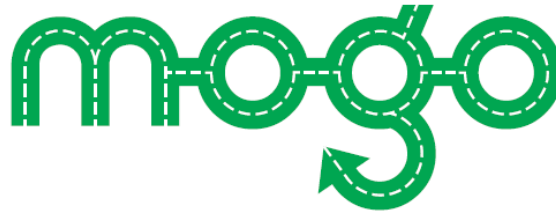


Millwood - Ossining GO

Bicycle and Pedestrian Connectivity Plan



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Millwood - Ossining GO Bicycle and Pedestrian Connectivity Plan was funded in part by a Grant from the Hudson River Valley Greenway and the Town of Ossining, Village of Ossining, Town of New Castle and Westchester County Department of Planning.

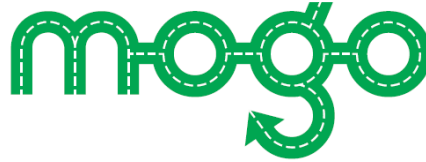


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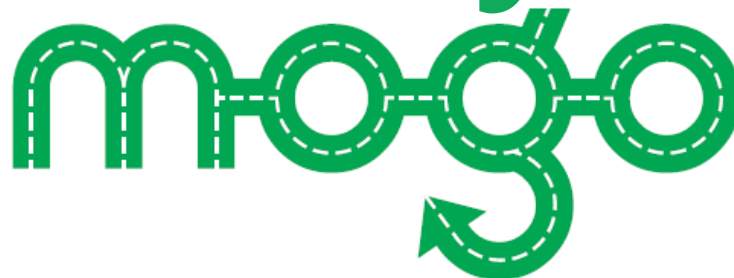
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Millwood - Ossining GO

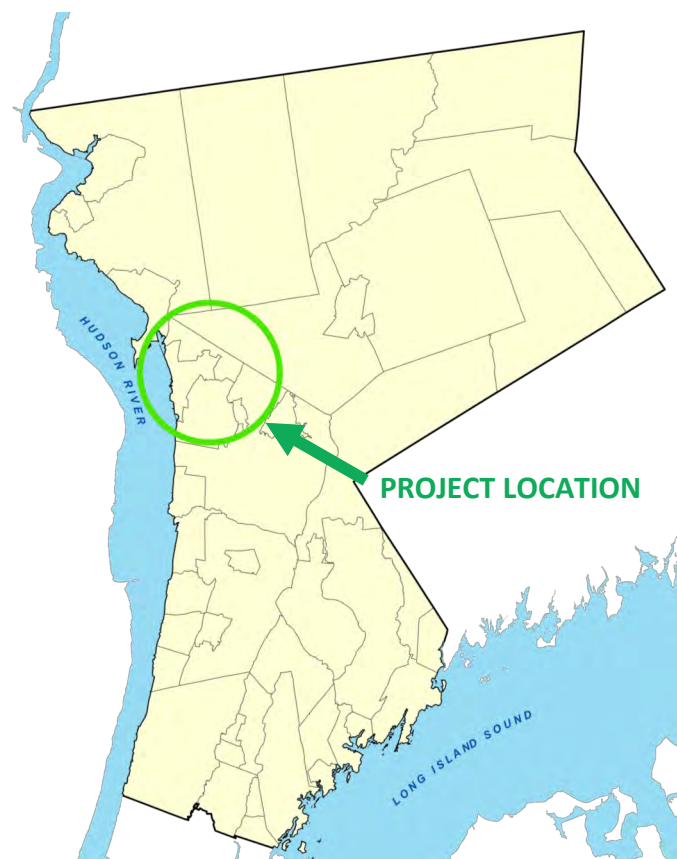
Bicycle and Pedestrian Connectivity Plan



1. Introduction.

The Millwood – Ossining GO, MOGO, Bicycle and Pedestrian Connectivity Plan purpose is to establish and develop connectivity through and between the Village of Ossining, the Town of Ossining and the Town of New Castle’s recreation areas, trails, parks, historic places, tourist and business destinations. The plan seeks to improve connectivity between parks, commercial areas, public transportation and residential areas in the communities of Ossining and New Castle in Westchester County, New York.

Although there are several north-south bicycle and pedestrian trails, there are not sufficient east-west connections of trails, recreational, and commercial resources which, if added, could multiply the potential community benefit and accessibility of these resources. The Town of Ossining, in partnership with the Village of Ossining and the Town of New Castle, is seeking to finally make these links and increase the bikeability and walkability of our communities by connecting the existing trails, commercial hubs and existing recreational resources to create an “Emerald Necklace” for our region. This new trail system, alongside other major developments in tourism and education in the region, such as the proposed Sing Sing Prison Museum and Bethany Arts Community, will afford residents and tourists a quintessential



Map 1. Project Location

“upstate” experience, conveniently, while engaging with all the best the communities of Ossining and New Castle have to offer – from beautiful open spaces to well-developed commercial centers and tourist destinations.

2. The MOGO Committee

With the goal of creating a Plan proposing a cohesive trail system, providing connections between centers of commerce and outdoor recreation areas through new and existing trail connections and bike lanes, a committee was established comprised of municipal staff and officials, residents, and stakeholders. The range of committee members was selected to ensure the Plan is well thought out and is mutually beneficial to all municipalities, their residents, and the regional community at large. The committee worked with municipal staff assisted by the Westchester County Department of Planning to identify potential trail connections, recreation resources and feasibility of proposed trail connections.

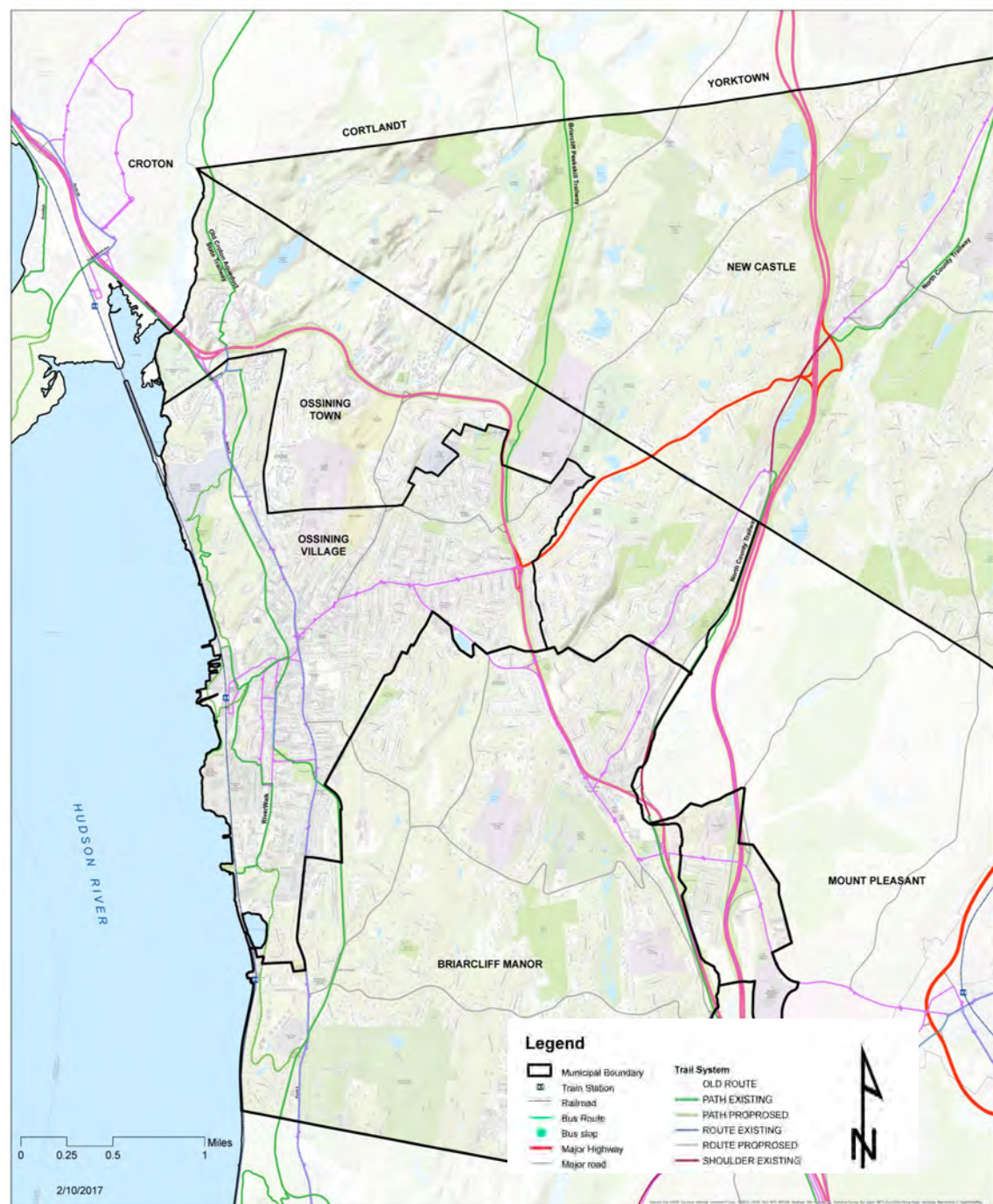
3. Study Area.

