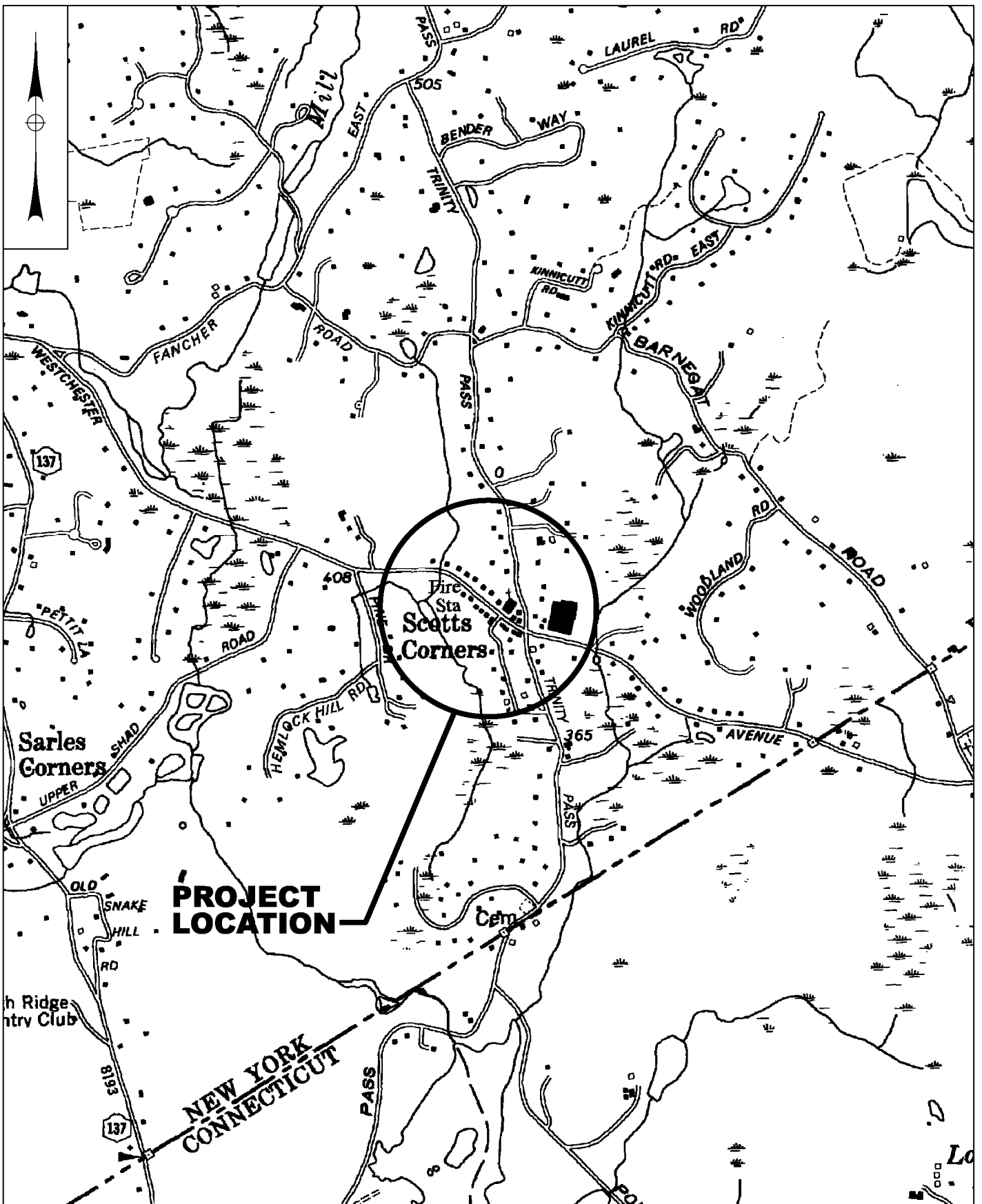
Category 5: Landscaping and Other Scenic Beautification

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Based on field measurements, the curb realignment and extension strategy can be accommodated without question and will yield substantial traffic safety benefit. However, during design once detailed survey and traffic data is available, additional improvements may be studied and considered.

One option that should be studied during design is whether a planted median can also be incorporated as a traffic calming and pedestrian enhancement element. However, without the benefit of a detailed survey and traffic study it is difficult to verify if a planted median is feasible or would yield the lowest cost and highest traffic safety benefit. The current budget does not allocate funding for this feature, but should be considered as possible designs for future implementation.

Location Maps and Photographs of the *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* follow this 3-page attachment. (A maximum of six additional pages.)



NOT TO SCALE

FILE NAME = J:\2013062\Cadal\Pound Ridge location plan.dgn 8/13/2013

**Laberge**  
ENGINEERING  
ARCHITECTURE



**Group**  
SURVEYING  
PLANNING

4 Computer Drive West • Albany, New York 12205  
(518) 458-7112 • www.labergegroup.com

**PROJECT LOCATION MAP**

**POUND RIDGE STREETScape PROJECT  
TOWN OF POUND RIDGE  
WESTCHESTER COUNTY**

**PHOTO LOG**  
**SCOTTS CORNER, POUND RIDGE, N.Y.**  
**TAKEN JUNE 19, 2013**



Existing Town Trail Ends At Western Project Gateway. Trail Leads To Town Hall and Town Park



New Sidewalk Construction Proposed In This Area To Connect The Town Trail To Existing Sidewalks System



Existing Sidewalk North Of Roadway Ends About 400' East Of Town Trail



Western Approach South Of Roadway Lacks Sidewalk Or Enhancement To Alert Motorists Pedestrians Exist



Existing Sidewalk South Of Roadway Ends About 300' East Of Public Parking Area



Some Curb Extensions Exist Without Pedestrian Provisions.

**PHOTO LOG**  
**SCOTTS CORNER, POUND RIDGE, N.Y.**  
**TAKEN JUNE 19, 2013**



Curb Extensions Exist But Do Not Provide A Uniform Travelway Width. This Random & Overly Wide Width Contributes To Speeding And Bicycle Conflicts



Large Paved Areas Exist Along The Sidewalk Route Without Provisions For Pedestrians.



Large Paved Areas Exist Along The Sidewalk Route Without Provisions For Pedestrians.



Crosswalks Are Not Well Defined Or Well Positioned



The Existing Sidewalk System & Streetscape Is Well Designed And Heavily Used.



Quality Brick Sidewalk And Stone Curbing Materials Exist Along The Entire Existing Sidewalk Route

**PHOTO LOG**  
**SCOTTS CORNER, POUND RIDGE, N.Y.**  
**TAKEN JUNE 19, 2013**



The Commercial Area Has Become A Celebrated Destination For Motorists, Pedestrians and Bicycles



A Thriving Commercial Area Exists Within The Project Area



Pedestrian And Bicycles Are Encouraged To Utilize The Streetscape From The Existing Town Path East and West Of The Proposed Streetscape Enhancement Project.



The Existing Town Trail Leading To Connecticut Ends At The Eastern Limits Of The Proposed Streetscape Project.



Initial Phase - Streetscape Enhancement Schematic  
 THE POUND RIDGE GREEN STREETS COMMITTEE W/  
 THE POUND RIDGE PARTNERSHIP

July 9, 2013





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# ATTACHMENT D: ELIGIBILITY, PROJECT CATEGORY

The proposed project qualifies for the Transportation Enhancements Program under the identified category: Category 1: Provision of Facilities for Pedestrians and Bicycles.

**Serve Trips:** The development of the project expands the pedestrian and bicycle facility network through traffic the construction of trail linkages and traffic calming designs. The proposed project includes the construction of sidewalks, when needed, extending the existing system. New crosswalks with textured and contrasting materials will be added to allow safer pedestrian movements, gateway signage will be installed at each end of the corridor to announce Scotts Corners as a destination and alert motorists that they are approaching an active center.

**Enhance Safety-Fill Gap:** The proposed project supports the NYS Bicycle and Pedestrian Plan initiatives to establish New York State as a place where walking and bicycling are safe, accessible, user-friendly forms of transportation and recreation.

**Connecting Locations:** The project will create a connection between the existing trail systems to the north and south of the Scotts Corners activity center for a seamless connection, maximizing the use and accessibility of the existing extensive trail system for pedestrians and bicyclists.

**ADA Guidelines:** The Town's project will be designed to assure compliance with inter-model use and ADA accessibility. The design criterion was established in Accordance with Chapter 18 of the NYSDOT Highway Design Manual (HDM) and the Americans with Disabilities Act (ADA) guidelines.

The proposed project also qualifies for the Transportation Enhancements Program under the identified category: Category 5: Landscaping and Other Scenic Beautification.

**Enhance the Landscape:** The streetscape along Westchester Avenue will become more aesthetically pleasing to commuters and pedestrians alike, creating a safer environment through decorative enhancements. Signage, lighting and plantings will create a more appealing area and will draw more people to the area.

**Visual Experience:** Streetlights, planters, street trees, banners, and decorative paving elements are being proposed for the corridor. Combined, these elements create a positive visual experience that will cause the motorist to slow down in the area and create a pleasing commute.

**Aesthetic Enhancement:** The transportation enhancement elements proposed by this project will, create a safe memorable environment that is pleasing to the eye while beautifying the streetscape into a destination rather than a thoroughfare.

**Best Practices Vegetation Management:** Native plants and vegetation will be added and preserved along the corridor and any identified invasive species will be removed.

**Best Practices Built Elements:** Proposed transportation enhancements will cause the corridor to have the look and feel of a small town rather than a high speed arterial.

**Transportation Safety:** The proposed project will foster a pedestrian and bicycle friendly environment while providing accessibility to the many businesses and community facilities within the municipal center. Traffic calming measures will also protect motorists within the corridor.

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**ATTACHMENT E: RELATIONSHIP TO SURFACE TRANSPORTATION**

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*  
Attachment E - Category 1: Provision of Facilities for Pedestrians and Bicycles  
Category 5: Landscaping and Other Scenic Beautification

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**Eligibility: Relationship to Surface Transportation:**

**Surface Transportation Factors:** The Town of Pound Ridge is a small, semi rural town located in Northern Westchester County, less than one hour from New York City. The sole commercial center is known as the Scotts Corners Business District which runs along Westchester Avenue. This two lane connector road corridor has been targeted for the *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*. With its strategic location to New York City as well as the Connecticut State border, Westchester Avenue has become a main thoroughfare for motorists.

The road was originally designed, built, and maintained by the NYSDOT and identified as State Route 394. At some point during the late 1950s/ early 1960s the Route 394 designation was dropped and it then became a combined through route designated State Route 124. Subsequent to that change, in the 1990s, the Town took over the section from the intersection of Routes 124 and 137 near what is not called “Murphy’s Corner” through Scotts Corners to the Connecticut State line. The Town assumed all maintenance and responsibility for this approximately 1¾ mile length of roadway.

The speed of motor vehicles through the area has been a main concern of local residents for years. Recently, more and more complaints have been lodged both through the police department and direct citizen communication to the Town Board regarding the speed of motor vehicles from the Connecticut State line through Scotts Corners.

The project address what the corridor is lacking, which is primarily safety features that protect motorists, pedestrians, and bicyclists through well defined transitions and lane arrangements, while enhancing the beautification efforts of the thoroughfare.

Scotts Corners project includes streetlights, planters, street trees, banners, and decorative paving elements. The proposed project will foster a pedestrian and bicycle friendly environment while providing accessibility to the many businesses and community facilities within the municipal center. Traffic calming measures will also protect motorists within the corridor. The project will also create a connection between the existing trail systems to the north and south of the center for a seamless connection, maximizing the use and accessibility of the trail system for pedestrians and bicyclists. Combined, these elements create a positive visual experience that enables the motorist/pedestrian to slow down in the area and creates a pleasing commute.

The relationship of the proposed project warrants the substantial investment requested of the Transportation Enhancement Program. The Town of Pound Ridge supports the project in its entirety and has committed to financially supporting the planning and design costs with municipal funding.

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# ATTACHMENT F: ELIGIBILITY, PUBLIC INTEREST

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

**Access:**

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* is an already existing public corridor located within the Town of Pound Ridge. The project has been designed to enhance safety, quality of life, beautification efforts, and traffic calming within the eastern corner of this Westchester County town. The corridor will be designed to meet Americans with Disabilities Standards, providing access to individuals requiring wheelchair or assistive walking devices. There will also be connections to the existing trail systems to the north and south of the municipal center, for a seamless connection, maximizing the use and accessibility of the trail system for pedestrians and bicyclists. The streetscape is also in walking distance of many residential homes, Town Park, and has ample parking for motorists accessing the effective Town trail system.

Scotts Corners is located along Westchester Avenue, a two lane connector road, which traverses the length of Pound Ridge from the Lewisboro border to the north through Scotts Corners, to the Connecticut State border. The public has access to many shops and businesses throughout Scotts Corners which they will be able to access easier with the creation and improvement of sidewalks.

**Use:**

The public corridor will be designed for several modes of non-motorized and motorized transportation, including pedestrians, roller skaters, bicyclists, and vehicles.

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* will encourage the general public, including the senior and disabled population, to support local businesses, increase recreational activities, and have a safe and aesthetically pleasing route to travel on. The project will be designed to be compliant with all Americans with Disabilities Act construction criteria ensures an equal opportunity for the impaired and elderly population to use the corridor as a means of transportation and recreation.

**Fees:**

There are no user fees associated with the use of *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*.

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## ATTACHMENT G: EXPECTED BENEFITS

**Expected Benefits to Result From Project:**

**1. Enhancement of Regional & Local Environment:**

b) *Improving the quality of life through job creation, increased tourism, economic development, balanced distribution of resources and other socioeconomic impacts:* The TEP proposed *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* promotes improvements in several socio-economic areas important to the quality of life, such as providing safe access to commercial and community facility locations, improving community aesthetics, enhancing community safety, and increasing tourism development, thus increasing the Town's economic climate. The location of the Town in relation to New York City, one hour away, the Connecticut State border, and US Routes 684 and 84, along with other local family attractions will provide increased tourism opportunities and job creation. The positive impact on the community will result in enhanced economic conditions and increased tax and income revenue.

**2. Enhancement of Transportation Plans, Projects, and Systems:**

a) *Increased or improved access to activity centers (business, school, recreation, shopping, etc.). Additions or improvements to existing transportation systems or projects:* Located in the Mid-Hudson region of New York State, the Town of Pound Ridge exists in Westchester County. As reported by the 2010 Census, the Town has a population of 5,104 with a median age of 46. Residents over the age of 50 account for 42% of the population. Compliance with all Americans with Disabilities Act construction criteria ensures an equal opportunity for the impaired and elderly population to use the streetscape as a means of transportation and recreation.

