



Community Planning Workshop

THE VILLAGE OF

COLD SPRING, NY

RUTGERS, THE STATE
UNIVERSITY OF NEW JERSEY



RUTGERS-NEW BRUNSWICK

**Edward J. Bloustein School
of Planning and Public Policy**

Alan M. Voorhees Transportation Center

January 2025

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ACKNOWLEDGEMENTS

This report was prepared by The Public Outreach and Engagement Team at the Voorhees Transportation Center at Rutgers University (Rutgers-POET) for the Village of Cold Spring through the Community Planning Workshops Program. Funding for the program is provided by the New York Metropolitan Transportation Council (NYMTC). The NYMTC and Rutgers-POET project team was comprised of:

Rutgers-POET

Jacob Thompson, Research Project Coordinator

Cate Heady, Research Project Coordinator

Jesika Tixi, Research Project Coordinator

Kiara Ryan, Research Project Coordinator

Miriam Salerno, Managing Director, Public Outreach and Engagement Team (POET)

NYMTC

David Drits, Project Manager for the Community Planning Workshop Program

Amaury Medina, Transportation Analyst

Jacob Thompson, Research Project Coordinator at the Alan M. Voorhees Transportation Center (VTC), served as project manager for this planning effort and led the preparation of this report. Catherine Heady, Research Project Coordinator; Bonnie Kennedy, Marketing Assistant; and Kiara Ryan, Research Project Coordinator, also prepared visual design, layout, and graphics. Caroline Grant, Graduate Student Research Assistant at VTC, made invaluable contributions to the project's outreach efforts and data analysis.

The team would like to thank Mayor Kathleen Foley of the Village of Cold Spring, whose assistance and insight were critical to developing this project. Additionally, the team would like to thank all the people of Cold Spring who participated in creating this plan and provided invaluable feedback. Thank you for your contributions!

This report has been prepared as part of the New York Metropolitan Transportation Council (NYMTC) Community Planning Workshop Program, federally funded via the Unified Planning Work Program (UPWP) by the Federal Transit Administration of the U.S. Department of Transportation. The document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. NYMTC is solely responsible for its contents.

ABOUT NYMTC

The New York Metropolitan Transportation Council (NYMTC) is the Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley region. NYMTC's planning area includes 2,440 square miles and a 2020 population of 13.17 million, approximately 65% of New York State's population and 4% of the nation's population. As an MPO, NYMTC provides a collaborative planning forum to address transportation-related issues, develop regional plans, and make decisions using federal transportation funds for its jurisdiction. As a follow-up to their recent long-range regional transportation plan, *Moving Forward*, NYMTC has partnered with The Public Outreach and Engagement Team at the Voorhees Transportation Center at Rutgers University (Rutgers-POET) to plan and execute Community Planning Workshops in municipalities throughout the NYMTC region. These workshops will serve as informative catalysts and aid in advising future infrastructure projects in the participating municipalities. This report will outline the Community Planning Workshop results and recommendations for one of the communities in this series: The Village of Cold Spring.

About Moving Forward

Moving Forward is the long-range regional transportation plan for fiscal years 2022-2050 for the NYMTC planning area; it is one of the four planning products NYMTC is federally required to produce as part of the metropolitan transportation planning process to secure federal funding for the region. The Plan currently fulfills federal planning requirements and maintains NYMTC's eligibility for federal funding for transportation planning and improvement projects. *Moving Forward* is a blueprint to help support sustainable growth and guide transportation investment in the region; it includes forecasts for future conditions and needs and potential transportation improvements and outlines a shared strategic vision for transportation and development within the NYMTC planning area. *Moving Forward* has outlined six *Coordinated Development Emphasis Areas* (CDEAs) as a targeting mechanism to guide the planning process in communities seeking transportation planning assistance from NYMTC.

1. **Encourage development in centers and downtowns to reinforce walkable, aesthetically pleasing, and transit-accessible environments.**
2. **Include local transportation issues in comprehensive/master planning and community visioning processes.**
3. **Make walking safer and more convenient through safety and streetscape improvements.**
4. **Support downtown development/redevelopment.**
5. **Encourage walkability, Complete Streets, and remote parking in targeted centers.**
6. **Complete and distribute the MTA First Mile/Last Mile Station Access Toolkit.**

About Community Planning Workshops

The Community Planning Workshops Program provides technical assistance to municipalities in line with the *Moving Forward* regional transportation plan. The workshops target municipalities and New York City community boards in the NYMTC planning area. Workshop topics and locations are established through NYMTC's member agencies using the Coordinated Development Emphasis Areas (CDEAs) identified in NYMTC's Regional Transportation Plan and the congested roadway corridors and bottleneck locations in NYMTC's 2021 Congestion Management Process (CMP) Status Report as targeting mechanisms. Workshop topics can cover various issues, including expanding non-motorized transportation, transit-oriented development, parking management, safety audits, reduced traffic congestion, and improved access to public transit.



Figure 1 The Village of Cold Spring, NY, highlighting key features referenced in the study. Note that this map does not include privately owned, publicly accessible trails in the West Point Foundry Preserve.

Geographic Context of the Village of Cold Spring

Located on the western edge of Putnam County, Cold Spring is the largest of two villages in Philipstown, New York. It is bound by the Hudson River to the west, the Hudson Highlands State Park to the north, the West Point Foundry Preserve to the south, and bordered by Nelsonville to the east. In addition to its permanent residents and business owners, the Village's historic

architecture, character, and proximity to nature attract many tourists, especially on the weekends when Main Street is bustling.

Cold Spring is densely populated, with 1,986 residents in just over one half-square mile of land area. Demographic information¹ is detailed in the following table:

Table 1: Demographic Characteristics of Cold Spring, NY. Source: United States 2020 Census.

Total Population	1,986
Median Income	\$112,109
Total Number of Households	845
Median Age	45
Population 65 and over	21%
Race	
White	87%
Black or African American	>1%
American Indian or Alaska Native	>1%
Asian	3%
Native Hawaiian or Other Pacific Islander	0%
Other Race	2%
Two or More Races	7%
Hispanic or Latino	7%

Built Environment of Cold Spring

Cold Spring's historic Main Street, listed on the National and State Register of Historic Places, is the economic backbone of the local economy in this small, residential Village. Additionally, Cold Spring is a community of commuters; Main Street is bisected by the Metro-North Railroad. Pedestrians can traverse the tracks via a tunnel underpass; accessible crossing is available within the Metro-North Station via an elevator on the east side of the track. The vehicular crossing is made by Lunn Terrace and a bridge overpass. The trail tracks create a complicated traffic situation at the bottom of eastern Main Street. Drivers must either turn left over Lunn Terrace, turn right onto one-way side streets, or manage a tight, tricky U-turn in an area dense with pedestrians during commuting times and on busy visitor weekends.

The western segment of Main Street is more residential than the eastern segment, though several eateries and a riverfront hotel are located there. Main Street dead-ends at the municipal waterfront park, which includes a pier and a boat club. There are 1,010 housing units in Cold Spring.² Housing in the Village consists primarily of single-family structures, which account for about 60% of the stock. Multifamily housing accounts for about 40% of all units,

¹ U.S. Census Bureau. "Cold Spring Village, New York." data.census.gov, https://data.census.gov/profile/Cold_Spring_village,_New_York?g=160XX00US3616936. Retrieved Jul 1, 2024.

² U.S. Census Bureau. "Cold Spring Village, New York." data.census.gov, https://data.census.gov/profile/Cold_Spring_village,_New_York?g=160XX00US3616936. Retrieved Jul 1, 2024.

some of which are community developments and subdivisions. Age-restricted senior housing is also located near the medical center and post office at the eastern edge of Cold Spring.

Transportation in the Village

The Transportation Network of Cold Spring

Cold Spring is traversed by New York State Highway 9D (NY 9D), a high-volume major rural collector road with an estimated Annual Average Daily Traffic (AADT) of about 7,500 in 2023³. East of NY 9D is County Route 301, a minor rural arterial with an estimated AADT of about 4,800. West of NY 9D is Main Street, a local rural major collector with an AADT of nearly 4,000. Main Street ends with a dead end at the Metro-North Railroad, and vehicles perform U-turns at this dead end or turn onto a side street. Given the relatively narrow width of Main Street in the downtown area, large trucks are unable to perform U-turns. Instead, Fair Street (County Route 17) is the truck route to return to NY 9D.

The Village of Cold Spring is also served by the Metro-North Hudson Line, which connects Poughkeepsie to New York City. Trains are scheduled approximately every 30 minutes during peak hours and every 60 minutes during off-peak hours and weekends.

Existing Conditions and Trip Patterns

Cold Spring's central Village, including the primary business district, was developed between the mid-19th century and the early 20th century, when motorized cars, trucks, buses, and delivery vehicles were not central to street design. Similarly, consideration of vehicles in housing development was not common; as a result, many residences and businesses throughout the Village have either no off-street parking or inadequate parking for patterns of car ownership and usage in the 21st Century. As a result, villagers' cars alone use much of the street parking in the central village. There is not enough parking for the increased demand when there is heavy visitor traffic. The Village has extremely limited land resources under its control to develop more parking, and the Board of Trustees generally subscribes to the planning adage that more parking only brings more cars.

The Village of Cold Spring has long been a popular tourist destination, and visitors come by car to visit Main Street and use the nearby hiking trails. The Village has become increasingly popular as a parking destination for hikers due to its convenient location with easy access to several nearby trailheads. To address traffic congestion, a shortage of parking in the downtown area, and the need for revenue to cover tourism-related costs, Village officials implemented new parking policies and are exploring transportation solutions to relieve congestion and mitigate the impacts of growing visitors on its network.

³ *New York State Traffic Data Viewer*. (2024). The Traffic Data Viewer.
<https://nysdottrafficdata.drakewell.com/publicmultinodemap.asp>

Current Safety Conditions: Data Review

Crash data⁴ from the New York State Department of Transportation (NYSDOT) for the Village of Cold Spring shows that there were about 68 crashes in the Village between 2019 and 2022. In the Village, 20% of all crashes occurred at the intersection of NY 9D and Main Street, while the entirety of NY 9D accounts for 44% of all crashes. According to the NYSDOT crash data, 10% of all crashes resulted in injury, and the remaining 90% resulted in property damage only.

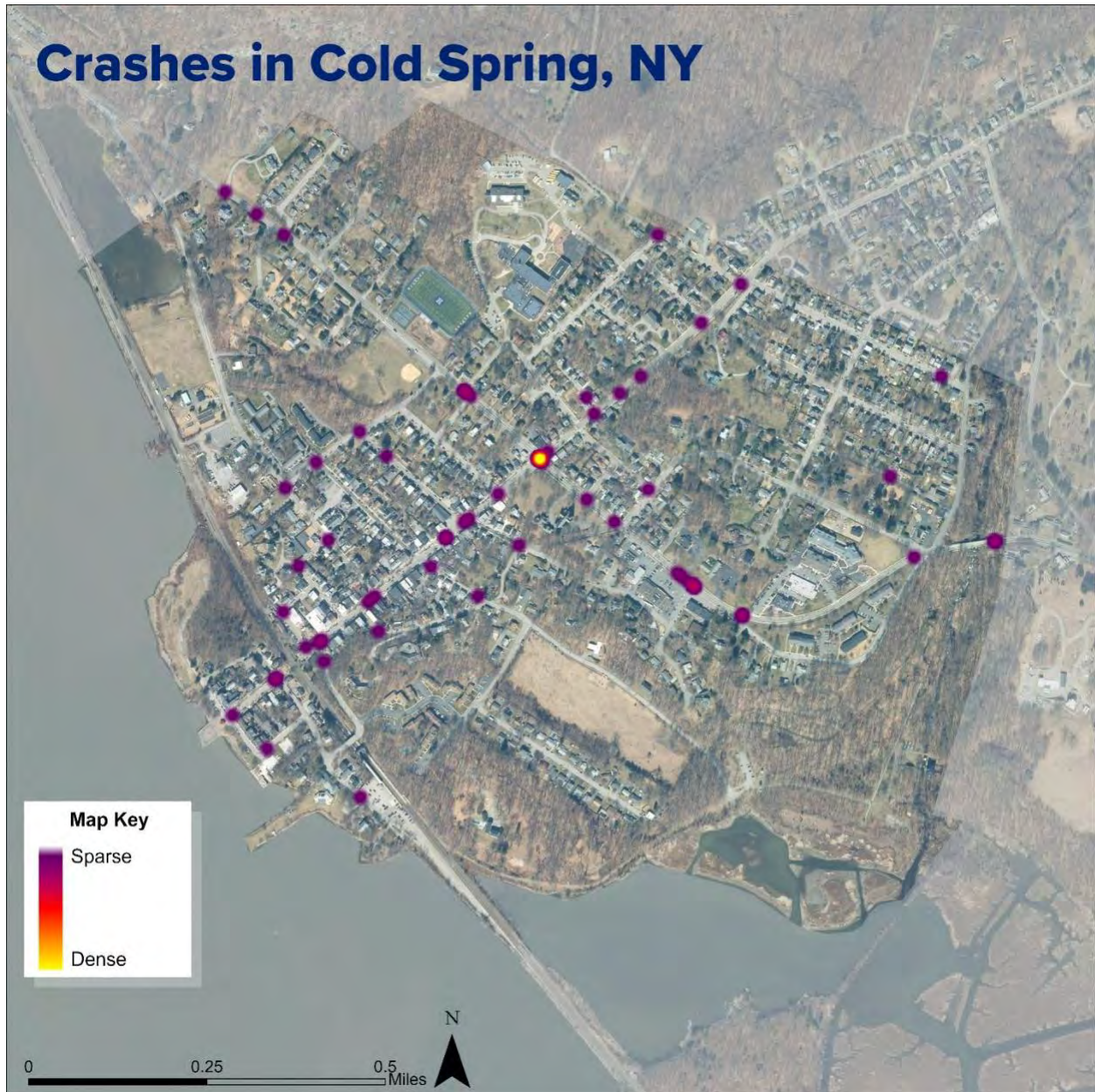


Figure 3 Map of crashes in Cold Spring, NY, from 2017-2022—source: CLEAR Crash Data.

⁴ New York State Traffic Data Viewer. (2024). The Traffic Data Viewer.
<https://nysdottrafficdata.drakewell.com/publicmultinodemap.asp>

PROBLEM STATEMENT: REDUCING TRAFFIC CONGESTION

The Village of Cold Spring participated in the NYMTC Community Planning Workshop program to address its need to maintain its high quality of life and increase pedestrian safety by examining opportunities to reduce vehicle traffic congestion.

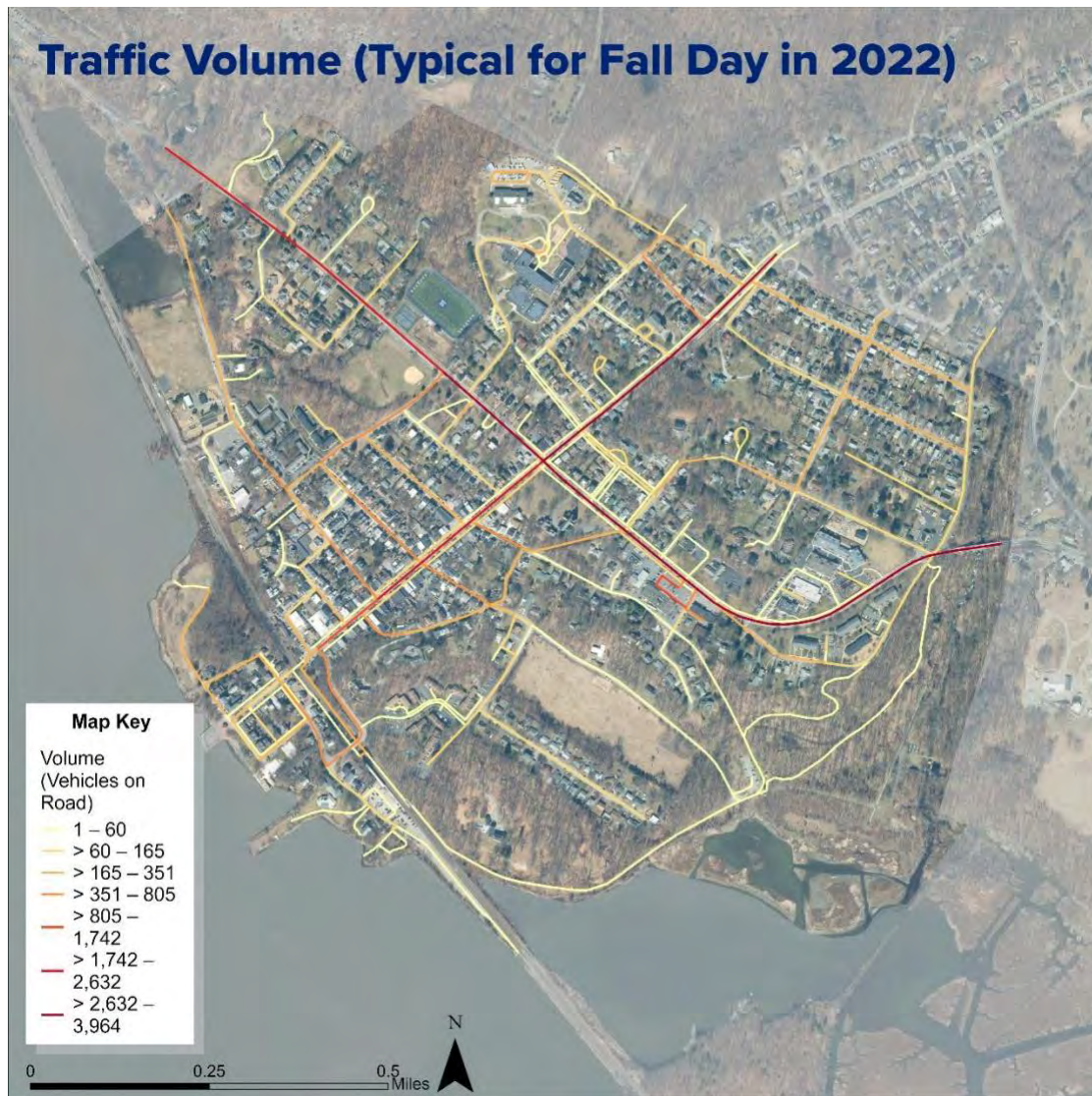


Figure 4 Map of traffic volume in Cold Spring, NY, on a typical Fall weekend day in 2022. Data source: Replica HQ, 2023.