The study area is comprised of the Town and Village of Ossining and the Town of New Castle.

A. Town of Ossining. (Summarized from the Town’s Comprehensive Plan)

The Town of Ossining is located in the northern section of Westchester County. The Town of Ossining includes the incorporated Villages of Os-

Map 2. Study Area



sining and Briarcliff Manor. The Town of Ossining is approximately 3.1 square miles in size. The Town is bordered along its southern boundary by the incorporated Villages of Ossining and Briarcliff Manor. The Towns of New Castle, Cortlandt and Mount Pleasant border the Town of Ossining to the north and east. And the Village of Croton-on-Hudson is located to the immediate northwest of the Town.

The primary roadways providing access to and from the Town from the larger region include New York State Routes 9 and 9A, Saw Mill River Parkway and Taconic State Parkway. Other roadways such as North State Road and County Routes 133/Somerstown Road and 134/Hawkes Avenue provide more local connections. The Town is served by one bus route that travels on North State Road. The Town has three north-south bike and hiking trails, the Old Croton Aqueduct, the Peekskill-Briarcliff Trail and the North County Trail.

The Town's Comprehensive Plan Vision Statement is that the Town of Ossining will continue as an attractive and desirable community where:

- ◆ Neighborhoods are maintained and housing opportunities made available;
- ◆ Natural resources, open space, scenic attributes and historic sites are preserved;
- ◆ An array of appealing services, parks and events is provided;
- ◆ Business areas and activities are thriving in a vibrant atmosphere;
- ◆ A transportation network addresses the needs and safety of vehicular, pedestrian and bicycle travel; and
- ◆ Quality of life is maintained, including allocating resources to protect it.



One objectives of the Comprehensive Plan is to “Encourage bicycle ridership, walking and other alternative forms of transportation to get to work, community services and other destinations.” A goal of the Transportation section of the Comprehensive Plan is to “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.”

B. Village of Ossining (summarized from the *Village of Ossining, NY Comprehensive Plan*, 2009)

The Village of Ossining has a population of approximately 25,000 people and is one of the densest most diverse municipalities in Westchester County. The Village, located on the eastern shore of the Hudson River 30 miles north of New York City, is also one of a number of river towns with older industrial/waterfront and historic/downtown areas in need of investment and poised for a revival complete with significant public amenities. To the north and northeast, the Village borders the Town of Ossining and to its south and southeast it borders the Village of Briarcliff Manor. The Hudson River forms the western boundary of the Village of Ossining and provides three miles of Riverfront land. Spectacular views of the water and the pristine Hudson Palisades are offered throughout the Village, even in locations remote from the River’s shores.

Ossining’s downtown district is located in the area roughly bounded by Sing Sing Kill, State Street, Broad Avenue, and Route 9 (Highland Avenue). The heart of historic downtown Ossining consists of the long, curving block of Main Street known as the “Crescent,” which stretches from Route 9 west towards the waterfront. Ossining’s dramatic topography places downtown on a ridge

plateau over 100 feet higher than the river plain of the Hudson. This steep grade difference is both an obstacle and an advantage for the Village business district—pedestrians arriving by train face a daunting climb from the waterfront train station to downtown’s shops and restaurants; however in downtown, pedestrians enjoy soaring views of the river and Palisades.

The Village’s recently adopted Comprehensive Plan recommended incorporating bicycle use into the redevelopment plans of the Downtown and waterfront, as well as a means of transportation



throughout the Village. The present north-south Croton Aqueduct bikeway alignment should be expanded, particularly with east-west links to this spine and more comprehensive directional and information signage. Bike racks could be located in various locations throughout the Village, including schools, public buildings, parks, the transportation center, major bus stops, the waterfront, and especially the Metro-North train station and the nearby ferry landing.

C. Town of New Castle (summarized from *A Framework for the Future of New Castle, the 2017 New Castle Comprehensive Plan*)

The Town of New Castle lies east of the Town of Ossining and is 23.4 square miles. The Town is primarily a suburban bedroom community with a bucolic and low-density residential character. The hamlets of Chappaqua and Millwood serve as the Town's main centers of retail activity and community gathering.

The Town has a rail station in Chappaqua and is served by two bus lines that pass through Chappaqua and Millwood. The North County Trail passes through the hamlet of Millwood. The Peekskill-Briarcliff Trail passes through the western side of the Town. The Town has dedicated over 200 acres for open space and recreational use in New Castle, enhancing both active and passive recreational opportunities and fortifying the Town's natural landscape. These features, along with the excellent schools and the Town's proximity to New York City, are the aspects of New Castle that attract new residents and are most prized by community members.

During the recent comprehensive plan process, residents expressed a strong interest in enhancing and expanding pedestrian and bicycle amenities to improve both the connections between and the experience within the Town's hamlets. Residents also insisted that bike paths and sidewalks be provided on main roads throughout Town, as this would

improve the safety for those who walk and bike along these roads.

The Comprehensive Plan recommended improving trail and unimproved linkages between open space parcels and prominent destinations in the Town. The Plan also recommended updating the Town's Trail Development Master Plan by identifying locations for new bike paths and walkways, as well as opportunities for bicycle parking, between nature areas and parkland and the Town's schools and ham-



lets. Continue to consider the development of a trail from Chappaqua Crossing and Greeley High School to the Chappaqua hamlet.

4. Existing Trails

A. Regional Trails. Four regional north-south trails pass through the study region. 1.) the North County Trail, 2.) the Old Croton Aqueduct, 3.) Westchester RiverWalk, and 4.) Peekskill-Briarcliff Trail. The North County Trail is included in the NYS Empire State Trail network.