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* is an already existing public corridor located within the Town of Pound Ridge. The project is designed to enhance safety, quality of life, beautification efforts, and traffic calming within the eastern corner of this Westchester County town. The corridor will be designed to meet the Americans with Disabilities Standards, providing access to individuals requiring wheelchairs or assistive walking devices. There will also be connections to the existing trail systems to the north and south of the municipal center, for a seamless connection, maximizing the use and accessibility of the trail system for pedestrians and bicyclists. The streetscape is also in walking distance of many residential homes, Town Park, and has ample parking for motorists accessing the effective Town trail system.

b) *Reinforces or complements the regional transportation system, fills deficiencies in the system, has multimodal aspects, or connects transportation modes.*

The New York Metropolitan Transportation Council created a Regional Transportation Plan 2010-2035 that outlined Pedestrian and Bicycle Plans for the NYMTC Region. The Council states that the continuing development of extensive, high-quality bicycle and pedestrian networks is critical to the shared transportation future of Long Island, the lower Hudson Valley, and New York City. *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* would introduce bicyclists to safe, shared access to local and state roads with motorists and pedestrians.



**3. Relationship To/Support for Other Plans, Projects:**

a) *Implements goals in regional lands or other federal or state plans.*

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Safety Enhancement Project* supports the six (6) objectives set forth in the 2001 Lower Hudson Valley Bicycle and Pedestrian Master Plan:

- To develop an integrated system/network of bicycle and pedestrian facilities for both transportation and recreation purposes,
- To increase safety for bicyclists and pedestrians,
- To encourage bicycling and walking through community planning and encourage local facility investment,
- To promote bicycling and walking as alternatives to automobile travel,
- To educate the public on opportunities for bicycle and pedestrian travel in the region, and
- To promote bicycle and pedestrian access to employment and commercial centers, downtowns, schools and transit facilities.

In keeping with federal mandates, the Lower Hudson Valley Bicycle and Pedestrian Master Plan identifies locations in the three county region where it would be feasible to develop bicycle and pedestrian facilities that could serve as viable alternative means of transportation. Scotts Corners is identified as an Additional Potential Project for Westchester County. The project would consist of 5.5 miles of on road bike trail from Route 121 in Bedford to Connecticut. A two-mile spur along Westchester Avenue utilizes a one-mile off-road path into the hamlet of Scott's Corners. *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Safety Enhancement Project* would help this potential project outlined in the Master Plan come to fruition while connecting an existing bike trail, and creating an adjoining state connection trail.

The Town of Pound Ridge's Comprehensive Plan also outlines the importance of transportation to the area with Westchester Avenue as one of the main backbones of the Town's roadway system. *"The Town should improve function and condition of the existing roadway system, while maintaining its scenic, semi-rural character and protecting its environment."* The Town also outlines Pedestrian and Bicycle Opportunities and directly references the Scotts Corners connection, *"extending the existing improved path from the Town Park to Scotts Corners Market to the south along Westchester Avenue."*

b) *Is an integral element of a larger local project or plan the advances the principles of Smart Growth and, specifically, density, mixed-use development, redevelopment of municipal centers and establishment of an interconnected multimodal system serving municipal centers.*

The proposed project would focus on the municipal center of Scotts Corners, but will also benefit adjoining communities and the State of Connecticut by adjoining them into a single bike route. Circulation in Scotts Corners would be enhanced through improved

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*  
Attachment G - Category 1: Provision of Facilities for Pedestrians and Bicycles  
Category 5: Landscaping and Other Scenic Beautification

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maintenance of sidewalks, curbing, and landscaping, improved barrier-free accessibility, enforcement of speed and traffic regulations, and implementation of traffic calming devices.

Redevelopment of the Scotts Corners municipal center would be compatible with the Town's needs of its residents and the small surrounding area, while remaining at a scale that is consistent with the Town's character and history. The Town also wants to encourage residential and mixed uses, and public and community facilities to continue to be developed within Scotts Corners to add vibrancy and stability to Pound Ridge.

**5. Innovation, Creativity, Mix of Activities, including Smart Growth Initiatives:**

a) *Project encompasses two or more eligible transportation enhancement activities.*

The proposed *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Safety Enhancement Project* encompasses both Category 1: Provision of Facilities for Pedestrians and Bicycles, and Category 5: Landscaping and Other Scenic Beautification. Both categories stand out on their own and qualify on their own merit. Category 1 qualifies under the proposed shared services of pedestrian/bicycle/motorist to the corridor while Category 5 qualifies by enhancing the aesthetic and ecological resources along the transportation corridor for the travelling public through plantings, vegetation, and the removal of invasive species.

b) *Project is innovative or could serve as a model for similar enhancement projects.*

With the proposed project outlined in the Town's Comprehensive Plan, Regional Transportation Plan, and the Bicycle and Pedestrian Master Plan it will serve as a catalyst for other proposed projects of the same nature within the Westchester County. The project is organized, designed, and planned in a way that will instill change to the community and begin connections to existing systems in the area both locally and out of State, creating a multiple jurisdiction project and a public/private partnership.

c) *Project promotes and supports Smart Growth Principles and Criteria.*

The proposed project will foster improvements to a pedestrian and bicycle friendly environment while providing accessibility to the many businesses and community facilities within the existing municipal center. The project will also create a connection between the existing trail systems to the north and south of the center for a seamless connection, maximizing the use and accessibility of the trail system for pedestrians and bicyclists. Strengthening the community will promote sustainability and will coordinate between the Town of Pound Ridge, Westchester County, and the State of Connecticut.

**Size of Matching Share, Assurance of Availability:** The Town of Pound Ridge has resolved to provide the 20% match, which is estimated to be \$370,000.

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# ATTACHMENT H: PROJECT COSTS & FUNDING

**Project Costs and Funding:**

**Phase I - Predevelopment**

ROW Allocation: \$100,000

Survey and Mapping (1.5%±) = \$20,000

Environmental Review – Haz Waste Screening & Archeology (2%±) = \$28,000

Right-of-Way Acquisition Consultant (est.) = \$20,000

Design & Reporting (10%±) = \$140,000

**Predevelopment: \$308,000**

**Phase II - Construction**

Clearing and Grubbing = Lump Sum \$18,000

Unclassified Excavation and Disposal \$20/CY

1,000 CY @ 20 = \$20,000

Conduit Excavation and Backfill (Incl. Directional Drilling) \$18/LF

3,000LF @ 18 = \$54,000

Subbase Course, Type 2 \$40/CY

450CY @ 40 = \$18,000

PCC Pavement \$300/CY

190CY @ 300 = \$57,000

Precast Concrete Street Paving (Bituminous Setting Bed) \$190/SY

850SY @ \$190 = \$161,500

Brick-Paved Sidewalks and Driveways (Mortar Setting Bed) \$200/SY

450SY @ 200 = \$90,000

Stone Curb, Granite (Type A) \$30/LF

2,050LF @ 30 = \$61,500

Turf Establishment – Roadside \$2/SY

5,000SY @ 2 = \$10,000

Landscaping Allowance = Lump Sum \$100,000

Drainage Alterations = Lump Sum \$30,000

Placing Topsoil - Type A \$50/CY

100CY @ 50 = \$5,000

Basic Work Zone Traffic Control = Lump Sum \$10,000

Historic Pedestrian Lighting \$8,000EA

36EA @ 8,000 = \$288,000

Gateway Monument/Sign \$25,000/EA

2/EA @ 25,000 = \$50,000

Accessible Curb Ramp \$1,600/EA

20EA @ 1,600 = \$32,000

Foundation for Light Standard, 4-ft Depth \$1,250/EA

36EA @ 1,250 = \$45,000

Rigid Plastic Conduit, 2 NPS \$8/LF

3,000LF @ 8 = \$24,000

Pullboxes, 7.6 CF to 10.0 CF Inside Volume - (Lighting) \$1,250/EA

6EA @ 1,250 = \$7,500

White Epoxy Reflectorized Pavement Stripes – 20 mils \$1.50/LF

3,000LF @ 1.50 = \$4,500

Yellow Epoxy Reflectorized Pavement Stripes – 20 mils \$1.50/LF

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*

Attachment H - Category 1: Provision of Facilities for Pedestrians and Bicycles

Category 5: Landscaping and Other Scenic Beautification

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3,000LF @ 1.50 = \$4,500

White Preformed Reflectorized Pavement Stripes \$2.50/LF

400LF @ 2.50 = \$1,000

Mobilization (4%±) = Lump Sum \$45,000

Unassigned/Contingency Allowance (25%±) = Lump Sum \$280,000

**Construction: \$1,416,500**

Phase III Administration

Construction Inspection (9%±) = \$125,000

**Administration: \$125,000**

**TOTAL OPINION OF PRORABLE PROJECT COST: \$1,849,500**

**SAY \$1.85 MILLION**

**TOTAL: \$1,850,000    TEP REQUEST: \$1,480,000    NON-FEDERAL: \$370,000**

(TEP) Funds Requested: **1,480,000**

Local Non-Federal Share to Be Provided: **370,000**

Other Fund Sources: **0**

Total Funding Needed for Project: **1,850,000**

Total Project Cost: **\$1,850,000**

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# ATTACHMENT I: IMPLEMENTATION SCHEDULE

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*  
 Attachment I - Category 1: Provision of Facilities for Pedestrians and Bicycles  
 Category 5: Landscaping and Other Scenic Beautification

**Implementation Schedule:**

The following is an estimated schedule for the implementation of the Town of Pound Ridge's *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*

<b>Key Elements</b>	<b>Start Date</b>	<b>End Date</b>
Enhancement Funds Awarded	12/13	
Execute Agreement with NYSDOT	01/14	03/14
Select & Hire Engineer	04/14	07/14
Prepare Design Approval Document	08/14	04/15
Acquire Property/ Right of Way	05/15	11/15
Prepare Contract Documents	08/15	01/16
Bid and Award Project	03/16	04/16
Construct & Inspect Project	05/16	04/17
Close Project Agreement	05/17	07/17

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# ATTACHMENT J: MAINTENANCE & OPERATION



**Maintenance and Operation of Project**

A Town-appointed Superintendant of Highways oversees and directs the operation of the Pound Ridge Highway Department. The department is charged with providing year-round maintenance and repair of all roads and signs, the trimming of trees, replacement and cleaning of drainage work, landscaping, plowing, and pot hole repair.

The Highway Department currently maintains existing sidewalks and will maintain improvements to be installed as part of this project. The Highway Department has adequate experience and resources to ensure improvements are properly maintained and repaired if needed.

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**ATTACHMENT K: DOCUMENTATION TO SUPPORT PROJECT ELIGIBILITY**

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*  
Attachment K - Category 1: Provision of Facilities for Pedestrians and Bicycles  
Category 5: Landscaping and Other Scenic Beautification

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Documentation to Support Project Eligibility

This Attachment does not relate to Historic or Scenic highway projects and is not applicable to Category 1 or Category 5.

We are however, including information that we believe signifies *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project's* relationship to surface transportation.

- 2001 Lower Hudson Valley Bicycle & Pedestrian Master Plan
- Town of Pound Ridge Comprehensive Plan
- New York Metropolitan Transportation Council – Regional Transportation Plan 2010-2035

# APPENDIX 2

# PEDESTRIANS AND BICYCLES



## 4. REGIONAL STRATEGIES FOR THE IMPROVEMENT OF PEDESTRIAN AND BICYCLE TRANSPORTATION

Various strategies to improve pedestrian and bicycle transportation have emerged in the NYMTC planning area. These strategies include collecting and analyzing data, developing pedestrian and bicycle networks, implementing street design treatments, promoting education and training, and implementing enforcement programs. Additional measures have also been put into practice and are described toward the end of the appendix under “Initiatives in the NYMTC Planning Area.” The adoption and implementation of these strategies as appropriate is encouraged throughout the region.

### A) Data Collection and Analysis

Data collection about pedestrian and bicycle activity helps determine strategies and improvements to the transportation network that benefit pedestrians and bicyclists. Different types of data are collected: crash and accident data, user volumes, existing conditions data, and project before-and-after data. This data collection helps set the foundation for developing pedestrian and bicycle programs, including:

- Development of safety programs and plans for pedestrians and bicyclists;
- Influence decision-making by improving accessibility to non-motorized transportation data for all counties

in the NYMTC planning area region; and

- Assist in the planning and implementation of a network for pedestrians and bicyclists.

Safety programs, in specific, often benefit from crash data that shows where accidents occur. With this data, local agencies are better able to create safety measures and plans in response to dangerous locations.

NYSDOT manages an accident database for the state of New York, which includes roadway crash data collected by local police departments and the NYS Department of Motor Vehicles (DMV). The NYSDOT Safety Information Management System (SIMS) is a useful source for obtaining data for the municipalities and counties in the NYMTC region. NYSDOT also provides access to crash data for analysis through the Accident Location Information System (ALIS) launched in 2007. It is a NYSDOT web-based system that visually displays a crash data query in a GIS format. Initial test users viewed ALIS as a powerful tool for safety analysis.

The NYCDOT Pedestrian Safety Study and Action Plan issued, in August 2010 made major strides toward illuminating the causes of serious pedestrian injuries and fatalities in the City of New York. Major factors identified include: motor

vehicle speeding, major arterials that carry high volumes, crashes occurring at intersections, failure to yield among drivers making turns, left turning vehicles failing to see and yield to pedestrians in the crosswalk, crossing against the signal and a predominance of male drivers in fatal crashes. This action plan was created to build on the agency’s strategic plan “Sustainable Streets 2008 and Beyond”.

Improvements in recording and managing data can help researchers and decision-makers better understand crash trends. Improvements could include entering accident data into a system at the crash site in real time, and finding a means to coordinate police reports with data from hospitals or health departments.

The TraCS (Traffic and Criminal Software) program has been growing in use among police agencies across the NYMTC planning area. Through this software, accident reports are now recorded on a computer in the patrol car at the scene of the accident. The police departments of many towns and villages within the counties outside of New York City participate in this program, including the Village of Lynbrook (Nassau County), Brewster Village (Putnam County), and Town of Greenburgh (Westchester County). It has been successful according to the New York State Police due to the continued efforts and coordination with other agencies such as NYSDMV, NYSDOT.<sup>23</sup>

## B) Network Development

Although walking and bicycling have steadily increased in recent years in the region, but there is still a need to expand the network in order to create more walkable and bikeable communities. The success of developing a transportation infrastructure and network for pedestrians and bicyclists across the NYMTC region depends on:

- Encouraging coordination and collaboration at all levels of government;
- Strengthening connections within and beyond the NYMTC region, which includes connectivity to bridges;
- Providing accessibility by foot or on a bicycle to major destinations;
- Integrating the pedestrian and bicycle network into the current transit system to enhance mobility; including a variety of improvements in and around transit stations and intermodal locations;
- Having a maintenance plan for pedestrian and bicycle facilities through the appropriate government agencies;
- Continuing with emergency evacuations as a priority in transportation planning,

including the non-motorized network; and

- Understanding and providing for the needs of walkers who travel at a pace where comfort and aesthetics play a key role.

### Encourage Coordination and Collaboration

Interagency and regional collaboration on pedestrian and bicycle issues are essential throughout the region. Designing corridors that cross jurisdictional lines require cooperation and coordination between municipalities and counties.