Cold Spring's Community Planning Workshop and its public engagement components aimed to foster a discussion and solicit community feedback on transportation improvements that could meet the Village's goals.

Goals for Proposed Improvements

NYMTC and Rutgers-POET worked with officials from the Village of Cold Spring to identify the following goals:

1. Maintain Quality of Life for Residents

- *Identify ways to reduce traffic and maintain movement around the Village to encourage a high quality of life in the residential areas.*
- *Re-evaluate shuttle services in the Village to help address vehicle traffic concerns.*

2. Increase Pedestrian Safety

- *Foster a welcoming environment for pedestrians of all ages and abilities to assist in reducing traffic.*
- *Reduce traffic in the historic downtown area of the Village for pedestrian safety, particularly along Main Street.*

PLANNING PROCESS AND PREPARATION

Key Locations and Areas of Interest

The project team met with local officials in Cold Spring for a site visit in August 2023. The team conducted a walking tour with Mayor Kathleen Foley and Village Trustee Eliza Starbuck to better understand specific issues and challenges related to transportation and mobility in the Village. Based on those initial conversations and the on-the-ground perspective provided by the site visit, the project team and Cold Spring officials selected four specific locations for targeted feedback from community members. In addition, the Village took the opportunity to collect feedback and input on potential improvements to the Putnam County Trolley services. Listed in Figure 4 are the four locations and the Village's trolley service selected for feedback:

1. Main Street and Visitors' Center
2. Fair Street
3. Market Street and Lunn Terrace
4. Main Street and Morris Avenue (or Route 301 and NY 9D)
5. Cold Spring Trolley Frequency, Service, and Routes

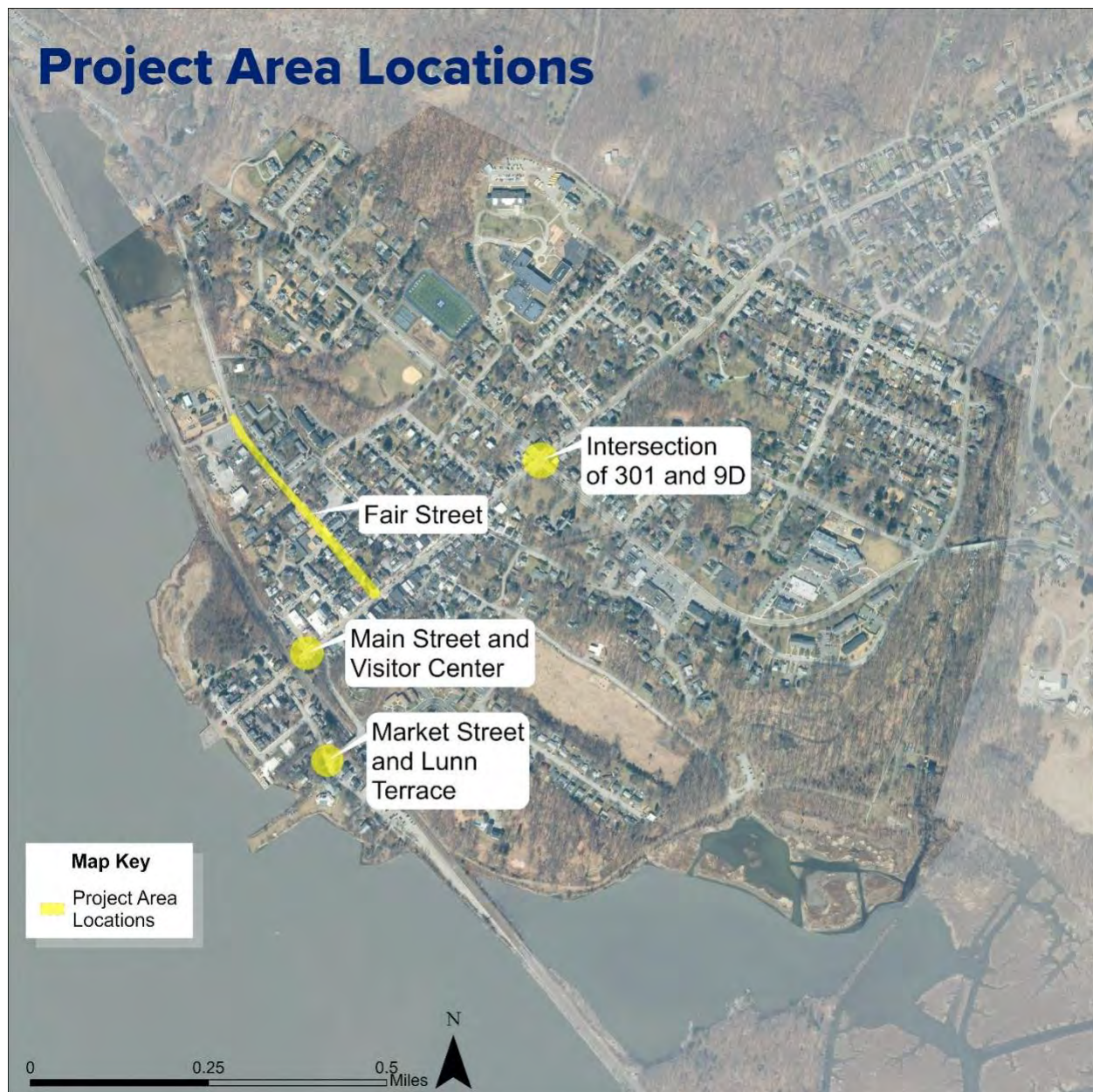


Figure 5 Target study areas in the Village of Cold Spring.

Each of these targeted areas of interest is discussed in more detail below.

[The Voice of the Village: Cold Spring, New York](#)

Once the sites were identified, the project team began the development of public-facing materials to engage the community and learn more about their needs and challenges regarding transportation and congestion. These materials included two distinct components: a StoryMap and a community survey, followed by a live virtual workshop. The StoryMap and community survey were launched as a precursor to the Community Planning Workshop to collect initial feedback from the public that could help shape the conversation during the workshop.

Promotion and Outreach

Outreach for the StoryMap and community survey began in March 2024. Rutgers-POET worked with the Village officials on product messaging, promotional collateral, and dissemination strategies through social media pages. The Village provided a local contact list and guidance through material development. Through desktop research, Rutgers-POET found additional businesses, institutions, local non-profits, and Facebook groups in the Village's area to connect with via phone and email.



Figure 6: Flyer created by Rutgers-POET to promote the workshop.

About the Cold Spring StoryMap

The project team published the *Voice of the Village: Cold Spring, New York* StoryMap in March 2024. ArcGIS StoryMaps™ is an Esri product that combines maps, visuals, and narratives in an interactive form to share information. This StoryMap served to prime Cold Spring community members by providing context and background information about the workshop's areas of interest, enhancing their understanding of project goals before taking the community survey or attending the workshop. Rutgers-POET conducted desktop research and analysis using Replica HQ traffic data and open data sources such as Open Data NY to produce the maps and visuals on the StoryMap. In addition, the StoryMap includes comprehensive project information, updates, and timelines in one centralized location and will continue to be updated as the project progresses, essentially serving as a project website.



Figure 7: Screenshots of the Voice of the Village: Cold Spring, New York StoryMap, produced by Rutgers-POET.

Community Survey

As a companion to the StoryMap, the project team launched a community survey on March 8, 2024. It closed on March 30, 2024, to collect residents' and visitors' opinions on their experiences with four locations in the Village and about the trolley. The survey specifically sought information on difficulties, concerns, perceptions of safety, and suggestions for improvements if any issues were identified. Participants were also asked to answer optional demographic questions, including questions to distinguish responses made by residents, business owners, and visitors.

There were 187 individual submissions to the community survey. Eighty-seven percent (87%) of respondents identified as Village residents. Twenty-nine respondents (or 18%) identified as Cold Spring business owners. The survey questions and information about the survey respondent demographics are found in Appendix A.

Workshop Format and Agenda

Following the distribution of the StoryMap and the community survey, the Village of Cold Spring, NYMTC, and Rutgers-POET convened for a virtual Community Planning Workshop on April 29, 2024, at 7 p.m. The primary purpose of the meeting was to share feedback collected from the community survey and discuss additional improvements that could address travel circulation and retain the Village's charm and quality of life. Rutgers-POET used multiple means to collect feedback during the workshop.

- A facilitated open discussion using a Google Jamboard™ activity to collect participant feedback. Participants could post their ideas to the Jamboard and react to the ideas of others.
- Verbal and written feedback were documented, including messages sent in the Zoom chat.

- **Requested areas for improvements to the Trolley service** by an overwhelming majority of respondents (who are not active users), which included increasing ridership, revamping the route destinations and the schedule, improving visibility, and simplifying fare payment options.

The recommendations section below provides highlights of the specific feedback about each site. The survey summary is provided in Appendix A, and the workshop jamboards are provided in Appendix B.

INSIGHTS AND RECOMMENDATIONS

General Project Priorities and Recommendations

The recommendations identified by the project team follow the principles of Complete Streets and placemaking strategies, whereby infrastructure improvements are context-dependent and consider the safety of all road users. Taking into account public input, impact, and project feasibility, the Village of Cold Spring should seek to improve traffic safety conditions through:

1. Complete Sidewalk Network
2. Improve Wayfinding
3. Intersections Improvements and Traffic Calming
4. Pedestrian-Scale Lighting
5. Recommendations for Areas of Concern

1. Complete the Sidewalk Network

In Cold Spring, Main Street has a robust sidewalk network. Still, to encourage more pedestrian activity, side streets should also provide adequate infrastructure for people to safely and comfortably walk, roll, or bike around Cold Spring. Fair Street, which connects to several local landmarks, including many homes, has a sidewalk that abruptly ends on one side and doesn't reach a multifamily residence. Similarly, the sidewalks on Lunn Terrace are fragmented, with no warning or marked crossings to indicate the continuation on the opposite side. On NY 9D, there is a sidewalk on the western edge of the road. In contrast, the eastern edge has a large shoulder with no sidewalk and is regularly used to park vehicles, thus requiring people to walk along the shoulder until they reach a marked crossing.

During the site visit, the project team noticed gaps in the sidewalk network both on secondary/residential streets and along the state Route 9D from Haldane Street north. Areas that get heavy pass-through pedestrian traffic by commuters and hiking trail seekers, namely Fair Street and Lunn Terrace. The village should complete a full sidewalk audit in order to document the extent and specific locations of the missing sidewalks throughout the village.

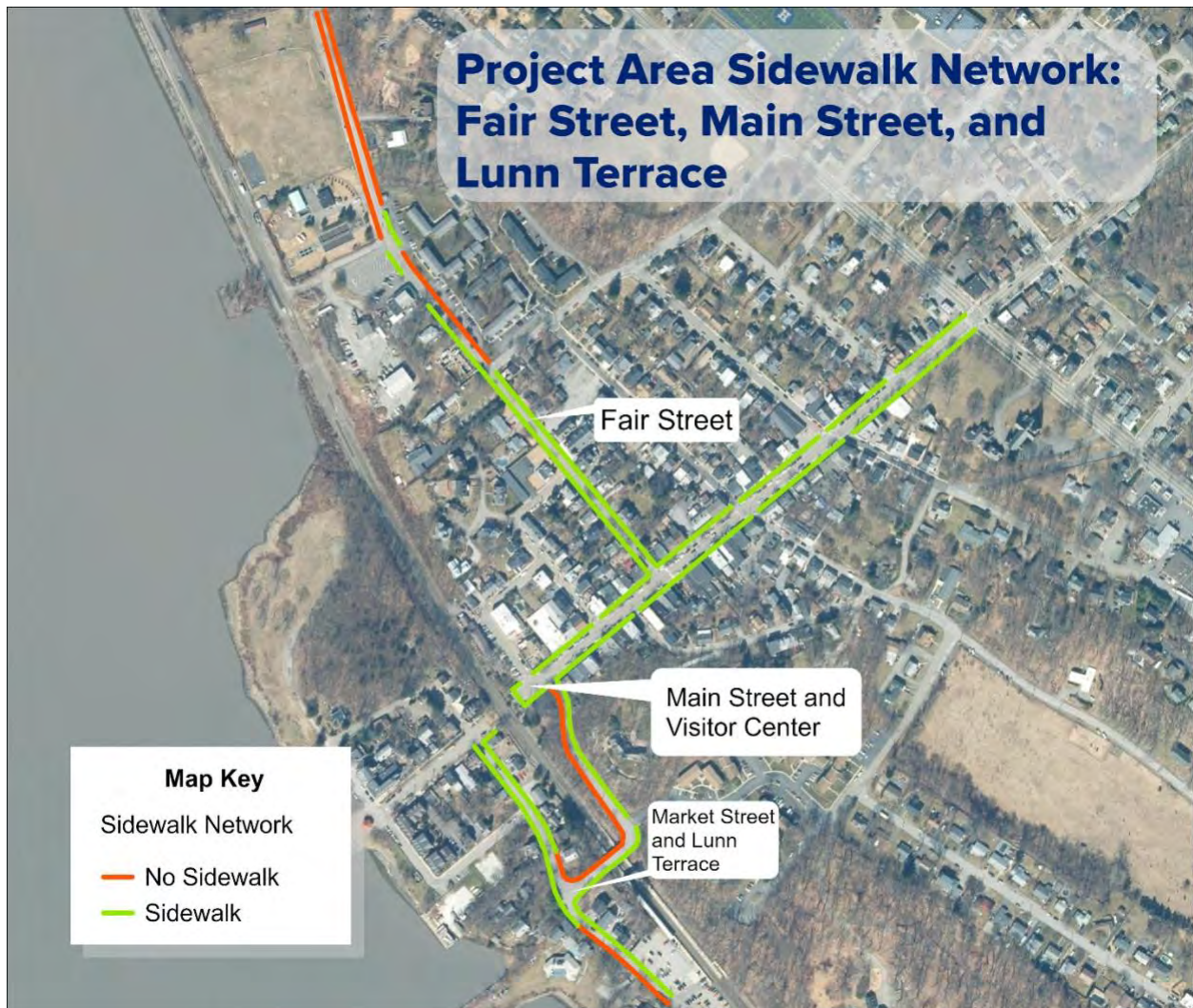


Figure 9 The existing sidewalk network in the three specific study areas of the Village covered by this report

Putnam County has been awarded federal funding for sidewalk improvements throughout the county. Some of this funding may be used to repair the sidewalk network on Fair Street. However, there are other areas where the Village should consider creating safe and reliable pedestrian access to the Metro North Station; the station is a major asset for the Village, serving commuters and visitors alike. Also, the intersections of Village streets with State Routes 9D and 301 need significant pedestrian safety improvements like daylighting visually and/or texturally emphasized crosswalks and pedestrian islands.

2. Improve Wayfinding

Wayfinding, or the set of actions and strategies used to make a space navigable, can help the Village of Cold Spring make it easier for residents and visitors to orient themselves and locate areas of interest, as illustrated in Figure 10. Further, a pedestrian wayfinding system can help increase pedestrian activity by providing information encouraging walking over driving. Signs can give simple directions to key areas, the distance in miles, and the estimated walking time.



Figure 10 An example of wayfinding in Great Park in Irvine, CA. Source: rsmdesign.

It is helpful for visitors to have signs for specific landmarks, such as historic sites, parks, public spaces, or trails. Directional signs can also include the measure of distance from one area to another point of interest. For example, a directional sign for people exiting the Metro-North train might point towards Main Street or hiking trails with the distance and approximate walking time.

Some strategies that the Village can undertake to improve wayfinding include:

- **Develop a wayfinding plan** for the Village of Cold Spring that sets the goals and standards to improve navigation throughout the area. The first step would likely be determining the most important locations to include and where the highest pedestrian volumes are to determine sign placements. In addition, the intersection of Market Street and Lunn Terrace was identified as a location needing signage, given that it is the only vehicular route to the train station and the lower/western portion of the Village. Another potential need for signage would be along Fair Street, guiding people to Mayor's Park and public parking areas. These are discussed further below.
- **Create clear and consistent signage** to guide pedestrians to landmarks or locations of interest, such as Main Street, the waterfront, parks, or the nearest trolley stop. In addition to providing legibility for pathways, these signs could also include the distance and approximate pedestrian travel times to reach each location.

3. Intersection Improvements and Traffic Calming

Safety at intersections is a crucial element of traffic safety because of the interactions between different road users and the need to balance their often-conflicting needs. Areas with high pedestrian volumes and crossings, traffic congestion, and large numbers of parked vehicles are not compatible with high speeds and high traffic volumes seen on many highways.

Various strategies exist to improve the safety of intersections and pedestrian crossings in Cold Spring. Some intersections may only require minor adjustments, such as restriping the road or using bright colors to alert drivers, while other intersections may require physical alterations to the road. Additionally, crosswalk improvements can serve the dual purpose of traffic calming

and placemaking by using contrasting pavement materials, such as bricks or lighter asphalt, or even by transforming crosswalks and intersections into public art.

