

The Great Croton-on-Hudson Transportation Survey 2019

Results

Bicycle Pedestrian Committee
Croton-on-Hudson
October 2019

Overview

561 local residents told us their transportation habits and their aspirations and concerns while driving, walking, and bicycling on the streets and sidewalks of Croton-on-Hudson.



The Great Croton-on-Hudson Transportation Survey 2019 is the first attempt by the Bicycle Pedestrian Committee to comprehensively understand the transportation habits and concerns of the residents of the village and its environs. The survey covered topics such as how frequently residents travel in various modes of transportation, their reasons for doing so, and any concerns they may have about any mode of transportation in the village and in any part of the village. The survey asked deeper questions of parents with school-aged children, students themselves, commuters, and business owners.

561 residents responded. All areas of the village were represented, and respondents spanned ages from middle- and high-school students to senior citizens and everything in-between. The responses give us insight into the transportation preferences and behaviors of residents and those living nearby, and we are able to identify discrete differences in habits of different neighborhoods, demographics, the relationship between parents' transportation preferences and the walking or cycling habits of their children, and more.

Despite our survey's wide reach and its significance in informing valuable insights, we acknowledge that our results do not necessarily represent the views and behaviors of the village community as a whole. We have further work to do to expand the number of respondents from each neighborhood and from each demographic and to make such a survey the approachable, unbiased, and inclusive exercise we want it to be. We are committed to building on our successes, acknowledging our deficiencies, and improving in these areas in subsequent years.

Key findings

A few highlights from the survey.

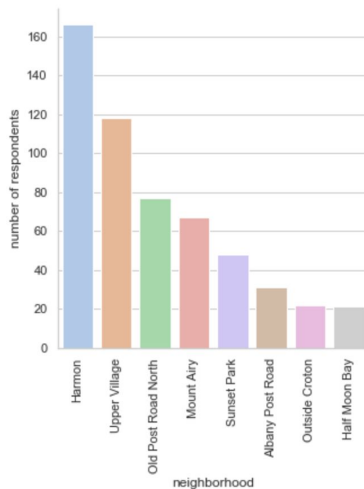
- The majority of respondents report going for a walk once every few days or more, with senior citizens and residents of Half Moon Bay walking more than others.
- Sunset Park respondents are the most likely to jog.
- More than 1/3 of respondents expressed frustration with the condition of the sidewalks around the village.
- About 20% of all respondents regularly ride a bicycle, with Half Moon Bay and Sunset Park respondents leading the pack.
- Safety concerns are the single largest deterrent from walking and cycling.
- A significant number of respondents, including some who regularly cycle themselves, expressed annoyance or outrage at bicyclists who ride on sidewalks and run through red lights.
- Speeding cars are a major concern by pedestrians, cyclists, and drivers alike.
- Almost half of all respondents expressed concern over unchecked speeding and unsafe behavior of cars on village streets.
- The majority of children in village schools rarely or never walk to school. An estimated 30% who have bus service available do not take the bus. And none but a few brave children bicycle to school. Safety concerns with cars are a leading factor in this.
- Almost half of all respondents reported driving their children to school every day. Many respondents reported concerns with chronic car backups and aggressive driving by parents on the way to dropping their children off at school.
- Parents who rarely walk or cycle tend to have children who rarely walk or cycle to school. Parents who take public transportation are more likely to have children who do the same.
- About 60% of respondents commute to work, with an almost 50/50 split between those who drive to work and those who take Metro North at Croton-Harmon.
- Of those who commute via train, about 1/3 walk to the train station, and about 1/10 ride a bicycle to the station. In contrast, 2/3 of train commuters drive alone to the station.
- Neighborhoods nearest the station generally saw the highest rates of walking and cycling to the station.
- The road design and behavior of drivers on the roads leading to and from the station were sources of a significant proportion of the safety concerns submitted to the survey.
- Areas of special concern included (in descending order of number of complaints): Rt. 129 / Maple Street, Croton Point Avenue, South Riverside, Cleveland Drive, Benedict Boulevard, Municipal Place, Mt. Airy Road South.



Survey respondents

The geographic and demographic makeup of respondents to the survey.

Number of respondents from each area of the village



Survey respondents resided in all areas of the village. For this report, all respondents were aggregated into one of the eight neighborhood groups displayed in this chart.

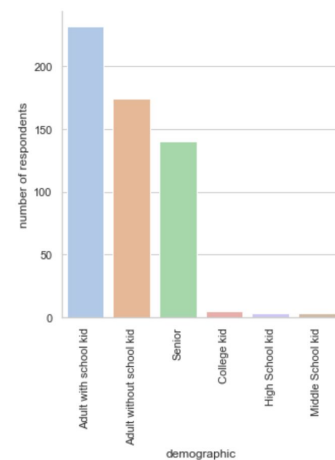
For exact details of which areas of the village are included in each neighborhood group, see the [Methodology section](#) towards the end of this report.

While data showing how many residents live in each area of the village is not available, our working assumption is that the number of survey respondents in each neighborhood group is approximately proportional to how many residents live in each area of the village.

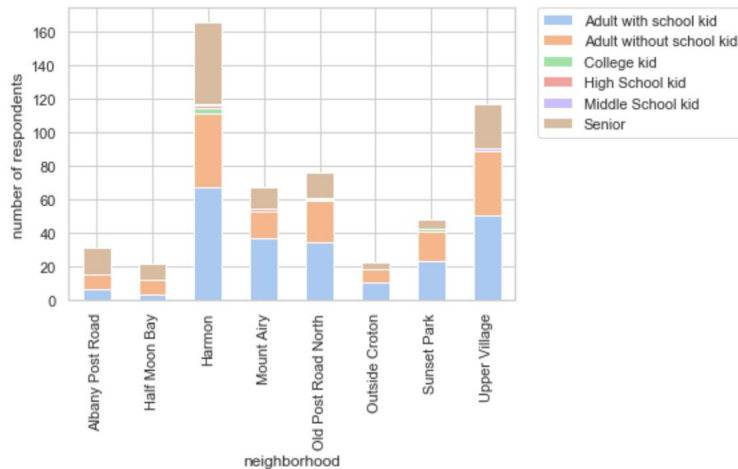
Number of respondents from each demographic

Survey respondents came in all ages from middle- and high-school students all the way to senior citizens and everything in-between. Due to the low numbers of middle-school, high-school, and college student respondents to this survey (~2%), we have not included these groups in many of the analyses of residents' views below, where doing so would have been misleading.

While data showing how many adult residents of the village fall into each of these demographic groups is not available, our working assumption is that the number of respondents in each demographic group is approximately proportional to the demographics of the adult population of the village.



Number of responses from each demographic, by neighborhood



Combining the two sets of data above gives us a view of how many residents in each demographic responded to the survey, broken down by neighborhood.

