

Draft Report (Update 11/28/2010)

Report on Streets and Sidewalks

Village of Cold Spring

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For the Government, Infrastructure and Public Services Working Group
Special Board for a Comprehensive Plan/Local Waterfront Revitalization Plan

November 28, 2010

(The Village of Cold Spring has received New York State Hudson River Greenway and New York State Department of State grants.)

Streets in Cold Spring

Basic Statistics

The 407-acre village of Cold Spring has 6.9 miles of streets for which it has direct jurisdiction. In addition, it has five private roads totaling about one half mile, and state roads 9D (Morris Avenue and Chestnut Street) and Rt. 301 from 9D to Nelsonville. Because of the possible Greenway development north of the village, it is worth noting that Fair Street (which intersects 9D) is a County Route 17 for the short segment from the village boundary to 9D.

A total of about a mile of village streets is missing sidewalks, sometimes on one and sometimes on both sides of the street. This often poses serious safety hazards. There are no dedicated bicycle paths anywhere in the village.

Almost all of the public roads are paved asphalt. Some of the private roads are paved with gravel only.

Services

A village garage built in 1989 on a two-acre site overlooking the Hudson River at 49 Fair Street houses four snowplows, a backhoe, fuel storage, and a 4,450 square foot maintenance building. In addition, the lot has a large salt shed where Putnam County stores salt for use in all of Western Putnam County in exchange for providing the village road salt free of charge. The Highway department has four employees, including a supervisor, reporting to the Mayor and Board of Trustees. One of the employees is shared with the Water and Sewer Department, and approximately 1½ full-time-equivalent employee time is used to collect garbage, recycling and seasonal refuse like leaves and Christmas trees in the village.

A. Snow Removal

Winter rules restricting on-street parking apply from November 15 to April 15. To minimize inconvenience to residents, the village has a system to permit residents to call in to determine whether winter rules will be enforced due to anticipated snow. Residents are directed to park on The Boulevard and the municipal lot on Fair Street when winter rules are to be enforced. Unofficially, residents also park at the Foodtown lot on Chestnut, the Haldane (“Ballpark”) lot on Morris Avenue, and other locations throughout the village to avoid being ticketed. Some residents park on their lawns.

Village highway department personnel clear all roads under village jurisdiction and, without charge, some but not all private roads. In the event of a major storm, the village relies on Putnam County, not Philipstown, for backup. The state clears 9D (Morris Avenue and Chestnut Street) and Rt. 301 (Main Street) east of 9D. Rock salt and sand is spread to control ice. Plows are not mounted to garbage trucks.

B. Road Maintenance

The Village performs maintenance on all village roads, but not usually private roads. There are exceptions: In 2004, the Village surfaced Belvedere, a private road, with a temporary layer of asphaltic gravel after residents complained of dirt and storm-water run-off. This has since stirred some controversy: some residents now complain that the surface work was ineffective and poses health hazards.

C. Sidewalk Maintenance

Sidewalks needing repair are identified by Village Trustees or are called to the attention of the Village Clerk by local residents. Many of the sidewalks along Main Street lack curb ramps. A recent program to grind dangerous tripping hazards has improved most of the sidewalks along Main, which were in poor condition. Some of the older walks are of blue stone, and are prized by residents for their historic authenticity. A large project to repair sidewalks and improve the lighting along Main Street has received funding, and should be underway within the next year.

Parking

There are approximately 1,600 on-street and 950 off-street parking spaces in the village. This is in addition to parking provided by private driveways and garages (for reference, the village has 2,000 residents and 961 households). A detailed breakout of the available parking, street by street for most of the village, was prepared in September 2008 by the Parking Subcommittee of the GIPS Working Group. That study evaluated the use of parking spaces in the core of the village, and counted how many on-street and off-street spaces were taken in three key zones at six different days and times (10 AM Sunday 9/7/08; 2:00 PM Sunday 9/7/08; 5:00 AM Wednesday 9/10/08; 9:00 AM Wednesday 9/10/08; 3:00 PM Wednesday 9/10/08; and 7:00 PM Wednesday 9/10/08). The study concluded that while parking in the village was generally abundant, there are serious shortages on some weekends. (See map and graph, Appendix A.)