Some examples of intersection and traffic calming improvements include:

- **Intersection murals and painted crosswalks** can be a great, low-cost way to alert drivers of pedestrian crossings. In addition, community members can be involved in shaping a design that reflects their identities or community pride.
- **Crosswalk visibility enhancements** such as the continental, zebra, or ladder crosswalks are examples of large, visible patterns that can improve instances of drivers yielding to pedestrians. The Village could also replace some painted crosswalks with thermoplastic tape, which is highly reflective, more durable than paint, and more cost-effective in the long run.
- **Raised crosswalks** combine the benefits of speed bumps, humps, or tables to encourage drivers to slow down. Raised crosswalks can be placed at busy crossings and can be particularly effective for midblock crossings.
- **Raised intersections** elevate the *entire* intersection instead of individual crosswalks. In addition to the speed management and visibility benefits, raised intersections can effectively communicate to all road users that they are entering a significant or focal gathering area. This can be achieved by combining decorative pavement materials with gateway treatments and other decorations, such as banners, decorative street signs, and planters.
- **Daylighting** is the concept of keeping the areas next to crosswalks clear of anything that would make it hard to see other road users. In the State of New York, parking within 20 feet of an intersection corner and within 30 feet of a traffic signal (light, stop or yield sign) is prohibited by law. These designated No Parking zones at corners help drivers see oncoming traffic and pedestrians.
- **Curb extensions** involve the physical modification of the street corner by extending the existing curb into the roadway. Not only do curb extensions improve visibility at intersections, they also:
 - Shorten the crossing distance for pedestrians.
 - Force turning vehicles to slow by shortening the turn radius.
 - Slow through traffic by introducing a physical lane demarcation.
 - Increase space for public amenities, such as bike racks, vegetation, or other green infrastructure.
- **Signage** can be an effective tool to inform all road users of key areas, traffic patterns, hazards to look out for, and other elements needed to foster safe travel conditions. Some examples may include:
 - Signs alerting drivers to a decrease in speed.
 - Approaching a pedestrian crossing or high pedestrian volumes.

- o Speed bumps or other physical changes in the roadway.
- o Stop for pedestrians.
- o Share the road with bicyclists.
- **Adding Rectangular Rapid Flashing Beacons (RRFB)** and other electronic signs can be strategically placed to alert drivers and encourage them to slow down. There are different types of flashing beacons depending on the location. These include:
 - o *Speed limit feedback signs* display a driver's speed if traveling five MPH over the speed limit, which has been shown to reduce speeds.
 - o *School zone flashing signs* can be programmed to activate during student arrival and dismissal hours, or they can be activated by pushing a button.
 - o *Pedestrian Hybrid Beacon (PHB) or High-Intensity Activated Crosswalks (HAWK)* are designed to help pedestrians cross safely at midblock crossings, uncontrolled intersections, and high-speed roads. These differ from regular stop lights because they are activated only when pedestrians approach an intersection, rather than operating on a fixed cycle.

4. Conduct a Lighting Audit to Improve Pedestrian-scale Lighting

During the site visit, the project team noted a lack of pedestrian lighting along the sidewalks in many areas of the Village. While most streets in the Village have streetlights for the roadway, no pedestrian-scale lighting was observed during the team's site visit. Poor lighting conditions, gaps in the sidewalk network, and a lack of marked crosswalks can increase risks for pedestrians during lowlight conditions. Pedestrian scale lighting can reduce pedestrian crashes by up to 42% at intersections, 33-38% of all nighttime crashes at intersections, and 28% of nighttime crashes on rural and urban highways (U.S. DOT)⁵.

The Village can take further action to determine its precise lighting needs by hiring a consultant to undertake a lighting audit to help inventory current conditions, identify if and where there are any gaps, and provide solutions to address the needs. In doing so, the auditor should consider the Village's Outdoor Lighting Standards Ordinance to inform potential lighting solutions for particular areas. The Village is committed to high-quality, low-cast lighting that is Dark Sky-compliant.

5. Addressing the Areas of Concern

The section below describes how the Village can use the tools and strategies mentioned above to address some site-specific concerns. The current conditions, a summary of community feedback from the survey and Community Planning Workshop, and recommendations for improvements are provided for each site.

⁵ Federal Highway Administration. *Lighting FHWA*. Retrieved Aug 1, 2024, from <https://highways.dot.gov/safety/proven-safety-countermeasures/lighting>

Site 1: Main Street and Visitors' Center

The end of Main Street by Cold Spring's Visitors' Center, where Main Street meets the Metro-North Railroad, is the only place cars can perform legal U-turns in Cold Spring. The nearby pedestrian tunnel allows pedestrians to access the western portion of Main Street and Dockside Park. This tunnel provides a safe pedestrian crossing of the railroad downtown instead of having to detour on Lunn Terrace. Additionally, it is the location of the only public restrooms in the Village, other than those that serve Mayor's Park. As a result, the area sees a large amount of pedestrian traffic and vehicle traffic. In addition, many vehicles go to the end of the street to pick up train passengers or perform a U-turn.

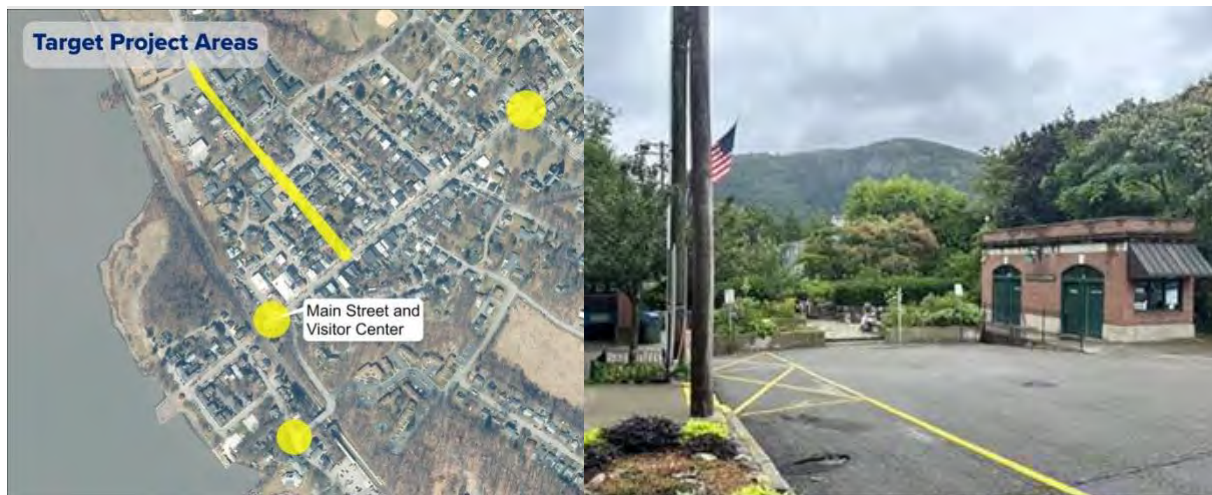


Figure 11 The end of the eastern segment of Main Street and the Visitors' Center in downtown Cold Spring.

Summary of Community Feedback:

- This area, especially around the visitor's center, gets crowded with pedestrians; peak times are commuting hours and busy visitor weekends. Conflicts between pedestrians and drivers are frequent and dangerous. There is poor visibility for both drivers and pedestrians and no marked crosswalks. In addition, drivers often make unpredictable U-turns and do not stop at the Lunn Street stop sign.
- Participants in the workshop indicated they favor a raised crosswalk to slow traffic and provide more safety for pedestrians crossing between Main Street and the Visitors' Center (see Figures 12 & 13, documenting the crossing Main Street from the sidewalk, crossing Lunn Terrace, at the northbound train platform entrance, and across Depot Square).
- Many participants voiced concerns about implementing a roundabout, traffic island, or traffic circle at this location due to concerns ranging from available street areas under Village control and how a roundabout or similar feature would operate with heavy pedestrian traffic and required turning radius for delivery trucks and other large vehicles.

Recommendations for Improvement

As described above, the primary concerns at this location are dangerous pedestrian conditions and drivers' difficulty in navigation. The following recommendations address the issues observed:

- **Improve existing crosswalks and install a marked crosswalk across Main Street.**

Currently, the only marked crosswalks are along Depot Square and Lunn Terrace, but not to cross Main Street, which can be seen in Figure 12. The existing crosswalks are the standard parallel lines, which are the lowest-visibility option and not a recommended type for downtowns and areas with high pedestrian volumes. To improve safety along Main Street, a crosswalk should be added at the intersection to cross Main Street from the approach at Lunn Terrace. In addition, the Village should use high-visibility paint and patterns and should follow the most direct route with complete pedestrian facilities, as illustrated in Figures 12 and 13.



Figure 12 Recommended crosswalk improvements for Site 1: Main Street and Visitor Center—image by Rutgers-POET. The proposed crosswalk image on the right includes ADA Detectable Warning Surfaces to help people with limited visibility when approaching the intersection.

- **Install pedestrian-scale lighting** at the corner of the intersections to illuminate the crosswalks during nighttime and other adverse weather conditions. This can be especially helpful if numerous pedestrians gather near the Visitor Center and vehicles are approaching to turn or perform a U-turn.
- **Install signs** to alert drivers of pedestrian crossings and the upcoming dead-end road. Generally, pedestrian crossing signs should be placed at least 20 feet before the crosswalk to give drivers enough time to process the information, check for pedestrians, slow down, and prepare to stop.



Proposed improvements for Main Street near the Visitors center

Current



Proposed

Figure 13 Streetview rendering of recommended improvements in the study area. This dead-end roadway is the only location in the Village where U-Turns are permitted.

- **Conduct a feasibility study to consider a roundabout.** The current road configuration can confuse road users. Those unfamiliar with the area may not be prepared to perform a U-turn or are unsure of how to turn around. A roundabout would provide a clear path for vehicles to turn right on Depot Square, Lunn Terrace, or turn around to go back up Main Street. By providing a physical structure in the middle of the road, cars will also slow down before approaching the end of the road and will be more prepared and more likely to stop for pedestrians who may be crossing⁶. Finally, a roundabout offers a chance to employ creative placemaking strategies and incorporate public, signage, or green elements into the streetscape.

⁶ Federal Highway Administration (2000), *Roundabouts: An Informational Guide*, US Department of Transportation, pg. 13.

The Federal Highway Administration’s design guidelines for mini roundabouts are attainable, given the current conditions at the site¹:

- Recommended maximum entry speed: 15 MPH
- Maximum number of entry lanes per approach: 1
- Typical inscribed circle diameter (from outside edge of roadway: 45 to 80 ft
- Splitter island treatment: Raised, if possible, with crosswalk cut if raised
- Typical daily service volumes on 4-leg roundabout (vehicles per day): 10,000

Site 2: Fair Street

Fair Street (County Route 17) is a narrow, residential street often congested with parking and truck traffic. Fair Street serves as the truck route for access to Cold Spring’s Main Street, including several business and restaurants on frequent delivery schedules. The congestion worsens with weekend visitors, particularly in the fall. At barely 20 feet wide, the limitations of this road cause a strain on the Village's road network, especially when delivery trucks from Main Street turn onto Fair Street, and parking restrictions change on the weekends. Pedestrians frequent this street to access trails from the Metro-North station and Main Street. The Village Police Department did request “no parking” on this street on the weekends during the heaviest period of the fall 2024 leaf-peeping season, and outcomes were positive for pedestrians and vehicles.



Figure 14 Map of Fair Street in the Village of Cold Spring.

Summary of Feedback

- The sidewalks on this street were described as in poor condition, too narrow, and incomplete. In addition, the large number of pedestrians and lack of sidewalk space can lead to pedestrians walking in the street, increasing potential conflicts with drivers.

- Participants supported implementing additional crosswalks and widened/raised/extended sidewalks for both residents and hikers. They also discussed adding a shared lane for cyclists.
- Parking and one-way traffic on this street are other concerns. Fair Street becomes one-way on the weekend, and street parking is permitted. Participants reported that parking on the street can cause blind spots for drivers.
- Regarding parking, some participants favored reduced or restricted street parking. They also would like to see the use of nearby parking lots for shuttling visitors from these lots to destinations, such as downtown or the trailheads.



Figure 15 Sidewalk network on Fair Street in Cold Spring.

Recommendations

As illustrated in Figure 15, concerns at this site include the incomplete sidewalk network and parking. The following recommendations address these concerns:

- **Complete the sidewalks** on both sides of Fair Street to the entrance to Mayor's Park. The sidewalk segments are narrow and reflect the compact village development

pattern. Yet, they still serve as connectors between Main Street and the surrounding residential area, the park, the municipal parking lot, and the restaurant on Fair Street. Additionally, there are popular trailheads near the end of Fair Street at NY 9D. Having a complete pedestrian infrastructure at a scale that reflects the residential and historic character of the Village might encourage visitors to come by train rather than by car. Currently, there is diagonal parking along the fence of Mayor's Park; the Village can retain most parking spots, fit a sidewalk along the fence, and have parallel parking beside it. Coordinating with Putnam County will be necessary to complete the sidewalks in many locations in the village.

- **Improve lighting** along Fair Street. Currently, there are some streetlights, but they are sparse. Installing pedestrian-scale, dark sky-compliant lighting along Fair Street can create a safer pedestrian environment, especially considering the street is a truck route. In addition, the municipal parking lot and Mayor's Park have no lights in or around them, which may present hazardous conditions for pedestrians at night.
- **Encourage parking at the municipal lot.** The Village should restrict all parking along Fair Street and direct vehicles to the municipal parking lot. Allowing occasional parking on Sundays on one side of Fair Street confuses many residents. It also restricts travel in both directions (Fair Street is one-way on Sundays) and leads to increased congestion. The municipal parking lot, shown in Figure 16, is about one-quarter mile from Main Street, which is approximately a five-minute walk for people who wish to stroll the downtown area or other nearby areas. The Village should create a safe and easily accessible route from Main Street to the parking lot, with clear and conspicuous signage directing drivers to it.



Figure 16: Screen capture from Google Maps of the municipal parking lot on Fair Street near Mayor's Park.

Site 3: Market Street and Lunn Terrace



Figure 17 Aerial view and street view of Market Street and Lunn Terrace intersection.

This location near the Metro-North parking lot is the most challenging of the locations identified in this study, as it is a wide intersection that is highly used and unsafe. This intersection provides the only access to the Metro-North station and is the only way for vehicles to reach the western side of Cold Spring.

Summary of feedback

- Participants are concerned about the safety of this area, noting the lack of complete sidewalks or crosswalks. They also noted significant blind spots, frequent speeding cars, and confusion regarding who has the right-of-way. Poor lighting at this intersection creates additional visibility problems for all users, including cyclists.
- Suggestions for improvement include adding a crosswalk, adding stop signs or stop lights, and improving the sidewalk. They also requested better signage, including signage to clarify the right of way and add wayfinding for tourists.
- There was a high level of support for traffic calming measures and congestion alleviation, including the possibility of a roundabout.



Figure 18 Sidewalk network of Market Street and Lunn Terrace in Cold Spring.

Recommendations

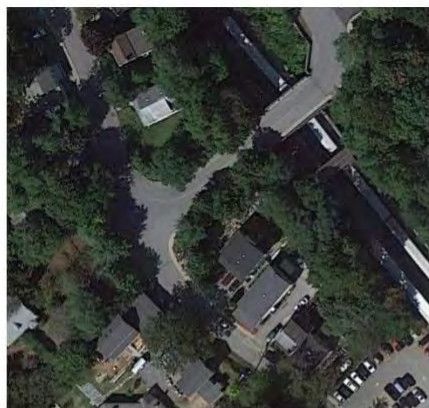
As illustrated in Figure 18, the current infrastructure presents challenges to pedestrians, including incomplete sidewalk network and crosswalks, narrow sidewalks, and no lighting or wayfinding. Given the complexity of the current layout of the roads and intersection, two options were devised to address infrastructure needs to varying degrees.

- **Level One** – Define a primary pedestrian route between Main Street and Metro North Station and affix road signs to help drivers safely navigate the intersection.
- **Level Two** – Reinforce Level One by installing a small roundabout with splitter islands and a Rapid Rectangular Flashing Beacon at the crosswalk.

Level One: Define another safe roadway-bound pedestrian route between Main Street and the Metro-North Station by improving sight lines, adding proper crosswalks and ADA ramps, as well as signage at the challenging and busy intersection of Lunn Terrace, Market Street, and the station's lots.

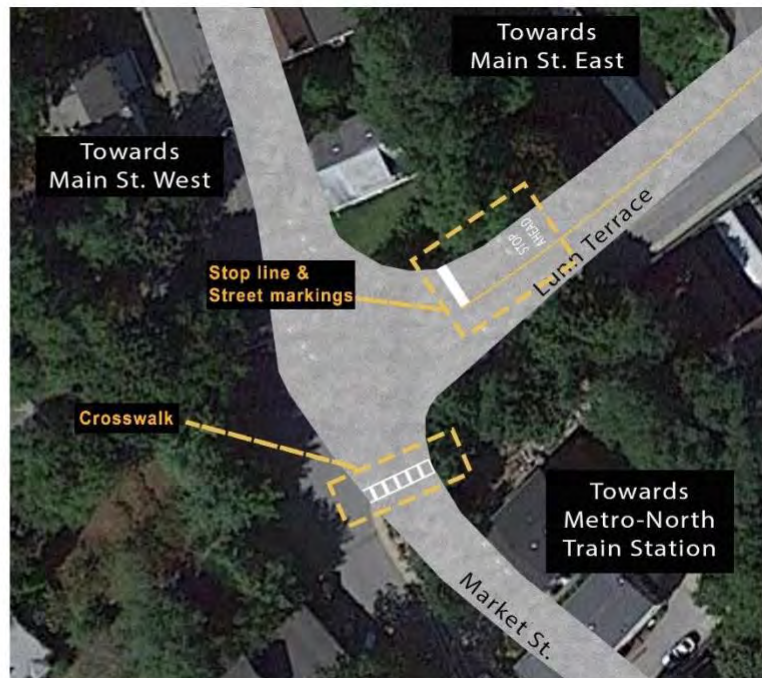
The existing conditions along the entire stretch of both Market Street and Lunn Terrace impose constraints on what could be implemented under ideal conditions. The existing paved roadway and sidewalks account for most of the at-grade right-of-way. Installing sidewalks on the northern edge of Lunn Terrace and the segment of Market Street north of Lunn Terrace appears to be infeasible due to the steep incline onto adjacent residential property. In addition, deteriorated road markings, inadequate road signs, and traffic control devices at the intersection can exacerbate potential hazards for all road users, especially vulnerable road users who might be crossing or unsure where they should be or go.

However, there is an opportunity to improve the conditions of the existing pedestrian right-of-way to increase pedestrian safety and help navigate them to their destinations using the safest, most direct route available.