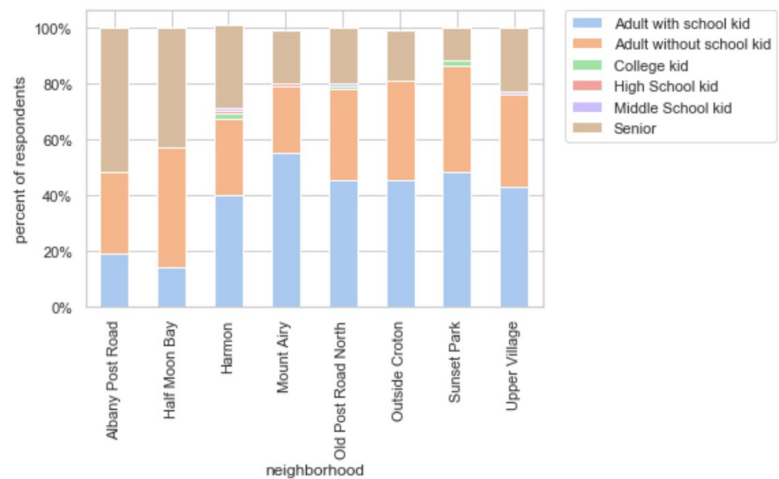
Each vertical column shows the number of respondents in a single neighborhood. The different colors represent the different demographic groups.

Percent responses from each demographic, by neighborhood

This chart shows the same data as in the previous chart, but each column adds up to 100% of the respondents within a given neighborhood.

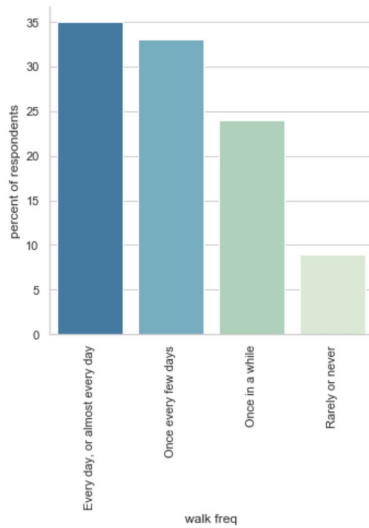
This chart style allows us to compare the demographic breakdown of the different neighborhoods more clearly.

We will use normalized charts like this throughout this report for intuitively conveying differences in responses.



Walking

How often respondents go for a walk

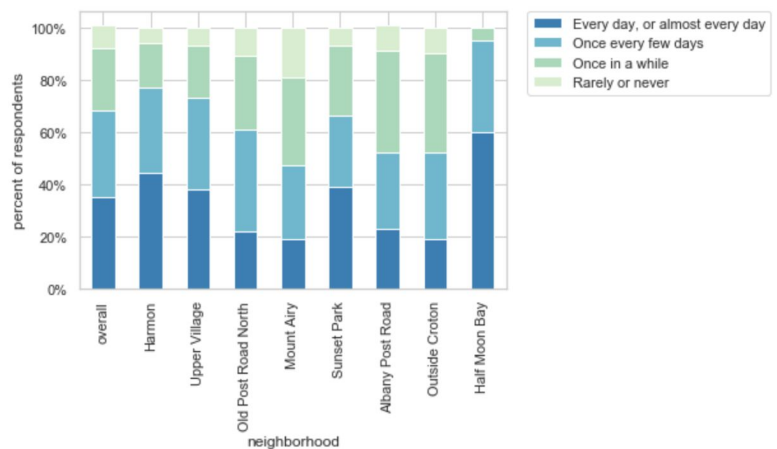


On average, $\frac{2}{3}$ of respondents report going for a walk once every few days or more, while the remaining $\frac{1}{3}$ report doing so “once in a while” or “rarely or never.”

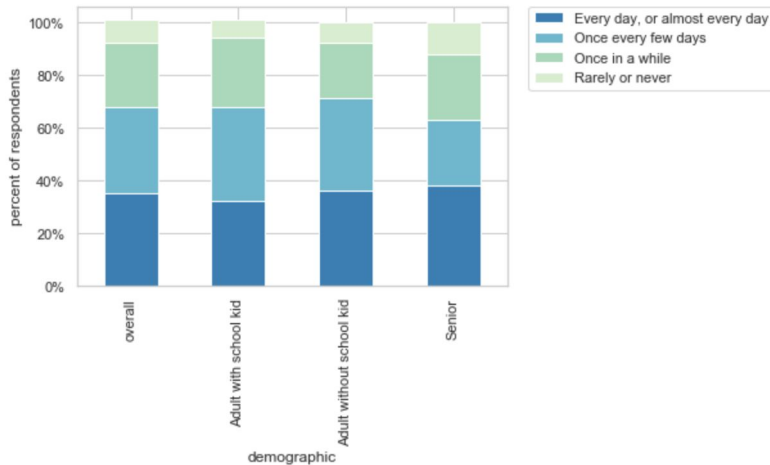
How often respondents go for a walk, by neighborhood

Almost all respondents from Half Moon Bay reporting a walk once every few days or more.

In contrast, respondents from Mt Airy and Outside Croton were significantly less likely than others to walk, with only about $\frac{1}{2}$ of respondents from these areas doing so frequently.



How often respondents go for a walk, by demographic



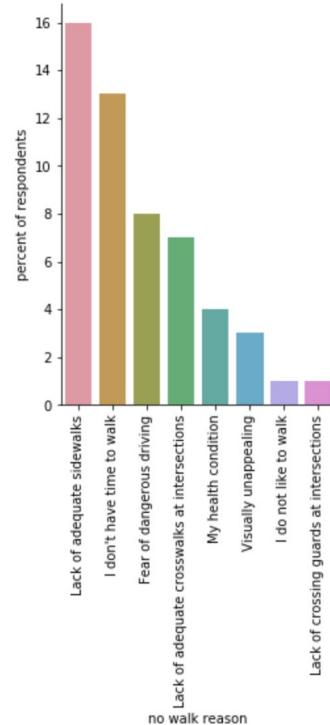
Senior citizens were most likely to report walking nearly every day, while adults with school-aged children were least likely to do so.

Adults without school-aged children were most likely to walk “once every few days” or more.

Why don't people walk more?