Apart from the 223-space Metro North parking lot, none of the parking in the village is metered. A free municipal lot on Fair Street provides parking for 47 vehicles. Parking is restricted to four or five hours between 9:00 AM and 5:00 PM along Main Street and the streets intersecting Main (the time-restricted intervals vary by street). A part-time traffic warden employed by the village issues parking tickets; gross revenues from tickets were approximately \$14,000 in 2009 (about \$1,170/month), but have increased in 2010 due to a court initiative using a new system to press ticket payment (through October 2010, gross revenues were almost \$22,000). In 2005, after several years of lobbying, the area west of the railroad received a special exemption from state restrictions on residential parking permits. Responding to resident concerns that commuters using the Metro North station were taking spaces needed by local residents, the law establishes a four-hour parking limit

between the hours of 9:00 AM and 5:00 PM in the area bounded by New Street, North, West, and Market and Fish Streets. A copy of the village code establishing the Residential Parking Permit area, and setting its procedures, is attached as Appendix B. It is worth noting that in May 2009, there were only 24 valid permit holders.

On-street parking is almost always parallel. Significant exceptions are diagonal parking on Fair Street north of the municipal lot, perpendicular parking on Morris Avenue in front of the Haldane ball park, and perpendicular parking in Depot Square. Long-time residents recall when some parking along Main Street was diagonal, and during the parking study in the summer and fall of 2008 a few residents expressed interest in the village providing at least some diagonal parking. (The sidewalk on a portion of the north side of Main Street was widened many years ago, and Main Street is no longer wide enough to accommodate both diagonal parking and two-way traffic.)

Residents and business owners have expressed concern about commuters parking in spaces east of the railroad.

Many privately-owned off-street parking lots are often empty or mostly empty even on busy days, in part because the owners do not want to bear the risk of allowing cars (other than the cars of customers) to park on their property.

Zoning Requirements for Off-Street Parking

The village Zoning Code (Section 134-18E) requires minimum off-street parking, based on the type of business and various standards, such as the number of employees, the number of seats in a restaurant, or the number of rooms in a guesthouse. These requirements are presented in Addendum C. The village leases 13 spaces to The Hudson House Hotel to enable it to comply with the off-street parking requirements.

In an effort to facilitate adaptive use of buildings (to ease the change of use of a dress shop to a restaurant, requiring more spaces, for example), on September 14, 2010, the village trustees adopted a system of permitting businesses to pay a “fee-in-lieu-of” providing a parking space, for the areas zoned B1 and B2 (Main Street and Foodtown/Drugworld areas). Business owners are charged \$250 per space, as a one-time fee, for any additional spaces needed to meet off-street parking requirements. This allows them to avoid the much higher cost of leasing of spaces from other owners with extra spaces, and gives the village some additional revenue.

Traffic Flow and Circulation

The overall layout of the village is to have a Main Street moving east-west, cut north to south by the railroad about 200 hundred yards from the river. Most road traffic flows from the north to the south via 9D (which runs parallel to the railroad), or from east to west via Main Street/301. Access over the railroad to the river is restricted to a single crossing – the Lunn Terrace bridge, built in 1930 when the street level crossing at Main

Street was closed. (The Main Street pedestrian underpass was completed at about the same time.) The Metro North parking lot is to the west of the railroad tracks, requiring all commuters to cross at the Lunn Terrace bridge. Access in and out of the parking lot is further limited to a single lane whenever cars are parked on Market Street between Lunn Terrace and the Metro North lot (which is most of the time).

Many of the streets in the village are one-way, reflecting their historic origins before the arrival of the automobile. To permit residents to park along Kemble Avenue, for example, that street is one way from Main to The Boulevard. Rock Street is also one way, with parking.

A recent concern has been large truck traffic in the village. Semi-trailers and tank trucks making deliveries to service stations, the grocery store, or other businesses, have difficulty maneuvering in the narrow streets – and often cause damage to trees and pavement. Residents on Fair Street have complained to the Village Trustees about the situation.

A planned excavation of coal tar by the Department of Environmental Control (DEC) in an area adjacent to the Boat Club west of the railroad tracks in 2011 or 2012 has prompted concerns from residents regarding access, congestion, and potential damage to the aging Lunn Terrace bridge by the proposed heavy vehicle traffic. This has served to focus attention on the reliance on a single route over the tracks. A biennial engineering report on the bridge dated September 18, 2009, summarizes its condition and points to some signs of “serious deterioration.” Metro North owns the bridge, and has primary responsibility for its maintenance. The village has secondary responsibility for maintenance limited to sanding and plowing the surface.