The Empire State Trail (summarized from the *Empire State Trail Plan* and website)

In January 2017, Governor Cuomo announced the Empire State Trail, a new initiative placing New York State at the forefront of national efforts to enhance outdoor recreation, community vitality, and tourism development. The Empire State Trail will be a multi-use path designed to accommodate shared use by pedestrians and bicyclists. Typical trail construction will feature a 10-foot to 12-foot wide hardened surface (asphalt or stonedust) with moderate grades, welcoming walkers, hikers, runners, people pushing strollers, and bicyclists of all abilities, from experienced long-distance cyclists to family groups with children just learning to ride. The trail surface and associated improvements will be compliant with the Americans with Disabilities Act, providing accessibility to users with mobility challenges and older visitors. Wayfinding signage utilizing a distinctive Empire State Trail logo will be installed along the entire 750-mile route, as well as signage directing users to connecting trails. New wayfinding signage will work in concert with local identifying signage.

The Trail will be open to winter uses such as hiking, snowshoeing, and cross-country skiing. Snowmobiling will continue on designated off-road trail segments where appropriate. In areas where it's not feasible to create an off-road route, the Empire State Trail will follow



The Empire State Trail

Connecting us all to New York's extraordinary experiences, people, and places.

In January 2017, Governor Cuomo announced the Empire State Trail, a new initiative placing New York State at the forefront of national efforts to enhance outdoor recreation, community vitality, and tourism development.

Approximately 400 miles of the Trail already exists in discrete, disconnected segments. When completed by the end of 2020, the Empire State Trail will be a continuous 750-mile route spanning the state from New York City to Canada and Buffalo to Albany, creating the longest multi-use state trail in the nation.

www.ny.gov/programs/empire-state-trail

public roadways. Where possible, on-road sections will follow low-speed rural roadways and city streets. Spot improvements such as marking crosswalks and paving shoulders will be made at strategic on-road locations.

The Goals & Benefits of the Empire State Trail are to:

- Connect New Yorkers and visitors to the natural, historic, and cultural splendor of the Empire State – emphasizing we are “one New York.”
- Link communities across New York, interpreting the history and beauty of the Hudson River Valley, the critical role the Erie Canal played in the nation’s development, and the scenic and cultural history of the Champlain Valley.
- Promote healthy lifestyles by providing safe and enjoyable outdoor recreational opportunities for New Yorkers of all ages and physical abilities. Studies show that every \$1 invested in recreation trails yields \$3 in direct medical benefit.
- Support regional economic development strategies by promoting recreational and history-based tourism opportunities, including a sophisticated on-line website and mobile app presence to promote and leverage state marketing efforts such as I Love NY, Adventure NY, Path Through History, and Taste NY, along with local and regional destination marketing.
- Celebrate and promote connections to other regional bicycling and hiking trails – highlighting linkages to the Hudson Greenway Trails, Appalachian Trail, the Adirondack and Catskill Parks, the St. Lawrence Seaway Trail, the Genesee Valley Greenway, and many others – to extend the Empire State Trail’s physical and economic impact.
- Contribute to the development of Complete Streets design concepts and the non-motorized transportation network, providing enhanced local and regional transportation choices.

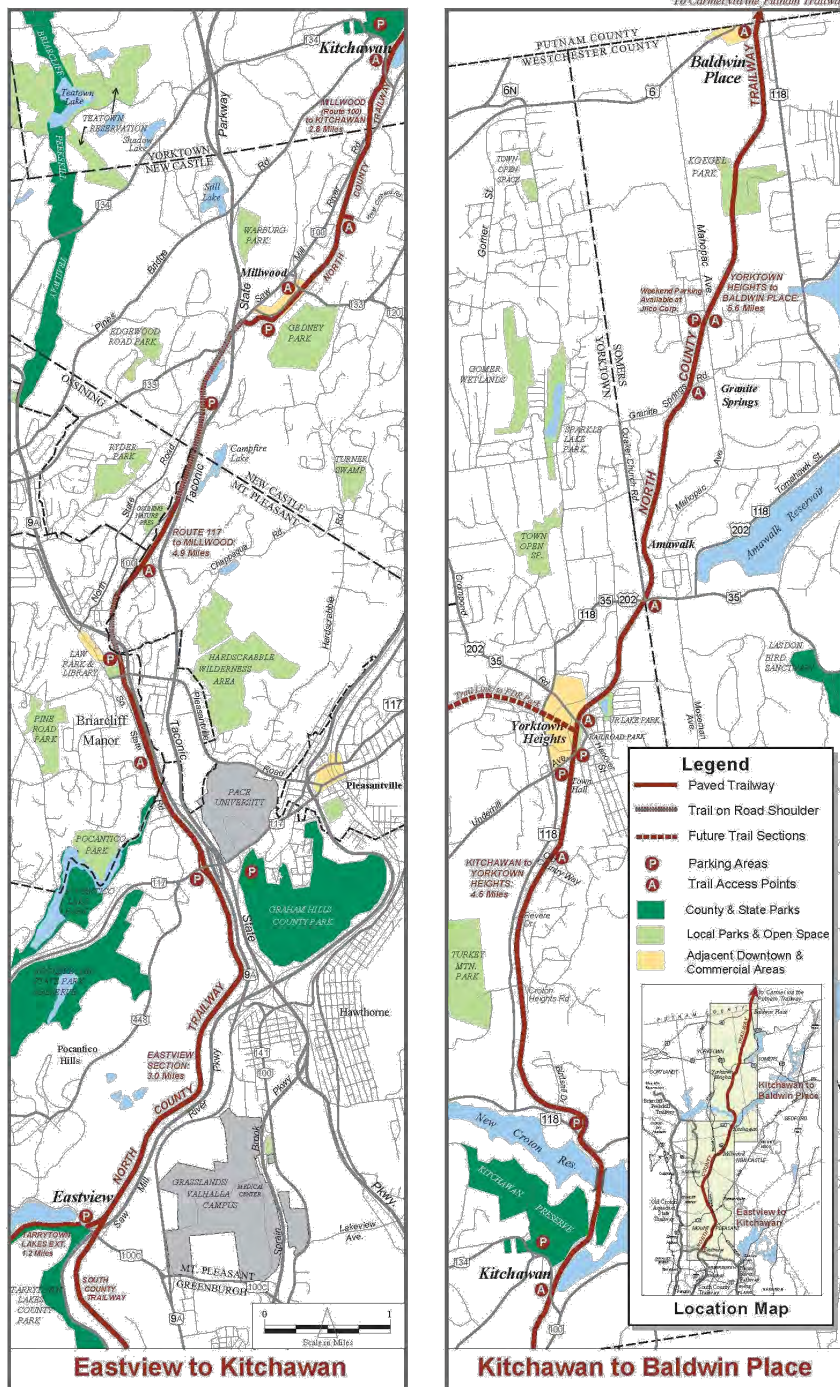
Approximately 400 miles of the Trail already exists in discrete, disconnected segments. When completed by the end of 2020, the Empire State Trail will be a continuous 750-mile route spanning the state from New York City to Canada and Buffalo to Albany, creating the longest multi-use state trail in the nation.

In January, 2017, Governor Andrew Cuomo announced the new Empire State Trail initiative. The enacted FY2017-18 New York State budget appropriates \$200 million for construction of the trail. Upon completion in 2020, the Empire State Trail will be a continuous 750-mile bicycling and pedestrian path which will span the state from New York City to Canada and Buffalo to Albany, creating the longest multi-use state trail in the nation.

The “Empire State Trail Plan,” released as a draft in August, 2017, provides an overview of the trail, describes the initiative’s goals, and provides detailed maps of the entire trail route. The draft can be downloaded from the Hudson River Valley Greenway’s website. This Design Guide is a companion document to the Empire State Trail Plan. The Design Guide provides all the tools, references, and standards that can be used by communities across the state to create an epic trail experience for users of all types, for generations to come. A copy of the report is located in the appendix of this plan.