Several bicycle and pedestrian facilities in Westchester County connect to Putnam County and Bronx to foster regional mobility. Examples include the North County Trailway, a multi-use trail between Eastview in the Town of Mt. Pleasant and Putnam County; the RiverWalk, a trail to run along the entire length of the Hudson River waterfront (32.9 miles completed) in Westchester County. Pedestrian and bicycle connections to the Bronx from Westchester County are facilitated by the presence of the Bronx River Pathway between Kensico Dam Plaza and New York City; the Old Croton Aqueduct Trailway, an historic unpaved trail following the route of the original Croton Aqueduct between Croton Dam and New York City; and the South County Trailway, a multi-use trail from Eastview south to the Bronx.

Examples of future cooperation be-

tween Rockland and other counties to create on-road connections include: building a bicycle path along the Palisades Interstate Parkway that would traverse from New Jersey to New York; the Ramapo Greenway that could ultimately connect Rockland to Bergen County, NJ and Orange County, NY; Hudson River Valley Greenway Trail linking to Orange County, New York; the Long Path hiking trail already connects Rockland to George Washington Bridge through NJ to the south, and to Orange County to the north; plans for a future greenway along the Old Route 59 bypass road are also being considered.

### Enhance Accessibility to the Network

Strengthening connections is part of the planning strategy in the development of the pedestrian and bicycle network, which includes connectivity to bridges.

One of the strategies presented in the Rockland County Comprehensive Plan<sup>24</sup> is to increase connections between municipalities. According to this plan, the new pedestrian and bicycle lanes proposed for the future Tappan Zee Bridge replacement would be tied, where pos-



Design Concept for shared use path on new Tappan Zee Bridge of the I-287 corridor

sible, to existing pedestrian and bicycle trail networks. This would strengthen east-west connections to and from neighborhoods of Nyack in Rockland County to Tarrytown in Westchester County.

Westchester County also supports connecting the pedestrian and bicycle lanes on the new Tappan Zee Bridge with on and off road facilities in Westchester to create a seamless network. The lanes should be connected to Westchester RiverWalk and the Old Croton Aqueduct Trailway, as well as local roads.

A priority in New York City is to reclaim public access to the city's 520 miles of waterfront. The Manhattan Waterfront Greenway, as a joint city and state project part of this effort, helps in the development of a series of detached paths into a continuous 32-mile mixed-use path circumnavigating Manhattan along the shoreline. To reach this goal, several agencies, including the NYC Department of City Planning (NYCDCP), the NYC Department of Parks and Recreation (NYCDPR), NYCDOT and the NYSDOT, worked together to plan, design and implement this greenway. An important future step is to complete the greenway path and fill in a major gap along the East River shoreline between E. 38<sup>th</sup> Street and E. 60<sup>th</sup> Street. The New York City Department of Economic Development Corporation (NYCEDC) is also involved with this project, East Midtown Waterfront Project, in partnership with NYCDPR and NYCDOT.<sup>25</sup>

### **Provide Accessibility to Major Destinations**

As new pedestrian and bicycle facilities are considered, strategic planning is necessary in order to develop and implement connections to major destinations and attractions. The starting point is at the design phase of future developments where pedestrian and bicycle facilities are incorporated into the initial planning. Furthermore, careful analysis of the location of potential links is necessary in order to plan for practical and useful non-motorized routes that can provide connectivity.

The Westchester RiverWalk is a planned 51.5-mile multi-faceted pathway paralleling the Hudson River in Westchester. When completed, it will link village centres, historic sites, parks and river access points via a connection of trails, esplanades and boardwalks. RiverWalk spans 14 municipalities in Westchester County and is part of the Hudson River Valley Greenway system. It connects directly with 13 of 14 Metro-North Hudson Line Stations and 27 Bee-Line Bus Routes as well as Rockland County's Tappan Zee Express<sup>26</sup>. RiverWalk is a work in progress that is being developed through a series of projects constructed by the county, local municipalities and other entities, including private developers.

### **Integrate Network into Transit System**

Pedestrian and bicycle networks should be integrated into the current transit system to enhance mobility options. Connection to the public transit sys-

tem can encourage existing bicyclists to combine bicycling and mass transit, as well as attract new bicyclists to transit. In general people are willing to bicycle 5 to 10 miles, or walk approximately 1 to 2 miles to either their final destination or to a transit station.

In 2012, the City of White Plains, New York became the first Westchester municipality to develop on-street bicycle lanes. A one-way pair bikeway in the City of White Plains, linking residential neighborhoods with the Metro-North railroad station, provides safe access to a major transit hub and relieves pressure to continually expand parking for automobiles at the station. The City of White Plains also added bicycle racks at the station to accommodate increases in bicycling.

Furthermore, to enhance connections to transit, bicycles are allowed aboard Long Island Rail Road (LIRR) and Metro-North trains at most times outside of rush hours and major holidays. A one-time \$5.00 purchase of



Bicycle Access to White Plains Metro-North Station

a lifetime bicycle permit is required for each bicycle boarding the train.

In addition, the transit systems of Putnam County, Rockland County, and of Long Island have Bike-On-Bus programs. The Tappan Zee Express (TZx) connects Westchester and Rockland Counties with NJ Transit and some MTA Metro-North Railroad stations. No special permits are required for bicycles on the Tappan Zee Express. Putnam County's PART Buses also allow bicycles on board. In Rockland County, all future Transport of Rockland buses will include bicycle racks and bike-on-bus services.<sup>27</sup> In Long Island, Suffolk County Transit and the Long Beach Transit system in Nassau County have equipped their bus fleet with bicycle racks. However, as Nassau County's new bus operators Nassau Inter County Express (NICE) become more familiar with the county and the riders' needs, this is a program that may be considered in the future.

This intermodalism can include a variety of other improvements in and around transit stations such as bicycle sharing, bicycle stations, improved walking and bicycle routes, ADA-compliant designs, signage, lighting, traffic calming, and better station security.

Safe, well-marked, and convenient crossings for pedestrians and bicyclists on streets, arterials, across separated right-of-ways, and at transfer points of multi-modal locations are essential for network development. This type of connection can be crucial in mobility choices for those who walk or ride a bicycle. Measures can also be taken to encourage and/or to re-

strict crossing at certain locations along the roadway and in areas of high density.

In New York City, NYCDOT addresses the issue of pedestrian safety and circulation around subway entrances and bus stops through programs like Safe Routes to Transit<sup>28</sup>. This program encourages more walking and transit use by improving pedestrian safety and access to transit. Additional information about this program is provided in the Initiatives section of the report.

Safe and secure bicycle parking is a critical component of a viable pedestrian and bicycle network. Bicycle parking facilities on sidewalks, in public spaces, in parking garages, and on privately-owned properties can help meet the needs of bicyclists. Bicycle parking is much less expensive to construct than automobile parking. In fact, approximately 10 -12 bicycles can fit into one automobile parking space.

As a result of new policies and incentives, indoor and outdoor bicycle parking facilities are increasing across the NYMTC region. One way to increase bicycle facilities is through legislation, as evidenced in the cities of New Rochelle and New York (more details provided in the Initiatives Section of the Appendix).

### **Maintain Pedestrian and Bicycle Facilities**

Well maintained facilities are critical to ensuring the safe and continued use of the pedestrian and bicycle network. The development of a maintenance plan is necessary through the appropriate

government agencies, including transportation, parks, and public works. A coordinated methodology for regular inspection and maintenance is required in terms of surface repair, replacement of signage, and the reconstruction of crossings, connections and ramps.

Cost and staff availability can influence maintenance and operation issues, making it essential to establish policies, workable standards and funding improvements to ease the process of maintaining the facilities.

Currently a bikeway maintenance program is included under the Park & Ride/ Bikeway Maintenance and Graffiti Removal Contract with NYSDOT. This contract provides for upkeep of existing shared-use paths, bicycle lanes, bicycle routes and bicycle route intersections, bicycle lockers, bus shelters, park & ride lots and rest areas, and walkways. Elements of bikeway maintenance include sweeping, glass removal, graffiti removal, restriping of pavement markings, minor pavement and pothole repair. Maintenance of bicycle lockers includes graffiti removal, locker relocation, lock and door repair or replacement.

In New York City, the maintenance of its pedestrian and bicycle facilities is done on a 3 to 5 year cycle or as warranted. In addition, NYCDOT provides for the maintenance of its facilities in its reconstruction projects, when possible.

### **Continue with Emergency Planning as a Priority in Transportation Planning**

As the region works toward providing



more flexible transportation options and expanded connections between modes and between communities, emergency evacuation plans must continue to be a priority in the transportation planning process. It is important that continued interagency coordination and ongoing outreach meetings with the general public are carried out and procedures that will be implemented on the transportation network addressed. Components of an emergency evacuation include: Federal and State Guidance, Coastal Evacuation Routes; Traffic Management Measures; Emergency Response Routes; and Transportation Infrastructure Closure.<sup>29</sup>

### C) Street Design

Street design is an important tool that can be used to make the streets in our cities and towns more enjoyable, engaging, efficient and safe for all users. Programs and policies that govern street design and reinforce walking/bicycling can:

- Create a balanced transportation network;
- Improve traffic circulation and create a safer environment for all users; and
- Contribute to an increase in pedestrian activity and bicycle ridership.

In the past, street design practices have often prioritized vehicular traffic over pedestrians and bicyclists. Recently, more projects have been dedicated to street design improvements that include non-motorized transportation as a featured part of roadway capital projects and as stated in the Complete Streets design principles.



Complete Streets - First Avenue, Manhattan

Complete Streets design principles facilitate the incorporation of walkways and bikeways into construction projects. Several states, counties and municipalities have passed legislation that requires the consideration of these design principles. The recent New York State Complete Streets law enacted on August 15, 2011 requires state, county and local transportation agencies to consider complete streets designs in order to make accommodations for all road and street users, including pedestrians and bicyclists. Within the NYMTC region, local ordinances were also passed by several towns and municipalities in Nassau, Suffolk and Westchester Counties.

In 2012, the Southern Westchester Energy Action Consortium (SWEAC), a collaboration of municipally appointed citizen committees addressing environmental issues, in collaboration with the Tri-State Transportation Campaign, developed a “Complete Streets in a Box” toolkit to support the adoption of Com-

plete Streets policies in Westchester communities. The toolkit contains a policy template, draft resolution and information on the benefits of Complete Streets.

The City of Rye in Westchester County implemented a road diet on Boston Post Road. This treatment was initiated as a traffic calming tool. It was first suggested as part of a Safe Routes to Schools workshop to slow traffic and improve the safety of school children crossing the street to access the Rye Middle School and High School complex. The road diet reduced the number of travel lanes from four to two with a painted center median and shoulder. The successful completion of the project has created conditions that encourage walking and bicycling to school, increase recreational activity and reduce vehicular speeds.<sup>30</sup> Traffic calming can be a major component of Complete Streets design.

Traffic calming techniques have also been introduced at the local and regional level.

These techniques are physical treatments applied to the roadway to reduce vehicular speeds and volumes, and can improve safety for pedestrians. When used appropriately, traffic calming techniques can facilitate a reduction in conflicts among roadway users. Design treatments such as speed tables, chicanes, road diets, traffic diverters, raised intersections and roundabouts have improved safety and reduced conflicts on the road for all users. One example of traffic calming is the Hartsdale speed table that was installed at the approach to the commercial area near Metro-North’s Hartsdale train station in Westchester County. This im-



Hartsdale (Westchester County) Speed Table

provement was recommended as part of a Walkable Community Workshop.

In New York City, the Downtown Brooklyn Traffic Calming Project is the first area wide traffic calming initiative and a forerunner of other initiatives in New York City. In recent years, Downtown Brooklyn has seen a revitalization that has brought economic growth and increased traffic to the neighborhoods. The traffic calming project was developed in response to community concerns and established a more equitable balance in the use of area streets by pedestrians, bicyclists and motorists. The program includes op-

erational changes, such as Leading Pedestrian Intervals (LPI), short-term improvements, and capital improvements.

The table below provides the types of traffic calming measures that have been installed incrementally in New York City as part of the Downtown Brooklyn Traffic Calming Project.

The Street Design Manual published by NYCDOT in 2009 describes numerous traffic calming measures that can be used region-wide. The manual is used in the planning and designing of New York City’s streets and provides a toolbox of design treatments that may be used to reduce conflicts in the roadway.

Traffic calming techniques often do not require costly or complicated installations. For example, on-street parking can be a useful traffic calming measure. The parked vehicles narrow the effective width of the roadway, thereby causing motorists to drive at slower speeds. This strategy was incorporated successfully in the Village of Ossining in Westchester County.

Many street design treatments focus on reducing conflicts between motorists and bicyclists. The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide provides an overview and design details for treatments including on-street bicycle lanes, buffered lanes, cycle tracks

Table 2.4: Downtown Brooklyn Traffic Calming Project

Pavement Markings			
Bicycle Lane	Visually narrows roadway to promote slower speeds	3rd Avenue southbound 3rd street to 15th Street	May-04
Travel Lane Reduction (Road Diet)	Eliminates travel lane to reduce speeds; recaptured roadway can be used to provide bikes lanes, turning lanes, and or medians with pedestrian refuges	Hicks Street southbound - Congress Street to Woodhull Street	Nov-03
Signal Operations			
All Pedestrian Phase (Barnes Dance)	Allows for conflict free pedestrian crossings	Court Street and Remsen Street	Mar-04
Leading Pedestrian Interval	Encourages turning vehicles to yield to pedestrians	4th Avenue and 9th Street	Mar-04
Low Speed Signal Progression	Slows vehicles	Lafayette Avenue - Fulton Street to Washington Avenue	Sep-12
Parking Regulations			
Elimination of Peak Hour Parking Restriction	Permanent parked cars promote slower speeds; discourages through traffic	Bergen Street - Court Street to Washington Street	Oct-03
Daylighting intersections	Removes parking at intersections to improve sightlines between pedestrians and motorists	Van Brunt Street and Wolcott Street	Jan-07
Capital Construction			
Pedestrian neckdown (curb extension)	Slows vehicle turns; increases pedestrian space, shortens pedestrian crossings	Smith Street and 3rd Street	Apr-12
Raised Median	Encourages slower speeds, provides space for pedestrian refuge	Baltic Street - Hoyt Street to Bond Street	Dec-12
Pedestrian refuge	Provides protected island for pedestrians in middle of crossing	4th Avenue and Union Street	Jul-09
Pedestrian Plaza	May eliminate roadway crossings, improves pedestrian environment, provides space for pedestrian amenities	Smith Street and Bergen Street	Jul-10

(on-street protected bicycle lanes), and multiple intersection treatments such as bicycle boxes, mixing zones, and two-stage turn queues.<sup>31</sup> Studies have shown that adding an on-street bicycle lane decreases the average speed of adjacent vehicles as well as the number of vehicles speeding on the roadway.<sup>32</sup>

Improving street signage, street markings and traffic signals are other techniques to increase safety and awareness among motorists, pedestrians and bicyclists. Installing pedestrian and bicycle signs, such as “Yield to Pedestrians” and “Share the Road” at intersections and along streets can improve safety. Street markings with sharrows, tell drivers to expect bicyclists and to share the roadway. Sharrows are shared lane markings that show a pictograph of a bicycle with arrows. In 2010, the Town of Eastchester became the first municipality in Westchester County to mark sharrows on one of its roadways (California Road).

