

Town of Lewisboro

Bike and Pedestrian Plan

Addendum to 5/24/1985 Master Plan

Adopted 9/22/2014

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Introduction

The Lewisboro Master Plan has played an important role in protecting the natural beauty and rural character of the town. While those natural spaces have been well preserved, the density of the remaining area has increased, along with the traffic. The roads have become less hospitable to bikes and pedestrians, to the point where residents often opt to drive otherwise walkable distances to local destinations such as shops, schools, and parks - and sometimes even to get across the street. Those who still choose to exercise their prerogative are exposed to unnecessarily unsafe conditions.

Planning and designing for bike and pedestrian accommodation will have a positive impact on mobility, safety and economic vitality. The benefits of walking and cycling are

well-documented. Targeted improvements would present Lewisboro residents with more mobility options, exercise opportunities and socialization context. Some would gain the ability to commute without taking their car. Walking and bicycling can serve as a means of transport for children and seniors who can't drive. Studies have also found that communities that are pedestrian and bicycle friendly experience higher property values. Commercial centers that provide for safe and pleasant pedestrian movement experience increased customer traffic.

This plan sets out the town's specific goals to forward such improvements.

Plan priorities

Plan priorities fall into three categories:

1. [Removing obstacles for short trips to key destinations](#) - the "one mile radius" focus

While ultimately it is hoped that there may be safe passage for bike/pedestrian users throughout town, Lewisboro will prioritize those areas within approximately one mile from the Katonah-Lewisboro School District campuses, the three main commercial centers of Vista, Cross River and Goldens Bridge, and the Goldens Bridge Train Station. This one mile would represent about 20 minutes of walking time, and perhaps 5 minutes by bike. This is well within the comfort level of most people, making the choice to leave the car at home a little easier. Those one mile radius circles also happen to be among the most dense areas in town, therefore presenting the highest impact in terms of number of residents benefitting. [see maps at end]

2. [Connecting the hamlets - State highways and the trail network](#)

Much of Lewisboro may be traversed by bike on local roads, but at some point in the trip one inevitably ends up on one of the State highways - Rt 138, Rt 121, Rt 35 or Rt 123. With the exception of certain lengths of Rt 35 which have enhanced shoulders, the majority of these roads require significant safety improvements to meet the minimum needs of bike users. A contiguous accessible trail network is a component of the Open Space and Natural Resource Preservation goal of the Master Plan:

Public access to open space lands via foot trails contribute to the community's appreciation of these lands. The Town should pursue the establishment of a trail network through and between committed open space parcels.

3. [Intermunicipal connections: Collaborating with neighbors](#)

Projects which might connect Lewisboro with other towns and elicit the support of multiple towns.

One-mile Radius

Vista

Vista is in, some respects, in a better state than the other two centers. The Oakridge housing complex is integrated with the shopping center and so accessible on foot without having to mix with traffic..



The bike/pedestrian accessibility ends at the Oakridge border however. To get to any other part of town one must traverse a length of Rt 123, a state highway. Those segments of 123 are not long, but traffic speeds and lack of defined shoulder in some places is enough to discourage many from attempting the trip. To connect the local roads to the north and east of Oakridge, and thus onwards to Elmwood Rd and Lewisboro Hamlet would only require upgrading the approximately 400 feet between Oakridge Dr and Glen Dr.



This plan recommends therefore, that the priority improvement for the Vista Hamlet center be the establishment of safe bike/pedestrian connections to the local roads north and south of the Oakridge complex (Glen Dr, West Rd, East St etc.).

Goldens Bridge

The traffic light at Rt 138 and North St. in Goldens Bridge governs movement between the train station, the shopping center and several nearby communities. The following assessment of the area is quoted verbatim from the January 2011 engineering survey:

“The Metro North parking lot on the east side of Rt-22 has a stairway to Rt-138 that connects to a sidewalk along the bridge which connects to the

train station. However, no sidewalk currently exists east of the bridge (in the other direction) along Rt-138. As seen during our short field meeting, pedestrians do travel along this route to the Colony, Wild Oaks, and beyond. These pedestrians were forced to walk along the Rt-138 traveled lane; a condition that is less than ideal.

Further, there are no sidewalks that connect the nearby shopping center to Rt-138 and the residential communities in the area; or any crosswalks that connect the Metro North parking lot to the shopping center. Pedestrians desire a safe and easy route to walk and bike to nearby local retailers such as those in the shopping center, including the Post Office.

Currently, this section of Rt-138 and North street are lined with guide rails on either side. Absent sidewalks, pedestrians are forced to either walk in the vehicle lane or "hop" over the guide rail to walk on the grass (if a level area exists).

While sidewalks do not currently exist in this area, there does appear to be opportunity to create them, without extensive grading or construction techniques.