Current

**Recommended Level 1
at the intersection of
Lunn Terrace and
Market Street**



Proposed

Figure 19. The existing conditions, proposed improvements to the intersection, and the measures taken to reinforce the existing pedestrian infrastructure. In this scenario, pedestrian safety is improved by

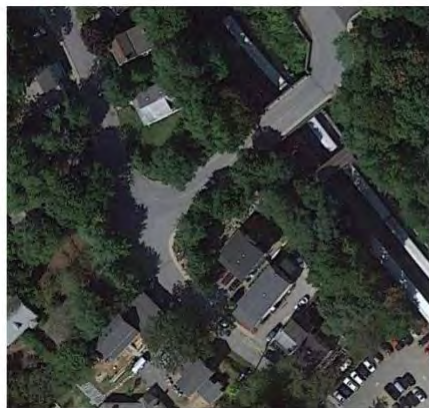
- **Installing a crosswalk across Market Street:** Adding a crosswalk across Market Street, as shown in Figure 19, would provide linked pedestrian access from Lunn Terrace to Market Street towards New Street and the waterfront. Further, pedestrians from the Metro-North Station could walk along the existing sidewalk on the Northeast edge (station-side) towards Lunn Terrace to the intersection and then cross to continue walking towards the waterfront.

- **Installing a pedestrian sign:** A pedestrian sign (or small road sign, if it's legible by pedestrians) could indicate to pedestrians which direction to take to access the following points of interest:
 - I. Waterfront or western side of Main Street: Take the crosswalk on Market Street connecting existing sidewalk segments on opposite sides of the street.
 - II. Commercial or eastern side of Main Street: Remain on the northeast edge of Market Street, turn right onto Lunn Terrace, and continue to Main Street.
- **Replace existing road traffic signs:** The existing road traffic signs for drivers approaching the intersection from Lunn Terrace should be replaced with new visible and legible signs indicating the direction to the Metro North Station and the waterfront or other points of interest identified by the Village. The new signs should also include a caution sign warning drivers of the upcoming pedestrian crossing on Market Street.
- **Road markings and restriping to define driver movements:** There are inadequate road markings to help drivers navigate this dangerous intersection. Including STOP AHEAD on Lunn Terrace approaching the intersection, illustrated in Figure 19, can warn drivers that they will need to slow down and stop, reducing the risk of speeding through the intersection. In addition, PED XING can indicate to drivers going to the train station of the pedestrian crossing on the opposite side of the intersection.

Level Two – Install a small roundabout with splitter islands and a Rapid Rectangular Flashing Beacon at the crosswalk.

In addition to the tools recommended in Level One, the Village can explore additional measures to increase safety and navigation by installing a mini roundabout in the intersection and a Rectangular Rapid Flashing Beacon (RRFB) at the proposed crosswalk in Level One.

Mini roundabouts can be effective treatments on local roads in residential areas to provide safety benefits, traffic calming, and to introduce aesthetic elements. Compared to intersections controlled by traffic lights or signs, roundabouts generally outperform them by reducing delays, severity of crashes, and traffic speeds. Furthermore, the yield on entry allows drivers to enter the intersection without having to stop if no other vehicles are on the road, contrary to stop-controlled intersections.



Current

**Recommended Roundabout
at the intersection of
Lunn Terrace and
Market Street**



Rendering for illustrative purposes only

Hypothetical Roundabout

Figure 20. Rendering of a potential mini roundabout at the intersection of Market Street and Lunn Terrace.

- **The middle island** of the roundabout requires drivers to slow down to navigate the turn while providing a clearly defined path for all vehicles. Additionally, it provides space to locate streetscaping elements, such as directional signs, welcome signs, vegetation, or additional lighting.
- **The splitter islands** help direct vehicles to the correct travel direction and should prevent drivers from entering the wrong way or trying to cut corners. Additionally, it provides a pedestrian refuge island at the proposed crosswalk, should the user not finish crossing in time.
- **An RRFB** can alert drivers before entering the roundabout of the presence of pedestrians, thereby reducing the chance of conflict. The splitter island would act as a pedestrian refuge if needed, and the roundabout design can help pedestrians predict the timing and movements of incoming vehicles.

While heavy truck traffic may not be of concern at this intersection, the islands in mini-roundabouts are mountable by heavy trucks to allow turn movements. However, this would not allow the installation of signs or other items on the island.

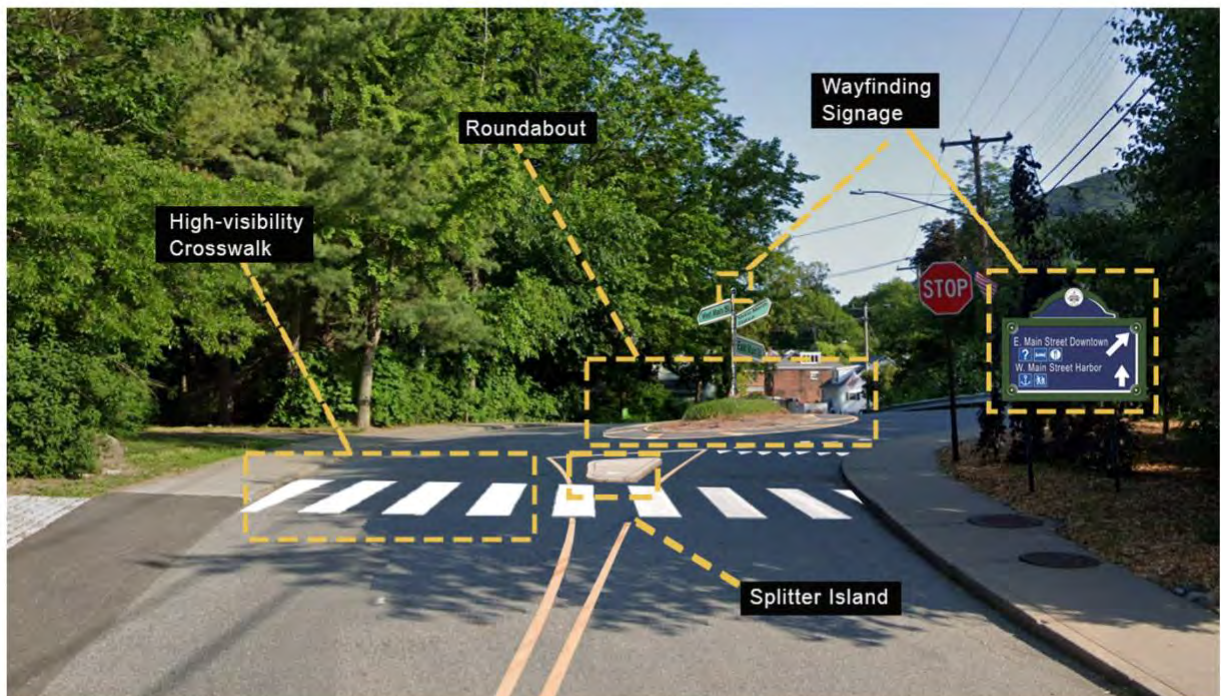
The Federal Highway Administration's design guidelines for mini roundabouts are attainable, given the current conditions at the site¹:

- Recommended maximum entry speed: 15 MPH
- Maximum number of entry lanes per approach: 1
- Typical inscribed circle diameter (from outside edge of roadway: 45 to 80 ft
- Splitter island treatment: Raised, if possible, with crosswalk cut if raised
- Typical daily service volumes on 4-leg roundabout (vehicles per day): 10,000



Current

Proposed improvements for Lunn Terrace and Market Street Intersection



Proposed Improvements

Figure 21: Street view rendering of the proposed mini roundabout at the intersection of Market Street and Lunn Terrace in Cold Spring, NY.

The renderings illustrated in Figures 20 and 21 are conceptual designs only. Mini roundabouts (as described above) are not considered a traffic control device in the Federal Highway Administration’s Manual on Uniform Traffic Control Devices (MUTCD); converting an existing intersection to a circular intersection would require an engineering review. A complete engineering plan will be needed if the Village wants to pursue this type of redesign.

Site 4: Main Street and Morris Avenue/Chestnut Street (Intersection of 301 and 9D)



Figure 22 The intersection of Main Street (CR 301) and Morris Avenue/Chestnut Street (NY 9D).

The intersection of Main Street and NY 9D is a cause for concern because of the high traffic volumes traversing Cold Spring. The area is prone to congestion from locals and visitors, and some survey responses expressed concern with visibility at the corner of the intersection.

Summary of Feedback

- Most of the concerns at this intersection were about pedestrian safety. Participants noted that the crosswalks were confusing and needed repainting. The crossing signal is not automatic, and participants noted that pedestrians often need additional time to cross. There is also concern that drivers can turn during the red light, which often feels unsafe. This area receives a high volume of child pedestrians, so safety must be prioritized.
- Drivers also noted having difficulty with traffic congestion at this intersection. Some respondents suggested adding a turning light or lane.
- Participants advocated for improved pedestrian conditions at this intersection, including adding a small pedestrian island, automatic walk signal, improved crosswalk timing, and sidewalk improvement.
- Participants were also favorable towards a shared bike lane and left turn signals.

Recommendations

Speed management, visibility, and signal timing are crucial in traffic safety at intersections. As a state highway, NY 9D may present additional challenges due to the high traffic volumes, higher speeds of cut-through traffic, and the presence of large trucks. The following recommendations to address this site are:

- **Thermoplastic crosswalks** at this intersection. While painted crosswalks are cost-effective, and the pattern previously used at the intersection is a preferred high visibility design, a road with such high volume in a rural area with low light should consider installing a thermoplastic crosswalk. Thermoplastics are highly durable, highly reflective materials that can withstand more wear and tear than traditional painted crosswalks. While the upfront cost is higher than paint, the long-term costs are usually lower because less maintenance is required.
- **Daylighting** is the process of removing obstacles near intersection corners so drivers can see pedestrians. Many jurisdictions have codified laws that prohibit parking within a certain distance of marked crosswalks, and these areas are generally painted yellow and designated No Parking zones. New York State Law prohibits parking within 25 feet of marked crosswalks. The blue highlighted areas in Figure 23 indicate locations where the Village could implement and/or enforce “No Parking” near this intersection.
- **Lengthening the lead pedestrian interval and retiming the signal cycle** are additional measures the Village should consider in consultation with NYSDOT. Lead pedestrian intervals are effective tools that give pedestrians a three- to five-second head start before vehicles can move, thereby allowing pedestrians to be well within the marked crosswalk and more visible to drivers than if they were at the corner. However, several survey respondents indicated that they believed the pedestrian cycle is not built into the current signal cycle and that it is too short to safely cross the road when activated. The pedestrian lead interval timing should be lengthened to provide adequate crossing time. This might be a serious issue that needs to be considered by State highway engineers.
- **Streetscaping:** The Village can consider placing decorative poles or gateway treatments that can also lower traffic speeds by conveying that drivers are entering a place occupied by pedestrians and should slow down and be prepared to stop.
- **Left turn lanes:** Some workshop attendees would like to see the addition of left turn lanes on NY 9D to potentially reduce delays and traffic queues caused by left-turning vehicles. The current road dimensions appear to be wide enough to accommodate the restripe of the road near the intersection to include one travel lane in each direction and a left turn lane at either approach. This would require restriping the approach to allow some queue storage. However, adding left turn lanes would create limitations on some of the recommendations described above due to space constraints. It is unlikely that there would be adequate roadway width to accommodate sidewalk/curb extension and the addition of a left turn lane. A complete engineering study would be necessary to move forward.



*Proposed
daylighting
improvements
for NY-9D and
Route 301*

Current



Proposed

Figure 23 Recommended improvements to the intersection of CR 301 and NY 9D in Cold Spring, NY.

Site 5: Cold Spring Trolley

The Cold Spring Trolley Service was identified as a key component to address some traffic conditions. The county is currently modifying the trolley service, which operates on a seasonal, limited schedule as of the workshop.⁷ A previous county survey indicated villagers were concerned with the unclear payment system, route, and stops. In addition, the service is aimed at visitors and hikers rather than Village residents. The Community Planning Workshop explored these questions further.

Summary of feedback:

- Most respondents indicated that they have never used the trolley or used it only sparingly. Most did not know the schedule or stops. Those who used it mentioned the following destinations: Beacon, Boscobel, Little Stony Point, and 9D and Main St.
- Participants indicated that the trolley system needs to be more user-friendly, with clearly marked and convenient schedules, routes, and stops, including:
 - Better signage and accessible information about the trolley.
 - Update the payment system to include cashless payment options, free or discounted fares for certain groups (such as seniors or students), or a day pass option.
 - Expand service to include Bear Mountain North, Metro-North, Constitution Marsh, Fishkill Walmart, trailheads, farmer's market, Village events, and sports fields.
 - And provide more consistent service.
- Based on the survey responses, most residents do not use or know about the Cold Spring Trolley; most people do not know where to find the trolley or information about it. Among the respondents who do know about or have used the trolley, the major issues identified are the schedule, fare payment, and route.

Recommendations

The County is currently updating the Cold Spring Trolley service to address identified issues that will hopefully increase the functionality and efficiency of the trolley and better meet the needs of Village residents and visitors, with the potential to transform into a year-round service that meets the needs of residents and visitors alike. Any potential improvements will need to consider the narrow, heavily trafficked Village streets when determining potential routes and selecting appropriately sized vehicles. The following recommendations could be implemented in partnership with the County:

- **Clear and consistent service** to provide reliable transportation to the public. This can help establish residents' trust in the service and know that they can rely on the trolley instead of driving for certain trips.
- **Fare payment options** that make the service more accessible. The current system requires customers to have exact change only, which can be challenging for many reasons, especially as fewer people carry cash, and many rely on electronic payments.

⁷ Putnam County New York. (2022). Cold Spring Trolley Schedule 2023.

The Village and County should consider having a selection of payment options besides cash, such as a fare card system or a scanner that allows for electronic payment with a phone app.

- **Route modifications** to encourage ridership by both residents and visitors. Currently, the Trolley is set up primarily to serve seasonal customers who are likely going to other recreational and tourist destinations. If the Village wishes to reduce congestion and have a viable transit option, revising the current route to include locations where residents need to go can help establish the Trolley as an alternative to some car trips.
- **Trolley stop location and amenities** to better establish the Trolley as a viable transportation option in the Village. This recommendation includes:
 - **Update visible signage with clear, accurate schedules and timetables.** The trolley stops in the study area are not easy to identify because the current signage is not distinct from the rest of the road signs. Trolley stops should have printed schedules with route information and other network wayfinding available at the stop location to assist riders in easily finding route information without a smartphone or internet-capable device.
 - **Improve stop amenities like** trash cans, lighting, seating, or a leaning bar. These amenities are essential to a well-designed streetscape and play a key role in making travel by public transportation more comfortable and safer. Incorporating bicycle infrastructure, such as bike parking, a small toolkit, and an air pump, provides improved access to public transportation by facilitating first—and last-mile connectivity. However, given the space constraints within the Village, these amenities may be more appropriate for stops outside the Village.
 - **Providing shelters at key locations** can increase riders' comfort by protecting them from the elements and offering a place to sit while waiting. Some shelters, especially in cold climates, have button-activated heat lamps to keep people warm while waiting in the winter.



Figure 25 Rendering of a potential trolley stop near the waterfront in Cold Spring, NY.

Funding Opportunities

Transportation Alternative Program

The most common federally funded improvement program used by local municipalities to correct and beautify a corridor traveled on by pedestrians and bicyclists is the Transportation Alternatives Program (TAP). TAP provides funding for programs and projects that include:

- On/off-road pedestrian and bicycle facilities.
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility.
- Community improvement activities and environmental mitigation.
- Recreational trail program projects.
- Safe routes to school projects.
- Projects for planning, designing, or constructing boulevards.
- Other roadways, primarily in the right-of-way of former Interstate System routes or other divided highways.

To apply for TAP, the local government will have to demonstrate the following in their application:

- Projects must have an eligible Sponsor.

- Sponsors must provide a minimum of 20% local match and first-instance project costs.
- Projects must fit into one of the selected program eligibility categories and meet the specific program requirements detailed in NYSDOT's Application Process.
- Project costs must meet the Minimum/Maximum Award criteria.
- Completed Applications must be submitted through Grants Gateway by the deadline.
- Sponsors must attend the Informational Workshop.
- The project must relate to surface transportation and cannot be exclusively recreational.

The criteria by which the state measures and ranks projects are structured, and application completeness is critical for project selection. While the FFY 2024 TAP solicitation has recently been concluded, Cold Spring officials should monitor the NYSDOT website for the next solicitation.

Other Opportunities

In addition to TAP, the Village can seek federal aid from various formula and discretionary federal fund sources. The Federal Highway Administration (FHWA) compiled a comprehensive listing of federal aid programs for improving pedestrian and bicycle facilities, which is included in Appendix C. The listing identifies the criteria, timing, and eligibility that project sponsors must consider when applying for funding. They have also compiled an upcoming schedule with [Key Notices of Funding Opportunities](#) and their deadlines. Lastly, they have organized a [checklist](#) to help local communities prepare themselves for soliciting funds through the federal process, which Cold Spring should use when developing their project.

APPENDICES

Appendix A: Community Survey Summary

Appendix B: Community Planning Workshop Agenda, Activity, and Summary of Feedback

Appendix C: Pedestrian and Bicycle Funding Opportunities: US Department of
Transportation Transit, Safety, and Highway Funds

Appendix A: Community Survey

Village of Cold Spring Community Planning Workshop Survey

Summary

The survey was launched on March 8, 2024, and it was closed on March 30, with 187 responses. The goal of the survey was to collect residents' and visitors' opinion on their experiences with four different locations in the Village and about the Trolley. The survey specifically sought information on difficulties, concerns, perceptions of safety, and suggestions for improvements, if any issues were identified.

Common concerns found in all locations were poor or inadequate sidewalk conditions, lack of marked crosswalks and safe crossings, speeding, drivers not obeying traffic laws, and parked vehicles obstructing sightlines and/or taking up too much space.

Common improvements to the locations were better road and sidewalk maintenance, lowering speed limits, restricting parking (both to increase visibility and to reduce congestion), and installing signs and striping the roads to reduce confusion for all road users. The same improvements were suggested for other locations in addition to the main ones asked about in the survey.

Most respondents do not use the Trolley and have never used it or have used it only once. The most common suggestions that would entice people to use the trolley were improving the route destinations, the schedule, visibility, and payment options. Twenty respondents indicated that nothing would encourage them to use the trolley because they walk or drive everywhere.

Detailed findings for each question are documented in the following pages.

