

Village of Hastings-on-Hastings
Bicycling and Walking Infrastructure Master Plan
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Biking and Walking on the Old Croton Aqueduct
Photos courtesy of Stan Avedon, Hastings Velo

Produced by the
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Background and Rationale

The Value of Bicycling and Walking

The Rivertown villages and the lower Hudson Valley provide extensive open space and recreational assets that lend themselves to hiking and walking. Bicycling and walking provide social, economic and environmental benefits that should be recognized and embraced by local municipalities. These modes of transportation promote healthy living, they strengthen community cohesion and connection and promote equity. Active transportation infrastructure boosts property values, contributes to communities' economic development, reduces travel costs, and offers alternatives to driving resulting in fewer vehicle trips. Biking and walking result in less pollution and congestion, and instead promote more sustainable environments.

The Hastings-on-Hudson's Bicycling and Walking Infrastructure Master Plan (the Plan) calls out and celebrates the Village's unique character with its naturally walkable and bikeable environs. The Plan lays out how active transportation enhances safety and will make the Village an even more desirable place to live and work. This Plan addresses the safety and mobility of all road users, with emphasis placed on children, seniors, and those with mobility impairments. Infrastructure that is safe and accessible for all users, particularly the most vulnerable, promotes mobility, public health, economic vitality, and social equity. A summary of the benefits of biking and walking is listed below, and see [HERE](#) for an amplified list of 101 benefits to biking.

Social Benefits

Improving Health. Health practitioners recommend bicycling and walking as an ideal way for citizens to stay physically active and in good health. Biking and walking can build muscle, eliminate fat, strengthen legs, lower blood pressure and increase endurance. Bikers and walkers have a lower risk of heart, cardiovascular and obesity related health problems such as strokes, diabetes, and cancer. Research shows that keeping physically active can reduce the risk of heart and circulatory disease by as much as 35%, and the risk of early death by as much as 30%. Physical activity improves posture, reduces anxiety, improves sleep and has a beneficial effect on general mental wellbeing. Getting exercise by biking or walking can help to increase blood flow, release endorphins, and reduce overall stress. According to the Mental Health Foundation, physical activity can be as effective as medication and counseling.

Strengthening Community. Biking and walking are social activities that provide a way for people to connect and get to know their communities. They are activities that lend themselves to family outings or as part of a club membership. Well-maintained sidewalks, crosswalks, and bike lanes facilitate these connections, enabling citizens to enjoy the assets a community has to offer. They also allow people the independence to choose how they want to travel. Without these facilities, people are less likely to connect in person and instead will travel by car. The cost of building bicycle and pedestrian travel facilities is significantly less than building roads and parking facilities. Funds spent to build and maintain bicycle and pedestrian facilities are

long-term investments that can be enjoyed over multiple generations. Biking and walking help to foster community spirit, a feeling of unity, and general sense of happiness among residents.

Improving Equity. Some of our citizens experience a socially unjust barrier to mobility because they do not have the option to drive. This includes children, younger adolescents, those unable to afford a car, and people with certain disabilities. The high cost of driving requires low-income families to spend a greater portion of their income on owning and operating a car. If automobile travel is the only feasible mode of transportation, low-income families are placed at a significant disadvantage in terms of mobility. Safe and convenient bicycle and pedestrian facilities enable all citizens to have access to affordable transportation.

Economic Benefits

Boosting the Economy. Studies show that improved bicycle and pedestrian facilities have a positive economic impact on local communities by increasing home values, improving business vitality, boosting spending and generating tourism. According to a study published in ***Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure*** (2012), bicycling and walking create revenue, jobs and wage increases all over the United States.

Environmental Benefits

Reducing Congestion. Even though we live in a small Village, there are times when we experience congestion. Our narrow, hilly streets carry more traffic than they were designed to handle, and at certain times of the day this can result in gridlock, wasted time and energy, and driver frustration. Bicycling and walking can reduce roadway congestion, as they require significantly less space per traveler than driving. Roadway improvements to accommodate pedestrians and bicyclists typically also enhance safety for motorists by lowering speeds, better organizing traffic, and reducing the potential for collisions.