Potential Improvements Rt-138

An approximately 5-foot wide area along Rt-138 between the guide rail and a chain link fence exists, which could be converted to a sidewalk with appropriate entrance and exit points and ADA compliant sidewalk ramps. The sidewalk is most critical between the bridge and North Street. Sidewalks could be extended east of North Street (toward the Colony and Wild Oaks); however, the shoulder currently is wide enough for pedestrians to travel and the road is not confined with guide rails. The work east of North Street could be considered a second phase of this project.

Rt-138/ North Street Intersection

This intersection is currently signalized. However, there are no cross walks on either Rt-138 or North Street, nor are there any pedestrian phases included with the traffic signal. Rt-138 has east and west bound lanes as well and a left-hand turn lane onto North Street. This makes the roadway over 75 feet wide, which is a long distance for pedestrians to travel with no traffic island or defined pedestrian phase of the signal.

Similarly, North Street is over 50 feet wide. While no dedicated left turn lane exists here, the lane is wide enough to allow cars turning left and right onto Rt-138 to approach the intersection. With no right-hand turn restriction, cars are able to turn right onto Rt-138 while cars turning left wait at the light. As witnessed by this writer, cars turning right are focused on the traffic on Rt-138 and are often not aware of pedestrians in the area.

Similarly, eastbound traffic on Rt-138 has no right-turn restriction onto North Street. These facts, coupled with the distance the pedestrian needs to travel, make crossing this intersection difficult during all phases of the traffic signal (whether the signal on North Street is red or green).

When crosswalks are installed here, pedestrian signals should be added. This would allow pedestrians to push a button while waiting to cross that would activate the pedestrian signal (Walk/ Don't Walk Sign) at the appropriate time.

North Street

Once again, no sidewalks exist along North Street. Clearly, a connection from the shopping center to Rt-138 would benefit residents of the Colony and Wild Oaks that wish to walk to this local retail center. Ample room exists on the east side of the road (behind the guide rail) to create a sidewalk. Some grading or drainage improvements may be required near the intersection of Rt-138.

Metro North Parking Lot/ Shopping Center

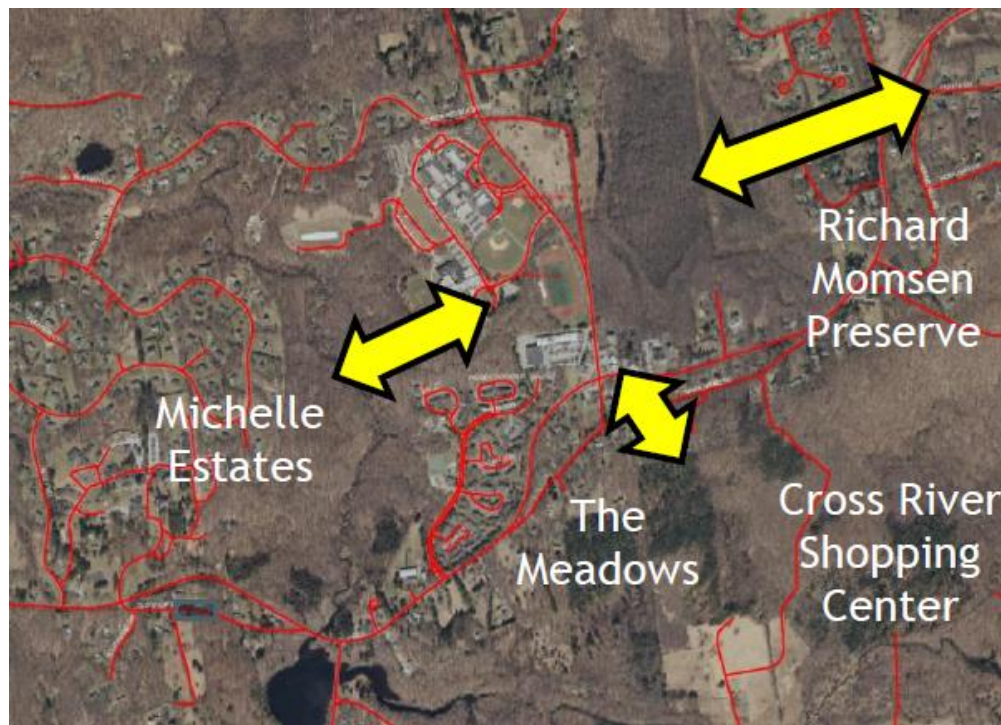
Currently, no defined crosswalks exist between these two areas. The curve of North Street creates a sight line problem for pedestrians that do try to cross here. Ideally, a cross walk would be established at a location in North Street designed to maximize the sight distance for both the pedestrian and vehicular traffic. A pedestrian relief island or other visible warning mechanism (signage, etc.) should be used to make drivers aware of the pedestrian area.”

[End, Dec 2011 Goldens Bridge Survey Extract]

Cross River

Cross River contains two major destinations in the John Jay campus and the shopping center - recently renamed Orchard Square. Two significant residential areas lie adjacent

to these - Michelle Estates and The Meadows.