The City of Rye, also in Westchester County, installed sharrows along Forrest Avenue in 2012. New York City uses sharrows extensively throughout the system for connectivity where the right-of-way does not permit a full bicycle lane. The Town of Brookhaven on Long Island



Bikeway Sharrows (California Road in Eastchester)

will be adding sharrows to a few bicycle facilities under the Local Safe Streets and Traffic Calming Program (LSSTC).

Recently, innovative and high quality amenities which enhance the pedestrian and bicycle network such as bike sharing, protected bicycle paths, and pedestrian plazas have been implemented on streets in the region. More details about these programs are described in the “Initiatives in the Region” section of the report.

## D) Education and Training

Education and training are important strategies to improve and increase walking and bicycling throughout the NYMTC region, both for professionals in the field of transportation planning and for the public. Efforts in this direction include:

- NYMTC’s coordination of interagency and public outreach meetings;
- Use of targeted educational programs to reach specific groups such as children and seniors;
- Public safety education campaigns that address safety issues in a community or a region; and
- Educational efforts that address the environmental and health benefits of walking and bicycling.

NYMTC continues to coordinate interagency meetings and public outreach to

address regional pedestrian and bicycle issues. For example, NYMTC’s Safety Advisory Working Group (SAWG) facilitates interagency discussion, exchanges information, addresses safety issues and advises members on topics dealing with transportation safety, including pedestrian and bicyclist’s safety. Participants in SAWG identify specific pedestrian and bicycle safety issues, discuss ongoing efforts taking place throughout the NYMTC region and have the possibility to present proposals to the group and the public. In addition the SAWG makes innovative strategies and technologies to improve safety for pedestrians and bicyclists.

Communities are also educated on safety issues by planners and professionals using an interactive approach. One method used by several localities is to invite members of the community to attend workshops on pedestrian and bicycle safety issues in the area. Local government agencies, elected officials and residents often participate in these workshops, where conditions in a particular community are examined and improvements are identified as needed.

A Walkable Community workshop, for example, is a forum used to increase awareness of the importance of pedestrian and, bicycle safety, and develops recommendations for improving the pedestrian and cycling environment. Attendees include elected officials, planners and public works professionals, representatives of the business community and interested citizens. The workshops involve 1) receiving input from members of the community on challenges to walk-

ing and bicycling, and 2) engaging the workshop participants in developing recommendations to address the challenges. A walking field trip is conducted as part of each workshop to observe the bicycle and pedestrian challenges and show how the proposed solutions can be applied.<sup>33</sup> These workshops have been valuable in helping local communities initiate improvements and apply for funding toward implementation of specific projects.

Below is an example of where one of the workshops lead to changes.

Jurisdictions across the region use targeted educational programs to reach specific groups such as children and seniors. There are several programs in the NYMTC region including the Safe Routes to School program geared toward improving children's commute to school; Safety Town program, which operates separately in Nassau County and in the

Town of Brookhaven (located in Suffolk County); Safety City, a NYCDOT program for school age children that aims to prevent injuries to children by teaching them traffic safety. Safe Streets for Seniors is a NYCDOT program that identifies areas with a high senior citizen population and a high incidence of crashes; it develops and implements measures to improve safety for seniors at these locations, including outreach and education.

### *Astoria Boulevard Project*

*Following a walkable community workshop sponsored by NYMTC, in February 2011, NYCDOT completed a major safety enhancement project in Astoria, Queens at the intersection where the Robert F. Kennedy Bridge enters 31<sup>st</sup> street. This intersection is used by thousands of commuters a day and by people traveling to and from La Guardia Airport. To cross this intersection, pedestrians had to cross several lanes of traffic that were not clearly marked. The residential neighborhood around the intersection suffered from traffic density and high speeds, and there were no distinct crosswalks or crossing signals for those who access the new senior citizen facility a few blocks away.*

*NYCDOT installed two concrete "neckdowns" underneath the elevated subway train to make crossing safer and easier and a new crossing signal and crosswalk were implemented adjacent to the new senior housing facility. The neckdowns, crossing signal, and crosswalk are safety strategies that also support the agency's Safe Streets for Seniors program. Bicycle lanes were also added to safely transport residents to Astoria Park and the waterfront. A landscaped pedestrian plaza, shortened crosswalk, and clearer traffic patterns helped.*

*Other proposed improvements were: new green elements and plaza spaces, easier transit connections, bus travel time improvements, one-way conversion for Astoria Boulevard, new signal/bridge markings and a crosswalk at 29<sup>th</sup> street, rush-hour turn bans, additional parking and bicycle network connections.*

Other educational safety programs in the NYMTC region include public safety education campaigns. Coordinated efforts at the local level are essential in increasing public awareness of pedestrian and bicycle safety. For example, NYCDOT's Bike Smart program includes a guide to safe bicycling and a public awareness campaign. Additional NYCDOT street safety campaigns include LOOK!, Don't Be a Jerk, and That's Why It's 30. In addition, through the Safety Education Division, more than 50,000 free bicycle helmets have been fitted and distributed by NYCDOT.

Motorists need to be aware of pedestrian and bicycle safety issues. This could be emphasized in the driver's education curriculum and coordinated with the NYS Department of Motor Vehicles to include more questions regarding pedestrian and bicyclist's safety on the examination for drivers' licenses.

## E) Enforcement

Traffic enforcement is a valuable strategy that contributes to traffic safety for all. Some enforcement programs that address safety issues include: red light cameras, speed boards, presence of enforcement personnel, and safety education outreach.

One of the most recent technologies used to enforce traffic rules are red light cameras that capture the license plate information of cars that cross the stop bar or fail to stop at red lights. If caught, owners of these vehicles are contacted by mail and required to pay a fine. Studies have shown that the use of a camera can be successful at reducing the number

of motorists running red lights and can increase compliance with traffic laws. National reviews show that red light cameras reduce side-impact crashes, and reduce overall crash severity.<sup>34</sup> In New York City, red light cameras have been shown to decrease injuries by 24 percent at monitored intersections.<sup>35</sup> Both Nassau and Suffolk Counties have implemented the red light camera safety program and have installed cameras at more than 40 intersections. It can be a cost effective way to increase enforcement with a limited amount of resources.<sup>36</sup>

Distracted driving has become a growing national safety issue that many communities are confronting. According to the National Highway Traffic Safety Administration, distracted driving-related crashes claimed 5,474 lives and led to 448,000 traffic injuries across the U.S. in 2009.<sup>37</sup> The federal government has been advocating legislation to increase regulations and fines for distracted driving and has helped to get over 2,000 private companies to adopt distracted driving policies; enacted new laws banning drivers of commercial buses and trucks from texting; and applied restrictions on train operators. As of September 2012, thirty-nine states and Washington D.C. have banned text messaging while driving, and ten states plus Washington D.C. banned the use of a handheld device or cell phone behind the wheel. In addition, thirty-two states plus D.C. banned all cell phone use by novice drivers. In September 2009, Westchester County became the first County in New York State to ban texting while driving. Nassau and Suffolk counties followed suit shortly

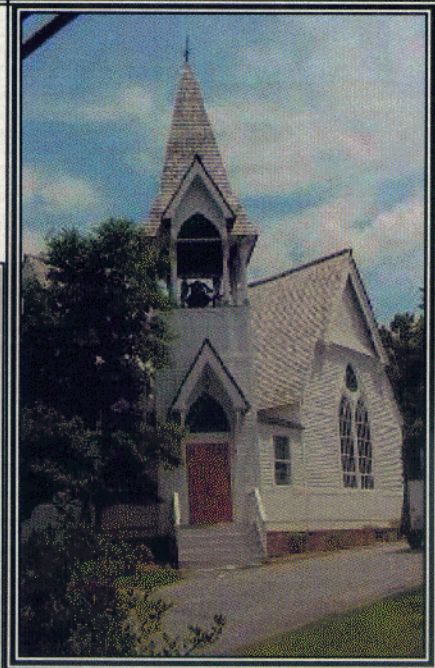
thereafter. More recently, in July 2011, New York State Governor Andrew Cuomo signed a distracted driving law that strengthens enforcement and increases the penalty for using handheld devices.

Speed boards, radar devices that display the speed of vehicles as they approach the display, can also be an effective enforcement tool for reducing traffic speed. NYCDOT's That's Why It's 30 campaign calls attention to fatal consequences of speeding. It has taken a unique approach to speed boards by installing a "skeleton" speed board that calls attention to the fatal consequences of speeding by showing the image of a skeleton.<sup>38</sup> The skeleton speed boards are rotated to locations around the city that have histories of speeding.

The consistent enforcement of existing and emerging traffic laws greatly improves the transportation network and, as a by-product, pedestrian and bicycle safety. The implementation of a campaign to train enforcement officers in proper methods of the enforcement of traffic laws, complemented by public education and outreach, can increase safety awareness for all roadway users.

# Comprehensive Plan

## Town of Pound Ridge, New York



Adopted  
November 4, 2010

The current R-3A zoning designation, which was established in 1959, was at the time an appropriate response to land use pressures facing the Town. It was effective for many years but needs to be updated to reflect the need to maintain community character in the face of escalating economic, population and environmental pressures.

- c. Consider the placement a conservation easement, conservation overlay zone, Critical Environmental Area designation, or larger minimum lot size over all public water supply lands to protect critical watershed land from development. In addition, consider rezoning all lands that fall within the Town's most environmentally sensitive areas, or in scientifically established biotic corridors to R-6A (6-acre minimum lot size).
- d. Examine increased front and side yard zoning setbacks, undisturbed buffers, and minimize clear cuts in areas of particular environmental, scenic or historic quality or significance to ensure the preservation of community character.
- e. Encourage the preservation of agricultural uses in the defined LNG Zoning District.

### 3. **The Hamlet**

The identity of the Hamlet as the historical and cultural center of the community should be preserved. The scale, character, and intensity of all uses in the Hamlet should be consistent with its Historic District designation. The existing library, museum and community theater/church are examples of such. Except for the current non-conforming uses, the Hamlet should not be used as or expanded into a commercial district. The Town Board should consider legislation that would offer additional protection for structures, spaces, buffers and settings within the Hamlet, and should consider enlarging the designated district to include additional properties of significance.

### 4. **Special Character Overlay Districts**

- a. There are areas outside of the defined historic Hamlet which have special historical or community character significance, but which may not meet the criteria for formal designation. The Town should consider the creation of a Special Character Overlay District to protect the "greater" Hamlet area.<sup>3</sup> This proposed district would protect the approaches to the smaller defined historic Hamlet. In Special Character Overlay Districts, site plan and

<sup>3</sup> The "greater" Hamlet area is not only the historically-designated District, but rather as follows: southernmost border: the Town Cemetery / West Lane/ Town Park entrance; westernmost border: the entrance to West Lane on Rt. 172; northeastern border: the entrance to Lower Trinity Pass off of Route 124; and northwestern border: the westernmost boundary of Carolyn's Grove, including both sides of all roads described.

architectural review by the Planning Board would be required for all new construction, expansions, renovations, demolitions, signage, etc. Within any Special Character Overlay District, more restrictive bulk requirements, minimum setbacks to water and wetlands, and maximum amounts of disturbed area and lawns should be considered.

- b. In addition, the creation of Special Character Overlay Districts would permit the Town to protect other areas across Town that are reflective of a period of Pound Ridge history and which contribute significantly to the Town's community character. The Town Board should examine the Town for small yet important areas which contain special geographic features or are especially environmentally sensitive, such as a biotic corridor, viewshed, unique geological formations which would be deserving of designation as Special Character Overlay Districts. Examples of potentially important areas can be found along the entrance roadways to Scotts Corners from the High Ridge/Rt. 124 intersection and from New Canaan, along portions of East Woods Road, and north on Route 124 from the hamlet.

## 5. **Scotts Corners**

- a. Scotts Corners is the Town's sole commercial district, and is intended for the patronage of the residents of the Town and neighboring communities. As Pound Ridge's stated primary land use is residential, the PB-A, PB-B and PB-C zoning districts should not be expanded. Further, no new commercial districts, hamlets or centers should be developed anywhere in Town.
- b. The bulk regulations for the PB-A, PB-B and PB-C zones should be modified so as to reflect the "small town" nature of these business districts. The potential for new commercial space should be significantly reduced to reflect the historical level of occupancy in these districts. These bulk regulations should be revised to eliminate the potential for an amount of development that would significantly change the existing density or scale of this area. In addition, the Town Board should examine current Site Plan regulations and provide for any necessary updates to ensure all development in Scott's Corners is in keeping with the appropriate scale, character, and visual beauty of the area. Specifically, revisions to maximum lot coverages, building separation, green space, traffic and pedestrian flow, parking, and façade/design standards should be examined to provide for the maintenance of the existing small town feel of the area.
- c. The maximum permitted building height in commercial districts should be changed to 35 feet and 2-1/2 stories, with only one elevation allowed to reach 40 feet in height.



- d. The Town should encourage residential and mixed uses, and public and community facilities in Scotts Corners which complement its semi-rural community character, and which add vibrancy and stability to the Pound Ridge business district and overall community. However, in the development of all uses, surface and groundwater quality must be protected and vehicular traffic impacts must be mitigated. The Town has explored the feasibility of improving the water supply and sewage disposal situation in Scotts Corners over the years, including in the June 1992 wastewater treatment feasibility study and the 2003 Folchetti study. Despite the completion of these two studies, as well as other Town and community based efforts over many years, a comprehensive solution to the water and wastewater issues in Scotts Corners has not yet been identified. In keeping with the recommended scale for Scotts Corners, the development of appropriate water and wastewater infrastructure solutions should continue to be explored. Further, the Town should continue to urge the Westchester County Department of Health to permit the use of leading-edge technology and design to repair or replace water, septic or other wastewater systems that are failing or in need of upgrading.
  - e. The Town should encourage the utilization of the residential development potential of Scotts Corners as a means of providing for a variety of household sizes, types and incomes in the Town, consistent with its semi-rural character. The following are specific recommendations in this regard:
    - (1) In PB-A and PB-B Districts, the Town should consider amending the Zoning Law to increase the allowable area of second floor residential use from 50% to 100% of the floor area below.
    - (2) In the PB-C District, the Town should consider allowing that 100% of the permitted floor area be used for residential development.
    - (3) In the PB-A, PB-B and PB-C Districts, the Town should limit second floor space to residential use.
- 6. Housing**
- a. The Town should seek ways in which to continue to provide a broad based array of housing types and opportunities for all, including for its emergency service providers, especially including its volunteer firefighters.
  - b. The Town should review its senior citizen special permit use provisions in order to permit senior citizen housing which is suitable for the Town, economically feasible and environmentally sensitive.

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# Transportation

## D. TRANSPORTATION

### VEHICULAR TRANSPORTATION

There are approximately 84 miles of roads in Pound Ridge. Approximately 83% of these are Town-owned. The others are State and County roadways that form the backbone of the Town's roadway system; these are High Ridge, Long Ridge, Salem, Stone Hill and Bedford-Pound Ridge Roads and Westchester Avenue. Many of these roads date to pre-revolutionary times. Although extensively modified over the years to improve their condition, function and capacity, all remain two-lane roads without traffic signals. Older Town-owned roads closely follow the contours and features of the land. They were designed to avoid large trees, rock outcroppings and other environmental features. By doing so, these roads add to the scenic and semi-rural ambiance that defines the Town's character.