Reducing Pollution. Biking and walking also reduces pollution, including noise pollution, reduces idling, saves open space and lowers our carbon footprints. According to the U.S. Environmental Protection Agency, transportation is responsible for nearly 80 percent of carbon monoxide and 55 percent of nitrogen oxide emissions in the United States. Although cars are much cleaner today than they were in years past, if total traffic volumes continue to grow, air quality will deteriorate. In 2010, ***World Watch Magazine*** estimated that, “a bicycle commuter who rides four miles to work, five days a week, avoids 2,000 miles of driving and (in the U.S.) about 2,000 pounds of CO₂ emissions, each year. This amounts to nearly a five percent reduction in the average American’s carbon footprint.” (World Watch Magazine, <http://www.worldwatch.org/node/6456>, 2010)

Promoting Sustainability. Bicycling and walking are sustainable and pollution-free modes of transportation. Travelers using these modes of transportation do not use fossil fuels and generate no conventional pollutants or greenhouse gas (GHG) emissions. In addition, bicycling infrastructure that thoughtfully connects common destinations within population centers can reduce vehicle trips, further reducing GHG emissions and mitigating climate change. As such, the development of pedestrian and bicycling infrastructure is entirely consistent with and

supportive of the New York States' climate and environmental goals embodied in the Climate Leadership and Community Protection Act (CLCPA), and elsewhere.

Plan Purpose

This Plan is designed to encourage and facilitate active transportation such as walking and bicycling to improve safety and access to schools, parks, shopping and employment. This Plan builds upon the previous work of the Village on bicycle and pedestrian safety issues including the Route 9 Active Transportation Conceptual Design Plan (2018) (hereafter the "Route 9 Plan"), the Complete Streets Policy (2014), the Comprehensive Plan - Circulation Chapter (2011), the Transportation Plan and Pedestrian/Bicycle Enhancements (2007) as well as other plans and studies.

The purpose of this Plan is to guide the future of active transportation efforts for the Village, outline bicycle and pedestrian needs, and create a comprehensive package of recommendations that will encourage more biking and walking in the community for transportation, recreation, exercise, and overall quality of life. It will provide a framework within which our community can strategically implement improvements that reflect our priorities and values.

Plan Vision and Goals

Vision. Our Village strives to be a bike- and pedestrian-friendly community, where active transportation and community connections are an important part of what makes it a desirable and safe place to live. We prioritize safe and equal access to all travel modes, the health, well-being and happiness of our residents and the vitality of our downtown and our local businesses.

Goals. The Plan has three main goals:

1. **Safety:** Improve pedestrian and bicyclist safety regardless of age, ability, and experience with infrastructure improvements (e.g., sidewalks, traffic calming) and non-infrastructure programs (e.g., education, enforcement) so as to reduce bicycle and pedestrian related accidents.
2. **Connections:** Improve bicycling infrastructure connections to and between common destinations for employment, education, culture, recreation, and shopping within Hastings-on-Hudson, as well as connections to other bike and walking paths such as the South County Trail and the Croton Aqueduct and interconnection with neighboring villages in accordance with the Route 9 Plan so as to reduce vehicle trips and GHG emissions.
3. **Education:** Provide consistent signage, wayfinding, marketing, education, and enforcement programs to educate users, target undesirable behaviors, accommodate individuals with special needs, and improve perceptions of bicycling and walking in Hastings-on-Hudson.