In September of 2011, with the support of Westchester County, a “Safe Routes to School” workshop was held at the John Jay Middle School.

As the following extract from that study illustrates, the logic of connecting the major pieces of the hamlet has been evident for some time:

III. 1 Trail Connections to School Property from Michelle Estates
There have been attempts to connect the school campus to the single family development known as Michelle Estates to the north and west of the school campus.

The following efforts have been made:

Lewisboro Town Board requests access to Gideon Reynolds Road from adjacent school property (1999). This would enable students residing in Michelle Estates to cross onto school property without having to access and walk along North Salem Road.

Lewisboro Town Board requests access to open space and wetland area to the southwest of the school campus for the creation of a network of trails (2002). This open space and wetland area is owned by the School District

and would connect to the street network of Michelle Estates via three easements in the tax parcels of Michelle Estates, and to Route 35 near the intersection of Old Shop Road. Baywater Development, LLC (builder of Michelle Estates) responds with easement records.

And the study's "Opportunities" findings also speak to this.

- **Establish a connection from the Meadows Condominiums to the Middle School via the Cross River Shopping Center.**
- **A path with a bridge over the ravine could connect the front of the Middle School to the Cross River Shopping Center parking lot.**
- **A paved driveway, currently not in service for vehicular traffic, but available for pedestrian use, currently exists between the Meadows condominiums and the Cross River Shopping Center. This connection is distant enough from the Meadows residences so as not to be a source of noise distraction.**
- **The closely spaced chain linked fences (aka 'cattle chute') along North Salem Road could be used to provide at-grade access to the Cross River Shopping Center parking lot and, by way of the paved driveway mentioned above, to the Meadows Condominiums.**
- **Establish a connection to Michelle Estates from the Middle School by building a path or system of paths connecting to one or more of three easements onto public roadways within Michelle Estates. This system of paths would connect with the practice athletic fields located directly behind the Middle School and could potentially be used for both student biking and walking to and from school as well as connecting the Michelle Estates with the stores at the Cross River Shopping Center.**
- **Work with NYSDOT to make pedestrian improvements at the intersection of North Salem Road and Route 35. This intersection is at the heart of a potential for future "hamlet development" in Cross River. Currently this intersection is of local significance because many of the High School students cross at this point during their lunch break, to patronize the deli-sandwich shop opposite the Cross River Shopping Center.**
- **Establish a connection via the Richard Momsen Preserve which is directly east of the new field facilities across North Salem Road from the High School/Middle School campus. This potential connection could utilize the new traffic calming and crosswalk scheduled to be installed by NYSDOT**

Safe Routes To KLSD Schools

There are population concentrations near Katonah Lewisboro School District schools which might potentially see significant numbers of walking or biking students but for

dangerous and/or unwelcoming traffic conditions. This plan calls for the elimination of these conditions. Katonah Elementary has instituted a number of recommendations from a Safe Routes to School report which have received enthusiastic support and resulted in an increase in walkers. The other schools in the system have an even more urgent need.

Meadow Pond Elementary School

MPES is adjacent to Onatru Reservation, and separated from Elmwood Rd by about a quarter mile, but there is currently no formal access or route connecting.

Increase Miller Elementary School

Increase Miller lies just next to the Indian Hill Community. In 2012 an Eagle Scout, AJ Goncalves, blazed a trail between the Fox Valley Town Park complex and the school, but the full potential of this proximity is yet to be realized. Increase Miller Rd, along the west side of the campus, is passable, but could benefit from traffic calming measures as car speeds tend to be high. Heading either east or west from the school, Rt 138 makes no allowance for walkers and bikers at all. The town would like to see the whole of 138 upgraded.

Lewisboro Elementary School

The Katonah-Lewisboro Board of Education has decided to shut down Lewisboro Elementary School at the end of the 2013-14 school year. It is not known what use the building might be put to, or on what timetable. Its location on a local road and within walking distance of the hamlet center suggests that it might yet be an active element in the future.

Cross-town travel

State Roads

Riding through Lewisboro is a pleasure. A number of organized rides, traverse the town as part of their event routing. While the preference is for local roads, cross-town rides inevitably means biking on one of the state highways. The importance and potential of some of those routes were recognized in the “The Mid-Hudson South Region Bicycle & Pedestrian Master Plan”, developed in 2001. From the table of proposed facilities in that document:

Facility Name	Facility Description	Facility Type	Total miles	Municipality	Project Status
Rt 121	North county routes which branches off from Route 22 in Bedford Village and continues north into Putnam County, linking Bedford Village, Cross River and Salem Center, as well as Mountain Lakes and Ward Pound Ridge County Park Facilities.	ON-ROAD	13.9	BED, PDG, LEW, NSM	Proposed facility
Rt 22	Central route from White Plains to Putnam County	ON-ROAD	26.8	WHP, NOC, BED, LEW, NSM	Section between Armonk and the Kensico Reservoir is improved with wide shoulders. Popular route for experienced cyclists.
Rt 35	East-west route in the northern county. An alternative Cross River bypass route through Ward Pound Ridge reservation along Boutonville Road and Route 124 could be considered. Need to be considered. Need to consider parallel off-road paths where feasible to address safety concerns.	ON-ROAD	14.6	SOM, BED, LEW	Section between Whitehall Corners and Katonah Hamlet is improved with wide shoulders. Links with designated bike route in Connecticut

This set of priorities addresses regional connections, but doesn't mention 123 and 138, All of these state roads are important links within Lewisboro.