The most common reasons given for not walking more were:

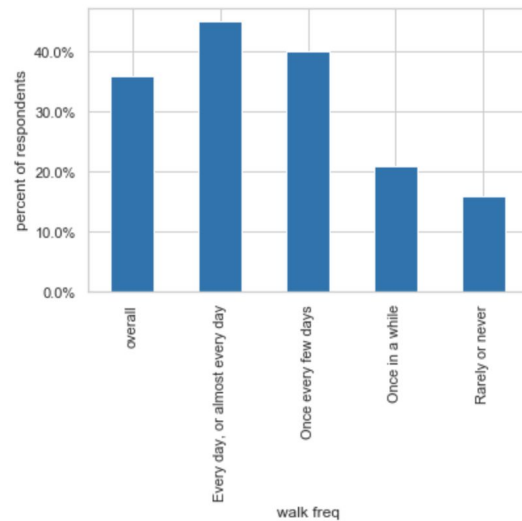
1. lack of adequate sidewalks (16%)
2. lack of time (13%)
3. fear of dangerous drivers (8%)
4. lack of adequate crosswalks (7%)



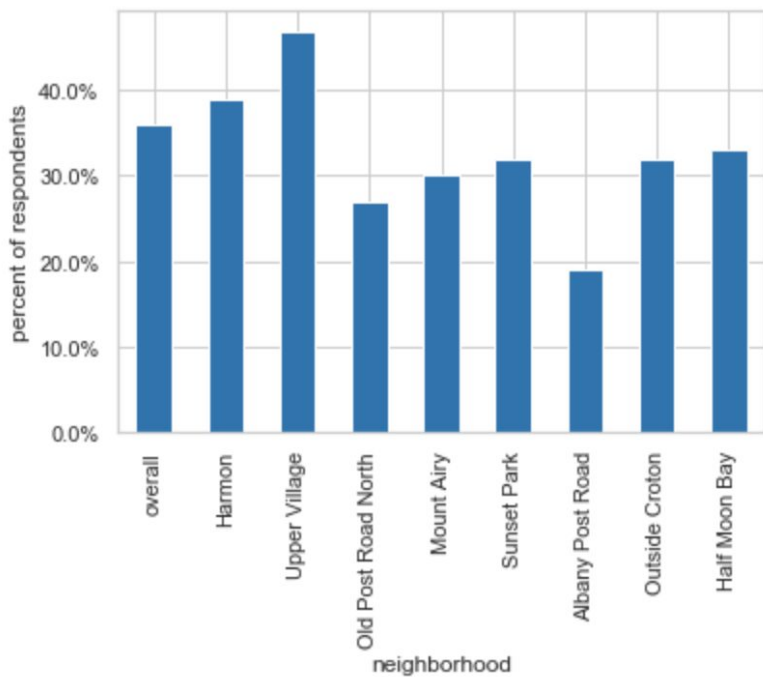
Concerns with the quality of the sidewalks

More than $\frac{1}{3}$ of all respondents left unsolicited comments in the survey form indicating some concern with the quality of the village's sidewalks.

The more often a resident walks in the village, the more likely they were to raise such a concern, as indicated in this chart.



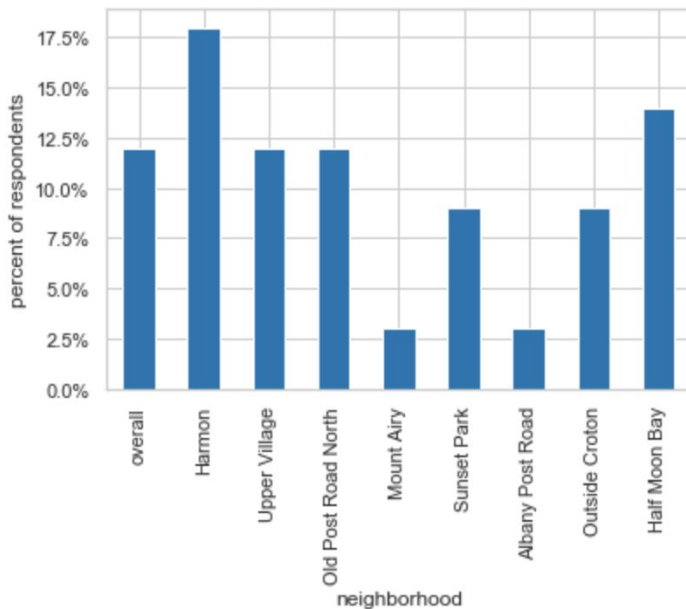
Concerns with the quality of the sidewalks, by neighborhood



Residents of the Upper Village and Harmon areas were most likely to raise concerns with the quality of sidewalks.

Complaints generally revolved around missing sidewalks, cracked or uneven sidewalks, and vegetation overhanging the sidewalk, rendering it unpassable.

What about crosswalks?



12% of all respondents left unsolicited comments expressing concerns with village crosswalks.

These concerns mostly related to the conspicuous absence of, poor maintenance of, or lack of respect by drivers for marked crosswalks.

Residents of Harmon were most likely to file complaints with crosswalks, as indicated in this chart. Senior citizens were far less likely than other adults to have such concerns, at only 4%.

A few of the 207 comments we received about sidewalk conditions

"I do not feel comfortable walking with young children without adequate sidewalks."

"Some of the sidewalks are in bad disrepair which makes it difficult when pushing a stroller."

"There are areas where you need to walk in the road especially with strollers due to the state of the sidewalk or overgrowth."

"Harmon area has lots of broken sidewalks that make taking a baby on a simple walk a difficult scenario."

"Overgrown sidewalks are a danger to parents pushing carriages, school kids walking to schools and camps, residents who must walk to stores and all seniors wishing to exercise or simply enjoy a walk. Please do something to address this situation."

"The sidewalks could be better for strollers, but it's pleasant to walk around."

"Many areas are off limits due to lack of sidewalks."

"Corners should be ramps for accessibility"

"We have amazing sidewalks and I see ridiculous people. Many times women with stroller walking in the road next to a perfectly good sidewalk."

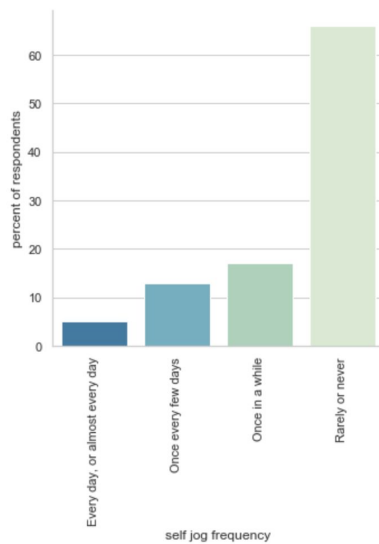
<p><i>"Many sidewalks near my home [...] are damaged and make it unpleasant to walk/jog/bike."</i></p> <p><i>"I feel that in many places, uneven sidewalks and tree roots make walking difficult."</i></p> <p><i>"Some of the sidewalks in the Sunset Park area are in pretty bad shape."</i></p> <p><i>"We need pedestrian lanes (i.e., functional and safe sidewalks) just as much as we need bike lanes in Croton."</i></p>	<p><i>"I wish people would pick up dog poop and trim their hedges to make space on the sidewalk."</i></p> <p><i>"Wary of irregular sidewalks, lack of sidewalk[s], overhanging resident foliage."</i></p> <p><i>"I don't like that there are no sidewalks around croton commons"</i></p>	<p><i>"The same effort/money that was put into Elliot Walk could vastly improve some streets for walking and biking."</i></p> <p><i>"The entire village's sidewalks could use at least an inspection, and several sidewalks need immediate replacement."</i></p> <p><i>"Municipal Place is especially BAD. Sidewalks on both sides of the street would help a lot."</i></p>
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A few of the 57 comments we received about crosswalks