Plan Strategy

Recognize Challenges of Existing Typography. Implementation of a bicycling and walking infrastructure planning vision for Hastings-on-Hudson must contend with a basic feature: the challenge presented by the hilly topography of the Village and, secondarily, the narrowness of many streets. This Plan attempts to address that challenge by focusing and prioritizing critical improvements along the existing transportation “spines” of the Village represented by Broadway/Route 9, Farragut Avenue, Ravensdale Road, and Warburton Avenue. It also includes the Old Croton Aqueducts and South County Trail with ancillary connections along Route 9A. If these relatively flat arterials can be made more safe, comfortable and appealing for pedestrians and cyclists, most village residents would be within close proximity to a network extending to the most important and highly used destinations within the Village, including the middle and high schools, sports fields and parks, houses of worship, local bus transportation, the South County Bike Trail, the Village’s commercial center, and interconnections to Yonkers to the south and Dobbs Ferry to the north. These key arterials also have the advantage of being relatively flat and having adequate width to support features such as enhanced pedestrian access and dedicated bicycle routes.

Recognize Key Existing Congestion Points. As is the case in many suburban communities, school opening and closing have become the principal times and locations of local rush hours. Automotive school drop-off and pick-up has a number of unfortunate consequences, including increased congestion and associated safety hazards for pedestrians, including those students who do walk or bike to school, and motorists. Indeed, backed-up motorists frustrated by delays at crosswalks may try to pass stopped vehicles on the right, not seeing pedestrians until it is too late. In fact, in Hastings-on-Hudson, roadways adjacent to school properties are the principal locations of vehicular-pedestrian collisions, with students among the victims in several accidents.¹ Faced with these facts on the ground, many parents may defensively choose to drive their children to and from school, ironically contributing to a vicious cycle of deteriorating pedestrian and bicycle conditions. A key goal of the Plan is to reverse that dynamic by implementing safe pathways to school and thereby creating a virtuous cycle of more pedestrians/cyclists which leads to less motorized traffic and more pedestrians/cyclists.

Other negative consequences of increased motor vehicle travel to and from school include reduced student exercise, increased local emissions of conventional air pollutants and GHG emissions, and increased demands on family budgets and parental schedules.

Leverage Existing Initiatives. Existing initiatives of the Village, or in which the Village participates, are already addressing key components of the Plan. This Plan integrates these initiatives in pursuit of a common Village-wide bicycling and pedestrian strategy. The ongoing initiatives include the following:

- **Farragut Avenue/Safe Routes to School.** The Village has collaborated with the school

¹ Village of Hastings on Hudson: 7 crashes with pedestrians, January 1, 2009 through May 31, 2012. Source: TSTC Analysis, <http://geocommons.com/maps/261294>: taken from the Complete Streets presentation given to the BOT 11/19/13 which has a graphic showing locations at Slide 19.

district PTSA Traffic and Safety Committee, the Police Chief and members of school staff to devise plans for: safe drop off/pick up zones; changes to traffic patterns around and near the schools; sidewalk improvements; intersection improvements; crosswalk improvements and additions; crossing guards; bike lanes and bike parking on Farragut Avenue.

- **Ravensdale Bridge/Ravensdale Road.** The Village has collaborated extensively with NYSDOT Region 8 to incorporate sidewalks into the Ravensdale Bridge reconstruction project, thereby connecting the Village for the first time to the South County Bike Trail. The Village has also proposed designs for Ravensdale Road to include either a bike lane or wider shoulder to accommodate bicycles to and from the South County Trail along Ravensdale.
- **Broadway/Route 9.** In collaboration with four other Rivertown villages along Route 9 to the north of Hastings—Dobbs Ferry, Irvington, Tarrytown, and Sleepy Hollow—the Village is pursuing a corridor-wide plan to improve safety for pedestrians, cyclists and transit riders along this corridor that serves as the “Main Streets” for these villages. The Route 9 plan also aims to implement for Hastings-on-Hudson and the other villages a direct connection to the Mario M. Cuomo Bridge shared use path (SUP).
- **Crosswalks and Sidewalk Improvements.** The Village has invested in sidewalk improvements including along Hillside Avenue in 2016 (see Hillside Avenue Sidewalk Design), a key route for children walking to the Elementary School, and in 2019 along Warburton Avenue (see Warburton Ave Repaving and Sidewalk Design), an important route into the Downtown for residents, visitors merchants and shoppers. The Warburton Avenue sidewalk is also the access route to Riverview Park and the Vest Pocket Park, both of which provide a welcome respite from the bustle of the Village for local residents.
- **Speed Limit Changes and Other Traffic Calming Measures.** In 2018, the Village also adopted a local law regarding school speed zones, limiting speed to 15 MPH in the vicinity of the schools.
- **Complete Streets Policy.** In 2014, Hastings adopted a Complete Streets Policy that requires the Village to consider multimodal transportation impacts and opportunities when it implements any roadway capital projects, including repaving, on Village streets. Since adopting the Complete Streets Policy the Village has tracked implementation. Adherence to the Policy can be leveraged to promote objectives aligned with this Plan.