Detailed Findings by Question

Main Street and Visitor's Center

What are your experiences navigating this location? (i.e., do you have trouble crossing the street? Do drivers make you feel unsafe? Are the sidewalks in good condition?)

- There were forty-six (46) comments about **crossing the street and crosswalks**. Many discussed difficulty crossing and the lack of crosswalks. According to the responses, the closest crosswalk is located further away at Fair Street. Respondents also discussed difficulty crossing when the area is crowded and cars not stopping at the stop sign.
- Thirty-five (35) comments were made about the area as a spot for vehicles to **U-turn**. Comments include that this is confusing for pedestrians and that there is not a clear place to do a U-turn. Drivers said they cannot make a U-turn if there are cars parked in the area, and some drivers make a U-turn before the Visitor's Center.
- There were twenty-seven (27) comments about the **sidewalks**, but opinions are mixed; fifteen (15) comments said the sidewalks were in poor conditions, and eleven (11) said the sidewalks were in good condition.
- **Crowding** was also a commonly discussed topic, with twenty-three (23) comments about crowding in the area near the visitor's center. Tourists congregate in the area, sometimes serving as a meetup spot for hikers or for buses to unload. This is also the location of the only public restroom in the village, which often has a long queue, and people will often stand in the street in the area if it's crowded.
- Twenty-two (22) comments discussed the area as being **unsafe**. These comments include the visibility in the area is bad for both drivers and pedestrians. Extra caution is required in this area and drivers do not always stop at the stop sign (as mentioned above).
- Twenty-one (21) comments addressed **cars picking up passengers** from Metro North trains at this location. One (1) comment indicated that parking is illegal there; others believe parking should be allowed there. Other comments discussed cars parked there at night with lights shining down the street causes confusion or difficulty for other drivers.
- There were six (6) comments about police not **enforcing** laws and regulations. Participants believe traffic laws are not enforced and pedestrians walk in front of cars, despite police officers patrolling this location on weekends.
- Responses included five (5) comments about **infrastructure** maintenance at this location, specifically about the need to address roads and potholes, drainage issues, more curb cuts, concrete raised from tree roots, wayfinding signage, and crosswalks.
- Four (4) comments were made about **accessibility** in this area, including not enough handicapped parking spaces, sidewalks being difficult to navigate with a stroller or a wheelchair, and that the area feels unsafe for a senior.

Market Street and Lunn Terrace

What are your experiences navigating this location as a driver, pedestrian, and bicyclist?

- There were seventeen (17) comments about overall **safety** concerns in this area, regarding blind spots, poor lighting, speeding cars, and visibility problems. One participant said the area needs to be better defined. Another suggested roadside mirrors may help with visibility, as well as cutting back overgrown plants.
- Some participants provided responses based on their difficulties navigating this area as a driver. Of those responses, eleven (11) were about understanding the **right-of-way** of the intersection, eight (8) discussed **signage**, and five (5) discussed the presence of **blind spots**.
- Eleven (11) people discussed their difficulty as a **cyclist**, saying that the area does not feel safe, cars drive fast in the area, and it is dangerous for children riding bikes.
- There were six (6) comments about **parking** in this area expressing concerns about parked cars taking up space on the narrow road.
- Four (4) comments described the area as “**confusing**,” and one (1) comment mentioned **congestion** in the area.

What improvements could be made to this intersection to make it safer for all road users? (i.e., adding crosswalks, adding stop signs, more streetlights, etc.)

- The improvement most frequently discussed was adding **crosswalks**, which was mentioned forty-nine (49) times. The second was **stop signs or stop lights**, mentioned thirty-seven (37) times.
- Twenty (20) comments were made about improving **signage**, including signage addressing the right of way and wayfinding signs for tourists.
- Eleven (11) comments were made suggesting **striping** on the road, including marked lanes and stop lines.
- Other suggested improvements were lighting (8), speed bumps (4), cameras or police monitoring (4), restricting or removing street parking (3), restructuring or realigning the road (3), general traffic calming measures (3), bike lanes on Lunn Terrace (1), decreasing traffic (1), creating pedestrian only area near Dockside (1), adding a roundabout (1), and streetscaping (1)
- Four (4) participants said no improvements were needed.

Fair Street

What is your biggest concern with the congestion on Fair Street?

- The topic with the most comments (18) was **sidewalks**. Comments said sidewalks were in poor condition, too narrow, and the sidewalk network is incomplete.
- Thirteen (13) comments addressed the street becoming a **one-way** street on the weekends. These comments indicated that some drivers don’t know that the street becomes one-way and drive the wrong way on the street, and that this inconsistency can be a hassle.
- There were also thirteen (13) comments about **parking** on Fair Street. Participants indicated that the street parking makes it difficult to see up and down the street as a driver and pedestrian.

Participants suggested street parking should be limited, including resident-only. In addition, there were ten (10) comments about **weekend parking**, specifically as a cause for difficulty for residents of the street and causing congestion. In addition, two (2) comments were made about church parking, including confusion about why the church has street parking as well as a parking lot. One (1) comment was about how parking is not allowed on weekdays.

- There were twelve (12) comments about **tourists** causing a lot of crowding on the street as it is used a route to access nearby trails.
- Eleven (11) comments were made about **pedestrians** on Fair Street. Comments addressed pedestrians walking in the street instead of on the sidewalk due to the sidewalk conditions.
- There were eleven (11) comments about **safety** as a concern on Fair Street. These comments were about safety for pedestrians and cyclists, the presence of dangerous drivers, the conditions of the sidewalks, and concerns of visibility due to parking.
- Nine (9) comments were made about **congestion** as a concern, including comments about traffic, parking, and pedestrian congestion.
- There were two (2) comments about **road conditions**, including potholes and bumps.
- Other concerns included the intersection of Northern Avenue and Fair Street (1) and speeding (1).
- There were twenty-five (25) comments where participants had no concerns, or only faced problems on the weekend.

How would you address the parking and congestion on Fair Street and surrounding areas?

- There were eighteen (18) suggestions about **parking lots**. This includes directing visitors to municipal or nearby parking lots, shuttling visitors from parking lots to trails (including lots outside of the village), building a parking garage, and ban the use of cars in the downtown area. There were an additional six (6) comments about **Mayor's Park parking lot**, with suggestion to complete parking maintenance and increase parking at the park. Three (3) comments were made about the **church parking lot**, including studying whether or not there is still a need to continue the current policy of converting the street and allowing street parking. There was also one (1) suggestion about adding **handicapped parking spots** to Fair Street.
- There were sixteen (16) comments about **prohibiting or limiting parking** on Fair Street. These suggestions included prohibiting parking outright, limiting parking to certain times a day, and closing Fair Street to vehicle traffic. In addition, there were twelve (12) comments specifically about resident-only parking. Most support this, but one response believes it hurts businesses on the weekends. There were other comments (3) about adding meters, including adding meters to the street and to the church parking lot.
- There were fifteen (15) comments about Fair Street becoming **one-way** on the weekends, although opinions about this policy are mixed. Some believe the system should be kept or expanded to make the street one-way every day. Others believe the one-way rule should be eliminated or more strictly enforced.
- There were nine (9) suggestions about improving **sidewalks**, including expanding and completing the sidewalk network and raising sidewalks.
- Three (3) comments were made about adding **bike lanes and bike parking**.

- Three (3) comments were made about **signage**, including better signage explaining the one-way policy and better signage directing people to free parking options.
- Two (2) suggestions were made about adding **speed bumps** to Fair Street.
- Three (3) responses indicated that no changes were needed on Fair Street.

Main Street and 9D

What is your biggest concern with this intersection? How do you think this intersection could be improved?

- Most comments (32) were about the **crosswalk and crosswalk signals** at this intersection. Participant comments include: walk signals must be manually activated and can be hard to access; crosswalks are poorly marked; better lighting is needed at crossing; the timing is too short for pedestrians to cross.
- There were twenty-one (21) comments about adding a **left turn light and turning lane** at this intersection.
- There were eleven (11) comments about implementing “**no turn on red**” regulations.
- Six (6) suggestions were made to **lower the speed limit** or **add speed bumps**.
- Four (4) comments were made about the need for clear **road lines** and sidewalk and crosswalk line.
- There were four (4) comments made about **road maintenance**, specifically potholes in the road, corners being sloped or damaged.
- There were three (3) comments suggesting to add a **roundabout** to this intersection.
- There were three (3) suggestions for **traffic calming**, including narrowing the road, wider sidewalks, and curb bulb outs.
- Three (3) comments suggested implementing a **crossing guard** at this intersection, especially during school hours.
- Two (2) comments were made about the need to **decrease traffic** on this road. These comments suggested that traffic should be diverted from this street with other ways of accessing the village and trails. Two (2) additional comments were made about **signage**, and the need to direct drivers to free people on Chestnut and Main and to an alternative route to Metro North.
- There were two (2) suggestions made to address **parking**, including prohibiting parking close to the intersection to increase visibility and allow for a turning lane.
- Other comments were made to add a bike lane (1) and address the loading zone on the road (1).
- Fifteen (15) responses indicated that no improvements are needed at this intersection.

Would you/do you feel safe crossing this intersection on foot or bicycle?

- Of the respondents, fifty-one (51) said that **they feel safe** crossing this intersection, although many indicated that crossing requires pedestrians be alert and know to activate the crossing signal.
- Thirty-four (34) respondents said **they do not feel safe**, that crossing can be stressful and is dangerous for children.
- Eleven (11) respondents **feel somewhat safe**. Additional comments included worrying about children, worrying about the patience of drivers, and that the intersection could be better.
- Seven (7) respondents said **they feel safe on foot**.

- Six (6) respondents said **they do not feel safe on a bike**.
- One (1) respondent said they do not cross at this intersection on foot.

Trolley

How do you use the trolley? Where do you typically get on and off the trolley?

- Most respondents (39) **do not use the trolley**. Most have never used it or just used it one time. Many do not know the schedule or stops.
- Four (4) **use the trolley as a novelty**.
- Three (3) would like to use but **do not know the schedule**.
- Two (2) have used it a **couple times**.
- Those that have used the trolley have taken it to Beacon (3), Boscobel (2), Little Stoney Point (1) and 9D and Main (1).

What would encourage you to use the trolley?

- Most comments (44) were made about **improving the route and schedule** of the trolley. There is a lack of consistency in the service. The stops and route are unknown. The service is limited. There could be more desirable stops and a loop through the village.
- Twenty-one (21) comments were made about **the accessibility of information** about the trolley. There is a need for better communication about the stops, frequency, cost, and schedule of the trolley. There could be more signage and/or a map of the route.
- Fourteen (14) comments were made about the **cost and payment options** for the trolley. Suggestions included cashless payment options, free or discounted fares for residents, day passes, and discounts for high school students and seniors.
- Thirteen (13) comments address the **destinations** of the trolley that would encourage trolley use. This includes access to specific places such as Beacon (the most frequently mentioned), Bear Mountain North, Metro North, Boscobel, Constitution Marsh, Philipstown, Fishkill Walmart. Participants were also interested in trips to trailheads (especially those with limited parking), the farmer's market, and village events.
- Twenty (20) comments indicated that nothing would encourage them to use the trolley as they drive or walk everywhere.

Do you have any other feedback about the trolley?

- Thirty-six (36) comments were made with **negative feedback** about the trolley. These include that it is a waste of money or tax dollars; they don't often see the trolley, but when they do, it's empty; the trolley needs more stops outside of Cold Spring; stops and schedule are confusing; Cold Spring has a need for better public transit.
- Eleven (11) responses were **positive feedback** for the trolley in its current state.
- There were thirty-seven (37) comments with **recommendations** for the trolley. These include that it should travel to more stops outside of Cold Spring, such as Beacon; it should be free; there should be more accessible information; there should be coordination with other transit

options, coordination to provide transportation for students, and connections with parking lots. There could also be commentary or other ways to highlight sites and points of interest.

- Twenty-two (22) additional comments were made about the need for **easily accessible and available information**, such as signage, an app, a map or timetable, and a clear schedule.
- Twenty-one (21) comments were made about the need to better serve tourists and hikers with the trolley. These suggestions include taking tourists to Break Neck or Little Stony Point, museums, to and from parking lots. It could also be better advertised when tourist arrive via the Seastreak Ferry.
- Comments were made the repeated information previously discussed, include the schedule (14), route (13), fare and payment (12) and stops (7).

Other Comments

What other places concern you as a pedestrian in Cold Spring?

- Eighty-seven (87) respondents discussed specific places around Cold Spring. Most express concerns about crossing streets and crosswalk visibility. The specific sites and the concerns include:
 - **9D** (27 comments): difficulty crossing this street; difficulty accessing amenities such as Foodtown, the post office, Haldane School, Drug World, the senior center, Little Stony Point, and Boscobel. Specific intersections of 9D were mentioned, including: Craigside Drive, High Street, Church Street, near Butterfield, Oak Street, Benedict Street, Chestnut Street, Main Street, and Bank. Other comments indicated that sidewalks should be improved, pedestrian improvements to bridge by Downey Oil are needed, and enforcement of drivers.
 - **Main Street** (23 comments): streets opening to Main St. have low visibility due to street parking close to intersections; parking is allowed too close to the sidewalks. There needs to be better connection between Main St. and Foundry Preserve. There is difficulty accessing Haldane; parking in front of Blue Olive and Hudson Hill is a problem. Specific intersections of Main Street were mentioned, including: Stone Street, 9D, Peekskill Road, Chestnut, Lunn, Terrace, and Academy Street.
 - **Foodtown** (12 comments): the crosswalk isn't very visible; cars do not stop at the crosswalk, and the street behind Foodtown is blocked by trucks.
 - **Chestnut Street** (7 comments): crossing is difficult and crosswalks need more visibility. The street could use a flashing pedestrian crossing sign.
 - **Fair Street** (7 comments): there is a lack of crosswalks. There is an incomplete sidewalk network. The intersection with 9D was identified as a place of concern.
 - **Haldane** (5 comments): crosswalk isn't very visible; children usually cross with crossing guard when they're present.
 - **Drug World** (4 comments): cars travel at high speeds making crossing difficult and unsafe.
 - **Wall Street** (4 comments): the street is steep. There is a lack of crosswalks between Wall Street and Marion Street. There is a dangerous "S" curve going down Kemble to Wall

Street. Specific intersections of Wall Street were mentioned, including Furnace Street and Marion Street.

- o **301** (3 comments): crossing at the iron staircase is difficult. Crosswalks are not visible and there is a lot of vehicle traffic.
- o **Marion** (3 comments): lack of crosswalks.
- o **Benedict Road** (3 comments): pedestrians have difficulties because of fast drivers, on-street parking decreases visibility, and there is not stop sign or crosswalk to Foodtown.
- o **Kemble** (3 comments): There are uneven sidewalks at Boulevard and Kemble. The "S" curve going to Wall St has a dangerous blind spot. They are unable to cross from Kemble to Garden at crosswalk.
- o **Butterfield** (2 comments): Intersections from Butterfield Medical Center and Downey Oil to Butterfield Library are concern. Specific intersection mentioned is 9D near Butterfield.
- o **Rock Street** (2 comments): there are narrow sidewalks with breaks. It is difficult to navigate with stroller. Pedestrians walk in the street and cars go in wrong direction down one way.
- o **Mayor's Park** (2 comments): finish construction. Address vehicle traffic at ball field.
- o **Market Street** (2 comments): there are speeding cars. There is also a lack of sidewalk, and the curb needs repair.
- o **Snake Hill Road** (1 comment): needs lower speed limit.
- o **Morris** (1 comment): needs sidewalk.
- o **Furnace** (1 comment): Wall St and Furnace
- o **Foundry Brook Falls Bridge** (1 comment): needs space for pedestrians. Cars drive quickly.
- o **the waterfront** (1 comment): flooding is a concern. One-way streets make it difficult to navigate during flooding.
- o **Oak Street** (1 comment): cars don't yield to pedestrians at Chestnut and Oak
- o **Lower Village** (1 comment): pedestrians walk in street and not on sidewalk.
- o **Lunn Terrace** (1 comment): Cars speeding.
- o **School** (1 comment): crosswalk by school at night is a concern.
- o **Philipstown** (1 comment, did not elaborate)
- o **Little Stony Point** (1 comment, did not elaborate)
- Nine (9) comments were made about **crossing** in Cold Spring. These comments including concerns about cars not stopping for pedestrians, crossing aren't well lit or visible, sidewalks are broken at crosswalks, and pedestrians cross outside of crosswalks.
- Five (5) comments were made about **sidewalks** in Cold Spring. Respondents said sidewalks are too crowded, poorly maintained, too narrow and bumpy.
- Four (4) comments were made about **speeding**. Cars speed and speed limits are not enforced. The speed limit is not consistent throughout the village and traffic calming measures are needed.
- Other comments drew attention to accessible transportation availability in the village, the need for complete streets, problems with visitor crowding, EV charging cables on sidewalks, and signage and wayfinding directing people to WPF and other green spaces.
- Seven (7) respondents said they had no additional concerns.

Are there other places you wish you could walk to that are currently difficult to get to?

- Responses include:
 - o Boscobel (20), some specifically for the farmer's market.
 - o Little Stony Point (15); there is a need for sidewalk connections.
 - o Fair Street (7)
 - o Main Street (5). Some comments indicated that it is difficult for parents with strollers and there are not enough crosswalks
 - o 9D (4), which specific mention of crossing the bridge.
 - o West Point Foundry (3)
 - o Along the river (3), with specific comments that it is difficult to access with stroller
 - o Trailheads (3)
 - o Cold Spring Cemetery (3)
 - o Fahnestock (2)
 - o Garrison (2)
 - o Mayor's Park (2)
 - o Beacon (2)
 - o Ballfield (2)
 - o 301 (1), specifically 301 east out of Cold Spring.
 - o Taconic Parkway (1)
 - o Fishkill Ave (1), specifically it needs bike lane and pedestrian space.
 - o boat basin (1)
 - o Constitution Island (1)
 - o Nelsonville (1)
 - o Market Street (1)
 - o Dog park (1)
 - o Butterfield Library (1)
 - o 9/11 Memorial (1)
 - o Philipstown (1)
 - o Foodtown (1), specifically there needs to be a bench or place to rest on Marion to Foodtown.
 - o Indian Brook Road (1)
- There were two (2) comments made generally about sidewalks, saying sidewalks are in bad condition throughout the village and have an incomplete network
 - o None (17)

Other comments

- There were four (4) comments about biking in Cold Spring. These comments indicated that Cold Spring is not friendly to cyclists, and needs bike lanes and bike parking in the village.