### Transportation Network

The transportation network within the Town consists of two-lane arterial roadways, collector roads and local streets. The roadways within the Town are shown on Figure 1.<sup>1</sup>

#### *Limited-Access Highways*

Limited-access highways are designed to handle large amounts of traffic. These roadways do not have many access points, and generally have interchanges at major crossroads. There are no limited-access highways within Pound Ridge. The nearest limited-access highways are Interstate-684 (I-684) in Bedford (accessed by Route 172 or Route 35), and the Merritt Parkway in Stamford (accessed by High Ridge and Long Ridge Roads).

#### *Arterial Roadways*

Pound Ridge's arterial roadways link it with highways which provide access to major employment and commercial centers. Arterial roadways serve relatively high volumes of traffic, often carry through traffic, and are typically under State or County jurisdiction. These agencies control many aspects of signage and speed.

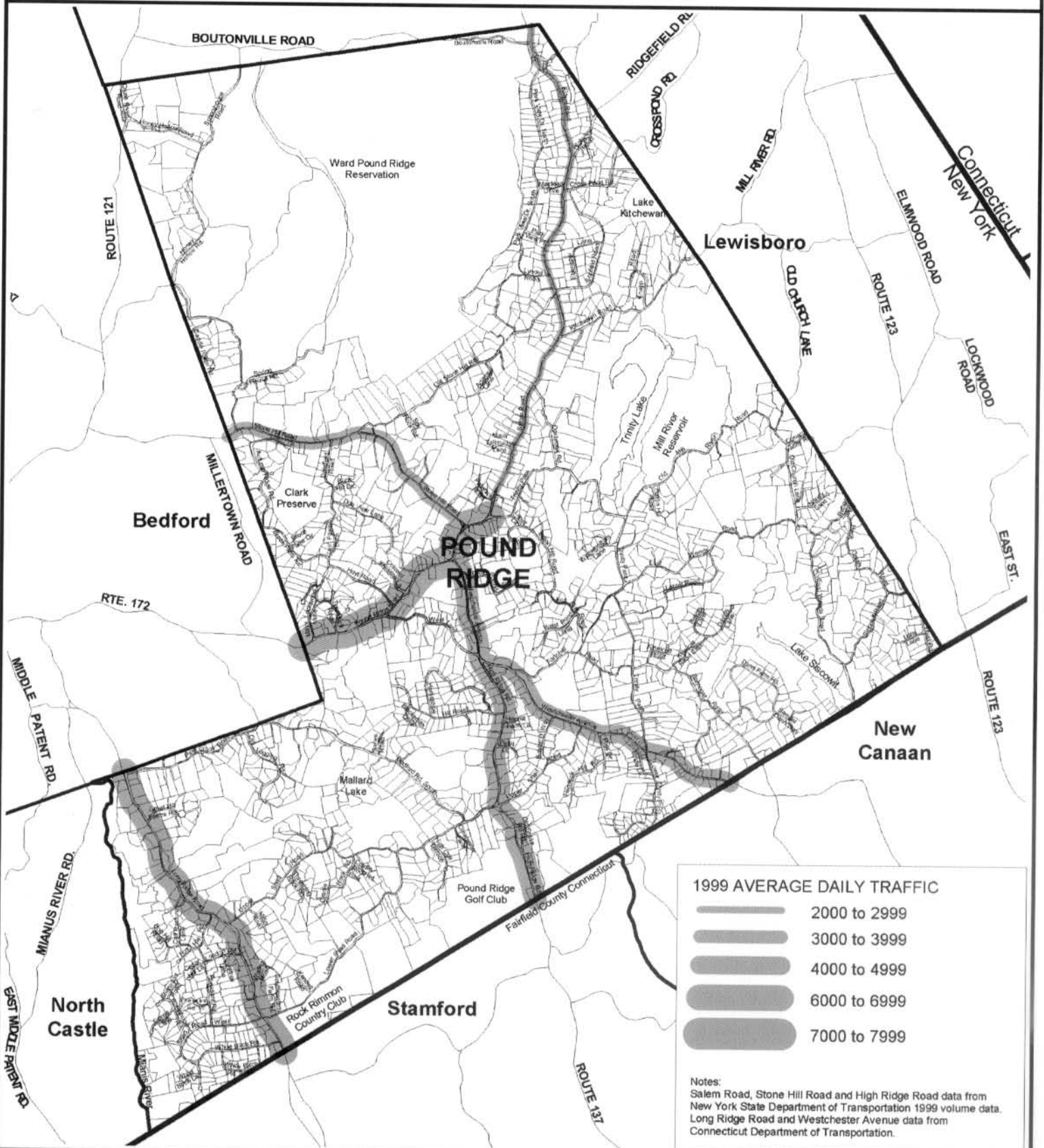
The main arterial roadways in Pound Ridge are:

- Bedford-Pound Ridge Road (NYS Route 172) is an east-west, two-lane road linking Pound Ridge with Bedford and I-684, and is the route used to travel to the closest primary health care facility, Northern Westchester Hospital.

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<sup>1</sup> Figure 1 Roadway network.

# TRAFFIC CONDITIONS



## BASIC STUDIES

### Town of Pound Ridge, New York

October 2001

Note: This map is for general planning purposes only  
 Base map source: Weiler Mapping, Inc. Town of Pound Ridge tax maps, Frederick P. Clark Associates, Inc.

FREDERICK P. CLARK ASSOCIATES, INC.  
 Planning/Development/Environment/Transportation



4800 0 4800 Feet

Figure 1

- High Ridge/Stone Hill Roads (NYS Route 137) is a north-south, two-lane roadway from Stamford through the Hamlet and westerly into Bedford.
- Long Ridge Road (County Route 104) is a north-south, two-lane roadway between Stamford and the intersection with Bedford-Pound Ridge Road (NYS Route 172) in Bedford.
- Salem Road (NYS Route 124) is a north-south two-lane roadway linking the Hamlet to northern Pound Ridge and Lewisboro.
- Westchester Avenue is a north-south two-lane roadway between Connecticut and the intersection with Route 137.

### *Collector Roads*

Collector roads link Pound Ridge's neighborhoods with its arterial roadway system. Collector roads carry lower traffic volumes at slower speeds than arterial roads. All of the collector roads in the Town are under local jurisdiction. These roadways include Upper Shad Road and Trinity Pass.

### *Local Streets*

Most local streets in Pound Ridge are Town-owned and carry low traffic volumes. Many of the older local streets are characterized by narrow pavement widths and winding geometry. Newer roads in the Town have been constructed to standards that are more suburban in character, with wider, cleared right-of-ways, greater pavement widths, curbing and drainage facilities. However, the current trend is for local roads to be more in keeping with the scenic and semi-rural ambiance that defines the Town's character.

## **Traffic Volumes**

Given the growth of the Town and its surrounding area, increased traffic volumes, particularly on local roadways, are inevitable. However, there is evidence of systemic increases in certain volumes that are indicative of outside pressures being put on the Town's roadway system. This is particularly true for specific segments of arterial roadways used by commuters passing through Pound Ridge.

The State and County Departments of Transportation record average daily traffic volumes for certain roadways in Westchester County. In the Town of Pound Ridge, traffic counts have been collected for the segments of the New York State routes shown in Table 1.<sup>2</sup>

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<sup>2</sup> It should be noted that the average daily volume counts are snapshots of traffic for certain road segments. The counts are not coordinated and are often conducted at different times of the year for each road segment. The counts vary considerably based upon time of year, weather and other circumstances and conditions. Peak hour volumes and turning movement counts are the most accurate and consistent

**Table 1**  
**Average Daily Traffic Volumes for Primary Roads**

ROAD	ROAD SEGMENT BETWEEN:		AVERAGE DAILY VOLUMES					
			1981	1991	1996	1999	2000	2002-2009
Salem Road (Route 124)	Route 137 overlap	Spring Street overlap	1,000-2,000	2,600	2,850 (Oct.)	2,650 (e)	4,800 (June)	3,446 (April '09)
	Spring Street overlap (western leg)	Route 35	1,000-2,000	1,850	2,250 (April)	2,300 (June)	2,350 (e)	2,188 (March '08)
Westchester Avenue	Route 124	Connecticut State line	4,000-5,000	5,000	4,800	4,900	5,300	--
High Ridge, Salem, Stone Hill Roads (Route 137)	Connecticut State line	Route 172	--	9,100 (e)	8,950 (June)	9,000 (e) 4,200 (e) (July)	9,400 (e) 4,350 (July)	4,043 (May '06)
	Westchester Avenue	Route 172	9,000-10,000	--	--	--	--	--
	Connecticut State line	Westchester Avenue	4,000-5,000	--	--	--	--	--
	Route 172	Route 124	--	7,250	7,600 (Nov.)	7,950 (June)	8,150 (e)	7,146 (March '08)
	Route 124	Route 121	1,000-2,000	2,400 (e)	2,800 (Nov.)	3,000 (June)	3,050 (e)	3,543 (March '08)
Bedford-Pound Ridge Road (Route 172)	Route 22	Route 137	5,000-6,000	6,750	7,000 (e)	7,100 (e)	9,300 (July)	5,895 (May '09)
Long Ridge Road (Route 104)	Pine Brook	Connecticut State line	4,000-5,000	4,800	5,400	6,200	7,800	6,943 (Aug. '02)
<b>TOTAL (e)</b>	<b>All Major Segments</b>		<b>29,000-37,000</b>	<b>39,750</b>	<b>41,650</b>	<b>43,100</b>	<b>50,100</b>	<b>33,204</b>

Source: New York State Department of Transportation (NYSDOT) Traffic Volume Reports, 1981 Town Plan of Development, Connecticut Department of Transportation. Prepared by Frederick P. Clark Associates, Inc. "(e)" signifies estimates based on prior counts. The months of the counts are noted where available. The 1999 and 2000 figures of 9,000 and 9,400 vehicles for Route 137 between the State line and Route 172 are estimates based on 1997 counts of 8,850 and 4,100 in March and July of 1997 and 4,300 in July of 2000. NYSDOT previously estimated the seasonally adjusted figure for 1999 as 6,600. The March count was used as the most typical and valid count for the estimates.

As shown in the table above, there has been a total increase of approximately 8% in the number of average daily vehicle trips within and through Pound Ridge between 1991 and 1999. This is in contrast to a 4% increase in population for Pound Ridge during the same period. However, it appears that average daily volumes in the Town may have increased by as much as 16% between 1999 and 2000. This significant increase may result from commuters who travel through Pound Ridge to avoid congestion on Route 35, in order to get to destinations including Stamford, New Canaan and Ridgefield.

measure of traffic conditions. Traffic patterns and volumes also significantly change between weekday and weekend use, which is not reflected in the data.

With this increase in volume, it becomes substantially more difficult for residents to access arterial and collector roads from local streets and driveways, particularly during peak morning and evening periods. All in all, the changes in volumes and patterns adversely affect the roads and residents of the Town. The following are highlights from the table above.

*Salem Road (Route 124)*

Counts suggest that Salem Road, between the Route 137 overlap and the Spring Street overlap, experienced a very significant total increase (1,950 vehicles, 68%) in total daily traffic volumes between 1996 and 2000.

The increased use of the Spring Street overlap (the western portion connecting to Route 35), suggests that more persons are traveling west on Route 35. However, in comparison to the increased traffic farther south on Salem Road, it appears that most of the additional vehicles are daily commuters using Pound Ridge as an alternate route between eastern Route 35 and I-684.

*Westchester Avenue (High Ridge Road to the Connecticut Line)*

There was no significant change in the average daily volume of traffic on this roadway segment between 1981 and 1999. This suggests that traffic on this roadway segment is comprised of local commuter and local destination-oriented traffic, as opposed to through traffic. The counts suggest an 8% increase in daily volume from 1999 to 2000.

*High Ridge and Stone Hill Roads (Route 137)*

There appears to have been a significant increase (4%) in daily traffic volume on High Ridge and Stone Hill Roads between 1999 and 2000. The Stone Hill segment of Route 137 between Route 124/Salem Road and Route 121 in Bedford increased 25% between 1991 and 1999 (the last year with an actual count). In comparison to the 1981 figures, it appears that use of this segment has increased by at least 50%.

*Bedford-Pound Ridge Road (Route 172)*

The traffic count in 2000 indicates a 38% increase in average annual volume on this roadway between 1991 and 2000. Based on an analysis of all available counts, it appears that the majority of this increase occurred as a result of commuter traffic traveling through Pound Ridge to avoid congestion on Route 35.

*Long Ridge Road (Route 104)*

The counts suggest that total daily volumes on Long Ridge Road increased 63% between 1991 and 2000.

## **Roadway Design**

During the course of this comprehensive planning effort, concerns arose regarding roadway design. It has been highlighted that local roads should be reflective of, and contribute to, community character. Narrow pavement widths, and the avoidance of widening and straightening of roads, contribute to the preservation of scenic character, can slow traffic movements, and are indicative of a small-town lifestyle. The need for the establishment of design standards for bridges, drainage abutments and guard rails to fit with the historic and semi-rural character of Town as well as the avoidance of clearing mature trees in road rights-of-way, have also been raised as community concerns. The use of curbing has both positive and negative implications. While curbs can contribute to safety and roadway definition, they can also create stormwater problems and wildlife hurdles. The need for additional catch basins and other stormwater infrastructure along with their associated costs, generally expands as the use of curbing increases.

## **Roadway Maintenance**

Road maintenance, particularly the use of sand and salt in winter months, continues to be an issue for the Town, and remains a focus of the Highway Department in balancing the need to meet resident expectations for keeping roads passable with the responsibility to protect the Town's natural resources, particularly its drinking water. The Natural Resources and Open Space chapter of this Plan includes a more complete discussion and specific recommendations for the reduced use of salt and other deicing materials.

Many roadways in Pound Ridge follow historic pathways that have been used as transportation corridors for centuries. In many cases, the clear-cutting for farm field creation and maintenance that was pervasive in northern Westchester for centuries did not occur along areas immediately adjacent to roadways. Thus, some of the most valuable and exemplary specimen trees can still be found along the roadsides of Pound Ridge. Tree trimming and general maintenance by utilities and other non-Town entities bears upon roadside character through the piecemeal destruction of roadside trees, as does the use of roadway de-icers.

## **Pedestrian and Bicycle Transportation**

The one existing improved path extends about 1.2 miles; it begins at the Town Park parking lot and runs along the north side of Westchester Avenue to the outskirts of Scotts Corners. Pedestrian and bicycle safety are important concerns for Town residents. Vehicular speeding and roadway/intersection conditions pose a challenge to pedestrians and bicyclists.

## **COMMUTER RAIL SERVICE**

Passenger rail service to and from NYC is available to Town residents on the Harlem and New Haven lines of Metro-North Railroad. The nearest train stations to Pound Ridge are



in New Canaan (New Haven Line), and along the Harlem Line in Katonah, Bedford Hills, and Mount Kisco. The Amtrak stop in Stamford connects long-distance commuters with Boston and Washington.