Public Involvement

In preparing the Plan, the Hastings-on-Hudson Bicycling and Walking Infrastructure Master Plan team reviewed a range of existing plans, policies, ordinances and projects, as well as input received from community engagement processes and events and traffic studies conducted in the Village. The team also consulted municipal staff to identify gaps and potential action items that might improve the Plan.

The core members of the Bicycling and Walking Infrastructure Master Plan team included Andy Ratzkin and Sashi Nivarthi of the Village Conservation Commission and Stan Avedon and Alan Golds of the Safety Council.

Municipal staff consulted in developing the Plan were: Mayor Nicola Armacost; Trustee Georgia Lopez; Trustee Morgen Fleisig; Trustee Mary Lambert; Trustee Thomas Drake; Village Manager Mary Beth Murphy; Assistant to the Village Manager Anthony Constantini, Building Inspector/Zoning Enforcement Officer Charles Minozzi and Village Planner Pat Cleary. In addition, the team consulted members of the Conservation Commission, the Climate Smart Communities Task Force and other members of the Public.

The Village has continually sought and obtained the benefit of extensive public involvement in its planning for enhanced bicycle and pedestrian infrastructure. The group reviewed minutes of meetings and reports from the Safe Routes to School Committee, the Safety Council, the Transportation Working Group, and the Downtown Working Group. The group also examined site plans for sidewalk improvements. The team reviewed local laws designed to limit speeding. The team examined traffic studies that have been conducted at various points over the past 10 years.

Planning documents reviewed to create this Plan included the Route 9 Active Transportation Conceptual Design Plan (2018), the Complete Streets Policy (2014), the Comprehensive Plan (2011) and the Transportation Plan and Pedestrian/Bicycle Enhancements Plan (2007). Each of these documents involved extensive public participation through public hearings, workshops, and citizen working committees.

Recommendations

The following recommendations are for consideration for the Village management and leadership, and do not imply obligation or commitment. The foundations of these recommendations are safety, public health (exercise and pollution reduction), and environmental protection and sustainability. Pedestrian and bicyclist safety must be made the highest priority. In turn, these safety improvements create a safer environment for all users, including motorists—this Plan is not just about safety for bicyclists and pedestrians, but about safety for all. The transportation system must be accessible and equitable to accommodate all users. In many cases, concepts are intended not only to improve street safety, but also to support place-making and enhance a range of community assets.

Bike Lanes and Trails

Recommendations for additional bike lanes in the Village includes implementation of the Route 9 Plan and continued efforts to advocate for bike lines on Farragut Avenue, Ravensdale Road, and Warburton Avenue. These are all either State or County roads and so the development of this vision therefore requires close cooperation with State and County governments.

Broadway/Route 9. Broadway/Route 9 is owned by the State and so any proposals related to this route must be carried out in coordination with the State. The Village of Hastings-on-Hudson, in conjunction with the four villages to its immediate north along the Broadway/Route 9 corridor, is in the midst of a multi-year project pursuing funding to implement safety features, and enhanced pedestrian and bicycle infrastructure along this route, ultimately connecting to the Mario M. Cuomo Bridge SUP. Safety on Broadway could be improved by striping some or all of the road down to one lane, especially at the southern end where the road splits: southbound was reduced to one lane several years ago, and the northbound section would be made safer if it were one lane. Reducing Broadway to one lane north and south of Five Corners could make room for a bike lane (see Route 9 study).

