

# Draft

Report on Streets in  
The Village of Cold Spring

For the Infrastructure Working Group of the  
Comprehensive Planning Board

A Description of Existing Conditions

Submitted by Michael Armstrong  
Updated; For review March 15, 2008

## Basic Statistics

The village has 6.9 miles of streets for which it has direct jurisdiction, accounting for 22 lane miles (a lane mile is the number of lanes times the length of the road; a two mile road with two lanes is four lane miles). In addition, it has six private roads amounting to about one half mile, total, and state roads 9D (Morris Avenue and Chestnut Streets), and Rt. 301 from 9D to Nelsonville. Because of the possible “Greenway” development of Route 9D immediately to the north of the village, it is worth noting that Fair Street (which intersects 9D) is a county road for the short segment from the village boundary to 9D. The village fills an area of approximately one square mile, divided by a railroad running north south.

## Services

The 4,450 sq ft Village Garage, built in 1989, is located at 49 Fair Street and houses three snow plows (a fourth is planned) and various other pieces of equipment (including a backhoe) and fuel storage for highway maintenance. A separate shed provides storage for salt for the western part of Putnam County. (In exchange for storing the salt, and providing space for a trailer for County employees in the winter, the village is given all the salt it needs without charge.) The village allocates 60% of the time of 11 highway department employees to streets and sidewalks, or 6 ½ employees.

### A. Snow removal

The village has winter rules for street parking to permit clearing snow. (Some residents have begun to park in their yards in the winter.) Village employees clear all roads under village jurisdiction and all private roads in the village, without charge. The village relies on Putnam County, not Philipstown, for backup in the event of a very heavy storm. The state clears Rt. 9D (Morris Avenue and Chestnut Street) and 301 east of 9D. Salt, supplied free by the County in exchange for storage of all salt for Western Putnam County, is spread on village roads by Village Highway Department employees.

Residents and businesses are required by village code to keep their sidewalks clear of snow and ice.

### B. Road and Sidewalk Maintenance

The village performs maintenance on the roads in its jurisdiction, but no private roads. None of the maintenance is shared with the Philipstown Highway department. Sidewalk repair needs are identified and prioritized by Village Trustees and made without charge to residents by Village employees. Many street corners lack pedestrian ramps, and many sidewalks are in poor repair.

## Parking

There is no metering of parking in the village, except in the large metro lot adjacent to the station (and that parking is only metered on weekdays, by a Metro North subcontractor). Parking west of the railroad tracks (but outside the Metro lot, of course) is subject to parking restrictions designed to prevent commuters taking spaces needed by residents. Parking along Main Street is subject to four hour parking restrictions.

On-Street parking in the village is almost universally parallel parking; significant exceptions are parking along Fair Street north of the municipal lot, on Morris Avenue in front of the ball park, and in Depot Square. A municipal lot off Fair Street has 47 spaces and a large, 210-space lot is operated for the Metro station at the end of Market Street. The Foodtown grocery, with adjacent banking, barber shop, dry cleaning establishment, has a large lot (about 50 spaces). In addition, many churches, organizations, and businesses have off-street parking. A survey taken in 1999 counted 104 on-street parking spaces west of 9D on Main, and another 163 on-street parking spaces on the streets intersecting Main west of 9D (267 total). Street parking on Main Street to the River is restricted to four hours between 9:00 am and 5:00 PM, in part to prevent commuters from parking on village streets. Side streets off Main generally restrict parking to five hours between 8:00 am and 5:00 pm. Many residents and business owners complain, however, about a shortage of parking in the village, and it appears as an important issue concerning residents in the May 2007 Comprehensive Plan Survey.

## Zoning Requirements for Off-street Parking

The Village Zoning code (section 134-18 E) requires minimum off-street parking, based on the type of business and various standard, such as number of employees, number of guest rooms, etc., that are summarized in the Addendum.

## Traffic Flow and Circulation

Many of the streets in the village are one way, reflecting their historical origins before the arrival of the automobile. There is only one stoplight in the village.

Access to the west side of the railroad tracks is restricted to a single crossing, Lunn Terrace, and pedestrian crossings are limited to the Lunn Terrace crossing bridge and an often-damp underpass at the foot of Main Street.