<p><i>"If there is a crossing guard [at Five Corners,] he should be in the crosswalk directing the children to cross in the crosswalks."</i></p> <p><i>"Insist crossing guards walk onto crosswalk when crossing kids — not simply wave them on from curb."</i></p> <p><i>"There needs to be a crosswalk on Maple Street at Olcott."</i></p> <p><i>"The crosswalks at the train station parking lot and Rte 9 exit ramp should have a stop sign that requires cars to stop if pedestrians are in the crosswalk."</i></p>	<p><i>"The crosswalk into the train station doesn't feel safe."</i></p> <p><i>"The sidewalks and crosswalks to and from the train/shoprite/Van Wyck shopping zone should be improved."</i></p> <p><i>"In some towns, it really is the CULTURE to stop for people in crosswalks. Not Croton."</i></p> <p><i>"I wish more drivers knew that was the law [to yield to pedestrians]."</i></p> <p><i>"Center traffic light in upper village near Black Cow isn't set up well for pedestrians. It's difficult to figure out when to cross."</i></p>	<p><i>"Many small children and their parents or grandparents need to cross [Gotwald Circle] multiple times daily, and there is no crosswalk anywhere near that area."</i></p> <p><i>"Lack of respect for pedestrian right-of-way on signed crosswalks throughout the village, particularly on routes to CET and PVC, makes walking to school unsafe for our children."</i></p> <p><i>"Crosswalks in key intersections could use some signage for drivers to be aware."</i></p> <p><i>"[A boy] was hit by a truck while walking in a crosswalk by Saint August[fine's] Church [...] I was shocked by how many incidents there were"</i></p>
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Jogging

How often respondents jog

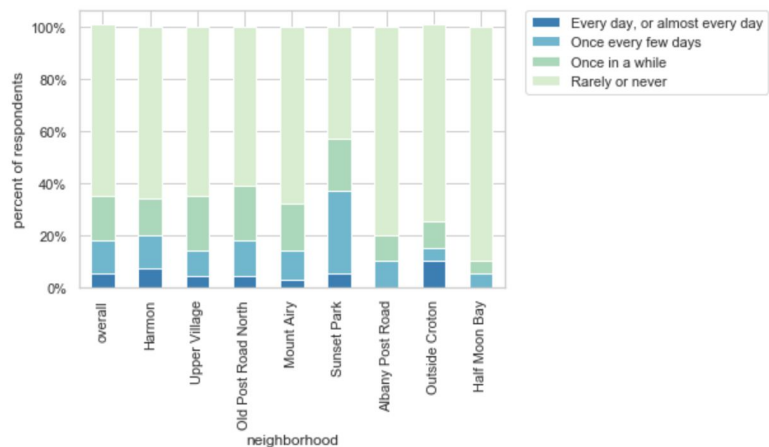


18% of respondents reported jogging once every few days or more, while 66% reported doing so rarely or never.

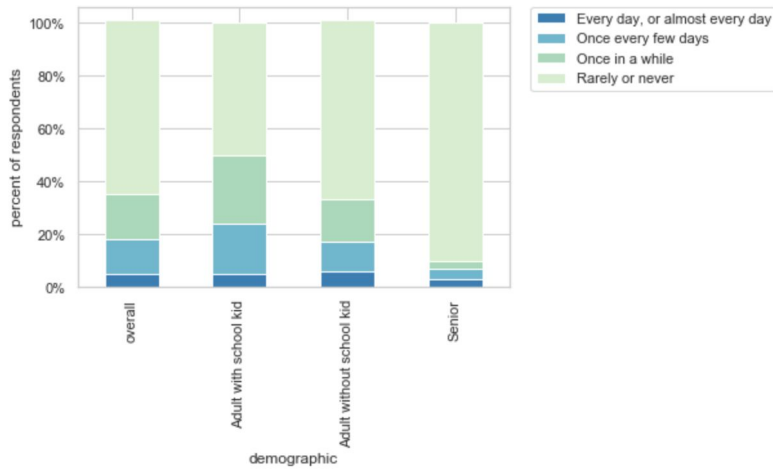
How often respondents jog, by neighborhood

Residents of Sunset Park were far more likely to report jogging than others, with 37% of respondents doing so once every few days or more.

Half Moon Bay residents were least likely to jog, with 95% reporting jogging only once in a while or less.



How often residents jog, by demographic

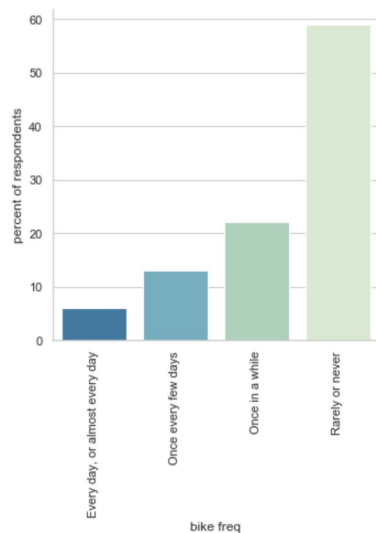


Adults with school-aged children were most likely to jog “once every few days” or more frequently, at 24%.

In contrast, 17% of adults without school-aged children and 7% of senior citizens reported jogging this frequently.

Cycling

How often respondents ride a bicycle

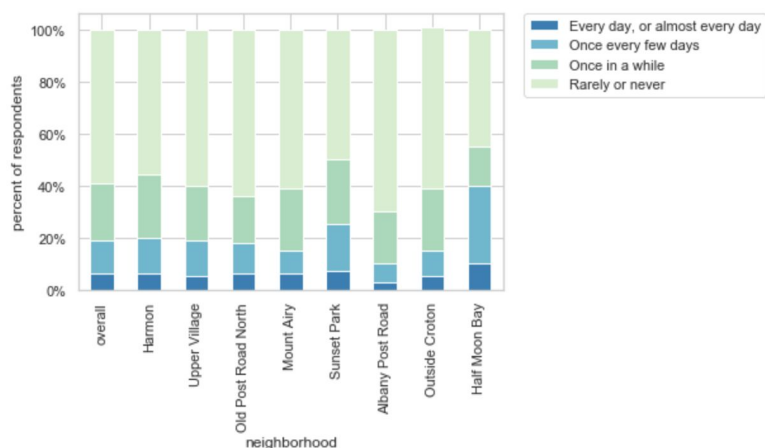


On average, about 1/3 of all respondents reported cycling once every few days or more.