There are no official “park and ride” lots in Pound Ridge. Rail commuters drive to various stations where they park or are dropped off. The short supply of parking at the various train stations mentioned above is a chronic problem for Pound Ridge commuting residents. The Town had been working with the County and other agencies on commuter parking and the possible provision of bus service to the railroad stations. Residents have expressed a preference for more parking at the stations over commuter bus service.

In September 2008, as part of the I-287 Corridor and Tappan Zee Bridge Plan, the New York State Department of Transportation announced that a Bus Rapid Transit system (BRT) will be constructed along the I-287 corridor in Rockland and Westchester counties as part of the project to replace the Tappan Zee Bridge (TZB). The new BRT system is expected to be operational the day that the new bridge opens and will be the first east-west rapid transit system in the county. Not only will the transit system help relieve congestion, it will provide linkages between the county’s three existing north-south rail systems.<sup>3</sup> The Town seeks to develop transportation opportunities for its residents in conjunction with this initiative.

## RECOMMENDATIONS

### 1. General

The Town should maintain and improve the function of the existing roadway system, and should encourage and increase safe pedestrian and bicycle traveling opportunities, while protecting the Town’s environment, as well as its scenic and semi-rural character.

### 2. Roadway System and Land Use Pattern

The existing roadway system and land use pattern in and around Pound Ridge is well established. It is the recommendation of this Plan that no new major roads, expansions or connections between roads in or immediately around Pound Ridge be planned or built. Town officials should continue to keep abreast of all planning activities within the State, County and adjoining towns, to ensure that the Town’s planned low-density character and corresponding transportation policies are respected.

### 3. Traffic Volumes

The Town should continue to collect and review data to determine which roadways are most frequently used by non-resident commuters. The use of roads in Pound

<sup>3</sup> Westchester County Department of Planning, 2010

Ridge for through traffic and as an alternative to primary commuter routes should be discouraged. Commuter traffic should be kept on State roads. This can be accomplished by means of speed reductions, traffic calming measures and regulations against through traffic on local roads. The Town should work with the State, County and neighboring communities to monitor traffic patterns, and to make changes where necessary and possible to limit speeds and volumes.

**4. Commuter Parking and Transportation**

Pound Ridge should continue to work with other towns, Westchester County and Metro-North to obtain and increase commuter parking at various train stations, and to develop other transportation options through the I-287 Corridor and Tappan Zee Bridge Plan. The Town should continue to review the feasibility of providing effective bus/shuttle service to the train stations, where consistent with the Town's transportation policies.

**5. Pedestrian and Bicycle Opportunities**

The Town should evaluate methods by which to enhance pedestrian and bicycle opportunities in the Town, and to reduce vehicular conflicts, including:

- a. Working with the County as it develops the Mid-Hudson South Region Bicycle and Pedestrian Master Plan, as well as working with adjacent towns and the State to coordinate pedestrian and bicycle routes and improvements.
- b. Installing "Share the Road" signs on primary bicycle routes, and educating the public regarding the safe use of roadways for pedestrians and bicyclists.
- c. Evaluating intersection and roadway improvements designed to enhance pedestrian, bicyclist and vehicular safety and function, while maintaining the Town's scenic and semi-rural character.
- d. Extending the existing improved path from the Town Park to the Hamlet and the Pound Ridge Elementary School and possibly to Bedford along Route 172 to the north, and from Scotts Corners Market to the south along Westchester Avenue. Any extension or refurbishment of the bike path should be consistent with the Town's semi-rural and scenic character.
- e. The installation of bicycle racks at appropriate locations throughout town.

**6. Scotts Corners and the Hamlet**

Parking and circulation in Scotts Corners and the Hamlet should be enhanced through:

- a. Improved maintenance of sidewalks, curbing and landscaping.
- b. Improved barrier-free accessibility.
- c. Enforcement of parking, speed, and traffic regulations within the parking district.
- d. Consideration of traffic calming devices to reduce vehicular speeds at the entrances to Scotts Corners and the Hamlet.

**7. Roadway Design**

Pound Ridge should consider revising its Town road design standards for the purpose of protecting the Town's character and discouraging speeding, while maintaining roadway safety. New roadways should be designed to reflect the scenic qualities of older roadways in the Town. Rural road standards should permit narrower pavement widths, more flexibility regarding roadway geometry, minimized clearing of shoulders, reduced curbing, and the preservation of trees, rock outcroppings and other natural features of the landscape. Barnegat, East Woods, Honey Hollow, Fancher and Upper and Lower Shad Roads are examples of historic, narrow, and often winding roads that serve to help define the Town's character.

The Town should develop standards for attractive bridges and guide rails to blend in with its rural scenery. The Town should also re-evaluate its signage regulations so as to enable the appropriate use of signage while minimizing sign clutter. Pound Ridge should also work with the State and County to limit highway improvements that would encourage increased through traffic, and to ensure that any such improvements maintain the Town's semi-rural and scenic character, as well as its natural resources.

**8. Roadway Maintenance**

Roadway maintenance best management practices should be implemented for the protection of the environment and the Town's scenic beauty. These practices should include road sweeping, winter deicing, the clearing of unwanted roadside vegetation, stormwater improvements, the preservation of native vegetation and trees along roadways, and stone wall preservation within the Town's right-of-ways. Consistent with safety concerns and wherever possible, road striping should be minimized.

**9. Preservation of Scenic Roadways**

The Town should consider adopting a process by which it could designate scenic roads and establish appropriate standards to protect the features that contribute to

their scenic designation. The scenic roads described in the Pound Ridge Land Conservancy's *Mapping Committee Report* (December 2000) provide a benchmark for scenic roads in the Town.

The Town should also consider a designation process which could be initiated by land owners along a specific road. The designation would include voluntary techniques (e.g., conservation easements) for preserving the road's scenic qualities. Road maintenance and improvements by the Town could also be subject to special standards and policies established for such roads.

# New York Metropolitan Transportation Council

## Regional Transportation Plan 2010-2035

APPENDIX 4

### *Pedestrian and Bicycle Plans for the NYMTC Region*

September 2009

**Table 2.3 ADDITIONAL POTENTIAL PROJECTS FOR WESTCHESTER COUNTY**

FACILITY NAME	FACILITY DESCRIPTION	FACILITY TYPE	TOTAL MILES	CITY OR TOWN	STATUS/COMMENTS
Bear Mountain-Yorktown Heights Trail	East-west route between Annsville Circle and Yorktown Heights. Western portion proposed to be built on Bear Mountain Parkway (and Extension) right-of-way lands. At Taconic Parkway, it follows a route planned by the Town of Yorktown that utilizes parkway lands, a planned parkway overpass, Strang Blvd., and crosses through FDR State Park to join a town spur trail that connect with the North County Trailway.	OFF-ROAD	12.0	PKS, CTD, YTN	Proposed facility. Referenced in Bear Mountain Parkway/Route 35/202/6 Sustainable Development Study.
Catskill Aqueduct Trail	Alignment utilizes the level surface of the Catskill Aqueduct between the Bear Mountain Parkway and Mohansic County Park	OFF-ROAD	3.9	CTD, YTN	Development and use of this facility needs to be approved and coordinated with the NYCDEP.
Cross Eastchester Trail	Trail alignment provides a connection between the Bronx River and Hutchinson River Pathways and has on and off-road elements.	ON-ROAD OFF-ROAD	2.5	ECH	Included in Town's master plan. \$1.6 million
Hillside Woods Link Trail	Trail will link the Old Croton Aqueduct and South County Trailways. Alignment goes through Hillside Woods County Park, village parkland, public school lands and Saw Mill River Parkway lands.	OFF-ROAD	1.5	DBF, HAS	A design and feasibility study, funded by a Greenway Conservancy grant, was completed in 2002. Project is inactive due to community opposition.
Columbus Avenue	County road corridor situated between Kensico Dam Plaza and Route 117. Some widening, drainage, curbing, construction of a retaining wall, replace 3 traffic signals.	ON-ROAD	5.0	MTP	Recommended by the town to be developed as a bike path. \$1.7 million
Croton Aqueduct Extension	Route utilizes Croton Dam Road and links the North County Briarcliff-Peeckskill and Old Croton Aqueduct Trailways. Also follows part of Route 134.	ON-ROAD	5.8	CTD, YTN	Proposed facility as an on road route.
Hutchinson River Pathway Extension	Paved multi-use trail along the Parkway right-of-way from Westchester Avenue north to the Connecticut state line where it could connect to a proposed pathway along the Merritt Parkway. This would be a segment of the proposed East Coast Greenway.	OFF-ROAD	2	HAR, RYB	Proposed facility.
Lake Street	On-road route linking downtown White Plains with Silver Lake County Park and the County Airport. Some widening.	ON-ROAD	3.0	WHP, HAR	Proposed facility. \$0.7 million
Long Ridge Road	County road route linking Bedford Village (Route 22) with a Connecticut DOT	ON-ROAD	3.5	BED, PDG	Proposed facility. \$1.3 million

FACILITY NAME	FACILITY DESCRIPTION	FACILITY TYPE	TOTAL MILES	CITY OR TOWN	STATUS/COMMENTS
	designated bike route in Stamford. Some widening where right of way is limited, drainage, curbing, retaining walls.				
Mamaroneck Avenue	Runs along Bloomingdale Road and Mamaroneck Avenue south to the Hutchinson River Pathway and Saxon Woods County Park. Need to explore options for accommodating mixed uses including bicycles, buses and pedestrians.	ON-ROAD	3.5	WHP, HAR	Identified in White Plains Comprehensive Plan and signed as a bike route within the city of White Plains; repaving completed during September, 2004
Mill Road	Route situated on the south side of Titicus Reservoir between Routes 22 and 121. Follows local roads to connect the North Salem hamlets of Purdy's and Salem Center.	ON-ROAD	4.3	NSM	Recommended by town.
Palmer Road	County road route providing a link between the Bronx River Pathway and South County Trailway. Some widening, drainage, curbing, replace 5 traffic signals.	ON-ROAD	2.4	YON	Proposed facility. \$2 million
Route 6	Commercial corridor between the Bear Mountain Parkway and Putnam County that has been improved in sections with wide shoulders.	ON-ROAD	7.9	CTD, YTN, SOM	Route 6N (East Main Street) is a less traveled parallel road that is proposed to be signed as a bike route and is included in the Bear Mountain Parkway/ Route 35/202/6 Sustainable Development Study.
Route 6/202	Route leads to the Bear Mountain Bridge connecting into Rockland/Orange Counties. A spur on Route 9 provides a connection into Putnam County.	ON-ROAD	3.6	CTD, PKS	The narrow, winding and hilly nature of the road will require special design treatment to safely accommodate bicyclists. This route is included in the Bear Mountain Parkway/ Route 35/202/6 Sustainable Development Study.
Route 9/9A	Route follows Route 9A from Buchanan to Croton, then south on US Route 9 to downtown Yonkers, continuing south on Riverdale Avenue connecting to the Bronx. Numerous intersections with the Old Croton Aqueduct Trailway.	ON-ROAD	27.4	BUC, CTD, CRO, OST, OSV, BRM, MTP, SLH, TTN	Proposed facility as an alternative to the Old Croton Aqueduct trail. Need a study to determine alternative parallel on or off-road routes.
Route 22	Central route from White Plains to Putnam County.	ON-ROAD	26.8	WHP, NOC, BED, LEW, NSM	Section between Armonk and the Kensico Reservoir is improved with wide shoulders. Popular route for experienced cyclists.
Route 22	Central route from Kensico Dam Plaza in	ON-ROAD	14	WHP, SCD,	Popular route for experienced

FACILITY NAME	FACILITY DESCRIPTION	FACILITY TYPE	TOTAL MILES	CITY OR TOWN	STATUS/COMMENTS
	White Plains to Route 1 in Mount Vernon.			ECH, TUC	cyclists.
Route 35	East-west route in the northern county. An alternative Cross River bypass route through Ward Pound Ridge reservation along Boutonville Road and Route 124 could be considered. Need to consider parallel on or off-road routing where feasible to address safety concerns.	ON-ROAD	14.6	SOM, BED, LEW	Section between Whitehall Corners and Katonah Hamlets is improved with wide shoulders. Links with designated bike route in Connecticut.
Route 100 Central Park Ave	Route follows the entire Central Park Avenue corridor from the County Center to the NYC line.	ON-ROAD	10.7	WHP, GRB, YON	Proposed facility. Should be integrated with Bus Rapid Transit improvements in the corridor.
Route 100 Somerstown Turnpike	Route runs between the North County Trailway and Putnam County.	ON-ROAD	11.0	YTN, SOM	Section between Routes 118 and R 35 is improved with wide shoulders in both directions.
Route 117 Corridor	Between US Route 9 and 35. It follows Route 117 from US 9 to Bedford Hills, utilizing Lexington Avenue in Mount Kisco, a .75 mile off-road path between Bedford Hills and Katonah, and Bedford Road through downtown Katonah.	ON-ROAD	15.8	MTP, PLV, NWC, MTK, BED	Section between Route 9 and the Taconic Parkway is a divided 4-lane roadway containing wide shoulders in both directions.
Route 120	Route situated between U.S Route 1 and 22 and connects the north county touring routes and the county airport.	ON-ROAD	9.5	RYC, HAR, NOC	Popular bike route.
Route 121	North county route which branches off from Route 22 in Bedford Village and continues north into Putnam County, linking Bedford Village, Cross River and Salem Center, as well as Mountain Lakes and Ward Pound Ridge County Park facilities.	ON-ROAD	13.9	BED, PDG, LEW, NSM	Proposed facility.
Route 127	Route runs from Hutchinson River Pathway through downtown Harrison, connecting with Route 1.	ON-ROAD	13.8	HAR	Recommended by the Town of Harrison.
Route 128	Route provides a link between Route 22 in Armonk and Route 117 in Mount Kisco and connects with Wampus Pond County Park.	ON-ROAD	5.4	NOC, NWC, MTK	Proposed facility utilizing shoulder widening and shared roadway signage
Route 137	From Route 121 in Bedford to Connecticut. A two-mile spur along Westchester Avenue utilizes a one-mile off-road path into the hamlet of Scott's Corners.	ON-ROAD	5.5	BED, PDG	Links with state designated bike route in Connecticut.
Horseman's Trail	Greenway designated trail connecting Old Croton Aqueduct trail to the Hudson River Waterfront	OFF-ROAD	1.2	SLH	Hiking only. \$0.8 million



## Programmatic Initiatives

In addition to the construction of physical bicycle or pedestrian paths or routes, Westchester County is involved with a number of policy initiatives to promote more walking or bicycling as transportation. Westchester County will continue its work on these initiatives throughout the timeframe of this Plan, and will possibly expand this list into other areas or work.