## Safety

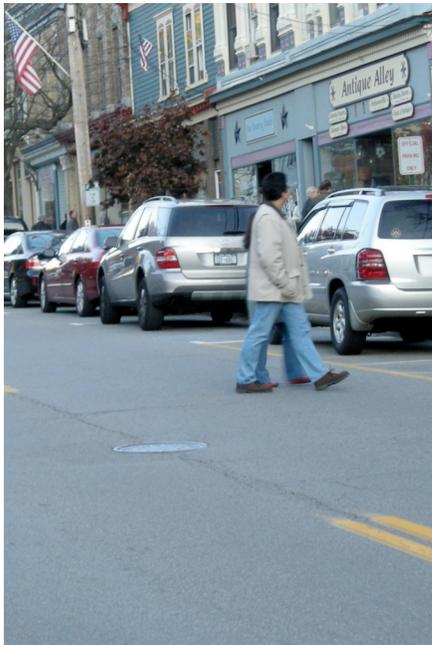
The Village does not collect statistics on, or track accidents by location. There are, nevertheless, some situations that are manifestly unsafe. Pedestrians crossing from the grocery store and shops across Chestnut Street often dodge cars. One problem with that same section of road is the break in the sidewalk in front of the shops south of

Benedict on the East Side of Chestnut. This is particularly a problem for the elderly coming to shop (see photo, below).



A similar problem with safety can be found at the Sunoco station at Morris and Main. The absence of sidewalks there invites drivers to dart in and out of the lot, mindless of pedestrians – many of whom are young children from Haldane. Likewise, there is no sidewalk adjacent to the ballpark opposite Haldane, where a gravel parking lot accommodates a single row of perpendicularly parked vehicles.

Another safety concern is pedestrians crossing Main Street. This is very common on weekends when the street is crowded with tourists, as in the photo below.



The access and egress to the large metro lot is effectively a one lane passage, with parking permitted in front of the houses on the east side of Market Street.

There is no provision for bicycle storage and there are no bicycle paths in the village. The Town of Philipstown has proposed the construction of an “intermunicipal multi-use recreational path system” on 9D north of the village that may increase bicycle traffic and safety challenges.

## Private Roads

The private roads include Craigside Drive (to Haldane), part of Constitution Drive, Forge Gate Drive, West Bank, Hamilton Ave., E. Belleview, and Northern Gate. Access to these streets is restricted, including for uses of parking. The village plows these private streets without charge to residents living on them, but any sewer repairs are charged back to the residents on the street. Road surfacing may be sub-standard on some private roads, as can be seen, for example, in this photo of West Bank Street.



West Bank Street, example of a private road with restricted access

## Addendum

### Requirements for off-street parking

Places of worship, assembly hall, libraries, theaters, annual membership clubs and other public buildings – 1 space for every 200 square feet of floor area, but not less than one space for each 5 seats where provided

Schools --- One for each 12 seats or students or 4 seats in the auditorium, whichever is greater

Hospitals, sanatoriums, philanthropic or eleemosynary institutions – one for each three beds

Rooming House or tourist homes – 1 for each guest room

Eating and drinking places – 1 for each 3 seats

Funeral Homes – 1 for each 2 employees, plus 10 for 1 chapel and 5 spaces for each additional chapel

Hotels and Motels – 1 for each guest room

Bowling alleys – 4 for each alley

Home Occupation or accessory professional office, except physicians, dentists and attorneys – minimum of 3 each home occupation, and in no event less than 2 spaces for each 3 customers, patients or clients for whom waiting room seating facilities are provided. No parking in required minimum of setback areas.

Professional office including physicians, dentists and attorneys, in residential districts – 5 for each office, and in no event less than 2 spaces for each 3 customers, patients or clients for whom waiting room seating facilities are provided.

Retail stores, businesses and professional offices, financial institutions – 1 for each 150 square feet of ground floor area of the building and each 300 square feet of upper floor area.

Industrial establishments, warehouses, wholesale businesses, research laboratories, contractor's businesses, establishments for manufacture, processing or assembly of goods – 1 for each 1 ½ employees during largest daily work shift period.