Farragut Avenue and Parkway. Farragut Avenue is owned by the County and State and Farragut Parkway is owned by the State. A plan dating from 2014 titled the “Saw Mill River Recreation Area” envisions a bike path along Farragut Parkway, crossing the Saw Mill River Parkway and connecting to the South County Trail. The 2007 Transportation Plan also suggested a center island of trees to calm Farragut Parkway. The Village has collaborated with Westchester County on its repaving project and successfully lobbied the County to secure additional funds to implement bike lanes from the Five Corners intersection to Ravensdale Road. At present, the work is scheduled to be completed in the Spring of 2022.

Ravensdale Bridge and Road. Ravensdale Bridge is owned by the State. There is currently no bicycle connection to the South County Bike Trail from areas west of the Saw Mill Parkway and no designated bike lanes on the major roadways into the Village. The Ravensdale Bridge is currently being reconstructed and will connect Village residents to the South County Bike Trail. Residents have suggested implementation of a bike lane along Ravensdale Road to connect the Bridge and the South County Trail to Farragut Avenue. In addition to the interconnection

benefits for cyclists and pedestrians, implementation of walking and cycling infrastructure would have the benefit of calming the considerable “cut through” traffic along Ravensdale Road that has been a consistent complaint of area residents since the opening of major retail destinations to the east. In addition, the Village is actively pursuing sidewalk construction on Rosedale Avenue, which will reduce vehicular traffic from the Ravensdale artery to the Farragut school complex at Mt. Hope.

Warburton Avenue. Warburton Avenue is Hastings-on-Hudson’s principal commercial street, and interconnection to the other bicycle routes in the Village would optimize the utility of this network. A dense residential neighborhood is directly adjacent to the downtown across the Warburton Avenue Bridge, and would directly benefit from the implementation of a safe and protected bike route into the downtown. Warburton Avenue is relatively flat as compared to other parts of Hastings-on-Hudson, and to the south of the commercial downtown it offers the rider broad unobstructed views of the Hudson River, access to hiking trails, parks, the Hudson River Museum, and ultimately, downtown Yonkers. Warburton Ave is also close to the Old Croton Aqueduct with many intersecting streets that connect directly to the Aqueduct. The Aqueduct bisects the Village, passes many Village parks, and provides a scenic north/south bike and pedestrian route within the Village with easy access to shops, schools, parks and other recreational amenities.

The position of the County, which owns Warburton Avenue, is that the street is not wide enough for a bike lane, unless parking is eliminated on one or both sides of the street, pointing out that this might create equity issues as many single- and multifamily homes in this area do not have driveways. As a result, no efforts are presently underway in pursuit of a protected bicycle lane along this route, but the route’s inclusion in this Plan is important to the future development of Hastings-on-Hudson’s bicycle network. Future discussion may include implementing measures such as bicycle route designation, signage, and "sharrows" (a positioning tool consisting of images a bicycle painted on a street to indicate shared use by bicycles and vehicles).

Bike Parking

As part of implementation efforts, the Village has committed to improving bike parking, and has purchased and installed bike parking racks in all the parks that are close to Route 9 (Broadway), including Zinsser Park, Reynolds Field, and Draper Park, among others. Broadway runs through the center of the Village, intersecting with Main Street at the Foodtown, an important local shopping area in our Downtown commercial hub, and also intersects the Old Croton Aqueduct, an important biking route for locals as well as visitors. Bike parking is also available at Village Hall, the Hastings Public Library, the James Harmon Community Center and the schools.

Recommendations for additional bike parking include installing bike parking structures at the Metro-North train station, Boulanger Plaza and Post Office. Implementation of these recommendations is actively underway using Special Purpose Funds. These enhancements will serve multiple stakeholders and improve safety and security, encourage bike commuting and respond to the needs of cyclists in a meaningful way.