Lewisboro has a very unique geography, over 15 miles end to end, and it largely depends on these state roads for its primary connectivity. As the maintenance cycle comes around for each road, the Town will engage NYS DOT to provide for safe passage by non-motorized travel by including at least an enhanced shoulder in the works.

Trail Links and Connections

With hundreds of acres of preserves, most residents are close to a trailhead. The ability to access open space easily is a desirable feature for home buyers. There are a number of areas where pedestrian access measures can be coordinated with existing or prospective trails to form a more cohesive network. Some examples are:

Indian Hill: an informal trail through the open space area of the Indian Hill development is a natural link between the Brownell Preserve and the community, Increase Miller School and the Todd Rd Area.

JJHS Cross Country Trail - Michelle Estates: The Michelle Estates community is directly adjacent to the school campus. Improved trail connections would offer more opportunities for walking to school, or to the shopping center.

Collaborating with neighbors

Mahopac Branch Rail Trail

The renovation of this abandoned rail line was an active project of the Town of Somers and Westchester County back in the 90's, and funds were even allocated, but ultimately was dropped for the failure to obtain certain easements. The opportunity still exists to realize this project in some form as a collaboration with neighboring Somers.

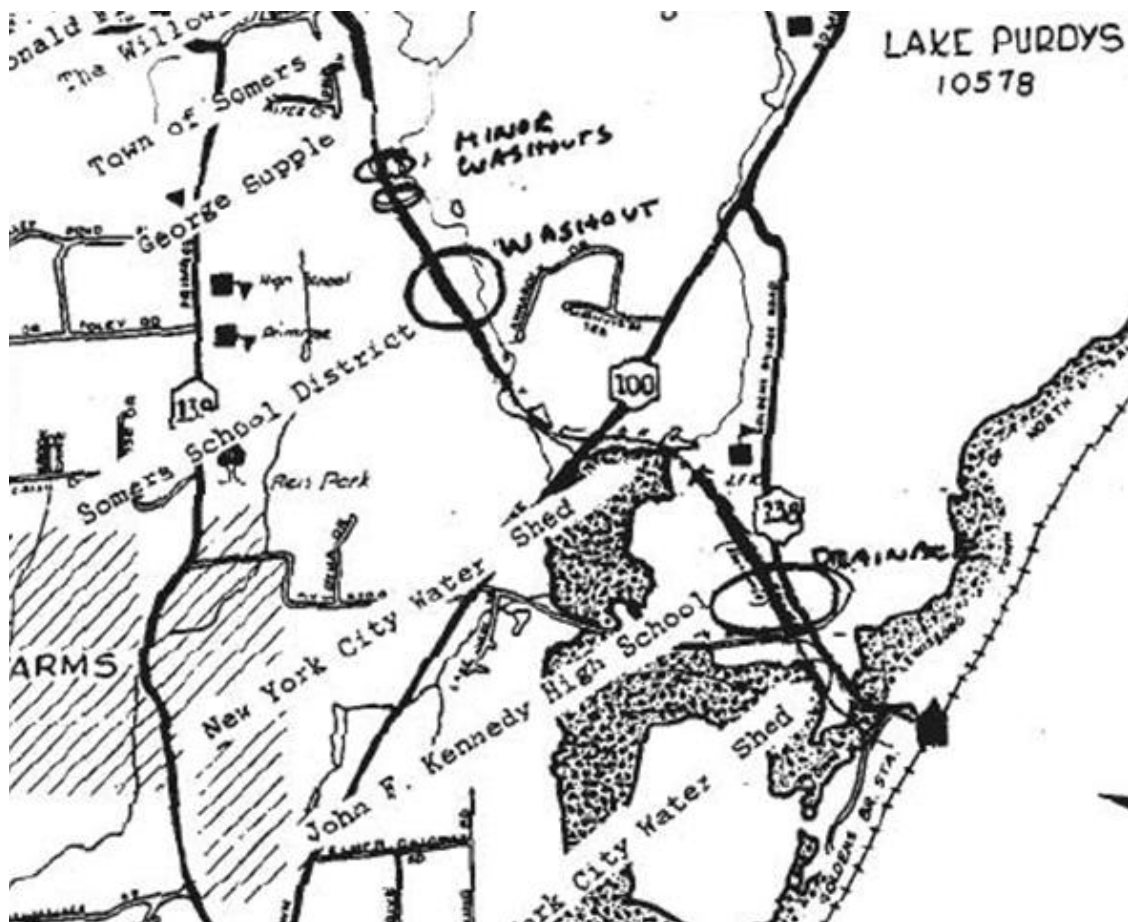
The project was listed in the 2001 "MID-HUDSON SOUTH REGION BICYCLE AND PEDESTRIAN MASTER PLAN"