INITIATIVE	DESCRIPTION
Bicycle storage/parking	New development projects are encouraged to provide bicycle parking as part of the County Planning Board's review under its referral jurisdiction. Bicycle parking and storage are also promoted at transit stations, including rail stations and bus stops.
Safe Routes to Schools (SRTS)	Westchester County DOT has prepared a "Road Show" to educate communities about SRTS. The County also works with NYMTC to host SRTS workshops at individual schools..
Sidewalks	Gaps in the existing sidewalk network are filled whenever possible through a variety of efforts including the use of Community Development Block Grants, as part of the County Planning Board's review of new development projects under its referral jurisdiction, or as part of the review of road infrastructure projects funded through the TIP or through the County's capital program. Municipalities are encouraged to provide sidewalks as a means to promote non-motorized transportation
Walkable Communities	The County has worked with NYMTC to host Walkable Community workshops in individual municipalities to educate communities about the benefits of accommodating pedestrians and bicycles in local master plans, development plans and roadway projects. These initiatives can also include traffic calming measures to improve safety for bicycles and pedestrians through reducing vehicle speeds.

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**ATTACHMENT L: DOCUMENTATION OF COMMUNITY & POLITICAL SUPPORT**

*Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*  
Attachment L - Category 1: Provision of Facilities for Pedestrians and Bicycles  
Category 5: Landscaping and Other Scenic Beautification

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**Documentation of Community and Political Support:**

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Enclosed please find Evidence of Support for the construction of the Town of Pound Ridge's *Scotts Corner Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project*:

- Resolution action from the Town of Pound Ridge
- Letters of support/actions from interest groups
- Letters of support from elected representatives/officials
- Letters of support from local businesses
- Misc. Information

**TOWN CLERK'S CERTIFICATION**

STATE OF NEW YORK

:SS:

COUNTY OF WESTCHESTER

RESOLUTION AUTHORIZING THE SUPERVISOR TO SUBMIT A FUNDING  
APPLICATION TO THE NYS DEPARTMENT OF TRANSPORTATION  
UNDER THE TRANSPORTATION ENHANCEMENT PROGRAM

**AWAITING**

*for the*

**FINAL VERSION**  
SCOTT'S CORNER PEDESTRIAN SAFETY, BICYCLIST  
SAFETY AND STREETSCAPE ENHANCEMENT PROJECT

**WHEREAS**, the Town is desirous of submitting an application for grant funds for the amount of \$1.85 Million from the Transportation Enhancement Program (TEP), administered by the New York State Department of Transportation.

**WHEREAS**, the *Scotts Corner Pedestrian Safety, Bicyclist Safety And Streetscape Enhancement Project* serves a current surface transportation purpose, will enhance the aesthetic, cultural and historic aspects of the public travel experience, is an integral component of the complete intermodal street system, and meets the minimum program eligibility requirements; and

**WHEREAS**, this project directly supports the *Town Of Pound Ridge Comprehensive Plan* and subsequent publically developed strategic planning efforts to expand transportation choices by making investments in streetscape improvements, landscape beautification and in the process increase accessibility, safety and non-motorized transportation opportunities which will in turn contribute to the revitalization of local and regional economies. This project fully meets TEP eligibility under two or more categories including ***“Provision of Facilities for Pedestrians and Bicycles”*** and ***“Landscaping and Other Scenic Beautification;”*** and

**WHEREAS**, the Town of Pound Ridge is responsible to provide the non-federal funding share which shall be no less than twenty percent of the project costs; and

**WHEREAS**, the TEP Program is a reimbursement program and the Town of Pound Ridge will be responsible to fund project costs in the first instance, with the assurance that reimbursement from the NYSDOT will be made expeditiously; and

**WHEREAS**, the Town of Pound Ridge has defined the need for a qualified and experienced Consultant to perform design, survey, landscape architectural, construction inspection and related services required for project development and implementation, and the Town shall procure a Consultant as required following procedures set forth in the NYSDOT publication titled *“Procedures for Locally Administered Federal Aid Projects”* upon award; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Town of Pound Ridge does hereby commit the matching funds to be raised from any NYSDOT approved source including but not limited to general revenues of the Town, community donations, Westchester County Block Grants or similar type funding, Consolidated Local Street and Highway Improvement Program (CHIPS) capital funds, state legislative member item funds, and other non-USDOT federal funds; and

**BE IT FURTHER RESOLVED**, that the Supervisor is hereby authorized and directed to file an application for funds from the New York State Department of Transportation in accordance with the provisions of the Transportation Enhancement Program not to exceed \$1.75 Million and upon approval of said request, to enter into and execute a mutually acceptable project agreement with the State for such financial assistance.



The foregoing Resolution offered by Councilman Daniel Paschkes and seconded by Councilwoman Alison Boak, was duly put to a roll call vote as follows:

TOWN BOARD MEMBER	<u>RICHARD LYMAN</u>	VOTING	<u>NO</u>
TOWN BOARD MEMBER	<u>ALISON BOAK</u>	VOTING	<u>YES</u>
TOWN BOARD MEMBER	<u>DANIEL PASCHKES</u>	VOTING	<u>YES</u>
TOWN BOARD MEMBER	<u>PETER FALCO</u>	<u>ABSENT</u>	
SUPERVISOR	<u>GARY WARSHAUER</u>	VOTING	<u>YES</u>

The foregoing Resolution was thereupon declared duly adopted.

DATED: 10 August 2013

CERTIFICATION

I Joanne Pace, the duly qualified and acting Clerk of the Town of Pound Ridge,  
Westchester County New York, do hereby certify that the preceding resolution was  
adopted at a meeting of the Town Board held on August 10, 2013, and is on file and of  
record and that said resolution has not been altered, amended or revoked and is in full force  
and effect.



Signed: *Joanne Pace*

Date: August 12, 2013

Seal:

SEAN PATRICK MALONEY  
18TH DISTRICT, NEW YORK

COMMITTEE ON AGRICULTURE  
COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE

1529 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-5441

123 GRAND ST., 2ND FLOOR  
NEWBURGH, NY 12550  
(845) 561-1259

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-3218

July 30, 2013

Mr. Thomas Weiner  
NYSDOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Dear Mr. Weiner:

I am writing to express my support for the *Scotts Corners Pedestrian Safety, Bicyclist Safety, and Streetscape Enhancement Project* application of the Town of Pound Ridge to the Transportation Enhancement Program.

As you may be aware, this project proposes to design and install improvements to enhance pedestrian and bicycle safety along Westchester Avenue within the Scotts Corners Business District. In addition, the project corresponds to the strategies addressed in the Town's 2010 Comprehensive Plan and implements objectives for development of a complete bicycle and pedestrian transportation facility.

The proposed project complies with planning initiatives and implements objectives for designing and completing a bicycle and pedestrian surface transportation facility that links to a continuous system. This system will provide critical connections for people in the community to activity centers, including the Pound Ridge Business District, Town Hall, and several parks.

Therefore, I fully support this proposal and appreciate your attention to this request. In order to keep my office informed about this opportunity during the allocation process, or if you have any questions, please do not hesitate to contact my Deputy District Director, Joseph Donat, by phone at (845) 561-1295 or via e-mail at [Joseph.Donat@mail.house.gov](mailto:Joseph.Donat@mail.house.gov). Thank you in advance for your time and consideration of this request as both are greatly appreciated.

Sincerely,



Sean Patrick Maloney  
Member of Congress

SPM:jpd



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

COMMITTEES  
Consumer Affairs & Protection  
Election Law  
Governmental Operations  
Judiciary  
Local Governments

DAVID BUCHWALD  
Assemblyman 93<sup>rd</sup> District

July 29, 2013

Mr. Thomas Weiner  
NYSDOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Re: **2013 TEP Application**  
Town of Pound Ridge  
Letter of Support

Dear Mr. Weiner:

I write to express my support for the proposal prepared by the Town of Pound Ridge, *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project*, for the upcoming 2013 Transportation Enhancement Program.

This project proposes to design and install improvements to enhance pedestrian and bicycle safety within the Scotts Corner Business District, while developing a more attractive and inviting locale for retail and commercial establishments. This project will also provide a high priority connection between the Business District, Town Government Complex and Town Park that is expected to reduce the total number of motor vehicle trips. Once the *Scotts Corner Pedestrian Safety and Streetscape Project* is constructed, users will be able to safely cross and bicycle along Westchester Avenue.

The proposed project fits in well with the strategies announced in the Town's 2010 Comprehensive Plan, and has received recommendations from the Town of Pound Ridge Traffic Safety Committee, the Committee for Green Streets, the Pound Ridge Business Association and the Pound Ridge Partnership.

As a former White Plains City Councilman and Chairman of the White Plains Traffic Commission, I've grown to appreciate the challenges of local traffic issues, and can state affirmatively that this proposal was thoroughly researched and designed based on real traffic needs by knowledgeable public officials. In fact, in May of this year I was happy to attend Pound Ridge Pride Day, featuring the Committee for Green Streets' street lighting project, and I had the opportunity to visit the booth set up to explain the project to the public, where I discussed the plans and design with Committee members and Town Councilwoman Ali Boak.

Thank you very much for the opportunity to write on behalf of this proposal put forward by the Town of Pound Ridge. I urge you to support it. Should you need further input from my office, please do not hesitate to contact me at 914-244-4450.

Respectfully,

David Buchwald  
Member of the New York State Assembly  
93<sup>rd</sup> District



**Peter B. Harckham**

**Majority Leader**  
**Legislator, 2<sup>nd</sup> District**  
**Chair, Committee on Rules**



**Committee Assignments:**  
Budget & Appropriations  
Environment & Energy  
Government Reform, Efficiency & Savings  
Government Operations  
Legislation  
Public Safety & Security

August 2013

Mr. Thomas Weiner  
NYSDOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Re: Letter of Support,  
**2013 TEP Application-** Town of Pound Ridge

Dear Mr. Weiner:

I am pleased to write this letter in support of the Town of Pound Ridge's 2013 Transportation Enhancement Program proposal for the *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project*.

This project proposes to design and install improvements to enhance pedestrian and bicycle safety along Westchester Avenue within the Scotts Corners Business District. This project corresponds to the strategies addressed in the Town's 2010 Comprehensive Plan and implements objectives for development of a complete bicycle and pedestrian transportation facility that links activity centers, and also corresponds to recommendations formed by the Town of Pound Ridge Traffic Safety Committee, Committee for Green Streets, Pound Ridge Business Association and Pound Ridge Partnership.

Once the *Scotts Corner Pedestrian Safety and Streetscape Project* is constructed, users will be able to safely cross and bicycle along Westchester Avenue. This project will also provide a high priority connection between the Business District, Town Government Complex and Town Park that is expected to reduce the total number of motor vehicle trips, in keeping with environmental concerns.

I continue to strongly support the community groups behind this important proposal. I attended several outreach events organized by the Green Streets Committee, including Pound Ridge Pride Day 2013 which featured an informational booth about this project where I spoke with members of the Greenstreets Committee and Councilwoman Boak regarding the significance and importance of this project. Additionally, I attended a wine and cheese event featuring a presentation by Louis Fusco, the Landscape Architect who is assisting the Greenstreets Committee with project planning and design. I found the presentation to be thorough and well thought out and was impressed by the organization and commitment of the group.

I have worked with Council members Boak and Lyman and with Town supervisor Gary Warshauer on many local and regional initiatives, and know they will do an excellent job of implementing this project.

I strongly support this project and hope you will give this application favorable consideration. If my staff or I can be of further assistance please do not hesitate to contact me.

Thank you.

Peter B. Harckham

Tel: (914) 995-2810 • Fax: (914) 995-3884 • E-mail: [Harckham@westchesterlegislators.com](mailto:Harckham@westchesterlegislators.com)

# Scotts Corner Committee on Traffic Calming

## Report to the Town Board

July, 2013

### Brief History of the Committee:

For the past few years, more and more complaints have been lodged both through the police department and direct citizen communication to the Town Board regarding the speed of motor vehicles from the Connecticut State line through Scotts Corner. In September 2012, the Town Board appointed a committee, chaired by Councilman Lyman, made up of business and residential property owners in the Scotts Corner area, the Chief of Police and the Highway Superintendent to study the issue of reducing the speed of vehicles within the corridor of the aforementioned area, with a secondary function into examining the pedestrian safety within the Business District.

### Area Background:

Westchester Avenue is a two lane connector road that, by extension through to State Routes 137 and 124 traverses the length of Pound Ridge from the Lewisboro border to the north through Scotts Corner, the central business district, to the Connecticut State border. The road was originally designed, built and maintained by the NYSDOT and identified as State Route 394. At some point during the late 1950s/ early 1960s the Rt. 394 designation was dropped and it then became a combined through route designated State Rt. 124. Subsequent to that change, in the 1990s, the Town took over the section from the intersection of Rts. 124 and 137 near what is now called "Murphy's Corner" through Scotts Corner to the Connecticut State line. The Town assumed all maintenance and responsibility for this approximately 1 3/4 mile length of roadway. It is important to note that, at the time of its design and construction, the State speed limit was 50 M.P.H. and the road met the required design criteria for that speed. Also, at that time, Scotts Corner was not nearly as developed as it is today, consisting, even into the 1950s, of only a couple of small grocery stores, a machine shop, a notions store, lawn mower repair shop, a couple of antique stores and a basket retailer- a far cry from the built up area of today with its sidewalks, parking lots and streetlights.

It should also be noted that immediately across the State Line in New Canaan two years ago there was a fatality, and at Light Horse Lane just on the New York side there have been several rear end collisions. Anecdotal excessive speed was deemed to be an issue in these incidents, however there is no factual proof to back up that conjecture. Given the recent police enforcement activity and observations as of late does lend significant credibility to the speed causality notion.

### Prior Town Actions

In the early 2000s, the speed limit on the newly adopted Westchester Avenue was lowered by the Town Board to 30 M.P.H. in an effort to slow traffic along the entire stretch of roadway. This action was taken following application to and approval by the NYSDOT to do so. Following citizen complaints regarding speeding in Scotts Corner, and prior to the appointment of the Committee, Councilman Lyman and the Highway Superintendent spent several hours on July 10, 2012 with David Orr, P.E. of the Cornell Local Roads Program seeking professional input and advice on possible causes of and solutions for, the speeding issues raised. Mr. Orr offered up some useful observations, the most significant of which being how the original roadway design continues to influence how people perceive the area in spite of the increased size and density of the business area and attendant levels of traffic and pedestrians.

The P.R.P.D. deployed its "Smart Trailer" at various points on both ends of the Scotts Corner corridor to provide an additional visual cue as to the lowered speed limits, and greatly increased its enforcement efforts. Both efforts proved relatively ineffective. The smart trailer simply had no measurable effect, and, while many tickets were written for excessive speed, their numbers remained relatively constant per patrol hour spent on enforcement with the speeds not diminishing and, amazingly, several drivers being ticketed more than once.

### Traffic Committee Actions

The following excerpts are from the Traffic Committee meeting held on October, 8, 2012:

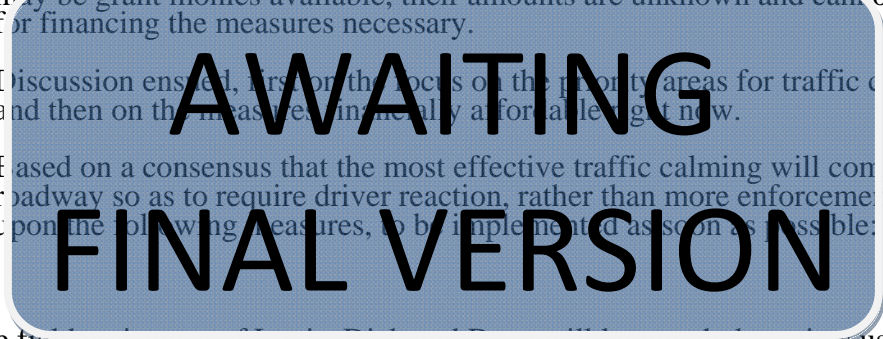
Present: James Best; Peter Clough; Vinnie Duffield; Bill Fortin; Louis Fusco; Dick Lyman; David Ryan; Gary Warshauer

Fred Albano was absent, but will attend future sessions.