Bike Share Program

Over the past five years, the Village has made several attempts to develop a bike share program. While the bike share program operators showed initial enthusiasm, they did not follow through with actionable plans and several of the companies have subsequently folded.

Recommendations for a bike share program include ascertaining public interest and then reassessing the strengths of the companies/programs post pandemic. There are currently discussions underway with municipalities along Route 9 to reconsider the possibility of implementing a new Bikeshare micro-mobility program under the auspices of 511NY Rideshare and HHRT Bike Share.

Bike and Pedestrian Signage

Within the last two years, the Village has put up signs designed to reduce risks associated with biking and walking in various parts of the Village. For example, signs and crosswalks were erected near places where the Old Croton Aqueduct crosses major streets in the Village, including Villard Avenue, Edgars Lane, and Washington Avenue.

Recommendations for additional signage to enhance pedestrian safety include the following: A complete signage survey in coordination with the V&T regulations. Adding sharrows and other signage on Farragut to indicate shared usage.

Crosswalks and Sidewalk Improvements

The Village has invested in sidewalk improvements including along Hillside Avenue in 2016 (see appendix for Hillside Avenue Sidewalk Design), a key route for children walking to Hillside Elementary School, and in 2019 along Warburton Avenue (appendix for Warburton Ave Repaving and Sidewalk Design), an important route into the Downtown for residents, visitors, merchants and shoppers. New sidewalks were also installed on Lefurgy and around Reynolds Field and plans for sidewalks on Rosedale are included in the current Village budget.

The Village is committed to further improvement to its crosswalk and sidewalk network via major additions and reconfigurations in connection with the Route 9 Plan, including the construction of sidewalks along South Broadway to create a safe and viable pedestrian route to Downtown for Shadowlawn and other neighborhoods in southern Hastings, the reconfiguration of crosswalks interconnecting Fraser Place with the downtown, and improved pedestrian accessibility to corridor bus stops. In 2020, the Village bonded \$250,000 for investments in crosswalks that will improve safe routes to school and has developed a sidewalk plan for new or updated sidewalks using the school as the nucleus for pedestrian activity. The Village has also been awarded grant funding for sidewalk improvements in the downtown area and is pursuing more CBDG grant funding to expand the improvements.

Recommendations for additional crosswalks and sidewalks to enhance pedestrian safety include the following: Crosswalks and landing pads could be added to High Street to enhance safe crossing of students in the Southern Corridor area. Crosswalks on Farragut Avenue could be reworked to promote safer, common sense, pedestrian passage. Sidewalks and/or sidewalk

improvements are needed in the downtown and many other parts of the Village, especially along streets that are close to the school. Farragut Ave. could be made safer by striping to one lane, especially in front of the High School. Currently the lanes are not marked and motorists create two lanes. Crosswalk safety could be improved with flashing lights, especially for the route from the school to the Burke Estate. The sidewalks on Ravensdale are in need of repair. Residents along Ravensdale from Farragut to the bridge have long lobbied for more stop signs and crosswalks at the streets that intersect Ravensdale. Flashing lights at the blind curve headed west on Ravensdale toward Kent might be helpful in slowing traffic and making pedestrian crossing safer. There are many children who live south of Ravensdale who cross the street to get to school and more crosswalks would make that trip safer. Residents along Warburton from the bridge south have raised concerns about the speed of traffic in front of their houses. Crosswalks at Division Street and Warburton, and at Pinecrest Drive and Warburton, would enhance pedestrian safety. There is a need for crosswalks across Villard Ave. at Calumet and South Calumet. Children walking down from the Circle Drive area to get to school have to cross Villard because the stretch of Villard from Terrace to Circle has no sidewalk on the southern side of the street. Flashing lights might be helpful to slow cars on Villard.