**MID-HUDSON SOUTH REGION
BICYCLE AND PEDESTRIAN MASTER PLAN**

FACILITY NAME	FACILITY DESCRIPTION	FACILITY TYPE	TOTAL MILES	MUNICIPALITY	PROJECT STATUS/COMMENTS
*Cross Eastchester Trail	Trail alignment provides a connection between the Bronx River and Hutchinson River Pathways and has on and off-road elements.	ON-ROAD OFF-ROAD	2.5	ECH	Included in Town's master plan.
Hillside Woods Trail	Trail will link the Old Croton Aqueduct and South County Trailways. Alignment goes through Hillside Woods County Park, village parkland, public school lands and the former Carvel property.	OFF-ROAD	1.5	DBF, HAS	This facility is mapped in Hastings's Community Vision for Comprehensive Planning and Strategic Action Plan, 10/98. A design and feasibility study, funded by a Greenway Conservancy grant, will be undertaken in 2001.
Hutchinson River Pathway	Multi-use trail from the southeastern portion of Westchester County to NYC, linking 5 county parks.	OFF-ROAD	14.6	RYK, HAR, WHP, SCD, NRO, EAS, PLM, MTV	Presently developed as a narrow equestrian trail between Twin Lakes County park in Eastchester and the I-287 overpass in Harrison. Also identified by East Coast Greenway as part of Maine to Florida trail.
Mahopac Branch Trailway	Links the North County Trailway in Putnam County to the Golden Bridge train station in Lewisboro, following alignment of the abandoned Mahopac Branch Railroad, with a half-mile detour along a utility power line at the county border.	OFF-ROAD	5.6	SOM, LEW Also Carmel in Putnam County	Funded in the TIP (PIN#8756.83.121) for development as a paved multi-use trail.

The rail bed extended from Goldens Bridge to Lake Mahopac. Only a short section, from the train station to the Old Bridge, actually lies in Lewisboro, but its development would provide a tremendous resource for Lewisboro and the Goldens Bridge Hamlet, potentially linking the town up to the North County Trail. Both Somers and Lewisboro support the idea of resurrecting this project, and are actively researching. Sections of the trail are in current regular use by walkers and bikers

The following excerpt from the May 1990 report from the Somers Trail committee to the Somers Town Board provides more background.



1. Mahopac Branch: The former Mahopac Branch of the Harlem Division railroad begins at Goldens Bridge on Somers' eastern border and traverses 4.5 miles in a northwest direction to the Town of Carmel border, approximately 0.8 miles east of the Putnam Division's northern terminus. The bridge that carries this rail bed across the Muscoot Reservoir, linking Somers to Lewisboro is listed on the National Register of Historic Places.

This raised, cinder roadbed is in generally good condition. There are several washed out areas which are indicated on the attached map of the physical condition of the trail (ATTACHMENT 1, Physical Condition of the Mahopac Branch).

Ownership of the Mahopac Branch reverted to adjacent landowners when it was abandoned. However, the number of private and public landowners is relatively small (11). (ATTACHMENT 2, Ownership of the Mahopac Branch), lists the existing owners and parcels.

...

The Mahopac Branch trailbed has reverted to private ownership, including The City of New York (watershed) and the Somers Public Schools. The Willows multifamily development owns a segment; however, the Town has already acquired a trail use easement through that portion. Remaining sections are owned by a total of 10 other individuals, corporations of public agencies.

Mahopac Branch Trail Development & Use

Overview

The Mahopac Branch trailbed is in relatively good condition. This trailbed should be acquired by the Town as expeditiously as possible. The trail should be upgraded to its natural surface and recreational use commenced on the first section by November 1990 (Phase I, State I); see APPENDIX 1.

Physical Plan

Restore the washed out sections of the Mahopac Branch in two stages:
Stage 1: From Brick Hill Road to the eastern terminus of JFK High School;
Stage 2: From Brick Hill Road to the western terminus, Route 6, (APPENDIX 2).

The Highway Department will inspect and repair the trailbed using only cinder and fill (no pavement). This approach minimizes development cost and takes advantage of the existing high quality cinder roadbed. The Highway Department and Recreation Department will work in close cooperation through all phases of the trail development.

Modest access areas will be provided at Brick Hill Road, from a new road in the Kenilworth subdivision, from Lovell Street and from the Meadows/Stephens Green subdivision.