Project Overview

The Village of Cold Spring has partnered with the New York Metropolitan Transportation Council (NYMTC) to conduct a community planning workshop as part of their long-range transportation plan, Moving Forward.

This project aims to capture community input to inform local officials about key areas in need of transportation improvements. The final findings will be used to pursue funding opportunities to realize these potential projects.

To better understand your preferences and needs, we would like to encourage you to join us in the public engagement process by participating in this 5-15 minute survey. We would like to hear about your experiences as a Cold Spring resident; this is an opportunity to share your thoughts on improvements that can better connect your community.

Participant Information

Are you a village resident?

- ☐ Yes
☐ No

Are you a Cold Spring business owner?

- ☐ Yes
☐ No

How do you travel to Cold Spring?

- ☐ Personal Vehicle
☐ Train
☐ Ferry
☐ Other

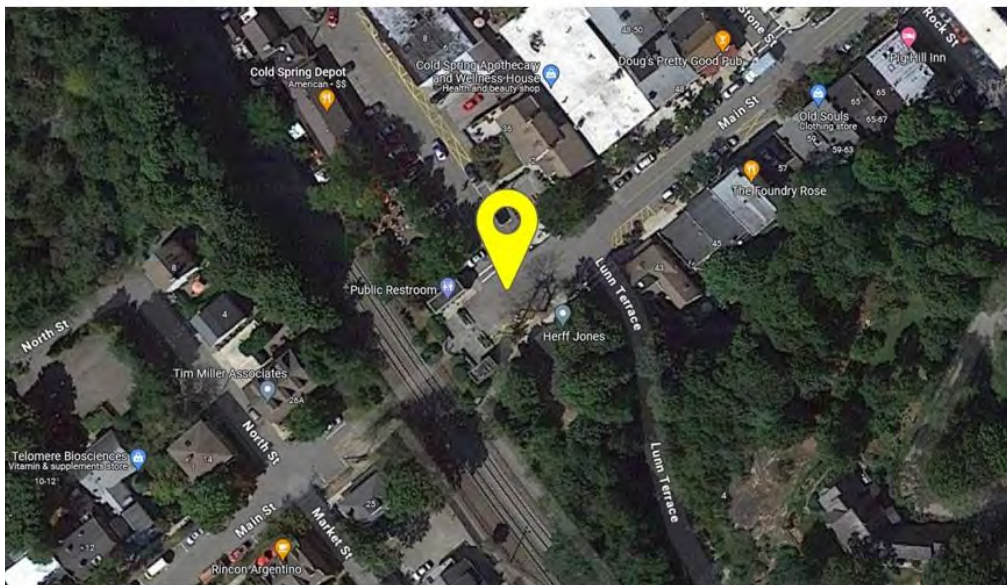
Resident Questions

This is Main Street by the Visitor Center.



(i.e., do you have trouble crossing the street? Do drivers make you feel unsafe? Are the sidewalks in good condition?)

This is the intersection of Market Street and Lunn Terrace, the only route to get to the train station and the waterfront.

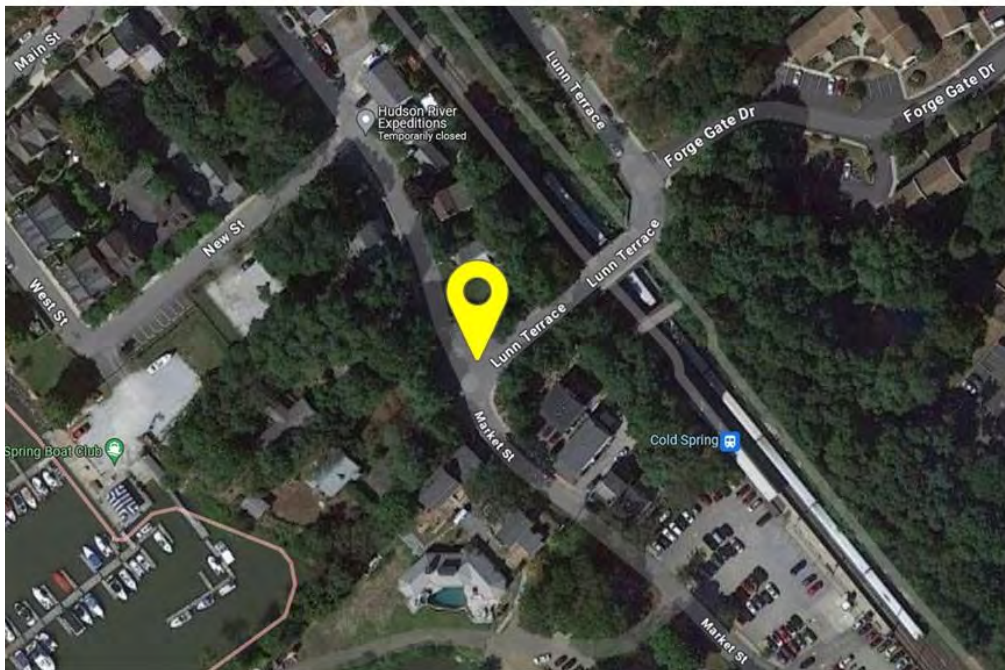


What are your experiences navigating this location?



pedestrian, and bicyclist?

What improvements could be made to this intersection to make it safer for all road users? (i.e., adding crosswalks, adding stop signs, more street lights, etc.)



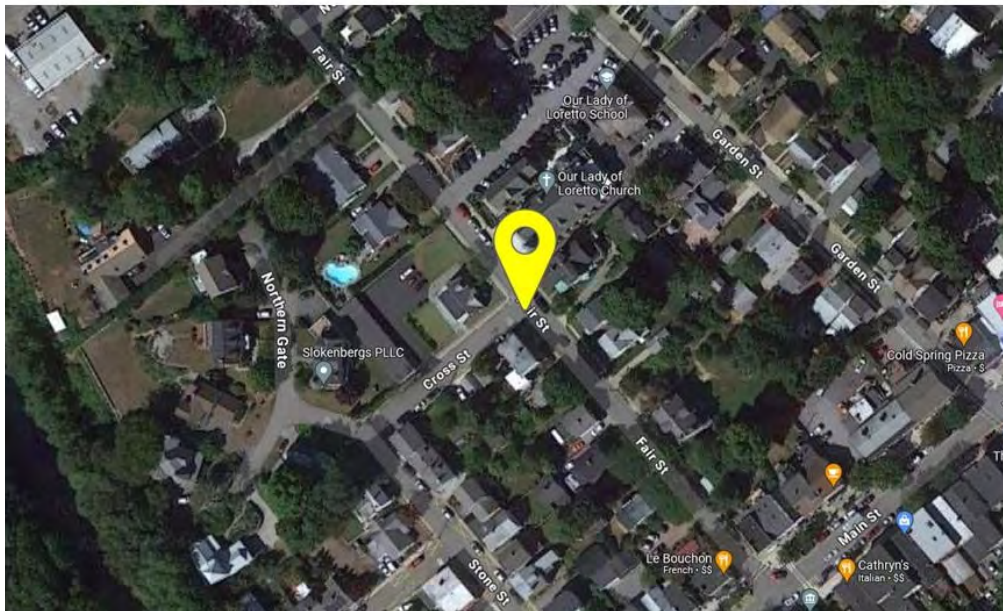
Fair Street becomes difficult to navigate as more cars park here, particularly on the weekend.

What are your experiences navigating this location as a driver,



What is your biggest concern with the congestion on Fair Street?

How would you address the parking and congestion on Fair Street and surrounding areas?

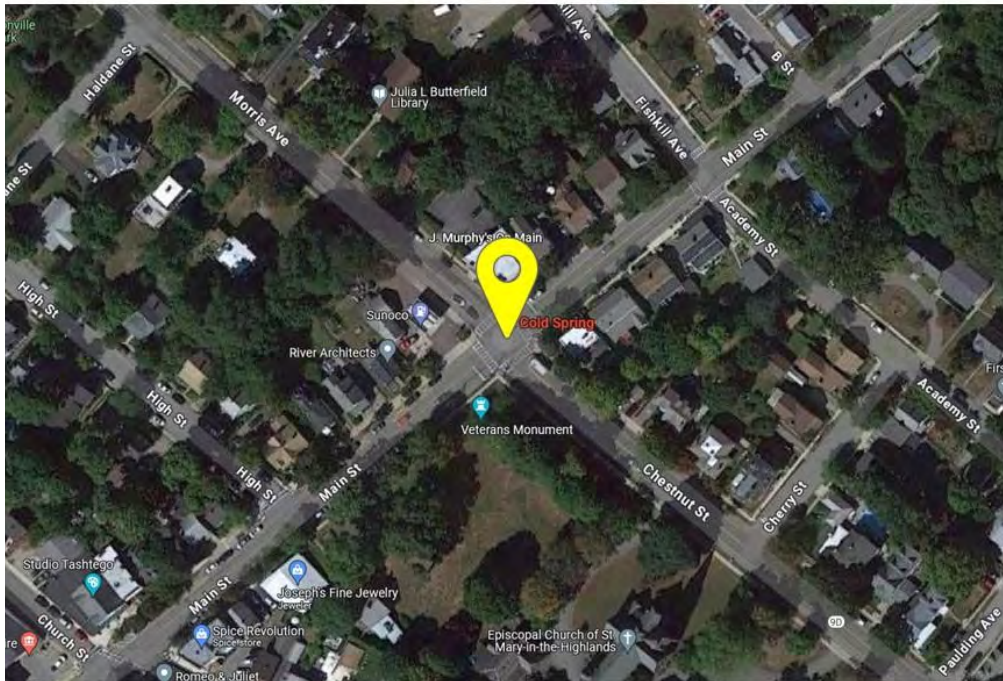


This is the intersection of Main Street and 9D (Morris Ave/Chestnut Street), a heavily trafficked area in Cold Spring.



this intersection could be improved?

Would you/do you feel safe crossing this intersection on foot or bicycle?



Trolley

Cold Spring Trolley

What is your biggest concern with this intersection? How do you think



In the past year, how often have you used the trolley to get around Cold Spring?

- ☐ Never
- ☐ Rarely or Infrequently
- ☐ Several times a year
- ☐ About once a month
- ☐ About once a week
- ☐ More than once a week

How do you use the trolley? Where do you typically get on and off the

trolley?

Do you have any other feedback about the trolley?

What would encourage you to use the trolley?

Block 5

What other places concern you as a pedestrian in Cold Spring?

Are there other places you wish you could walk to that are currently difficult to get to?

Do you have any other comments about transportation in Cold Spring?

Optional Demographic Questions

The following demographic questions are optional.

What is your age?

- ☐ under 18
- ☐ 18 - 24
- ☐ 25 - 34
- ☐ 35 - 44
- ☐ 45 - 54
- ☐ 55 - 64
- ☐ 65 - 74
- ☐ 75 - 84
- ☐ 85 or older

How do you describe yourself?

- ☐ Male
- ☐ Female
- ☐ Non-binary / third gender
- ☐

Prefer to self-describe
- ☐ Prefer not to say

Choose one or more races that you consider yourself to be

- ☐ White or Caucasian
- ☐ Black or African American
- ☐ American Indian/Native American or Alaska Native
- ☐ Asian
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ Other
- ☐ Prefer not to say

Are you of Spanish, Hispanic, or Latino origin?

- ☐ Yes
- ☐ No

Do you identify as a person with a disability or other chronic condition?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

What was your total household income during the past 12 months?

- ☐ Less than \$25,000
- ☐ \$25,000-\$49,999
- ☐ \$50,000-\$74,999
- ☐ \$75,000-\$99,999
- ☐ \$100,000-\$149,999
- ☐ \$150,000 or more
- ☐ Prefer not to say

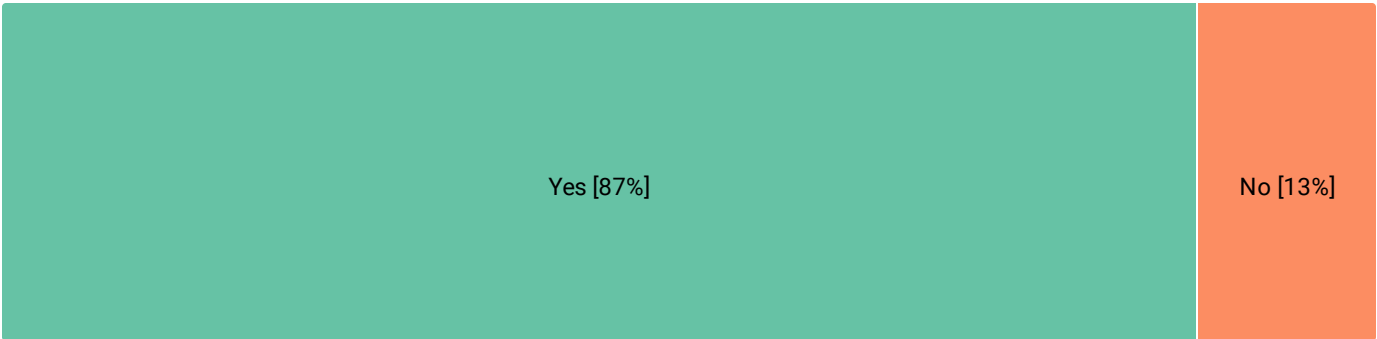
If you would like to learn more about NYMTC's collaboration efforts with Cold Spring, please leave your contact information:

Name

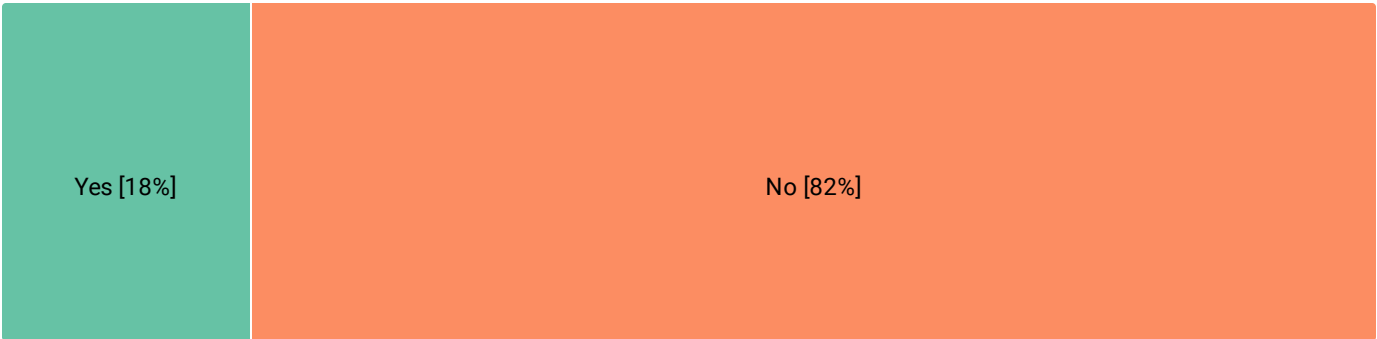
E-mail address

Cold Spring Community Survey Responses

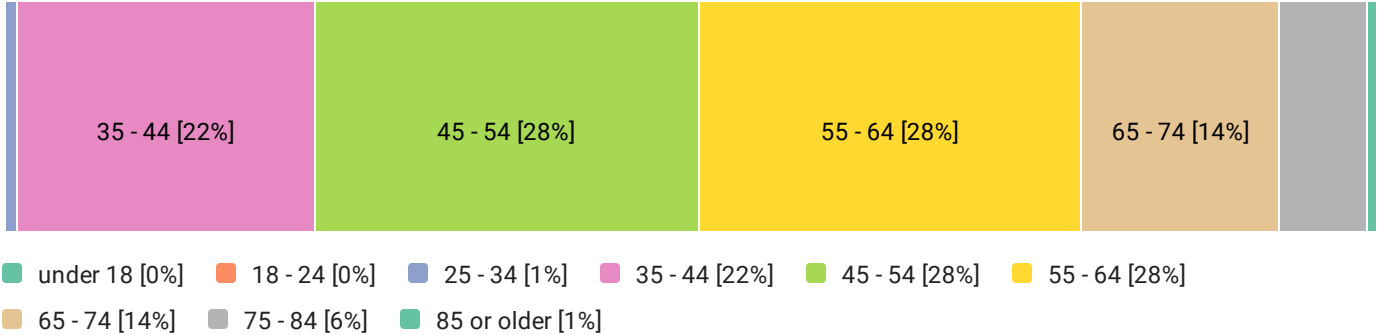
Are you a village resident?



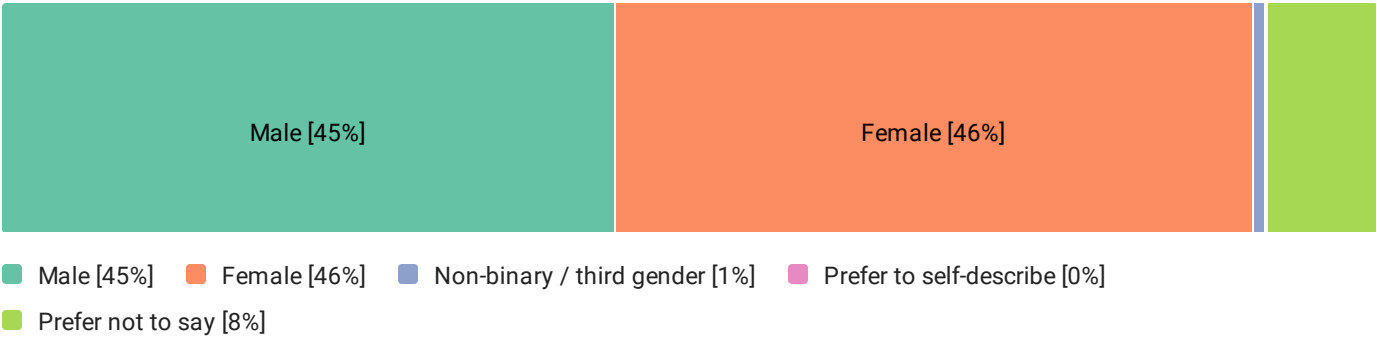
Are you a Cold Spring business owner?