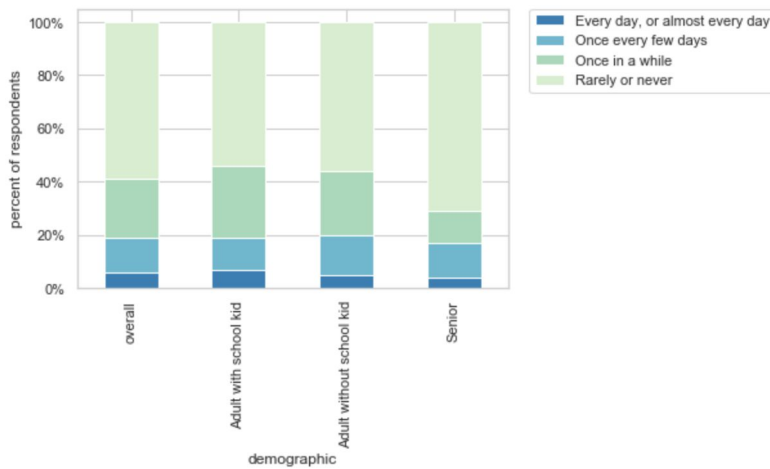
How often respondents ride a bicycle, by neighborhood

Residents of Half Moon Bay and Sunset Park led the pack in terms of cycling frequency, with 40% and 25% of respondents, respectively, reporting cycling once every few days or more.

Residents of the Albany Post Road group were least likely to do so, at 10%.



How often respondents ride a bicycle, by demographic

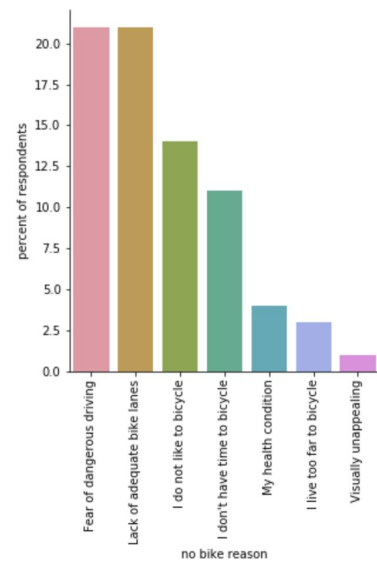


While seniors were just as likely as other groups to report cycling once every few days or more, there was a larger proportion of seniors than in other groups of respondents who reported cycling rarely or never (70%).

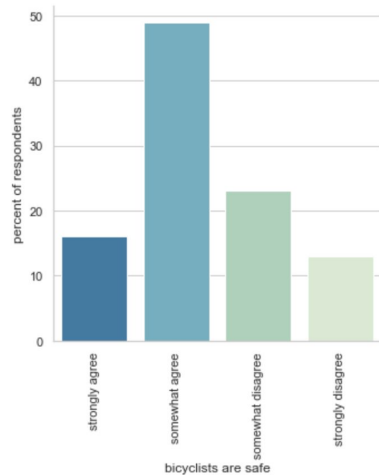
Why don't people ride a bicycle more?

The most common reasons given for not biking more were:

1. fear of dangerous drivers (21%)
2. lack of adequate bike lanes (21%)
3. lack of interest (14%)
4. lack of time (11%)



Do respondents believe cyclists ride safely?

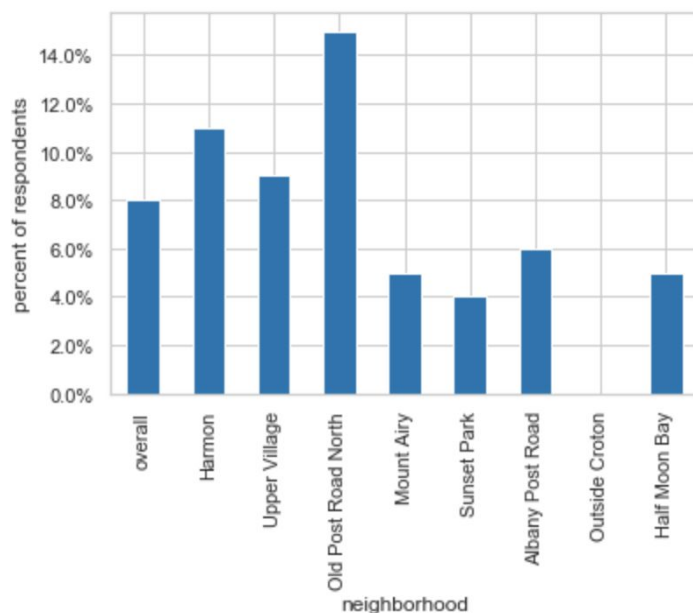


When asked to indicate their agreement with the statement, “Bicyclists generally ride safely within the village”, most respondents (62%) agreed to some degree, as shown in this chart.

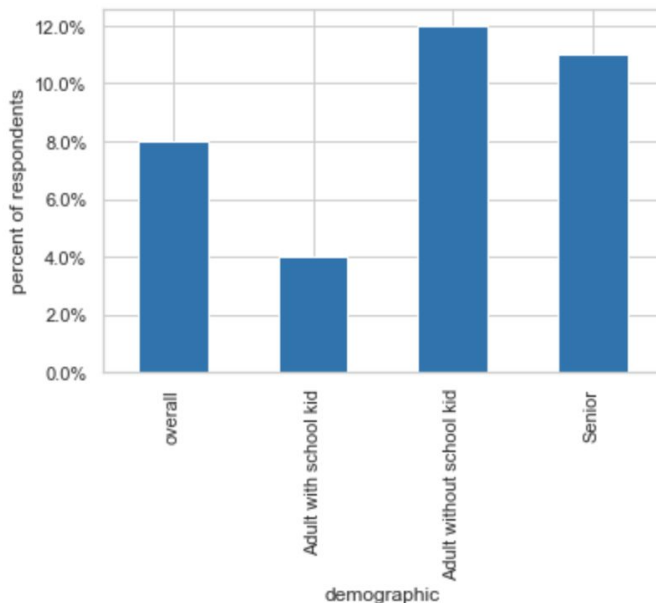
Concerns with cyclist behavior, by neighborhood

In unsolicited comments, a small but significant minority (8%) complained of cyclists breaking the rules of the road, including riding on sidewalks, running through red lights, etc. These commentators included many who are frequent cyclists themselves.

Respondents from the Old Post Road North area were almost twice as likely as others to leave comments about cyclists’ behavior.