Other Traffic Calming Measures

Pedestrians hit by vehicles traveling at 30 MPH are twice as likely to die as pedestrians struck by vehicles traveling at 25 MPH. For seniors and children, the fatality rate is even higher. Until recently, default local speed limits were 30 MPH, but in 2019 Hastings-on-Hudson established a slower limit of 15 MPH in school areas to encourage safer driving throughout the Village. These reduced limits support and enable traffic calming and multimodal use of Village roadways by pedestrians and cyclists, and will support and facilitate the successful implementation of associated infrastructure. The Plan includes active measures to enforce these limits including the implementation of speed tracker in the school zone that serves as a data collection tool and indicates a driver's speed, tracks the number of cars, and tracks the speed of cars. There is also a new license plate reader in the school zone on Farragut. Other measures recently implemented by the Village include:

- Installation of four stop signs on High Street to calm traffic in the Southern Corridor (at Rose, James, Warren and Harvard).
- Installation of stop signs on Hillside Avenue at entrance to Reynold's Field.
- Installation of crosswalk at Villard and Croton Aqueduct as well as at Chauncey Lane and Croton Avenue.
- Installation of No Trucks signs at James Street, High Street, and Pinecrest Parkway.
- Addition of ADA compliant curb ramps to all sidewalks during Warburton Ave. repaving (2019).
- Installation of marked crosswalks with pedestrian stanchions at multiple locations, including on Warburton Avenue, as well as on Broadway after repaving (2019).
- No Turn on Red sign added to Fraser Place crosswalk (2019) and 4 seconds were added to the crossing signal before the light turns green to allow pedestrians to enter the crosswalk and become visible to drivers.
- Improvements to stairs in several locations across the Village including between West

Main Street and Southside Avenue and between the Old Croton Aqueduct trail and Southside Ave (2018).

- Landscaping, including preserving street trees, was part of the Hillside Ave sidewalk project, the Uniontown playground parking lot development, and the repaving and upgrades to Warburton Avenue (2019).
- Two major streets through downtown, Broadway and Warburton Avenue, were resurfaced and repainted with narrower traffic lanes (2019).
- The Village is working with state authorities on providing additional signage in front of Farragut Middle School and Hastings High School.

Recommendations for additional traffic calming measures to enhance pedestrian safety include the following: improving trails and pathways leading to sidewalks as well as bike paths to increase pedestrian safety and access and to reduce vehicular traffic. The PTSA Traffic Safety Committee, in collaboration with the Village, is working on safe drop off zones around the school and recommends revising signage on Hillside Avenue to prevent drop off/pick ups in the fire zone. The Bicycling and Walking Infrastructure Master Plan team also recommends making cycling a part of the school Physical Education (PE) curriculum. There currently is a growing “Let’s Ride” movement in the United States whose goal is to make “how to ride a bike” a part of elementary school’s PE program, followed by a Middle School and High School program.²

² Velo News, June 9, 2021: *The Outer Line: USA Cycling’s new Let’s Ride program*:
<https://www.velonews.com/culture/the-outer-line-usa-cyclings-new-lets-ride-program>

Conclusion

This Plan contains recommendations designed to encourage walking and bicycling in the Village so as to improve safety and access to schools, shopping and parks. The Plan provides a guide for future active transportation efforts, synthesizes bicycle and pedestrian needs and creates a comprehensive package of recommendations that will encourage biking and walking in the Village. It provides a framework within which the Village can strategically implement improvements that reflect the community's priorities.

Appendices

Links to key document are provided below:

Policies and Plans

- [Safe Routes to School Overview](#) (2019)
- [Route 9 Active Transportation Conceptual Design Phase 2 Resolution](#) (2019)
- [Route 9 Active Transportation Conceptual Design Plan](#) (2018)
- [Complete Streets Policy](#) (2014) and [Implementation Report](#) (2020)
- [Comprehensive Plan](#) (Circulation Chapter) (2011)
- [Transportation Plan and Pedestrian/Bicycle Enhancements Plan](#) (2007)

Sidewalk Initiatives

- [Hillside Ave Sidewalk Design](#)
- [Warburton Ave Sidewalks and Repaving Design](#)

Local Laws

- [Local Law Amending Provisions of Chapter 282, Vehicles and Traffic Regarding School Speed Zones](#) (2018)