Ongoing Plan Support

Complete Streets Policy

Lewisboro instituted a Complete Streets policy in October of 2011. At the time, this was the first such policy enacted by a municipality in Westchester County. The policy

records the town's overall commitment towards making the streets safe for all users. Lewisboro shall maintain this policy, and update it from time to time to incorporate new learnings, reference latest techniques etc..

Maps

1. Town of Lewisboro - Key Destinations
2. South Salem Hamlet Center / Lewisboro Elementary School



South Salem Hamlet / Lewisboro School - 1-mile radii

Plan suggestion submissions

The following comments were submitted by residents for consideration in the plan drafting process.

Hamlet where suggestion item is located	Closest intersection	Suggestion Details
Goldens Bridge	Indian Hill Road and Route 138	The idea of passage through the park at Indian Hill to Increase Miller is interesting but there is a need to slow the traffic on Indian Hill Road. I suggest speed humps so children can actually walk to school. From Increase Miller to Goldens Bridge we need either a bikepath or sidewalks (that would be wonderful). A bike lane on Todd Road (traffic is sometimes too fast) will connect 22 with cross river.
Whole Town		The first thing to do is to educate the public that pedestrians should stay to the left, that is face oncoming traffic, and bikers should stay to the right going with the traffic. It's the law.
Lewisboro	Kitchawan and Smith Ridge	I walk my kids to school at Meadow Pond, currently we have to cross over Hwy 123, would love a pedestrian crossing - and I know more families on Kitchawan would walk if there was a bit of sidewalk and a safe crossing. Let's do it for the children!
Cross River	Route 35 (Between 121 N and 121 S)	Please see if the DOT can install a much-needed traffic light at the entrance/ exit to the Meadows Condominiums. (As well as sidewalks to move pedestrians and cyclists, Pound Ridge - who risk their lives and limbs every time they cross this dangerous

		<p>intersection)</p> <p>Our community - with heaps of school kids - has 176 homes with only one way out - onto Route 35 (the major speedway that connects Ridgefield, CT and Katonah, NY).</p> <p>Making a left turn onto Rt. 35 during rush hour is a nervewracking, 2-5 minute experience due to the non-stop waves of traffic in each direction - packed with commuters racing to trains in Katonah and Golden's Bridge, plus school buses (that can't get our kids out of T he Meadows and up to JJMS on time).</p> <p>Must we wait until a walker, cyclist, or schoolkid is killed or maimed? Oh the humanity ...</p>
Whole Town		Sidewalk is needed in Entire town.
Goldens Bridge	Todd Rd and Upper Lake Shore Dr	Todd Road between Upper Lake Shore Drive and Lower Lake Shore Drive is in a blind spot especially for most drivers heading east from Todd Road. A lot of times there is quite a bit of speeding and pedestrians cannot see cars due to the undulating topography of the area. This would be a great spot for a walkway as many families and folks take walks and like to walk around Lake Katonah. I always worry about the speeding drivers. T he link to google maps is http://goo.gl/maps/Xwy7L
South Salem	Spring St and Rt 35	Install bike rack for shuttle commuters at the park and ride lot opposite St. John's Church.
Goldens Bridge	Train station	The draft plan might suggest the provision of bicycle storage lockers or other facilities

		<p>at the train station. While this is not technically under the control of the Town, providing improved ability to ride to the station without being able to store bikes there doesn't make much sense.</p>
Whole Town		<p>People walking and jogging the streets should take some responsibility for their own safety!</p> <ul style="list-style-type: none"> * Dress in brightly (Orange and reflective strips) colored clothes. Not black or dark blue * Not walk in the middle of the road * Have baby carriages brightly marked * Keep dogs on short leashes * Keep their ears opened and not talk or text * Walk against traffic and mind the hills and curves <p>Drivers should slow down on our beautiful country rds.</p>
Whole Town		<p>Safety is the keyword here. I find it difficult to imagine how Lewisboro, or the County, or State could possibly make our roads safe for both bikes and automobiles without an extraordinary cost to taxpayers.</p> <p>Our State roads (we live on Route 124) have deteriorated to an embarrassing condition. They are like the surface of the moon. I am daily seeing cars riding in the middle of the road, straddling the yellow line, to avoid the mess on the side of each lane. Bike riders tend to ride in packs, trying to avoid the potholes and other hazards in the road, and being followed by anxious drivers trying to pass. Anyone who knows Route 124 knows that there is essentially no place to pass on</p>