The North County Trail and South County Trail (summarized from the Westchester County website: westchestergov.com)

The North County Trailway is a paved bicycle and pedestrian path located primarily on right-of-way lands of the former Putnam Division of the New York Central Railroad. The “Old Put,” as it was fondly referred to by commuters, provided freight and passenger service from 1881 to 1958 between the Bronx and Putnam County. The Putnam Railroad once served 23 stations in Westchester, some of which still stand today. Included are the Tudor-revival style Briar-



Map 3. North County Trail

cliff Manor Station, which is now used as a public library, and the old station at Railroad Park in Yorktown Heights. Historic marker plaques have been placed at these locations. The Putnam Right-of-Way spans 36.2 linear miles through Westchester County, of which 22.1 miles comprise the North County Trailway and South County Trail consists of 14.1 miles, starting in Eastview to the Bronx border.

The North County Trail is one section of the approximately 400 miles of the Trail that exists in discrete, disconnected segments of the Empire State Trail.

Old Croton Aqueduct. (summarized from NYS Parks, Recreation and Historic Preservation Office website)

During the 1830s New York City was in dire need of a fresh water supply to combat the steady rise of disease and to fight numerous fires that often engulfed large tracts of businesses and homes. In 1837, construction of an unprecedented magnitude began under the expertise of John Bloomfield Jervis. The proposed plan called for a 41 mile aqueduct and dam to be built in order to run water from the Croton River to New York City. In 1842 water flowed into above ground reservoirs located at the present sites of the New York Public Library and the Great Lawn of Central Park.

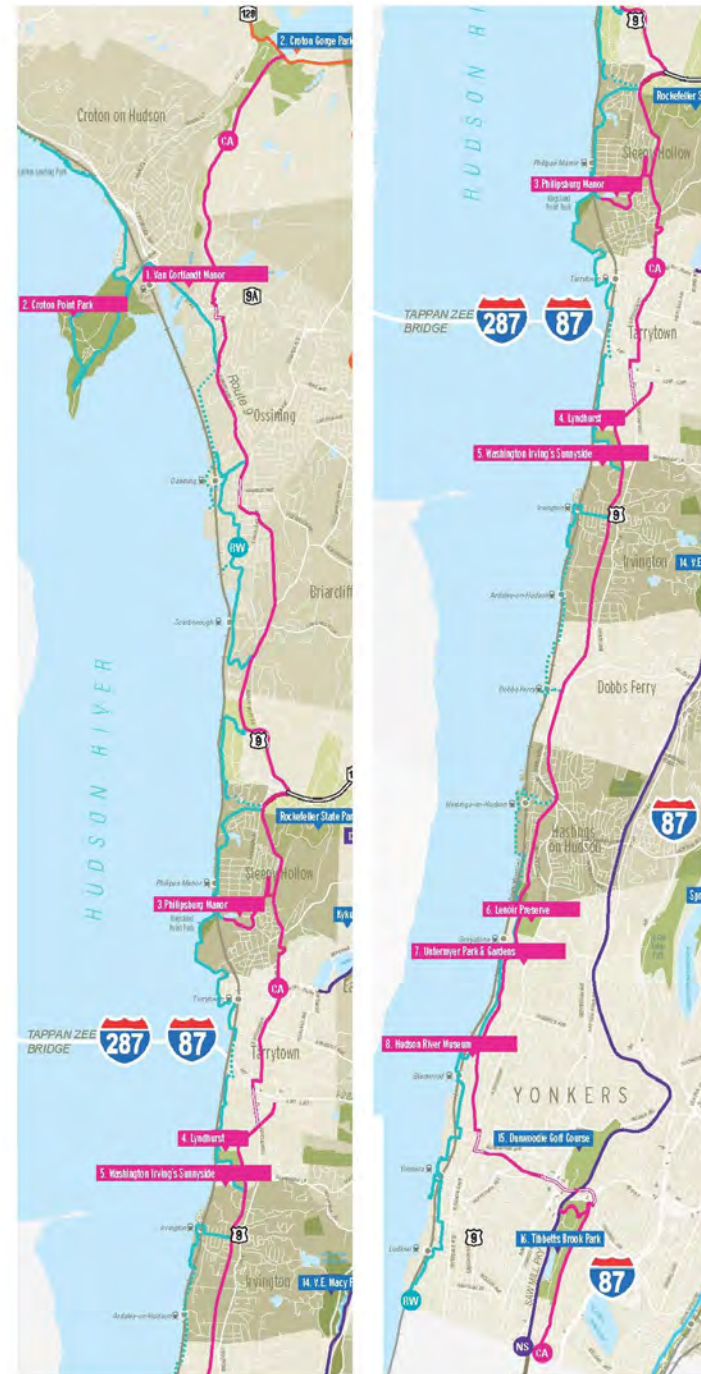
Construction of the New Croton Aqueduct began in 1885 and water began to flow by 1890. Although no longer the sole supplier of fresh water, the Old Croton Aqueduct continued to provide water to New York City until 1965. In 1968, the New York State Office of Parks, Recreation and Historic Preservation purchased 26.2 miles of the original 41 mile aqueduct from New York City.

Presently, the Old Croton Aqueduct State Historic Park is a linear park which runs from Van Cortlandt Park at the Bronx County/City of Yonkers border to the Croton Dam in Cortlandt. In 1987 a section

was reopened to the Town of Ossining and in 1992 the Old Croton Aqueduct was awarded National Historic Landmark Status. The scenic path over the underground aqueduct winds through urban centers and small communities. It passes near numerous historic sites, preserves, a museum highlighting the construction of the Aqueduct, and many homes. The Aqueduct's grassy ceiling provides abundant recreational opportunities for outdoor enthusiasts. While primarily for walking and running, parts of the trail are suitable for horseback riding, biking (except during "mud season"), bird watching, snowshoeing, and cross country skiing.

The Old Croton Aqueduct Trail passes through the Village and Town of Ossining connecting both to the Town of Cortlandt to the North and Town of Mount Pleasant to the south. The trail passes through the heart of the village central business district and a key feature of the trail, the Double Arch bridge, passes over Sing Sing Kill.

- **Double Arch Bridge**-a unique bridge-within-a-bridge, located in Ossining across from the Ossining NYS Heritage Museum and Community Center
- **Kykuit**-the Rockefeller estate and National Trust for Historic Preservation property
- **New Croton Dam**-an unusual spillway makes for a pretty waterfall at the state of the Croton River
- **Ossining NYS Heritage Museum**-located in Ossining across from the Double Arch, contains a small exhibit on the history of the Old Croton Aqueduct and Sing Sing Prison.
- **Keeper's House**-located in Dobbs Ferry, it was once the residence for the caretaker of the Aqueduct, it is the future home of the Old Croton Aqueduct's Visitor Center
- **Weir Chambers**-located along the trail at various locations, they



Map 4. Old Croton Aqueduct Trail

were constructed to enable Overseers and Caretakers to control the flow of water through the Aqueduct for repairs, inspections or to completely drain the line. Also look for the **ventilators** that are located along the trail, constructed to ventilate the aqueduct.

The Friends of Old Croton Aqueduct offer a detailed map and brochure to help visitors use the Aqueduct Trail to connect to numerous destinations in Westchester County. Funds raised from the brochure help the Friends offer tours, programming and improvements for the park.

Westchester RiverWalk (summarized from the Westchester County website: westchestergov.com)

The Westchester RiverWalk is a planned 51.5-mile multi-faceted pathway paralleling the Hudson River in Westchester. When completed, it will link village centers, historic sites, parks and river access points via a connection of trails, esplanades and boardwalks. RiverWalk spans 14 municipalities in Westchester and is part of the Hudson River Valley Greenway system. 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.