The meeting was called to order at 8:30 a.m. by the Chairman, Dick Lyman. Dick briefly explained the financial constraints and their impact on doing some things the way we might like as opposed to getting something done with the resources at hand. While there may be grant monies available, their amounts are unknown and cannot be counted upon for financing the measures necessary.

Discussion ensued, first on the focus on the priority areas for traffic calming measures and then on the measures financially affordable right now.

Based on a consensus that the most effective traffic calming will come from changing the roadway so as to require driver reaction, rather than more enforcement, the group decided upon the following measures, to be implemented as soon as possible:



### Choke Points

Vinnie, with the field assistance of Louis, Dick and Dave will layout choke points using temporary reflective posts at the Connecticut State line (or as close thereto as sightlines will permit); at the base of the hill by Lion Heart Gallery and, on the other end of Scotts Corner in between Pine Drive and the Ambulance Corps.

### Cross Walks

The Highway Department will paint a new crosswalk at the driveway between Chubby's and the barber shop, slightly angular starting on the barber shop corner and ending at Pinocchio's (to utilize the handicap cuts on the sidewalks).

In front of each crosswalk in the travel lane a stencil depicting the Intl. symbol for a pedestrian will be used as a template for painting the symbol as a warning about the crosswalk ahead.

New signs will be purchased telling cars they must STOP for pedestrians in crosswalks, to replace the existing ones that say yield. It was also suggested that it might be wise to also have signage at either end of the crosswalks telling pedestrians to be observant about the possibility of traffic when crossing.

The reflective posts will also be installed at the crosswalks, both to shorten the distance (by Albano's) that a pedestrian is in the travel lanes and, at the others, to add an additional visual cue that there is something going on at that point.

If funding becomes available, on the Connecticut end by DiGiacomo's driveway a solar "Smart Trailer" will be installed that will have photographic capabilities, sign messaging, etc.

The rest of the discussion focused on more permanent measures to be implemented once it is assessed how effective the temporary posts at the choke points prove to be. It was agreed that a master plan for Scott's Corner would be a good thing to have in hand so that, as monies become available, various parts of the plan could be implemented as finances allow. It was pointed out that at this juncture, the Town has no money available to create a master plan. Also, Westchester Avenue is scheduled for micro-surfacing next spring/early summer. Once that has been completed new, more permanent lane markings will be created at the choke points and crosswalks and, at the Connecticut State Line, the speed limit will be in the roadway itself using reflective letters and numbers applied to the pavement.

Based upon the foregoing, the Committee recommendations were implemented: Choke points were created using plastic reflective posts affixed to the pavement using a butyl glue. A “bump out” was created for the pedestrian crosswalk near the Albano building and the new crosswalk was created in the center of Town. The International Symbol for a Pedestrian Crossing was applied at each crossing.

The P.R.P.D. carefully monitored the speeds of vehicles now entering the Scotts Corner corridor. On average, it was discovered that speeds were reduced by 10 to 12 M.P.H. However, the posts did take an initial beating, and it was decided to not re-install the ones knocked down. Since they proved to be effective, a search was begun for a more substantial lane divider to serve as an interim fix until a permanent and more aesthetic solution could be installed. The Committee did find more substantial DOT approved lane dividers that were approved for purchase and will be installed in late July, 2013. (This will be done following the re-surfacing of the roadway and new line striping, which includes pulling the fog lines closer to the center line to create the appearance of a more narrow roadway, if only perceptually.)

Within Scotts Corner, the repainted crosswalks and additional crosswalk and bump-out had little positive effect. In simple discussion, the Committee felt that, like creating the physical change within the roadway, there should be a physical change regarding the crosswalks. Many different concepts have been discussed, including routing the pavement and installing brick pavers; routing the pavement and installing stamped concrete or stamped asphalt; cutting patterns into the existing pavement (all of the foregoing to create a different texture in the roadway with more vibrant coloring). Installing raised crosswalks was also investigated, including asphalt and also portable ones affixed to the pavement (these included products known as “speed tables” that served the dual purpose of pedestrian crosswalk and traffic slowing through physical obstruction.) At this time no decisions have been made regarding further investigations into these products.

**AWAITING  
FINAL VERSION**

The latest concept looked at is known as a “speed cushion” that, when correctly installed, permits emergency vehicles to pass unobstructed while regular passenger vehicles must slow down. The Traffic Committee is quite certain that physical changes to the roadway are clearly the most effective means for getting drivers’ attention and having them recognize the need for caution and reduced speed, but also acknowledges that its attempts to date are rooted in affordability and the need to get something done in the here and now until permanent, more aesthetic and properly engineered solutions can be implemented. Also, the Committee has concluded that there is no single solution that serves as a panacea, and that multiple visual and physical cues are required to solve both the speeding and pedestrian safety issues within Scotts Corner. This has been borne out by the activities and observations to date.

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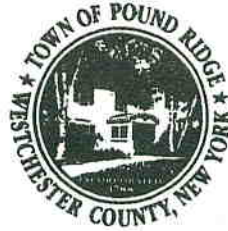
<sup>i</sup> Specifically, the Committee includes: Mr. Fred Albano of Albano Appliance and Service; Mr. Bill Fortin of the Scotts Corner Market; Mr. Louis Fusco of FuscoLandscape Architects; Mr. James Best of the Pound Ridge Partnership; Mr. Peter Clough; Chief David Ryan of the P.R.P.D. and Vincent Duffield, TPR Highway Superintendent.

# Town of Pound Ridge

Gary David Warshauer  
Supervisor

Jonathan G. Powers  
Deputy Supervisor

Town Council  
Alison Y. Boak  
Peter J. Falco  
Richard B. Lyman  
Daniel S. Paschkes



Tel.: 914-764-5511  
Fax: 914-764-0102

Mr. Thomas Weiner  
NYSDOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

July 29, 2013

Re: **2013 TEP Application**  
Town of Pound Ridge  
Letter of Support


Dear Mr. Weiner:

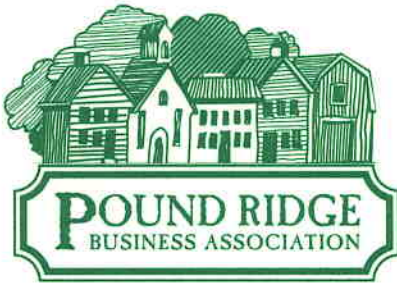
The Pound Ridge Sustainability Task Force is in strong support of the Town of Pound Ridge's 2013 Transportation Enhancement Program proposal for the *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project*.

At our June 3, 2013 meeting, the Committee for Green Streets appeared before the Sustainability Task Force at its regularly scheduled public meeting and made a formal presentation regarding the Green Streets Street Light portion of the project. The Sustainability Task Force is particularly supportive of the projected energy savings and reduced costs to the Town of Pound Ridge that will be enjoyed as a result of this important project. In addition, we are supportive of the effort to reduce night glare and protect wildlife. We believe the program will be an important upgrade to the appearance of the Town and will demonstrate progress and improvement to the image of Pound Ridge.

We urge you to fund this important project. Please do not hesitate to contact me, should additional input from the Pound Ridge Sustainability Task Force strengthen their request for assistance.

Sincerely,

  
Dr. John Maddocks, Chair  
Sustainability Task Force  
Town of Pound Ridge



POB 268 • Pound Ridge, NY 10576  
[www.poundridgeny.org](http://www.poundridgeny.org)

July 29, 2013

Mr. Thomas Weiner  
NYS DOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Re: 2013 TEP Application  
Town of Pound Ridge

Dear Mr. Weiner:

Please accept this letter as a means to express the support of the Pound Ridge Business Association for the Town of Pound Ridge's 2013 Transportation Enhancement Program proposal for the Scotts Corners Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project. This project proposes to design and install improvements to enhance pedestrian and bicycle safety along Westchester Avenue within the Scotts Corners Business District. Our Association is committed to the ongoing improvement of Scotts Corners for the benefit of our Pound Ridge residential and business communities.

Many of the issues integral to this project are also the strategies addressed in the Town's 2010 Comprehensive Plan and implement objectives for development of a complete bicycle and pedestrian transportation facility that links activity centers. It also corresponds to recommendations put forward by the Town of Pound Ridge Traffic Safety Committee, Committee for Green Streets, Pound Ridge Business Association and Pound Ridge Partnership.

When the Scotts Corners Pedestrian Safety and Streetscape Project is constructed, users will be able to safely cross and bicycle along Westchester Avenue. We will then have the benefit of a high priority connection between the Business District, Town Government Complex and Town Park that is expected to reduce the total number of motor vehicle trips.

The proposed project complies with planning initiatives developed through a Town-facilitated public participation process and implements Town objectives for designing and completing a bicycle and pedestrian surface transportation facility that links to a continuous system and provides connections to activity centers.

We strongly urge you to provide the Town's application with your favorable findings. Should further input from me, on behalf of the Board of Directors of the Pound Ridge Business Association, strengthen their request for assistance, please do not hesitate to contact me.

Sincerely,

Ruth Mendes  
Corresponding Secretary  
30 Peters Lane  
Pound Ridge NY 10576

# Pound Ridge Community Church



3 Pound Ridge Road, Pound Ridge, NY 10576-1632

Office Phone: (914) 764-9000

Office Fax: (914) 764-8561

The Rev. Lori Miller  
Pastor

July 25, 2013

Mr. Thomas Weiner  
NYSDOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Dear Mr. Weiner,

Please accept this letter as a means to express our support for the Town of Pound Ridge's 2013 Transportation Enhancement Program proposal for the *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project*. The project, which proposes to design and install improvements to enhance safety within the Scotts Corners business district, corresponds to the strategies addressed in our town's 2010 Comprehensive Plan. Its objectives include the development of a complete bicycle and pedestrian facility that links our various activity centers in town. The project also corresponds to recommendations from the Town of Pound Ridge Traffic Safety Committee, Committee for Green Streets, Pound Ridge Business Association and the Pound Ridge partnership.

Once the *Scotts Corner Pedestrian Safety and Streetscape Project* is completed users will be able to cross safely and to bicycle along Westchester Avenue. The project will also provide a high priority connection between the business district, the Town Government Complex and the Town Park that is expected to reduce the number of motor vehicle trips.

This proposed project complies with the planning initiatives developed through a town-facilitated, public participation process.

Please respond favorably to the town's application. If further input is required, please contact me at the above.

Sincerely,

Lori R. Miller  
Pastor



## Pound Ridge Volunteer Fire Department

P.O. Box 129, 80 Westchester Avenue, Pound Ridge, N.Y. 10576/0129

July 26, 2013

Mr. Thomas Weiner  
NYSDOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Re: **2013 TEP Application**  
Town of Pound Ridge  
Letter of Support

Dear Mr. Weiner:

Please accept this letter as a means to express my support of the Town of Pound Ridge's 2013 Transportation Enhancement Program proposal for the *Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project*. This project proposes to design and install improvements to enhance pedestrian and bicycle safety along Westchester Avenue within the Scotts Corners Business District. This project corresponds to the strategies addressed in the Town's 2010 Comprehensive Plan and implements objectives for development of a complete bicycle and pedestrian transportation facility that links activity centers. This project also corresponds to recommendations formed by the Town of Pound Ridge Traffic Safety Committee, Committee for Green Streets, Pound Ridge Business Association and Pound Ridge Partnership.

Once the *Scotts Corner Pedestrian Safety and Streetscape Project* is constructed, users will be able to safely cross and bicycle along Westchester Avenue. This project will also provide a high priority connection between the Business District, Town Government Complex and Town Park that is expected to reduce the total number of motor vehicle trips.

The proposed project complies with planning initiatives developed through a Town-facilitated public participation process and implements Town objectives for designing and completing a bicycle and pedestrian surface transportation facility that links to a continuous system and provides connections to activity centers.

Please provide the Town's application with your favorable findings. Should further input from my office strengthen their request for assistance, please do not hesitate to contact me.

Sincerely,

Lt. James M. Dodge III  
Pound Ridge Fire Department  
Dept@PoundRidgeFire.com





July 18, 2013

Mr. Thomas Weiner  
NYSDOT Regional TEP Coordinator  
4 Burnett Boulevard  
Poughkeepsie, NY 12603

Re: **2013 TEP Application**  
Town of Pound Ridge

Dear Mr. Weiner,

Please accept this letter as a means to express our support of the Town of Pound Ridge's 2013 Transportation Enhancement Project. This project proposes to design and install improvements to enhance pedestrian and bicycle safety along Westchester Avenue within the Scotts Corners business District.

The proposed project complies with planning initiatives developed through a Town facilitated public participation process and implements Town objectives for designing and completing a bicycle and pedestrian surface transportation facility that links to a continuous system and provides connects to activity centers.

Once the Scotts Corner Pedestrian Safety and Streetscape Projects are constructed, users will be able to safely cross and bicycle along Westchester Avenue.

Please provide the Town's application with your favorable findings. Should further input from the Pound Ridge Garden club strengthen their request for assistance, please do not hesitate to contact me.

Sincerely,

Ann S. Thom  
President  
Pound Ridge Garden Club

Cc: Richard Lyman - Town Board



Members

*Fred Albano*  
*James Best*  
*Alison Boak*  
*Wendy Cummings*  
*Susan Grissom*  
*Ruth Mendes*  
*Margaret Nader*  
*Terri Pike*

Gary Warshauer, Supervisor  
Town of Pound Ridge  
79 Westchester Avenue  
Pound Ridge, NY 10576

July 17, 2013

Dear Supervisor Warshauer,

The Pound Ridge Green Streets Committee is pleased to collaborate together with the Town of Pound Ridge and strongly support its 2013 application to the New York State Transportation Enhancement program entitled "*Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project*". This project proposes to design and install improvements to enhance pedestrian and bicycle safety along Westchester Avenue within the Scotts Corners Business District.

Please find enclosed "The Pound Ridge Green Streets Street Lighting Project Concept Paper," a report from the Pound Ridge Green Streets Committee detailing the project evolution, public outreach efforts and community benefits of the *Green Streets Street Light Project* which will be included as part of the "*Scotts Corner Pedestrian Safety, Bicyclist Safety and Streetscape Enhancement Project*."

The Pound Ridge Green Streets Committee, formed in September 2012, is a joint project of the Pound Ridge Business Association and the Pound Ridge Partnership. We have been formally working together along with landscape architect Louis Fusco to design, plan, and fundraise for the *Green Streets Street Light Project*.

We look forward to working with the Town of Pound Ridge on this very important project.

Sincerely,

On behalf of the Green Streets Committee

James Best  
Pound Ridge Partnership

Ruth Mendes  
Pound Ridge Business Association