		<p>the five miles, and yet I see automobile drivers do it all the time in front of our house. Even if all the roads were repaved, they are not wide enough to handle a bike lane. Your program seems to be encouraging bike riding on local roads; you are ignoring the risks – our roads are not designed for both bike and auto use simultaneously. I would ask those proponents of this activity to consider how they will feel when there is a serious injury or a fatality that occurs as the result of promotion.</p> <p>An alternative might be to encourage bike riding in the Reservation. Roads have been redone there recently, the speed limit is minimal, and it's a place where bikes and cars could probably safely co-exist. The activity that used to take place on Sundays in lower Westchester on the parkways where cars were forbidden is another idea for bike riders, but it's hard to imagine closing roads in Lewisboro so that bike riders could ride.</p> <p>Let's be realistic – our roads were not built to safely carry bikes and cars. Let's not encourage it and make a tragic accident cause us to really think it through.</p>
Whole Town		<p>Two observations on the plan:</p> <p>* I am 100% in favor of the thrust of the initiatives, which is to make the 1 mile radius of major hubs (downtown, schools, Oak ridge, etc) bike-friendly and pedestrian-friendly. This addresses local quality of life and recreational, non-athletic, cycling and walking.</p>

		<p>* It is of little, if any, impact on the serious cyclist, or recreational cyclist who wants to tool around the roads of K-L. That is not a criticism (as to undertake that project would be HUGE and costly) but an observation.</p> <p>I think, if the 1 mile plan is implemented, it would be great for the community.</p>
Lewisboro	Rt 123 & 35	<p>What would greatly improve bike, pedestrian, traffic flow, and vehicle safety, not to mention the saving of time, energy, and the reduction of air pollution in this town, is if there was a dedicated well constructed right-hand turn lane from 35 East onto 123 South. This suggestion would especially greatly reduce congestion and traffic jams during the evening rush hour, something that will only get worse with the completion of the final phase at the Oakridge Condominiums presently under construction. It would also help facilitate the flow of emergency vehicles from the South Salem Fire Department, and beyond, to Vista during mutual aid calls.</p> <p>Have you ever seen the back flow of traffic during rush hour at this particular intersection? It is pretty bad. Drivers are already using the shoulder of the road as a right-handed turn lane, but it is obviously inadequate as it is full of potholes and is much too short. The implementation of this modest, and relatively inexpensive suggestion, would have a profound beneficial effect on the safety and quality of life in our town. I strongly urge you to consider and advocate for it as part of the Town's Bike and Pedestrian Master Plan.</p>

Cross River	35 & 121	Is there a way to make a connection across Richard Momsen preserve to Hunt Farm or Debbie Lane to get closer to other preserves (Old Fields, Town Park)? Lacking a sidewalk on 35, is there a way to make a path behind the kennels to connect O2 with Meadows?
South Salem	Rt 35 & Mead	Plan should address safe access to Salem Town Center and Lewisboro Town Park across and along Route 35--I believe one-mile rule would suffice in these areas, as well.
Whole Town	NA	I think, if the 1 mile plan is implemented, it would be great for the community.
Whole Town		<p>It occurred to me that really two purposes are at work here and they touch but don't completely overlap. I'm sure this is clear to you but it might make sense to talk about them in two different categories. One is the ability to get from one place to another without the danger of roads for a recreational purpose. That might be hikers looking for a nice long walk, cross country teams, someone out for exercise, etc. They don't care as much about long and winding paths. The walkable community people, carrying a loaf of bread and jug of wine, or a briefcase to the train, might want safe passage, but they might be fine with sidewalks that are safe and direct, and scenic loops might not work to get them out of their cars. So related but distinct preferences at work.</p> <p>Also, just a thought - you might want to put a mile circle (maybe half for young kids) around the schools, including Meadow Pond and Increase Miller, and see if obvious connections to populated areas pop up.</p>

Lewisboro	Rte. 35 and bouton rd	There needs to be a bike/pedestrian lane to town park on rte. 35. It is a popular destination for sporting events, the playground and camp. In the summer it is the source of traffic back up due to camp drop off. Providing the lane would promote a decrease in traffic.
Cross River	Todd & 121	Can we put a sidewalk down 121 so that students that live within 1.5 miles of the John Jay Campus can walk safely to school? Our 4 high school and middle school students report that they will be suspended if they walk to or from school on 121.
Vista		Not sure how feasible this is, but I think people turn out more if you have specific ideas that they can support or oppose. Actually, human nature means opposition is probably more vocal. So, maybe to increase the turnout for the Vista meeting, make a few concrete suggestions for public reaction. For example, suggest creating a path from Meadow Pond to Onatru, or a path from Onatru along Elmwood to Lockwood to Glen Drive to Onatru. If you give an example it might mean that it is more concrete and would generate more excitement - it might not all be positive but you'd probably get more feedback and attention.
Goldens Bridge	Todd, Rt 138	We all know and have been witness to speeding on the local roads such add Todd road. It is compelling to drivers to speed up during the straight areas and to continue into the curves. We do not have enough police to patrol the area and speed bumps are dangerous so the only viable solution is stop signs at crossings. This does