Concerns with cyclist behavior, by demographic



Parents with school aged children were half as likely as others to make such complaints.

Seniors were more likely than others to make such complaints, and non-senior adults without school age children were the most likely, at 12%, compared to the 8% average across the village.

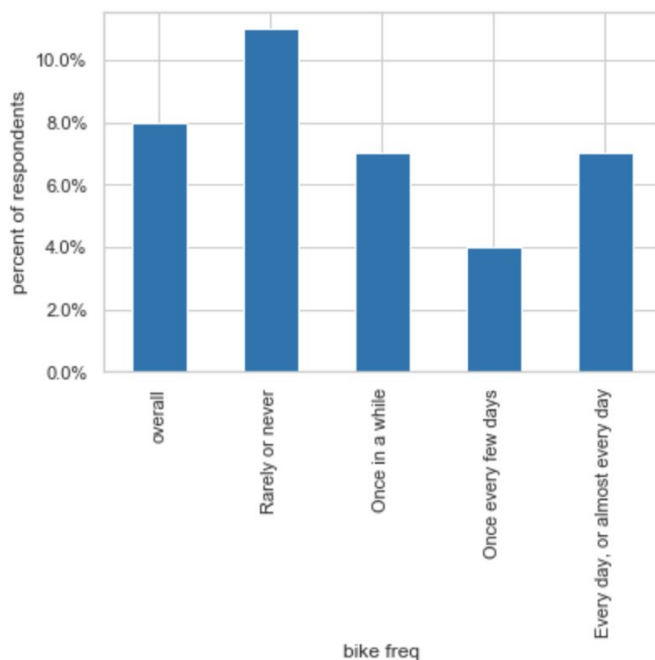
8 respondents went so far as to suggest outlawing cycling or restricting the roads on which cyclists are allowed to ride.

Concerns with cyclist behavior, by bicycle riding frequency

How frequently respondents themselves bicycle and how likely they were to complain about cyclist behavior are only loosely correlated.

In this chart, the horizontal axis represents how frequently the respondent themselves ride bicycles, and the vertical axis shows the percent of respondents in this group who filed complaints about cyclists.

People who rarely or never ride a bicycle were most likely to complain about cyclists.



A few of the 85 comments we received about bicyclist behavior

<p>"Seems to be a rise in cyclists ignoring traffic laws"</p> <p>"Have bicycle riders comply with the road rules. They usually do not."</p> <p>"Teach bicyclist the rules of the road"</p> <p>"All cyclist are not the same; some obey the traffic laws, others do not and should be Ticketed."</p> <p>"Crack down on bicyclists who do not obey rules of road."</p> <p>"Bicycleist don't always follow the rules of the road. Neither do some cars."</p> <p>"Bikers should not be on the sidewalk but have a clearly marked lane throughout the Village."</p> <p>"How do we know cyclists will respect pedestrians and remain alert for children at play? Will police enforce traffic rules on cyclists or will Harmon turn into Midtown Manhattan where cyclists are now more aggressive and dangerous than cars?"</p> <p>"I feel half of walkers and bikers are clueless to road etiquette."</p> <p>"Ticket bikes on sidewalks (except children under 13) and ticket ALL SKATEBOARDERS on the roads."</p> <p>"Sidewalks are not for bikes, skateboards or people parking cars!"</p> <p>"unsafe with bike riders on sidewalks"</p>	<p>"There's to many bicyclist who don't abide by the driving rules"</p> <p>"Ticketing bikers for violations like going through red lights, ignoring stop signs, etc."</p> <p>"Some cyclists ride wherever they want to ride and do whatever they want to do."</p> <p>"Get bikers to follow traffic laws. This morning a biker sneaked up on my LEFT on Benedict!"</p> <p>"If you are going to have bike lanes, bicyclists must obey all traffic laws and that must be enforced for their safety, pedestrian and driver safety too."</p> <p>"Bikes and cars should not be on same road. Bicyclist are dangerous."</p> <p>"Many bicyclists at Croton Lading do not respect others and go too fast"</p> <p>"Don't be a jerk on your bikes,! Because that's mainly what I see, then if you beep at a biker or someone walking they get offended. For crying out loud. Where else is a car going to go ?"</p> <p>"Too many bicyclists are biking fast on sidewalks, dangerous for pedestrians and people backing out of driveways."</p> <p>"Bicycle riders generally show a lack of respect for traffic laws and pedestrians!"</p>	<p>"The bicyclists tend to obey only some traffic rules - they go through red lights and even down the wrong way of a street - it's dangerous and frustrating and given no attention - blatant lack of obeying traffic rules yet wanting drivers to give them total space to do so - it's very very dangerous"</p> <p>"Issue a license or registration for bicycles to insure everyone knows the rules of the road."</p> <p>"While most - if not all - of the adult riders seem very safety conscious, the same cannot be said of most kids. Perhaps some sort of bicycle safety training could be done at PVC to reduce the level of recklessness"</p> <p>"I feel mostly safe walking except when a bicycle is on sidewalk"</p> <p>"No riding on sidewalks"</p> <p>"Enforce not riding on side walks"</p> <p>"enforce bicycle etiquette"</p> <p>"It is very disturbing to see cyclist on the sidewalks, not stopping at the red lights and sometimes going against traffic and they do it all the time. They should be ticketed"</p> <p>"irritated by the adults who ride bikes on sidewalks instead of on the road."</p> <p>"bicycles should not go thru stop signs"</p> <p>"Ticket bicyclists, they are such [expletive deleted] when riding. They stay in the middle of the road or go on side walks."</p> <p>"Tell them not to be [expletive deleted], if they want to be a mode of transportation that fine but they also have to stop at stop signs and red lights."</p>
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A few of the 104 comments we received in favor of bike lanes