32.9 miles of RiverWalk's route is publically accessible, utilizing newly constructed sections as well as existing sidewalks, paths and trails, such as the Old Croton Aqueduct, and paths within existing parks and facilities (e.g. VA Hospital in Montrose, Scenic Hudson Park in Irvington, Downtown Yonkers Waterfront and Camp Smith Trails in Cortlandt).

Two recently completed sections of RiverWalk are in Croton-on-Hudson and Tarrytown-Sleepy Hollow. These sections are marked with RiverWalk trail blazes and feature numerous interpretive signage describing the ecology, culture and history of

Map 5. Westchester RiverWalk



the local areas. Download the RiverWalk trail maps for the Croton-on-Hudson and Tarrytown-Sleepy Hollow.

Briarcliff-Peekskill Trail

A 12-mile unpaved trailway for walkers and joggers (no bicycles allowed). The trail commences on the northeast corner of Route 9a and Ryder Road. The trail continues north into the Town of New Castle. In New Castle, the trail crosses at Grace Lane and Route 134. All three of these intersections with the trail and road are not well marked. There is no parking adjacent to any of the trail entrances either. There are no signs at the beginning at Ryder Road.

The trail heads north and passes through Teatown Reservation and intersects with the Teatown trail system. The trail then continues north terminating at Westchester County's Blue Mountain Reservation in the Town of Cortlandt.

5. Connectivity Areas

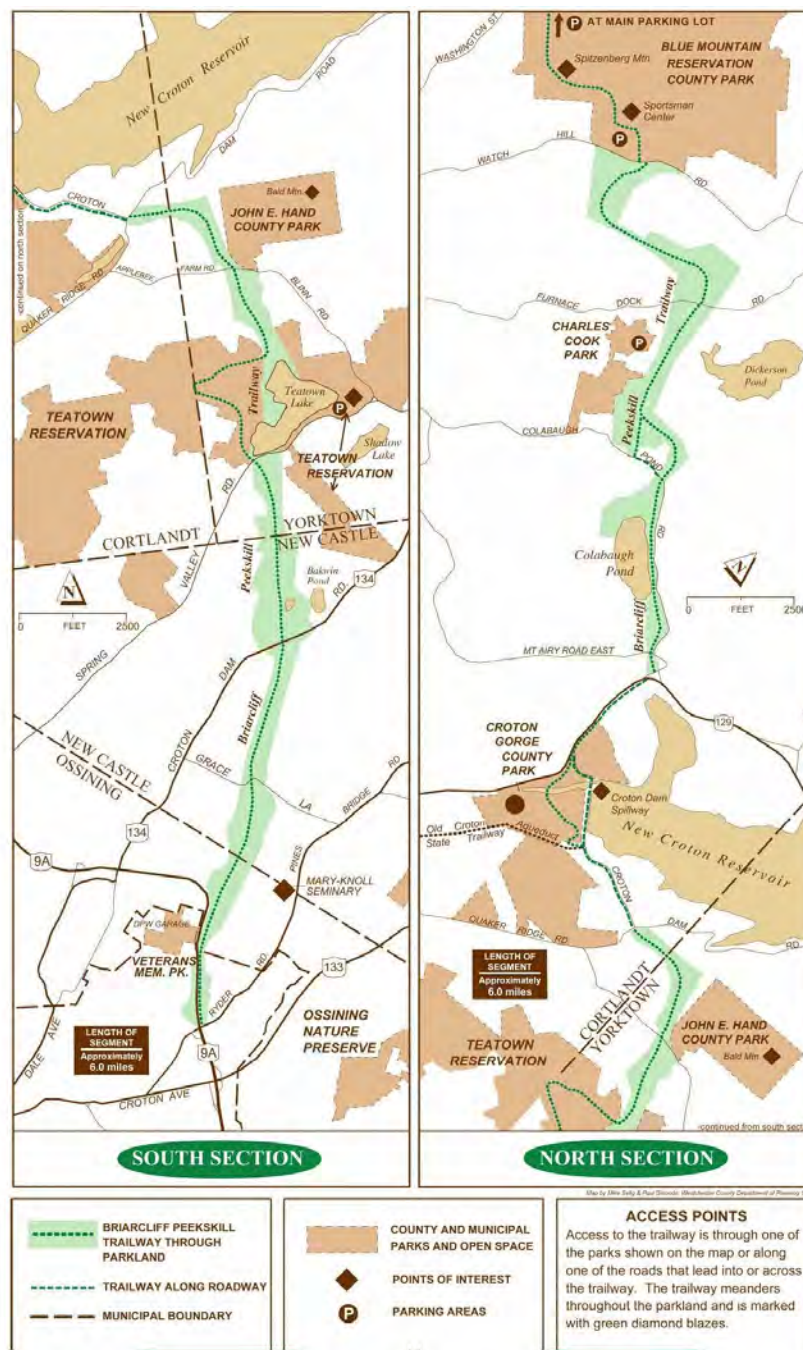
An objective of the MOGO Plan is to make it easier to get to commercial areas, parks and open space by using healthier and more affordable means of transportation — bicycling and walking.

According to the U.S. Census, the Village and Town of Ossining have a higher percentage of households without any vehicles.

Major opens spaces in the study area are primarily outside of the Village of Ossining with the exception of Crawbuckie Nature Preserve. Map 7 highlights the major parks and open space in the study area:

- Teatown Reservation
- Warburg Park
- Gedney Park
- Maryknoll

Map 6. Briarcliff Peekskill Trailway



- Ryder Park
- Crawbuckie Nature Preserve

Most commercial areas in the study area are businesses that service the local area with restaurants, delis, grocers, banks, coffee shops, and gas stations. Map 7 illustrates the significant commercial areas in the study area:

- Historic Downtown Crescent, Village of Ossining
- Croton Avenue/Route 134
- Millwood, Town of New Castle
- North State Road, Town of Ossining
- Arcadian Plaza, Village of Ossining
- Campwoods, Village of Ossining
- Chillmark, Village of Briarcliff (Town of Ossining)

