

F. TRANSPORTATION

Goal: Maintain and improve the function of the road network, enhance traffic circulation and compliance with regulations, and accommodate parking needs; create opportunities for safe pedestrian and bicycle movements; and encourage alternative forms of transportation.

1. **Objective:** Coordinate with County and State transportation departments on road improvements and signalization of intersections to accommodate traffic flow while enhancing vehicular, bicycle and pedestrian safety.

Implementation Strategies:

- The New York State Department of Transportation (NYSDOT), Westchester County Department of Public Works (WCDPW) and the Town of Ossining should use current data on traffic volumes, accidents, turning movements, and pedestrian and bicycle activity to evaluate traffic conditions around Ossining, and should identify modifications which may be needed to relieve areas of specific traffic congestion and/or to mitigate specific traffic hazards.



NYS Route 100/Saw Mill River Road (left) and NYS Route 9A are major roadways traversing through Ossining and surrounding communities.

- The NYSDOT, WCDPW and the Town Highway Department should incorporate access management techniques in their respective decision making about properties and road improvements along North State Road, NYS Route 100, NYS Route 9A, Chappaqua Road and other roadways. Access management tools which would assist with the overall circulation and flow of traffic include: controlling the design and location of median openings and driveways; limiting new signalized intersections; synchronizing signals; restricting the minimum distance between driveways; and incorporating feeder/service roads between sites.

2. Objective: Improve pedestrian and bicycle safety, compliance with crosswalks and vehicular sight lines in the Town.

Implementation Strategies:

- The Police Department should aggressively enforce the State law requiring vehicles to yield to pedestrians in the crosswalks, especially in areas with substantial pedestrian activity, such as near schools, parks and North State Road.
- The Town of Ossining should place "Yield to Pedestrian" signs and/or message boards along North State Road and other appropriate streets where there is pedestrian activity.
- The Town should evaluate existing sight lines at key intersections in order to improve pedestrian and bicycle safety and vehicular travel.



Message boards and markings in the crosswalk help to define pedestrian pathways.

- The NYSDOT, WCDPW and the Town should evaluate the speed limits on roads in Ossining to address traffic circulation, pedestrian, bicycle and vehicular safety, as well as quality of life issues for residential neighborhoods.
- The Town should adopt resolutions recommending that the State reduce the speed limit on NYS Route 100 for pedestrian, bicycle and vehicular safety reasons.

3. Objective: Enhance the availability of parking areas and bus shelters on North State Road to accommodate the needs of residents, businesses, shoppers and visitors.

Implementation Strategy:

- The Town should work with local businesses and property owners on North State Road to identify a suitable location for a parking lot which would enhance the new sidewalks and pedestrian friendly improvements constructed along the roadway. Parking lot features should include: sufficient landscaping; appropriate lighting to reduce glare for vehicular, bicycle and pedestrian traffic as well as residential uses; pedestrian connections from the parking lot to sidewalks and adjacent properties; seating where appropriate; screening of trash receptacles and loading areas; and well designed signage.



Parking lots can be attractively landscaped and conveniently located to encourage people to park their vehicles then walk to various shops, restaurants and commercial establishments.

4. **Objective:** Encourage mass transit and para-transit operators to provide appropriately sized buses and taxi services with connections to the train station, employment sites (such as North State Road and Executive Boulevard) and residential complexes which will reduce the number of single-occupancy vehicles and help reduce air pollution.

Implementation Strategy:

- The Town and community groups should work with Metro-North Railroad and Westchester County Bee Line to explore the option of operating jitney bus service in the Town of Ossining to take commuters to the train station from the residential areas and employment sites, to increase mobility of residents and workers and reduce the number of vehicle trips.



The Croton Train Station is one of three Metro-North stations in close proximity for Ossining commuters.

5. **Objective:** Encourage bicycle ridership, walking and other alternative forms of transportation to get to work, community services and other destinations.

Implementation Strategies:

- The Town should coordinate with the County Planning Department, New York Metropolitan Transportation Council and MetroPool to provide material on carpooling, other commuter information, and alternative forms of transportation (biking and walking) at the Municipal Building, Community Center and other public buildings, employment sites and community facilities. This information should also be made available on the Town/Village website and public access TV channels.

- The Town should determine where additional bicycle racks can be located and should work with various entities to install the racks along with signs reminding motorists that the racks are available.
- The Town should explore the enhancement of pedestrian and bicycle safety in Crotonville.



Bicycles can be used for recreation and as a way to travel to work, school and other destinations.

[Note: refer to the implementation strategies about walking and biking trails/pathways in the Environmental Resources chapter of this Plan.]

j:\docs2\500\ossining (t)\comprehensive plan\update 2014-15\transportation clean.doc:ev