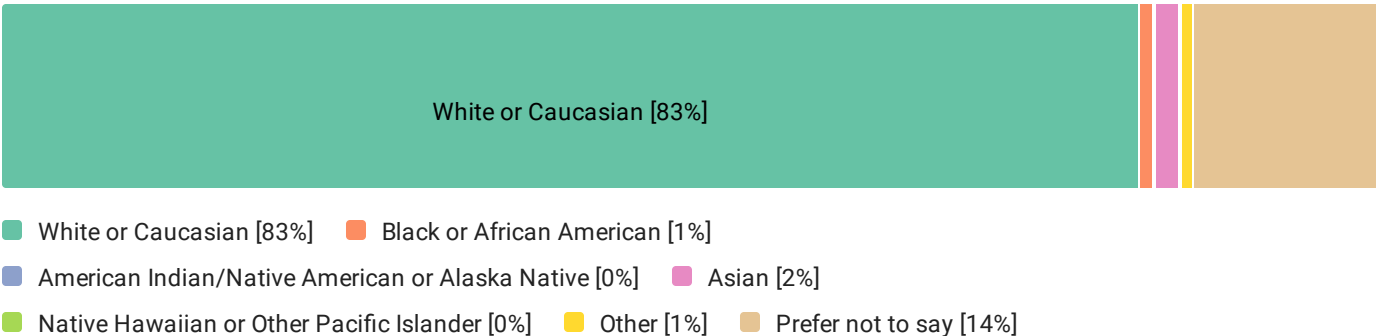
What is your age?



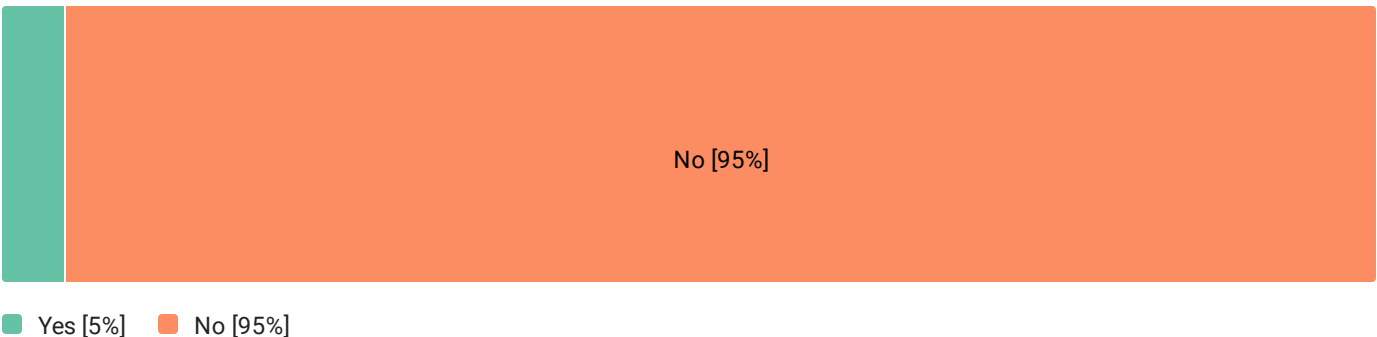
How do you describe yourself?



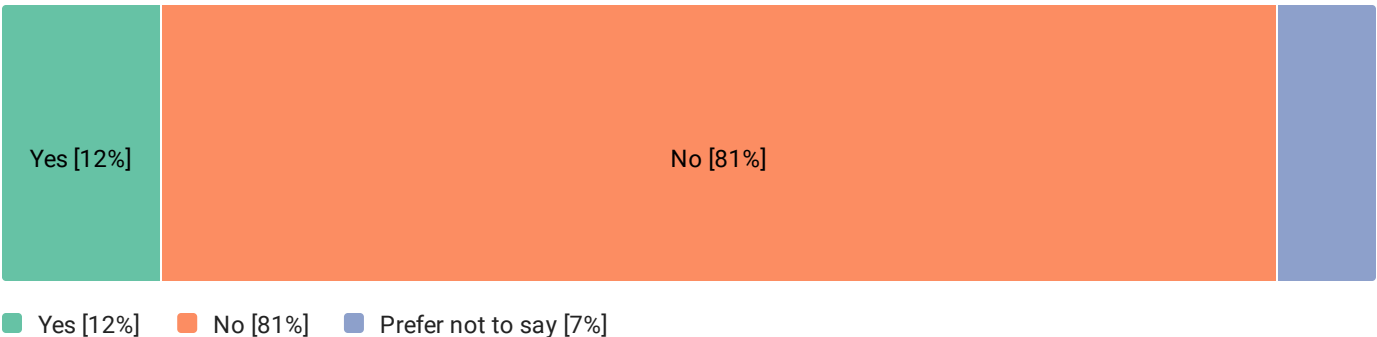
Choose one or more races that you consider yourself to be



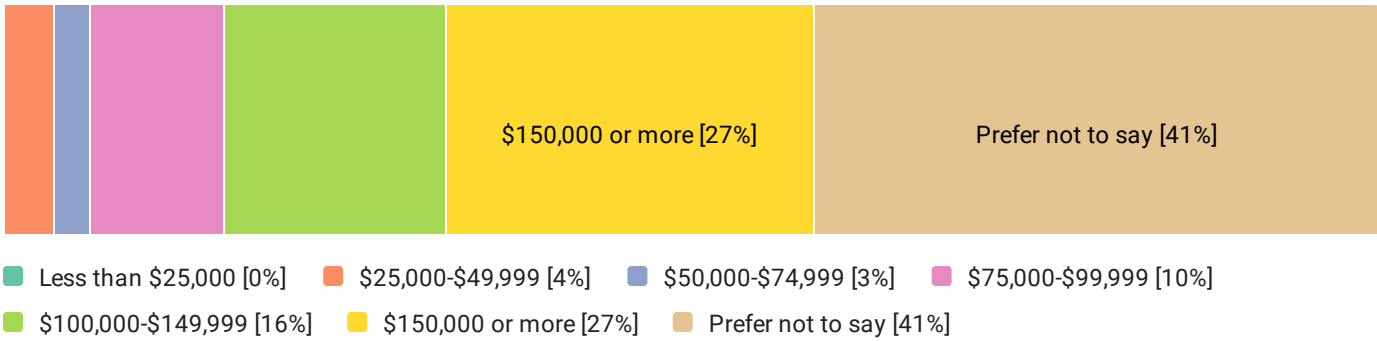
Are you of Spanish, Hispanic, or Latino origin?



Do you identify as a person with a disability or other chronic condition?



What was your total household income during the past 12 months?



Appendix B: Community Planning Workshop Agenda, Activity, and Summary of Feedback

Village of Cold Spring Community Planning Workshop – April 29, 2024

Workshop Agenda		
7:00-7:05 PM	Welcome and Review Agenda - Kathleen Foley, Mayor of the Village of Cold Spring - Jacob Thompson, Research Project Coordinator, POET	5 min
7:05-7:15 PM	NYMTC Introduction and Community Workshop Program David Drits, Program Management & Integration, New York Metropolitan Transportation Council (NYMTC)	10 min
7:15-8:15 PM	Presentation - Background and context - Survey responses - Potential solutions	20 min
7:15-8:15 PM	Jamboard Activity - Fair Street parking - Main Street and Visitor Center - Market St and Lunn Tr; Main St and Morris Ave - Trolley	40 min
8:25 - 8:30 PM	Next Steps and Closing Remarks Miriam Salerno, Managing Director, Public Outreach and Engagement Team	5 min

Facilitator Instructions

Lead Facilitator: Jacob

Support Facilitators: Miriam, Cate, Jes, Kiara

Student Research Assistants: (if needed): Caroline, (Mary), Will

Partners/subject experts: Local – TBD, Regional – David D.

Breakout Rooms (if needed)

Each breakout room will have a facilitator discussing a specific site in Cold Spring. Each breakout room will have its own Jamboard. The facilitator's main role is to guide discussion about the specific site, to support Jamboard notes, and to support rapid report backs.

- Put the link to the Jamboard in the chat for all participants to use, if they would like to add their own comments
 - LINK:
<https://jamboard.google.com/d/19k1NCmw1eviVwwqhH1CW231cso5ma4bTfwL6zf4A-LM/viewer?f=3>

- The Lead Facilitator will lead the discussion and share his/her screen with Jamboard
- The Support Facilitator will
 - Turn on session recording
 - Monitor the chat for comments
 - Monitor queue of participants who have “raised hands” and identify whose turn it is to speak (if necessary)
- Facilitators should use Jamboard to record input and we should encourage participants to add input to the board as discussion occurs. Participants can either share their thoughts verbally or through a typed response sent through Jamboard or both. Their responses will be recorded on the Jamboard in real time. If a participant has shared verbally the facilitator can type it into Jamboard for note keeping.
- **POET staff and partners will jump in in areas of expertise as needed to facilitate conversations and answer questions**

Breakout Session Talking Points and Prompt Questions

1. Main Street and Visitor Center

- <https://maps.app.goo.gl/dWMaXRNpHYwq6Ezr9>
- (this also ties in North/South corridor along Hicks St, and S. Franklin Ave and East/West corridor along Hawthorne and Jamaica to and through the downtown)
- There is an average of 5,000 transit commuters on a typical day in Valley stream (out of about 40k residents)
- Building out bike and pedestrian infrastructure will reduce the current traffic congestion in the train station area
- Reduce noise and air pollution
- Building out bike infrastructure, such as bike lanes will promote environmental benefits by encouraging active modes of transportation
- **Questions:**
 - How important do you think it is to have safe and well-designed bike lanes in your neighborhood? In this area?
 - What safety measures would encourage you to walk or bike on this road?
 - What can a route that connects the train station to the greater park network look like?
 - How do you think the development of bike lanes would impact the village's overall quality of life and environment?
 - What are your concerns or considerations regarding potential conflicts between cyclists and other road users, such as drivers and pedestrians?
 - Have you ever seen anyone biking on Hicks street?
 - Would you feel safe using a ped crossing at this location with a proper crosswalk and warnings?
 - Would vehicle speeds need to be reduced to feel safe?
 - Other thoughts or comments on this location?

2. Market Street and Lunn Terrace; Market Street and Morris Avenue

- <https://maps.app.goo.gl/tTqxf2RWxwkix3UEA>

- Speedway from Merrick Road to the Southern State. Unsafe for school children walking to school and people walking to the park.
- **Questions:**
 - o Do you walk along this road? Do you bike on this road? If so, how safe do you feel?
 - o Do you think traffic calming measures would make you feel safer as a pedestrian or cyclist on this road?
 - o What else should the village do to make this road safer?

3. Fair Street Parking

a.

4. Trolley

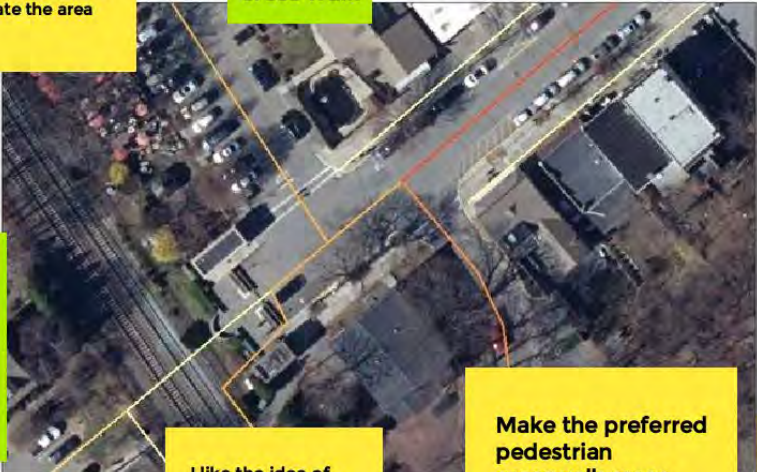
- <https://maps.app.goo.gl/vMGFLxPMhfEqjIM69>
- a nightmare for pedestrian and bicyclists. Very little room for impactful design changes.
- **Questions**
 - o Are you familiar with this area?
 - o Would you use a midblock crossing at this location?
 - o What other concerns or challenges are present in this location?

Cold Spring Community Planning Workshop

Jamboard Activity and Summary of Feedback

Board 1: Main Street and Visitors' Center

Location 1: Main Street and Visitors' Center



I think our crosswalks have diagonal stripes. Are the bolder parallel stripes "better"?

A traffic circle would be too much, maybe a statue or something small to separate the area

love the idea of a raised cross walk

I like raised cross walk

love the idea of a raised cross walk

I'm most concerned about the poor shape of sidewalks and cut outs to step onto crosswalks.

I'm concerned a roundabout would still be challenging for pedestrians to cross

Maybe no right on red at all corners instead of a turning lane, not wide enough to add a turning lane

I like the idea of more control and a raised crosswalk at Lunn/Main but a roundabout will 100% interfere with turning fire trucks

Make the preferred pedestrian crosswalk areas more clear, especially going from the north side to the tunnel)

A traffic circle might make more traffic start to run up Railroad avenue, which can create a different issue

Too narrow for a roundabout or traffic circle

Maybe a few small pedestrian islands midway across Main St and Depot Sq side

Discussion Questions- The following questions guided the discussion for this site:

- How important do you think it is to have safe and well-designed bike lanes in your neighborhood? In this area?
- What safety measures would encourage you to walk or bike on this road?
- What can a route that connects the train station to the greater park network look like?
- How do you think the development of bike lanes would impact the village's overall quality of life and environment?
- What are your concerns or considerations regarding potential conflicts between cyclists and other road users, such as drivers and pedestrians?
- Have you ever seen anyone biking on Hicks Street?

- Would you feel safe using a pedestrian crossing at this location with a proper crosswalk and warnings?
- Would vehicle speeds need to be reduced to feel safe?
- Other thoughts or comments on this location?

Public Commentary- The following are the key themes and summarized points of feedback for this site:

Pedestrian Mobility

- Six participants indicated they are partial to a raised crosswalk with bold, diagonal painted stripes and clear signage for pedestrians. (6)
- One participant suggested a few small pedestrian islands midway between Main Street and Depot Square. (1)
- Two participants expressed concern about the shape of the cut outs hindering pedestrians from stepping into the crosswalk with ease. (2)

Car mobility

- Participants discouraged the use of a traffic island, traffic circle and/or roundabout as the street is too narrow for firetrucks to turn and would make it challenging for pedestrians to cross. Others expressed concern that a traffic circle may congest Railroad Avenue and suggest using statues to separate the area, alleviating congestion. (7)
- One participant suggests implementing “no right on red” at all corners inside of the turning lane, but another claims this street is not wide enough to add a turning lane. (2)

Participants indicated they favor a raised crosswalk to slow the speed of traffic and provide more safety for pedestrians to cross between Main Street and the Visitors' Center. Many participants voiced concerns about implementing a roundabout, traffic island, or traffic circle due to worries that the street is too narrow for such infrastructure.

Major Themes: pedestrian mobility, car mobility, raised crosswalks, signage

Board 2: Fair Street

Location #2: Fair Street



crosswalk near Northern (Spring Brook Condos corner) and near Mayor's Park

yes, by the ballpark

Can we get that new building to finish its sidewalk?? (further north by the River view, has been slowly under construction for years.. the Nina Chanel Abney space?)

Raised sidewalk needed all the way to LSP

The conditions of sidewalks along fair Street are terrible. And they are too narrow for the number of walkers

Striping for shared lane? Not sure if it is a good idea because drivers have trouble exiting driveways

Extending the sidewalk to Little Stony Point would be useful for residents and hikers alike!

Sidewalk to help keep hikers out of middle of road at 9D/Fair intersection. The first 100' or so are maybe the most dangerous

the area north of DPW is always under water. Only a raised sidewalk would work here.

Reduce or eliminate on street parking

there needs to be a pedestrian route through mayors park if parking is restored along the street

There should be parking available for people coming to use the amenities at Mayor's Park

Sorry, not on the Jam Board. Sidewalk to help keep hikers out of middle of road at 9D/Fair intersection. The first 100' or so are maybe the most dangerous

Make this a shared street where walkers have equal priority to drivers.

eliminate on street parking, extend sidewalk to Little Stony Point

Discussion Questions- The following questions guided the discussion for this site:

- Do you think sidewalk improvements, rehabilitation and extensions of existing sidewalks and/or daylighting would improve your experience as a pedestrian on this street?
- What else should the village do to make this street more accommodating for pedestrians?

Public Commentary- The following are the key themes and summarized points of feedback for this site:

Pedestrian Mobility

- Participants indicated that crosswalks are needed near Northern and Mayor's Park. (4)
- One participant reported the area north of the Department of Public Works is prone to/susceptible to flooding and suggests adding a raised crosswalk here. (1)
- Participants indicated a high degree of favorability towards improving, rehabilitating and extending existing sidewalks. Participants would like the

sidewalk along Fair Street to be widened, raised and extended to Little Stony Point. There are also areas that require completion and addition, such as at the intersection of Fair Street and NY 9D, where the first 100' are reported to be the most dangerous. (6)

- Participants would like a pedestrian route that travels through Mayor's Park. (2)

Car mobility

- In the context of added striping for a shared lane, one participant voiced a concern that drivers already have trouble existing driveways; this issue would be exacerbated by a shared lane. However, another participant would like to have a shared street "where walkers have equal priority to drivers." (2)

Traffic Calming

- One participant advocated for traffic calming measures such as speed bumps by Mayor's Park. (1)

Parking

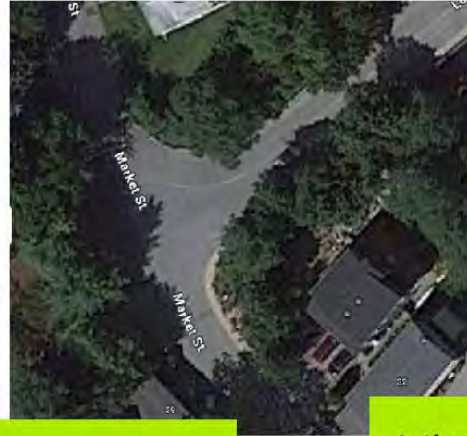
- Participants indicated that they would like to remove or eliminate along Fair Street, and one suggested adding parking around Mayor's Park to compensate. (3)
- If parking is restored along Fair Street, participants would like to have an alternative pedestrian route through Mayor's Park. (2)

Participants indicated a high level of support for pedestrian mobility in the form of additional and raised crosswalks, widened/raised/extended sidewalks for both residents and hikers, and a shared lane that would harmonize pedestrians and motorists. A couple of participants advocated for reduced street parking and would like to see a balance between pedestrian and vehicular mobility in and around Mayor's Park.