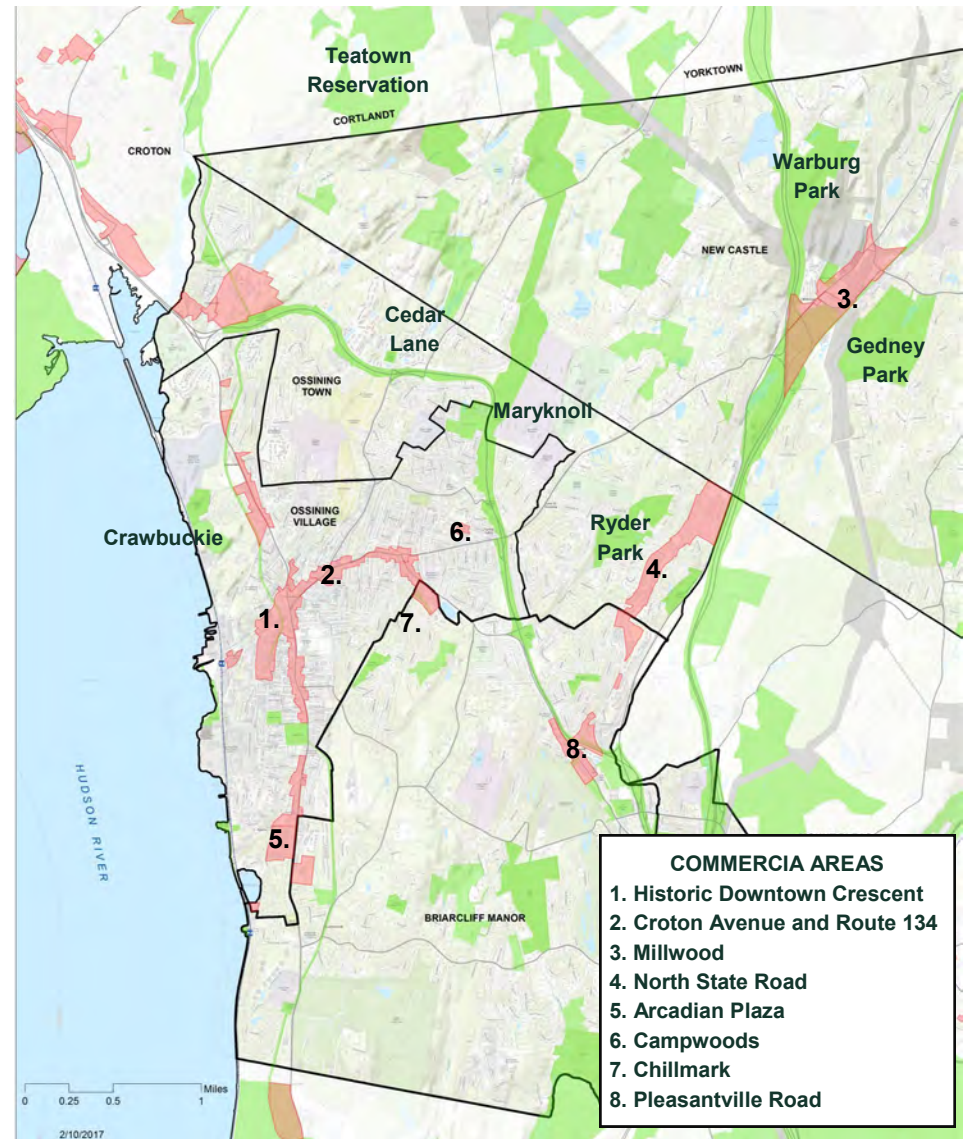
6. Community Workshop

The MOGO Committee held two workshops. The workshops were held at the Ossining Public Library and Club Fit on North State Road. The workshops were used to get input on the proposed MOGO Bike Trail Plan. The workshops were interactive with maps and attendees recommended refinements to the plan.

The top five priorities of workshop attendees were:

1. Access to existing bike trails and parks
2. Access to open space and parks
3. Intersection safety
4. Pedestrian safety
5. Bike lanes

Map 7. Commercial Areas and Open Space



The only item that was tagged as not a priority, albeit by a small number of responders, was on-street parking.

7. Community Survey



Public Workshop at Ossining Public Library

The online survey delved further into why and where people ride bikes and the obstacles to riding bikes in our community. The survey was posted at municipal websites and shared at the Community Workshop.

The overwhelming survey response to the primary reason people bike or walk was for recreation and exercise. Other key insights from respondents to the survey included:

Commute to work:

- 70% by car
- 14 % by public transportation
- 7% walk

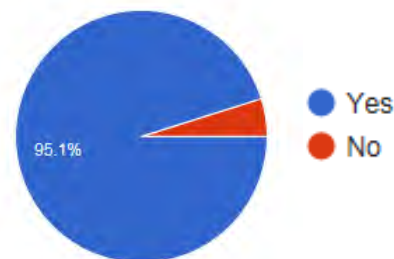
Changes needed to bike or walk to work

- 52% dedicated bike lanes
- 36% increase feeling of safety
- 26% less distance to work
- 20% share the road signage
- 18% reduced automobile speed

Overall people were more likely to walk to destinations than ride a bike. 91% feel that the community would benefit from increasing access and safety for cyclists on roadways because

- It would help reduce greenhouse gases, make roads less congested and increase healthy options*
- Increases property value to make our town as family friendly and green as possible*
- More options for transportation the better*
- Safety is the key. All the access in the world won't make a difference until safety is improved. If that happens, the community would be much more green, vibrant and even friendlier*
- I think having a more bikeable community would increase the quality of life for residents. People would be more calm, roads would be less crowded because people would take their bike, etc.*
- We used to live in Sparta, and we rode our bikes or walked every-*

Do you feel your community would benefit from increasing access and safety for pedestrians on roadways?



where in town because there were sidewalks and places to ride safely. Now we live off of 133 in Ossining and it's too dangerous for us to ride our bikes or walk anywhere because we'd have to travel along 133 where there are no sidewalks or bike lanes. If there were a bike lane we would go back to riding bikes and walking to all of our destinations. I think others would do the same.

- *Car transportation is nearly faceless and impersonal. Cycling and walking cause people to interact with their fellow community members with a pleasant smile, a warm hello and perhaps a helping hand with a flat tire or heavy package. Cycling and walking build a stronger community.*

73% do not feel safe biking or walking in their community because:

- *No bike lanes, narrow roadways, no clear place to bike safely*
- *Too much speeding and irrational driving by people in cars. Deteriorated sidewalks or no sidewalks. Insufficient signage for pedestrian Crossings. Etc*
- *Pedestrian linkages and infrastructure are essentially 75 years old and missing in many locations. No cycling lanes exist. Limited 'shared' roadways are identified and promoted. Major intersections are challenging for pedestrians and cyclists. Limited awareness with in the community fabric exists or is advanced.*
- *Drivers need to be educated about the rights of cyclists. They think the roads were built for them and if they have to slow down for a cyclist, they are being inconvenienced which annoys them. For this reason they often drive too fast and too close. They are impatient and rude if I need to be in the middle of the*

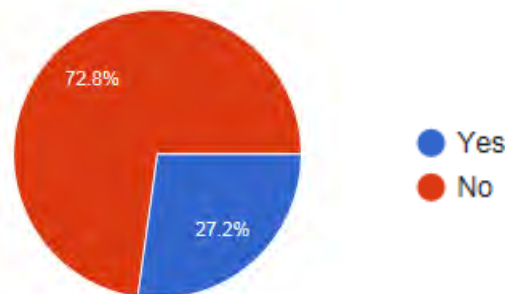
lane to make a left turn or avoid potholes, obstacles or parked cars. I'm sure an awareness campaign would cost a lot less than expensive public works projects.

- *After my sister was hit by a car (Taxi) at corner of Spring & Main I stopped feeling safe.*

Other comments submitted:

- *Studies have shown the next generation is interested in communities with access to safe bicycling and pedestrian infrastructure. Bikes (and pedestrians) mean business - they stop more and buy more. Our children should have safe ways to walk and bike to school as well as to get around town (i.e., to their friend's house) without having to be driven.*
- *The biggest issue are the hills, the lack of sidewalks on certain streets, and the narrowness of the roadways for bikes.*
- *We need bike racks outside businesses. Keep the bike racks on the buses.*

Do you currently feel safe biking or walking in your community?