		<p>wonders in slowing down traffic.</p> <p>The other situation is the abominable condition of rt. 138. This causes cars to drive an avoidance course that can lead to hitting pedestrians . i have complained several times to the DOT with minimal results—a few potholes repaired. This avoidance course can also lead to accidents between vehicles -not to mention the damage to vehicles. It is all quite unnecessary if only we repaired the roads as is expected as part of our taxes both state and county. Local governments can and should register complaints to the DOT. Has this happened at all? Let's see if we can actually do something about these situations instead of just thanking the public for their suggestions. This is all about how effective local government can be.</p>
		<p>Have a bike/pedestrian path that parallels rt 35, rt 22, rt 138 and rt 121 and link it to the path in Katonah.</p> <p>It would be about 15 miles total.</p> <p>It would allow children to walk/bike to John Jay from anywhere in that area including all of Katonah. It would make getting to and from the train station at both katonah and Golden's Bridge safe.</p> <p>It would promote biking/walking without endangering pedestrians/bikers.</p> <p>Right now people jog along these routes and they are at serious risk.</p>

		Bike paths bring economic development and increase house values.
GB	Todd Rd	I want to express my concern for the traffic on Todd Road. I moved here (201 Todd Road) over two years ago and I have two small children under 10. I also have two dogs. I often go for walks on Todd Road with the kids, or dogs, or both. The cars race up and down this road making the walking conditions VERY dangerous. Since there are no sidewalks, or stop signs, or speed bumps, I am concerned about my safety and the safety of my family. We live in this beautiful place, but it can be better and safer. I urge that something be done about the traffic going through Todd Road. Thank you, Claudia Silvestro
Todd Rd	Todd/Mt Holly	I have been a resident of the Town of Lewisboro since 1987 living on 201 Todd Road. Especially in the morning and afternoon hours Todd Road which is a quiet residential street is being used as a short-cut between the intersections with Increase Miller Road and Rt. 121, mainly by high school students, rather than using the State Highway 138. Almost all drivers go much faster than the allowed speed limit of 30 m/h, in some instances drivers travel at very high speeds. One young driver recently did a 180 degree spin around as he abruptly braked for a pedestrian. Todd Road is used by many residents for walking, and on weekends it is often frequented by bicycle riders. On rare occasions patrol cars are checking for speeders, but there has not been any noticeable effect of slowing down traffic. It is hereby suggested that all intersections on Todd Road be converted

		<p>into “All-Way-Stops”. This would discourage high school students and other drivers to use Todd Road as a by-pass rather than staying on Rt. 138. This measure would slow down traffic considerably.</p> <p>Another area of concern is Mount Holly Road near the entrance to the Marian Yarrow Sanctuary where there are two blind spots due to steep elevations in the roadway. Mount Holly Road is also regularly used by walkers. Cars often come down the hill towards Todd Road at a high speed. Because of the elevations the drivers cannot see the pedestrians walking up the hill. When they finally come over the elevations and become aware of pedestrians they slam on the brakes and the pedestrians have to jump out of the way not to get hit. I suggest that appropriate warning signs be placed at a distance before the blind spots.</p>
South Salem?	Mead Street / Rt 35	<p>For the person who suggested a path to the Town Park - we need to publicize and maybe improve the path that exits from Old Field Preserve almost right across from the driveway into Town Park. I haven't walked that recently, but it might give all those who can get to Mead Street access to Town Park by just crossing Rt 35, not by walking along it.</p>
Lewisboro	Boway and main st	<p>Town to town bike lane or sidewalk from the library in south Salem to the town of Ridgefield.</p> <p>Busy corridor but many bicyclists.</p>
GB - CR	138 & 121	<p>A 7 mile bike/walking path loop with guard rail--- from Goldens Bridge ALL T HE WAY down route 138 to route 121, and THEN ALL THE WAY UP 121 to Cross River----would be</p>

		<p>a fabulous addition to our community, allowing ALL neighborhoods to bike, walk or jog safely to the train station, the supermarkets, and the elementary, middle and high schools! "The Loop" would showcase our community as a health conscious green place, and would greatly enhance real estate values-- due to the recreation, health, social and safety value of a lovely roadside bike/jogging loop!! A few charity park benches could be installed for seniors. The 7 mile loop could also be used for charity walks, for dog walking and for bike events. A loop like this has always been my dream and it would be a big plus for our neighborhoods..</p>
Goldens Bridge	Flintlock & Todd	<p>I am a daily walker/runner on Todd Road and cars constantly speed along Todd Road with no respect for pedestrians. It becomes extremely dangerous and frightening at times. If Flintlock Ridge Road became a one way road coming in from Todd Road it would reduce the amount of speeding traffic from Indian Hill and Arbor Hills.</p>
Goldens Bridge	Rt 138	<p>There should be a bike lane on 138 so that commuters can safely ride their bike to the Golden's Bridge train station.</p>
South Salem	Spring St	<p>A bike /walking trail would be much appreciated along Route 35 from Spring St to the fire station. This would allow safe access to the farmer's market and to the fire station for voting at the poll station.</p>