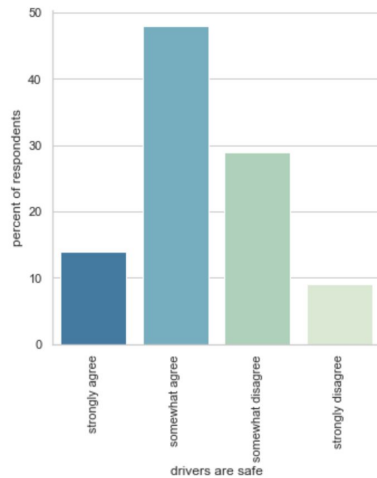
<p><i>"Make Croton Point Ave safer with traffic lights and bike path."</i></p> <p><i>"Personally I don't think people should cycle on 129 but if they continue to their [sic] should be adequate safe shoulders (or bike lanes)."</i></p> <p><i>"Widen 129 and put in a bike lanes, then require the weekend warrior bike riders to stay within them."</i></p> <p><i>"I do not feel safe biking as there are not many bike lanes."</i></p> <p><i>"At very least, a bike lane on croton pt Avenue and riverside would help biking to the train. It would improve quality of life so much!"</i></p>	<p><i>"Bikeways along Riverside and some kind of walking/biking lane along Albany Post Road, would be great."</i></p> <p><i>"Biking is awesome, wish more people did it. Also more bike lanes please!"</i></p> <p><i>"Have a specific bike lane on certain roads (i.e. N. Riverside Ave.)"</i></p> <p><i>"Was recently in Mamaroneck, and they had many people/families of all ages bicycling because they had dedicated bicycle lanes on main streets/avenues."</i></p> <p><i>"I think a bike path would be a huge enhancement, but not purely for safety reasons."</i></p>	<p><i>"I have not bicycled much in the area, but driving i have noticed the roads can be narrow. Bike lanes might help."</i></p> <p><i>"Certain streets could definitely feel safer with a bike lane: Cleveland Ave, Maple Ave, Old Post Rd come to mind."</i></p> <p><i>"I'd recommend adding [bike lanes] near Croton Auto Park (so that bikers can safely ride under 9 to Senasqua) and under 9 enroute to the train station."</i></p> <p><i>"Add shared lanes for biking throughout town and reduce speed limit accordingly."</i></p> <p><i>"People would probably ride from town to the gorge if there was proper lanes/sidewalks there."</i></p> <p><i>"The village should have bicycle lanes. And like in Holland, all road furniture and signs removed."</i></p>
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Most of the 17 comments we received against bike lanes

<p><i>"If people wanted to live in a more bike friendly area they would have moved there."</i></p> <p><i>"There is no reason to have new bicycle lanes going to the station."</i></p> <p><i>"Do not add bike lanes it is a waste of money"</i></p> <p><i>"I drive to the croton trains station and it ther [sic] are ten bikes there that's allot. To spend the money for the changes your taling [sic] about is crazy for the amount of people that ride biles! [sic]"</i></p> <p><i>"Expense of the bike lanes VS expected (probably overstated) usage."</i></p> <p><i>"The biking community is competitively small and should get by with what exists."</i></p>	<p><i>"I jog almost every day in Croton and therefore see how many other pedestrians / bicyclists there are on the road. I do NOT see any need for additional bike lanes or other accommodations."</i></p> <p><i>"I think that bicycle lanes on Croton Point Ave are unnecessary."</i></p> <p><i>"I personally believe bike lanes to be a bad idea. Besides the expense, bicyclists often don't follow the rules, laws and lanes intended specifically to keep them safe. If you want to encourage more bike traffic in the village (which I think is a bad idea) you also need to increase your ability and your will to enforce safety laws on the bicyclists."</i></p> <p><i>"Avoid creating too many bike lanes"</i></p>	<p><i>"The amount of time and money that has been wasted on this nonsense is just a waste! When you think of the extremely small number of people who use bicycles as a form of transportation, does not warrant all of these studies and proposed bike lanes being introduced, which will do nothing more than make the vehicle traffic more congested at peak hours. All of this nonsense reminds me of a situation a few years ago when we HAD to have a "Skateboard Park" Where's the skateboard park now??? More time and money down the tubes !!!"</i></p> <p><i>"Know that most people do not bike and that the town;s roads should not be drastically changed to accommodate a small amount of people."</i></p> <p><i>"Don't create a problem or change things to please a few people."</i></p>
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Driving

Views on driver safety

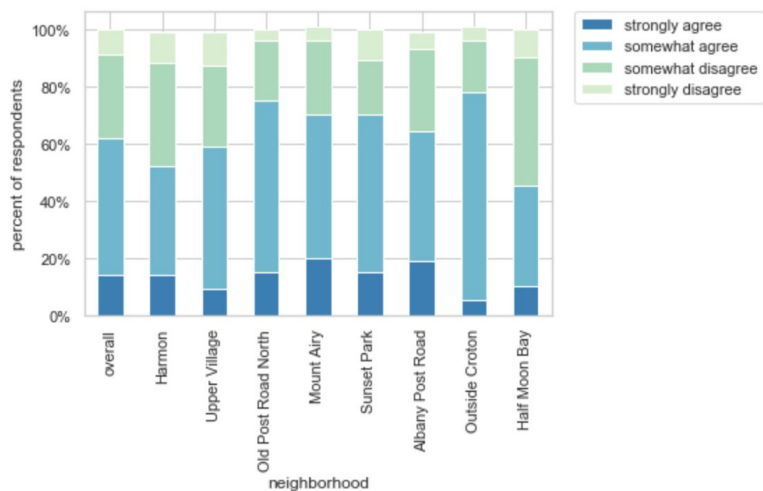


When asked to indicate their agreement with the statement, “Cars generally drive safely within the village,” most respondents (62%) agreed to some degree, as shown in this chart.

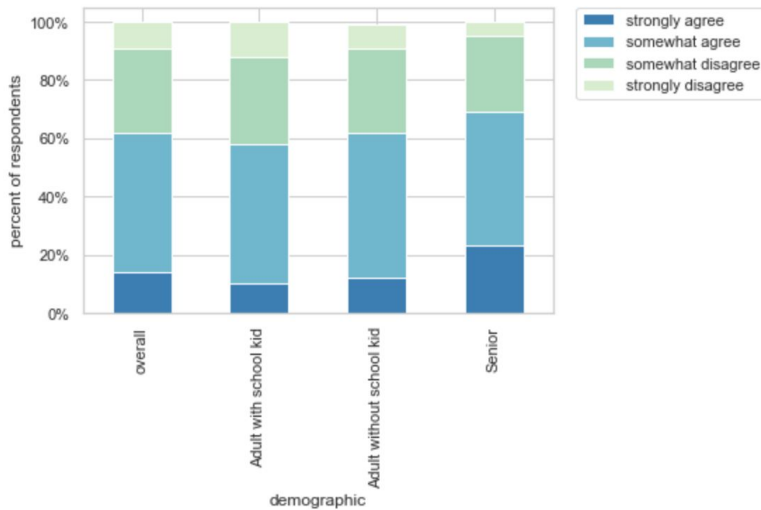
Views on driver safety, by neighborhood

Residents outside of Croton and those near Old Post Road North were the most likely to agree with the statement, “Cars generally drive safely within the village” (78% and 75%, respectively).

Residents of Half Moon Bay and Harmon were least likely to agree (45% and 52%, respectively).