- *Given a dedicated bike lane that would be safer than sharing the road would make a number of people I know feel more comfortable riding places. I am not sure the terrain of Ossining / Briarcliff is all that conducive to a ride to Main Street, but I am sure knowing that one would not have to deal with as many car issues would be a plus.*
- *Cyclists on roadways, while it is legal, is dangerous. They do not often travel fast enough for traffic and constantly cause traffic to have to cross the double yellow to get by. Cyclists consistently disobey traffic signals and are rarely ticketed for these offenses. In my opinion, if bicycles are allowed on public roadways, so should dirt bikes, atvs, scooters, other unlicensed vehicles. It makes no sense for one and not the others.*
- *People are already biking on route 100. They are competing for road space with cars where some of the busiest roads meet i.e. route 133, route 100, route 120, Taconic parkway. I tapped a biker dressed in black riding against traffic at dusk and it scared me.*
- *I would like to see MANY MANY more residential sidewalks. On Cedar Lane, I see so many children walking home from the schools and there are no sidewalks. The cars drive at very fast speeds and I feel safety is a concern, on this road and many others. It would be great to have parental supervised walking groups for the kids to get to school (to increase exercise and community involvement) but sidewalks are a must.*
- *I am not sure that the places people are trying to get to for commerce are really within a reasonable walking distance for many people. Sadly that is a larger issue of suburban living.*

- *The biggest issue are the hills, the lack of sidewalks on certain streets, and the narrowness of the roadways for bikes.*
- *I would like safety increased but I don't know how many people would use the roads vs how many people drive on the roads. Also, I don't want sidewalks in front of my house or to encourage more foot traffic near me. I moved far from town for a reason. Same goes for a dedicated pedestrian lane- I don't want it cutting into my property.*

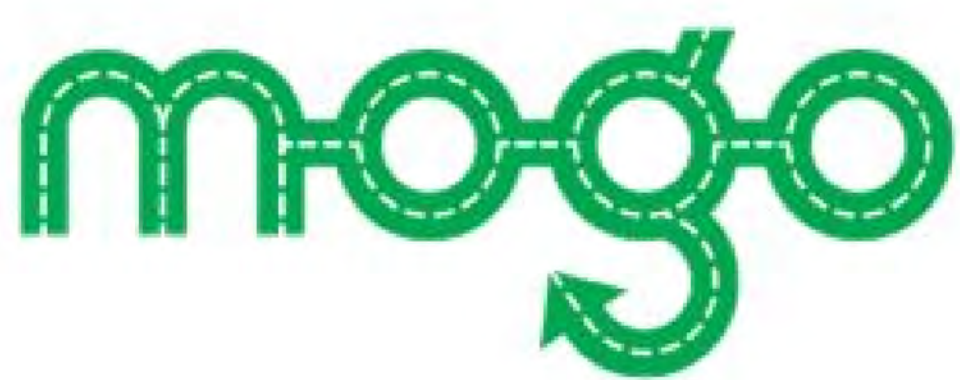
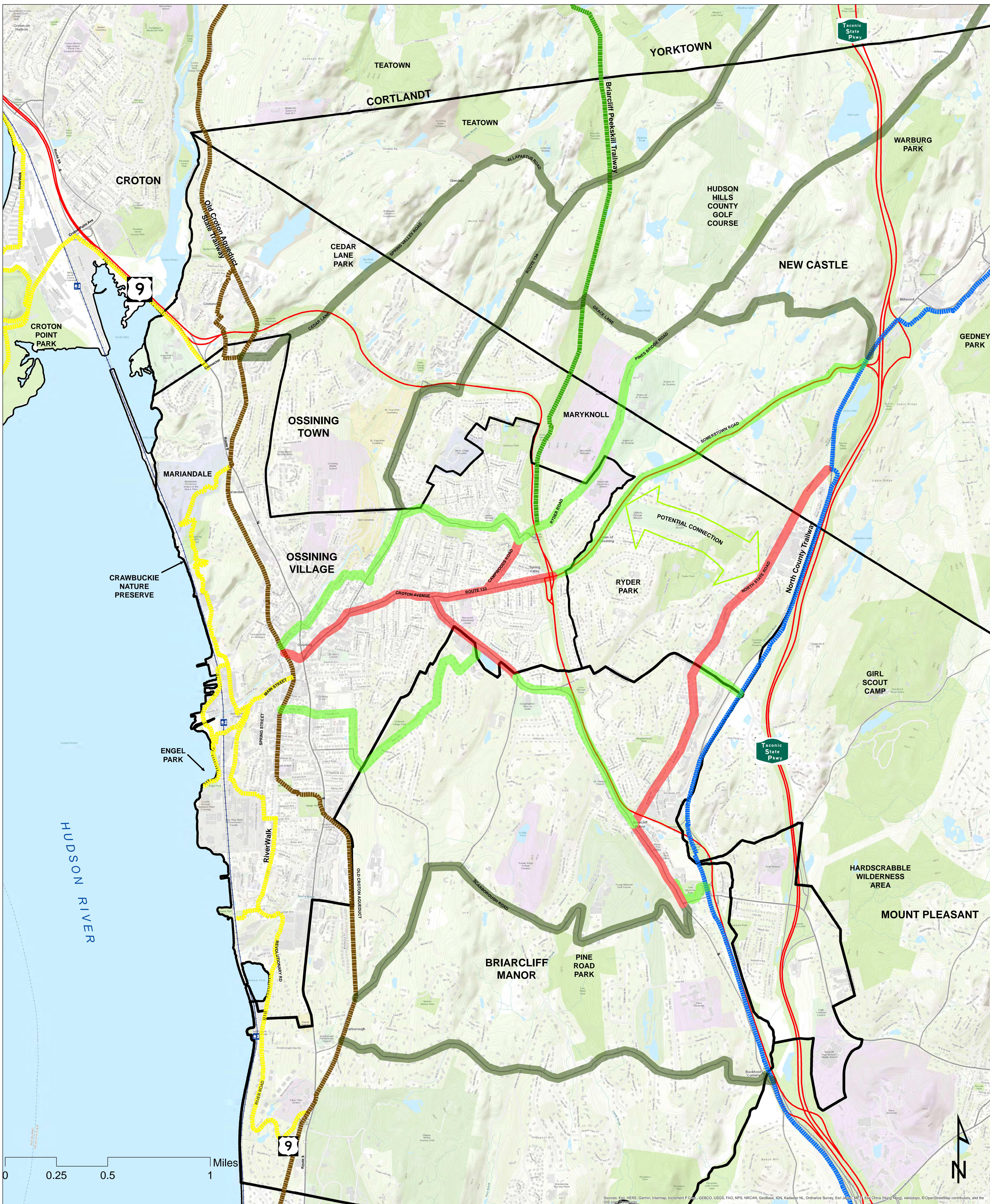
Summary of survey

Overall, the survey indicated a strong desire to create a more bicycle and pedestrian friendly community. Some expressed that the topography could be a challenge for some. A few respondents did not want any changes that could impact the flow of vehicular traffic, but these were far outnumbered by those who thought creating safer streets for bikes and pedestrians was essential for improving the quality of life in the community.

6. MOGO Bike Trail Plan

Like a ski slope that has different levels of paths for different levels of skiers, the MOGO Bike Trail Plan proposes levels to accommodate all levels of rider and service. The plan connects existing north-south trails to commercial areas, open space and parks. The plan consists of a three level strategy to accommodate the variety of user levels.

1. Commercial Corridor: The Commercial Corridor areas identified would be elevated to a “complete streets” design level. Complete streets would provide safe environments for people of all ages and abilities and a balanced design accommodating all modes of transportation. The Commercial Corridors are highlighted in red



PROPOSED TRAIL MAP

Millwood-Ossining GO!

Legend

- Municipal Boundary
- Train Station
- Railroad
- Major Highway
- Road

Existing Trails

- Briarcliff Peekskill Trailway
- North County Trailway
- Old Croton Aqueduct State Trailway
- RiverWalk

Proposed Bike Path Network

- Advanced Cyclist
- Commercial Area
- Recreational Rider



on Map 8.