Scenic Hudson has proposed using a route known as the Haul Road, which extends from Chestnut near the Chestnut Ridge Senior housing, to a planned parking lot near the southern end of Kemble Avenue, for weekend access to the Foundry Park Preserve. (See *Traffic Impact & Impact Analysis, West Point Foundry Preserve, Cold Spring, NY*, Prepared for Mathews, Neilsen Landscape Architects, PC by Frederick P. Clark Associates, Inc., Rye, NY March 2008). Scenic Hudson, which commissioned the study, asked the Special Board in the course of an October, 2009 presentation, to avoid any requirement that the Haul Road be linked to Kemble Avenue.

Sidewalks and Bicycles

Many streets outside the old section of the village have no sidewalks (see map, Appendix D). These tend to be outside the core business district, in areas built up after the advent of the automobile, and particularly include almost all private streets. Some of the missing sidewalks pose notable safety hazards. In particular:

- 1) A section of Morris Avenue just north of the Haldane ballpark has no sidewalk; vehicles park directly off Morris Avenue, perpendicular to the road, and back out into the road and into any foot traffic.

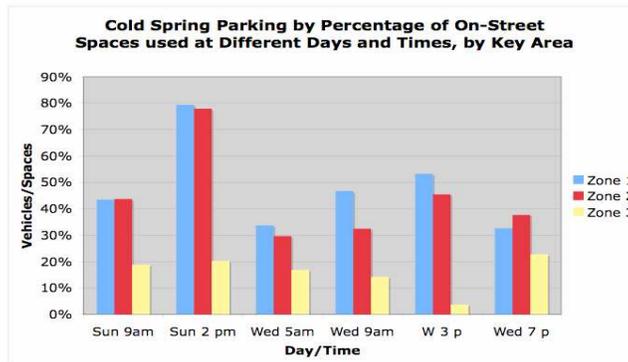
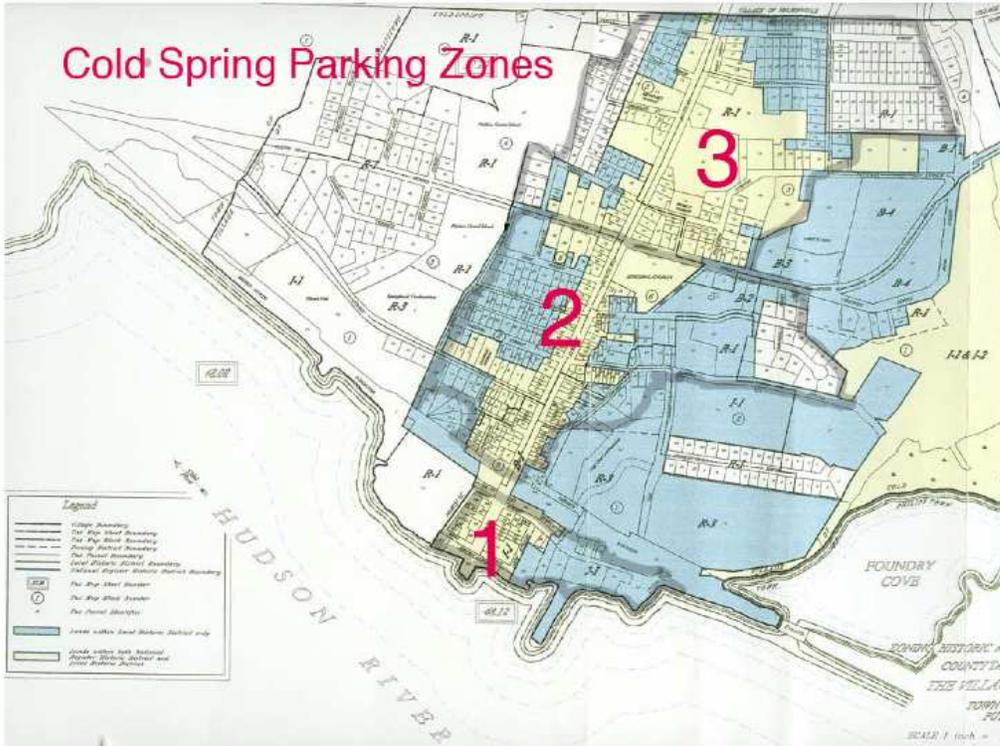
- 2) A section of Morris Avenue at the corner of Main, adjacent to a service station, has a sidewalk but no curbs. As a result pedestrians (many of them children or teenagers from the nearby school) face hazards from vehicles accessing the station or even parking on the walk.
- 3) A short section of the south side of Chestnut Street from Benedict south has no sidewalk. This is particularly dangerous because the Chestnut Ridge complex, the home of many senior citizens, is located just a few hundred feet away. The missing walk is often the path of the elderly en route to the Foodtown, bank and Post Office.
- 4) A section of Market Street from the Metro North parking lot to Lunn Terrace is missing a sidewalk on the west side of the road. While it is true that the sidewalk on the *east* side of Market street has a wheelchair ramp at Lunn Terrace, to get to the waterfront a person in a wheelchair would have to cross Market at a corner where south bound traffic is not required to stop. (The sidewalk on the east side of market north of Lunn Terrace dead-ends in a yard.) It is worth noting that, since there is also no wheel chair access under the pedestrian underpass at Main Street, unless someone braves the hazard of that Lunn Terrace/Market Street crossing, it is impossible to get from upper Main Street to lower Main Street (west of the tracks) in a wheelchair.