Major Themes: crosswalks, sidewalks, pedestrian mobility, shared lane striping, parking

Board 3: Market Street and Lunn Terrace; Main Street and Morris Avenue

Location #3: Main Street and Lunn Terrace



Shared lane or street striped with bike lane

The sidewalks here are very narrow

Crosswalks both side of bridge and both side of Market St (north)

Perfect for a roundabout and a few small pedestrian islands

Traffic calming please

good idea for roundabout. Mind that motorist blow through the (tree obstructed) merge sign at the NE corner. How would the island fix that?

Striping with paint please

It is very dark at night in this area

Striping for bikes or shared lane

limiting the number of cars in this area is best

It's very dangerous biking across the bridge due to limited vision and cars driving fast

Is there a way that you can limit vehicles in area? Something like local traffic only on weekends? Like NO RIGHT TURN, LOCAL TRAFFIC ONLY or TURN LEFT ONLY into lot.

Is there a way to limit cars here on weekend? Something like local traffic only (no right turn?) OR turn left only so that density of cars goes straight to the parking lot if they are visiting

Street signage to help more people follow directions

Discussion Questions- The following questions guided the discussion for this site:

- Do you walk along this road? Do you bike on this road? If so, how safe do you feel?
- Do you think traffic calming measures would make you feel safer as a pedestrian or cyclist on this road?
- What else should the village do to make this road safer?

Public Commentary- The following are the key themes and summarized points of feedback for this site:

Congestion

- Participants indicated that they prefer a limitation on the amount of traffic flow in this area. A few solutions were proposed such as limitations on the weekend, implementing no right turn, local traffic only, or left turn only (into parking lot), and creating a roundabout. (5)

Safety

- The safety of drivers and cyclists were of high concern in this area. Participants reported that it is too dark at night –limiting drivers' vision and that biking across the bridge is especially dangerous. (3)
- Participants indicate that traffic calming through increased signage / signage visibility would be helpful as cars typically speed and a tree obstructs a merge sign at the NE corner of Market Street and Lunn Terrace. (3)

Cyclist

- Participants indicate a preference for a shared lane/stripped bike line to accommodate cyclists and motorists in this area. (2)

Pedestrian

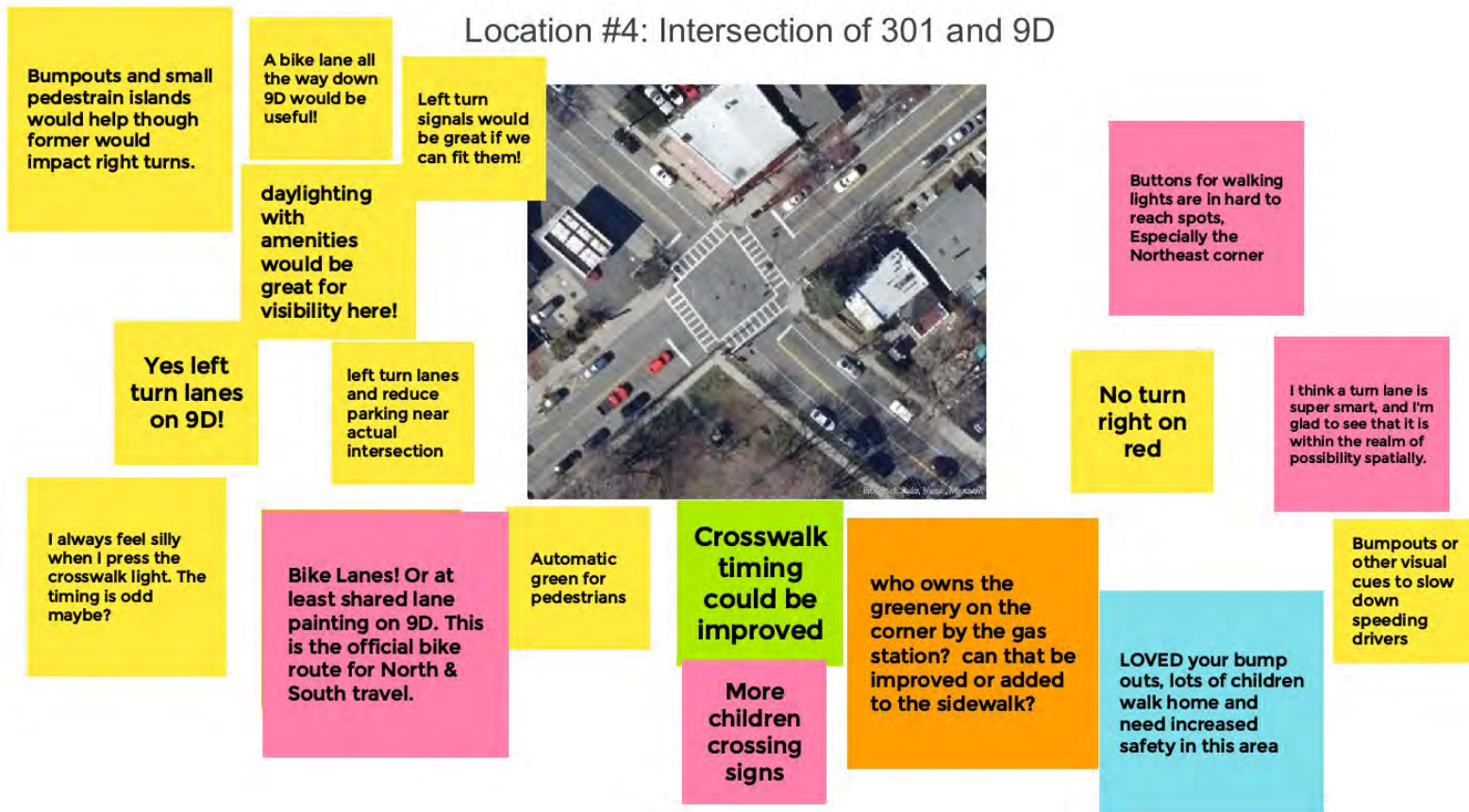
- One participant indicated that both sides of north Market Street and the bridge ought to have crosswalks. (3)
- One participant suggested adding a few small pedestrian islands and wider sidewalks in this area. (1)

Participants indicated a need for improved safety conditions along Main Street and Lunn Terrace, highlighting that the area is dangerous for road users – particularly at night due to low visibility. There was a high level of support for traffic calming and congestion alleviation in the form of roundabouts, increased signage, and limiting the number of cars at select times of the week.

Major Themes: congestion, safety, shared lane striping, pedestrian mobility

Board 4: Intersection of NY 301 and NY 9D

Location #4: Intersection of 301 and 9D



Discussion Questions- The following questions guided the discussion for this site:

- Do you think traffic calming measures would make you feel safer as a pedestrian or cyclist on this road?
- What else should the village do to make this road safer?

Public Commentary- The following are the key themes and summarized points of feedback for this site:

Pedestrian

- Participants advocated for improvements to facilitate pedestrian mobility in the form of small pedestrian islands, pedestrian recall, improved crosswalk timing and placement of crosswalk buttons (especially on the NE corner of NY 301 and NY 9D). (5)
- Participants voiced concerns about the obstructed view of NY 9D by the greenery on the SE corner by the gas station. These greenery could be minimized or trimmed to improve visibility down NY 9D. (2)

Safety

- Participants reported that children often walk home via the intersection of NY 301 and NY 9D, so their safety must be prioritized. One way of accomplishing this is through traffic calming measures such as bump outs or visual cues and more children crossing signs. (4)
- Another way in which safety could be prioritized, as suggested by participants, is through daylighting with amenities. (1)
- One participant voiced that they would like to implement a “no right on red” at this intersection. (1)

Lanes

- As cycling is common in this area, street design to enhance bikeability and safety in the form of a shared, striped motorist/cyclist lane down 9D was supported by participants. (3)
- Many participants indicated that left turn signals on NY 9D are favored. (4)

Parking

- One participant expressed a preference for reduced parking in this area. (1)

Participants advocated for improved pedestrian conditions at the intersection of 301 and 9D in the form of small pedestrian island, automatic walk signal and improved crosswalk timing, and sidewalk improvement. This area receives a high volume of child pedestrians, so safety must be prioritized. Participants also indicated favorability towards a shared bike lane and left turn signals.

Major Themes: pedestrian mobility, crosswalk timing, safety, children’s safety, reduced parking

Board 5: Trolley

Trolley



Only keep the trolley if it becomes efficient. It just adds to the carbon creation & it has been many years of people trying to improve it.

Reliable schedules, safe waiting areas

Second trolley purchased by the County - LED display on the front indicating route.

more benches make sense, bus shelters may be out of place in the village

it would be great to connect the village to the residents to North Highlands, Vera's, Phillipstown Park Rec Center, etc

Stops might be painted box on road like ones for VCS police vehicles

Paint route on side of bus

Relatively new, I'm just totally unclear where it starts and where it ends. It's an enigma

trolleys that connect to town sports fields would be more useful to residents

sports fields: NHFD ball field, phillipstown park, the rec...

our trolley should preclude the imposition of an HHFT bus fleet, as intended

Clearly marked stops to make it obvious. Bus shelters good idea.

is there a website that shows a time table? Can that be promoted?

Love sports field idea. Get the kids to the Rec Center? Wow, that would be a win (if it's super safe)

Discussion Questions- The following are the key themes and summarized points of feedback for this site:

- Are you familiar with this area?
- Would you use a midblock crossing at this location?
- What other concerns or challenges are present in this location?

Public Commentary- The following are the summarized points of feedback for this site:

Efficiency

- Participants reported a need for improved efficiency of the trolley system in the form of more reliable schedules and/or an additional trolley . (2)

User friendly

- Many participants indicated a need for improvements to user design such as:
 - Readily available online schedule (1)
 - More comfortable waiting areas – i.e., additional benches and shelter (3)

- Visual aids to clarify stops – i.e., painted box on the road (2)
- Visual aids to clarify routes – i.e., LED display or route map painted on the side of the trolley (3)

Connectivity

- Participants would like the trolley system to incorporate more sports fields (i.e., North Highlands Fire District and Phillipstown Park) into routes, and to consider carrying children to the Park and Recreation Center. (3)
- Participants would like for the trolley system to connect residents to commonly travelled areas such as: North Highlands, Vera's, Phillipstown, and the Park and Recreation Center. (1)

Preferences

- One participant indicated that the trolley system ought to be prioritized ahead of the addition of a bus fleet servicing the Hudson Highlands Fjord Trail. (1)

Participants indicated the trolley system needs to be more user friendly with clearly marked and convenient schedules, routes, and stops. There was a high preference for connectivity throughout sports fields.

Major Themes: connectivity, efficiency, user friendly

**Appendix C: Pedestrian and Bicycle Funding Opportunities: US
Department of Transportation Transit, Safety, and Highway
Funds**

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds

November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																													
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	Federal Highway Administration														Federal Lands			OST Grant						OST Loan		FTA			NHTSA	
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	\$		\$						\$	\$	\$		\$		\$	\$					\$		TA				\$	~\$		
Barrier removal for ADA compliance	\$	\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Bicycle plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$			~\$	\$					\$	\$	~\$		
Bicycle helmets (project or training related)	~\$				\$				\$	SSRTS		\$				\$													\$	
Bicycle helmets (safety promotion)	~\$				\$				\$	SSRTS		\$				\$														
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	~\$	\$	\$			~\$	~\$	\$				
Bicycle parking (see Bicycle Parking Solutions)	\$		\$	\$			\$			\$	\$	\$		\$	\$	\$		~\$	~\$	\$	~\$			~\$	\$	\$				
Bike racks on transit	\$		\$	\$					\$	\$					\$	\$			~\$	\$	~\$				~\$	\$				
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$						\$	\$					\$	\$			~\$	\$	~\$			~\$	~\$	\$				
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$					\$	\$		~\$	~\$	\$	~\$			~\$	~\$	\$				
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			~\$	\$	~\$			~\$	\$	\$				
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Bus shelters and benches	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Charging stations for electric bicycles and scooters NEW	\$		\$	\$						\$	\$	\$				\$	\$					~\$		~\$	~\$					
Coordinator positions: State/local (CMAQ/STBG limited)				\$					\$	SSRTS		\$				\$					~\$									
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$				NAE	~\$		TA				~\$	~\$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$			\$	~\$			~\$	\$				
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$				~\$	\$	~\$	~\$		
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$	\$			\$	\$		\$	\$	\$	~\$				\$	\$	~\$	~\$		
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$				\$	SSRTS	\$	\$	\$			\$					~\$	~\$								
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$			~\$	~\$	~\$			~\$	~\$	\$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$		\$			~\$	\$	\$	\$	\$					\$	\$		~\$	~\$	~\$	~\$			~\$	~\$	\$				
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$	\$					\$	\$		\$	\$	\$		\$					\$					\$				
Micromobility projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			\$	\$	~\$	~\$		~\$	~\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	\$	\$	\$			~\$	~\$					
Pedestrian plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$	~\$	\$	~\$	\$					\$	\$	\$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~\$				\$				\$	SSRTS		\$				\$													\$	\$

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																													
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	Federal Highway Administration														Federal Lands			OST Grant						OST Loan		FTA			NHTSA	
Activity or Project Type	ATIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLT	TTP	TPSF	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Rail at-grade crossings	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			\$	\$	\$				
Recreational trails	\$							\$	\$	\$	\$			\$	\$	\$			\$	\$	~\$				~\$					
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	note	\$	\$	\$		\$	\$	\$	~\$	~\$		~\$	~\$					
Road Diets (pedestrian and bicycle portions)	\$		\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	\$					
Road Safety Assessment for pedestrians and bicyclists	\$				\$	\$			\$	\$			\$		\$	\$	\$			\$	\$		TA		~\$		~\$			
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$				\$				\$	\$SRTS		\$	\$			\$					\$						~\$	~\$	\$	\$
Safety education positions					\$				\$SRTS	\$SRTS		\$				\$					\$								\$	
Safety enforcement (including police patrols)					\$				\$SRTS	\$SRTS		\$				\$					\$								\$	\$
Safety program technical assessment (for peds/bicyclists)	~\$				\$				\$SRTS	\$SRTS		\$	\$		\$	\$					\$	\$		TA					\$	
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Shared use paths / transportation trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Signing for pedestrian or bicycle routes	\$		\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED	\$		\$	~\$	\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$	~\$	\$	~\$		~\$	~\$	\$				
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED	\$				\$	\$	\$	\$	\$	\$	\$	\$	note		\$	\$	\$	\$	\$	\$	~\$			~\$	~\$	\$	note	note		
Technical Assistance (see Cross-cutting notes) NEW	~\$			~\$	\$				\$	\$	\$	\$	note			\$	\$			~\$	~\$	~\$	TA							
Traffic calming	\$		\$		\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Trail bridges	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			~\$	\$					
Trail construction and maintenance equipment	\$		\$						\$	\$	\$				~\$	~\$	~\$				~\$			~\$	~\$					
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$					
Trailside/trailhead facilities (restrooms, water, but not general park amenities)	\$		~\$						\$	\$	\$			\$	\$	\$			~\$					~\$	~\$					
Training	~\$			\$	\$				\$	\$	\$	\$	\$			\$					\$		TA				~\$	~\$	\$	
Training for law enforcement on ped/bicyclist safety laws	~\$			~\$	\$				\$SRTS	\$SRTS		\$				\$					\$						~\$	~\$	\$	\$
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			\$	\$	\$				
Vulnerable Road User Safety Assessment	\$				\$				\$	\$		\$	\$			\$	\$			\$			TA				~\$	~\$		

Abbreviations (alphabetical order)

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973 AoPP: Areas of Persistent Poverty Program ATIP: Active Transportation Infrastructure Investment Program [web link under development] BIL: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58)) BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program CMAQ: Congestion Mitigation and Air Quality Improvement Program CRP: Carbon Reduction Program FLTTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program FTA: Federal Transit Administration Capital Funds	PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding) PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation RAISE: Rebuilding American Infrastructure with Sustainability and Equity RCN: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and Neighborhood Access and Equity programs) RHCP: Railway-Highway Crossings (Section 130) Program RRIF: Railroad Rehabilitation and Improvement Financing (loans) RTP: Recreational Trails Program SMART: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program SRTS: Safe Routes to School Program (and related activities) SS4A: Safe Streets and Roads for All STBG: Surface Transportation Block Grant Program
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HSIP : Highway Safety Improvement Program IIJA : Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law INFRA : Infrastructure for Rebuilding America Discretionary Grant Program NAE : Neighborhood Access and Equity Program NHPP : National Highway Performance Program NHTSA 402 : National Highway Traffic Safety Administration State and Community Highway Safety Grant Program NHTSA 405(g) : National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety) NSBP : National Scenic Byways Program	TASA : Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) Thrive : Thriving Communities Initiative (TA: Technical Assistance) TIFIA : Transportation Infrastructure Finance and Innovation Act (loans) TOD : Transit-Oriented Development TTP : Tribal Transportation Program TTPSF : Tribal Transportation Program Safety Fund
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Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications](#), [Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TASA](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TASA](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

FHWA Programs

- [ATIIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI](#): [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State’s [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).

- [TASA](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
 - o [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - o [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

OST Grant Programs

- [INFRA](#) (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RAISE](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- [RCN](#): Combines [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and [Neighborhood Access and Equity Grant Program](#), Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- [SMART](#) (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

OST Loan Programs

- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

FTA Programs

- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit, Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - o Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - o Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - o FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.

NHTSA Programs

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. [See 23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part time positions.