2. Recreational Rider: The Recreational Rider areas would provide for the least amount of slope, vehicular speed and direct routes to recreation and commercial areas. The roadways would be upgraded with defined bike lanes, signage and safety improvements. The Recreational Corridors are highlighted in bright green on Map 8.
3. Cyclist: Cyclists areas would be bike routes that provide a greater challenge for riders and the least amount of improvements. The routes would be marked and improvements made for safety. The Cyclists' routes are highlighted in dark green on Map 8.

9. Goals and Recommendations

The MOGO Committee came up with goals and recommendations that built upon the municipal comprehensive plan visions, regional plans, and the local workshops and survey.

A. Implement the MOGO Trail Plan

1. Prepare Feasibility Evaluations for proposed bicycle routes.
2. Complete a demonstration project to illustrate good bicycle design and garner community understanding and support.
3. Complete the MOGO plan as funding becomes available.
4. Actively seeks grants and partnerships to implement plan.
5. Create trails consistent with the *NYS Empire State Trail Design Guide*.

B. Improve Bicycle Safety



<http://4.bp.blogspot.com/-14MMhIQ5mew/VfXdhZDuRqI/AAAAAAAAA4A/vq4QF09SnBM/s1600/OssiningTrainStation.jpg>



<http://i191.photobucket.com/albums/z142/SlowPokePete/Misc%20for%20Links/1126101316a.jpg>

1. Improve safe interactions between bicycles, pedestrians and vehicles through awareness campaigns and physical design.
2. Encourage the use of helmets.

C. Include Bicycling in local Climate Smart Communities Planning

1. Encourage bicycle transportation as an alternative to fossil fuel-using vehicles. Class 1 Pedal-assist electric bikes could possibly replace cars or public transportation for some, helping to reduce overall emissions in the region.
2. Promote walking and bicycling to increase mobility, decrease congestion, improve air quality and improve the quality of life in gen-

eral.

C. Improve public health of residents

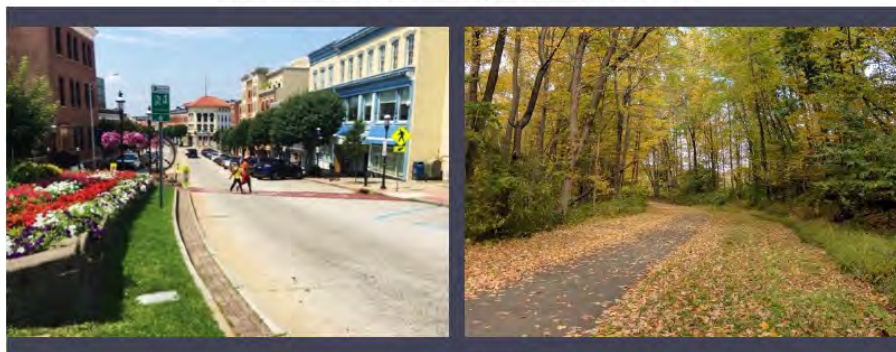
1. A. Encourage the replacement of trips made by a car with walking or bicycling to provide new opportunities for exercise. Facilitate bicycling by requiring bicycle parking if vehicular parking is required.
2. B. Participate in Bike Month and Bike to Work (or train station) events.
3. C. Include bicycle and walking activities in community recreation.
4. D. Increase access to recreational activities by bicycle or walking.
5. E. Create a Bicycle route map for varying levels of ability ranging from beginner to advanced.
6. F. Advocate for the use of Class 1 Pedal-assist electric bikes to serve as a entry to bicycling who may have physical disabilities. Class 1 Pedal-assist electric bikes can reduce the physical strain of pedaling making bicycling easier for more people.

D. Encourage economic development and tourism in the local economy

1. Encourage and promote bicycle friendly economic development and tap into bike tourism programs. Work with existing local businesses to provide bicycle parking.
2. Advocate New York State to create an Empire State Trail Gateway at the North State Road and North County Trail parking lot. Empire State Trail Gateway would be a significant entryways to

STATE ROUTE 133 BIKE ROUTE DESIGNATION FEASIBILITY EVALUATION

Town and Village of Ossining, Westchester County



January 2018



NEW YORK
STATE OF
OPPORTUNITY
Department of
Transportation

The NYSDOT prepared a Feasibility Evaluation for Route 133 from Route 9 to Route 100. The full report is located in the appendix to this report.



Class I Pedal-assist Electric Bikes

What is a Class I E-bike?

An E-bike is similar to a “traditional” human-powered bicycle, except that it includes a small electric motor that provides pedal assistance and allows the rider to climb hills, accelerate, and overcome wind resistance more easily than a manually powered bicycle. In conformity with federal guidelines, a class I E-bike has a motor that will shut off when the bike reaches 20 miles per hour.



What value do E-bikes provide to NYS residents?

- An E-bike can allow individuals who have physical challenges to ride bikes, when they would otherwise be unable to do so.
- E-bikes are a source of transportation for people who either don't want to drive a car or cannot afford one; they are perfect for a sweat-free commute to work!
- E-bikes reduce traffic congestion and create zero emissions, which makes them a green, environmentally sustainable mode of transportation.
- A class I E-bike can provide at least 75% of the health and fitness benefit of a fully human-powered bicycle.

How you can support the E-bike campaign

1. Write to Assemblyman Gantt, Chairman of Assembly Transportation Committee, or to Sens. Dilan and O'Mara (sponsors of last session's class I E-bike bill), requesting their support of the bill this session.
2. Plan an E-bike demonstration ride. The NYBC staff and an E-bike dealer in your region can help you to show the community and local legislators how they work and why they're important.
3. Contact your local state representatives. Reach out to your senator or assemblymember by email, postal mail, or social media to express your support for class I E-bikes to be defined as a bicycle by the NYS Vehicle & Traffic Law. Find representatives: <http://www.elections.ny.gov/district-map/district-map.html>.
4. Be part of our network! Individuals and organizations who are interested in bicycle/pedestrian issues, environmental sustainability, disability rights, safety, seniors, and others all have a stake in helping to pass this legislation! Help us grow our network by encouraging your local groups to sign on to this effort.
5. Contact your local bikeshare program. Ask them to consider adding an E-bike option to their offerings.
6. Sign the petition. Your voice matters! Show that you care by signing here: <https://campaigns.transalt.org/petition/fix-our-streets>
7. Every bit counts. To make a targeted donation to the NYBC E-bikes campaign, please visit our website: nybc.net.
8. For more information, please visit us at: ebikesny.net or contact us at nybc@nybc.net to be connected to a local or regional E-bike dealer.

the trail. The Gateway should reflect local culture, emphasize the connection to a statewide trail system, and be an actively managed park with a full array of amenities.

3. Encourage Ossining as a starting point for bicycling the Hudson Valley by creating bike paths that start at the Ossining Metro-North Train Station.
4. Advocate lawmakers to pass Class 1 Pedal-assist electric bike legislation for tourism and alternative modes of transportation.

E. Develop and maintain Safe Routes to School

1. A. Participate in Safe Routes to School programs with Westchester County to provide healthy alternatives to get to school.
2. B. Encourage bicycle education in schools.

F. Partner in regional bicycle and pedestrian planning



Bicycle Clubs in Westchester County

1. Incorporate the vision of the Pedestrian/Bicycle Element of the Regional Transportation Plan to promote and encourage walking and bicycling as modes of travel by increasing safety for pedestrians and cyclists and by improving access to all transportation facilities and services region-wide.

G. Encourage proper management of street trees

1. A. Street trees provide shade, stormwater retention, carbon sequestration and beauty, but also can create obstacles for bicycles and pedestrians. Trees should be properly managed and maintained.