In 2008, Putnam County published the Putnam County Main Street Partnership Planning Study, which, in Chapter 5, covering Cold Spring, proposes several pedestrian crossings over Chestnut Street. This is an area of significant pedestrian activity, particularly on weekends.

The village has a single bicycle rack located behind the Information Kiosk at Main Street and Depot Square. As mentioned before, there are no dedicated bicycle paths in the village, although the village is along the route of a popular annual triathlon, and the destination for many cyclists.

Addendum A – Parking Study, September 2008

Map of Parking Zones in Study, Capacity Utilization Graph



RESIDENTIAL PARKING PROGRAM

Chapter 127

RESIDENTIAL PARKING PROGRAM

§ Chapter 127-1. Residential Parking Program.

[HISTORY: Adopted by the Board of Trustees of the Village of Cold Spring 6-7-05 as L.L. No. 2005-02.]

§ Chapter 127-1 Residential Parking Program.

The Village Board, acting upon the authority granted to it by the Legislature of the State of New York, under Article 39, Section 1640-h, Chapter 71 of the Vehicle and Traffic Law, signed into law by the Governor on September 9, 2003, hereby adopts a residential parking plan for the area west of the railroad tracks within the limits of the village.

1. Due to the limitations on available parking within the area of the village between the Metro North Commuter Railroad and the Hudson River, the village has resolved to apply consistent parking limits by establishing and enforcing two hour parking along the entire riverfront area. Such limits are intended to discourage long term parking by visitors and commuters. Furthermore, in order to support the residents, who live and work in the area during the day and to retain the character of the neighborhood and relieve them of the imposition of two hour parking to a limited extent, residential parking is established for the area west of the railroad tracks on Main Street, New Street, West Street, Fish Street and Market Street.
2. No permit shall be required on those portions of such streets where the adjacent properties are zoned for commercial / retail use.
3. Vehicles registered under Section 404-a of Chapter 71 of the Vehicle and Traffic Law, (vehicles registered to the severely disabled are exempt from this section.)
4. The residential parking plan is to be in effect between the hours of 8:00 AM to 5 PM daily, seven days a week.
5. The number of permits issued shall not exceed eighty percent of the available parking spaces to assure sufficient parking for non-residents at all times. Such parking shall be designated as no less than two hour parking.
6. Permits, when issued, shall cost three dollars per transaction.
7. Any income generated through the fees shall be credited to the General Fund.
8. Requirements for and proof of eligibility for residential parking shall be administered by the Clerk of the village and may be updated from time to

time as the village finds necessary, so long as such requirements and administration are consistent with this Section and Section 1640-h of Chapter 71 of the Vehicle and Traffic Law of this state under which residential parking has been authorized.

9. Permits shall be issued on a limited basis only to those legal residents who provide proof of their residency in a form acceptable to the Village Clerk and under the terms and conditions as set forth by the Village Clerk made available at the Village Office upon request, which term and conditions shall be uniformly applied and which may be modified as necessary by resolution of the board to effect the intent of this local law.
10. This law shall take effect upon filing with the Secretary of State.

Appendix C, Off-Street Parking Requirements

Use (parking space per)	Required Number of Parking Spaces (located on same lot, unless otherwise specified)
Places of worship, assembly hall, libraries, theaters, annual membership clubs and other public buildings	1 for each 200 square feet of floor area, but not less than 1 space for each 5 seats where provided
Schools	1 for each 12 seats or students or 4 seats in the auditorium, whichever is greater
Hospital, sanatoriums, philanthropic or eleemosynary institutions.	1 for each 3 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	Minimum of 3 for each home occupation, and in no event less than 2 spaces for each 3 customers,

Appendix D, Missing Sidewalks Map