Views on driver safety, by demographic



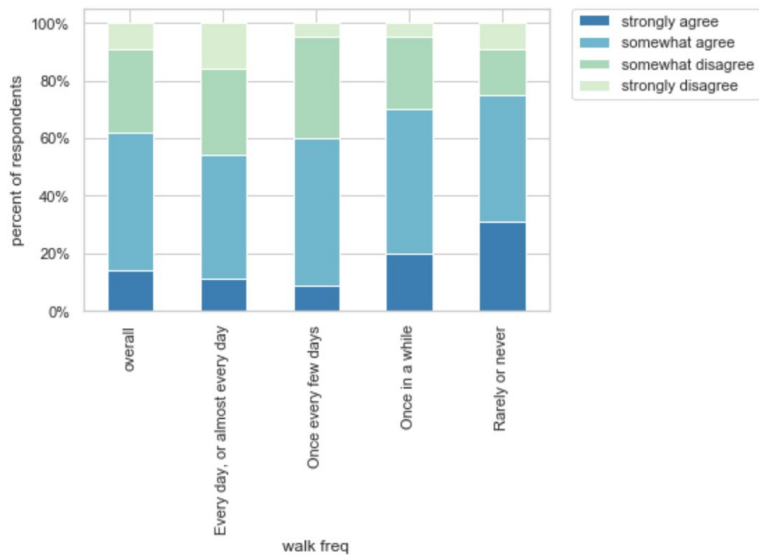
Senior citizens were significantly more likely than other demographics to agree with the statement, "Cars generally drive safely within the village" (69%).

Adults with school children were least likely to agree (58%).

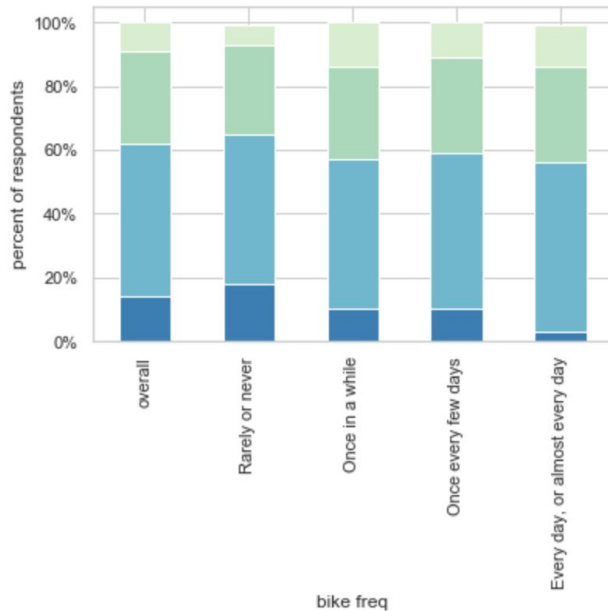
Views on driver safety, by walking habits

Belief that cars drive safely in the village was in direct proportion to how frequently or rarely respondents themselves go for walks in the village.

Compared to respondents who walk nearly every day, respondents who rarely or never go for walks were 20% more likely to believe that cars drive safely.



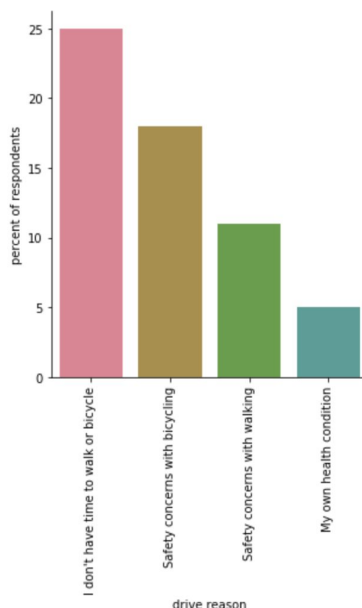
Views on driver safety, by bicycling habits



Belief that cars drive safely in the village was also in general proportion to how frequently or rarely respondents themselves ride a bicycle in the village.

Compared to respondents who bicycle nearly every day, respondents who rarely or never ride a bicycle were 15% more likely to strongly agree with the statement that cars drive safely.

Why do people drive rather than walk or bicycle?



The most common reasons given for driving rather than walking or bicycling were:

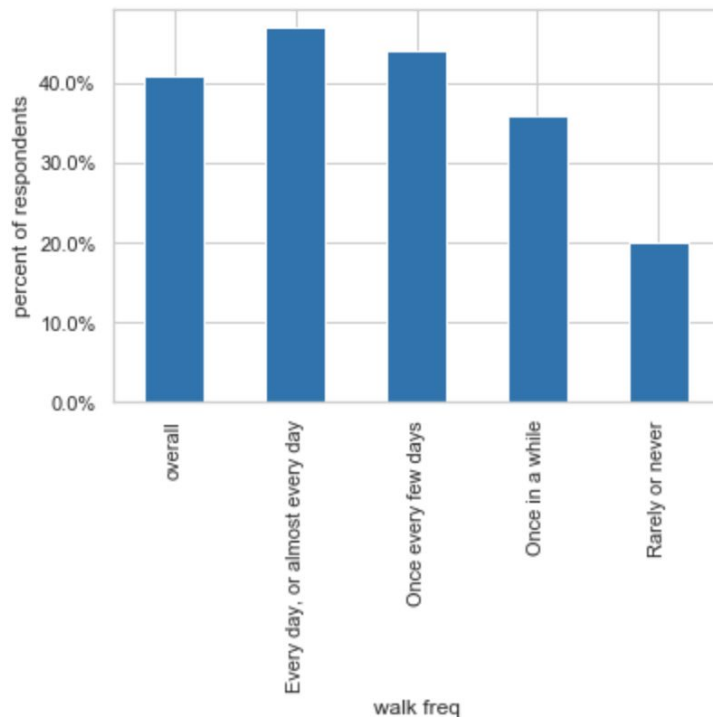
1. lack of time (25%)
2. safety concerns with bicycling (18%)
3. safety concerns with walking (11%)
4. a health condition (5%)

Unsolicited comments on driver behavior

40% of all respondents left unsolicited comments in the survey form indicating concern with the behavior of drivers in the village.

The more often a resident walks in the village, the more likely they were to raise such a concern on the survey, as indicated in this chart. Those who walk almost every day were more than twice as likely as those who go for walks rarely to file such complaints.

About half of these concerns included mention of speeding, with many complaining of lack of enforcement and infrastructure to control driver behavior.



A few of the 227 comments we received about driver behavior

"Most drivers in Croton have no idea how the right of way works for a traffic circle."

"People speed in cars, do not respect crosswalks, speed up when dummy light is yellow."

"Pedestrians are not given the right of way."

"Traffic is way too fast and frantic at rush hour."

"Drivers are speeding or have no clue to slow down when passing a pedestrian on the road or sidewalk."

"People need to drive more safely and speed limits should be ENFORCED!"

"I was shocked by how many incidents there are."

"During rush hour, as motorists are driving aggressively I am often wondering where the police officers are."

"[During rush] it's pure luck that more bikers and pedestrians aren't hurt."

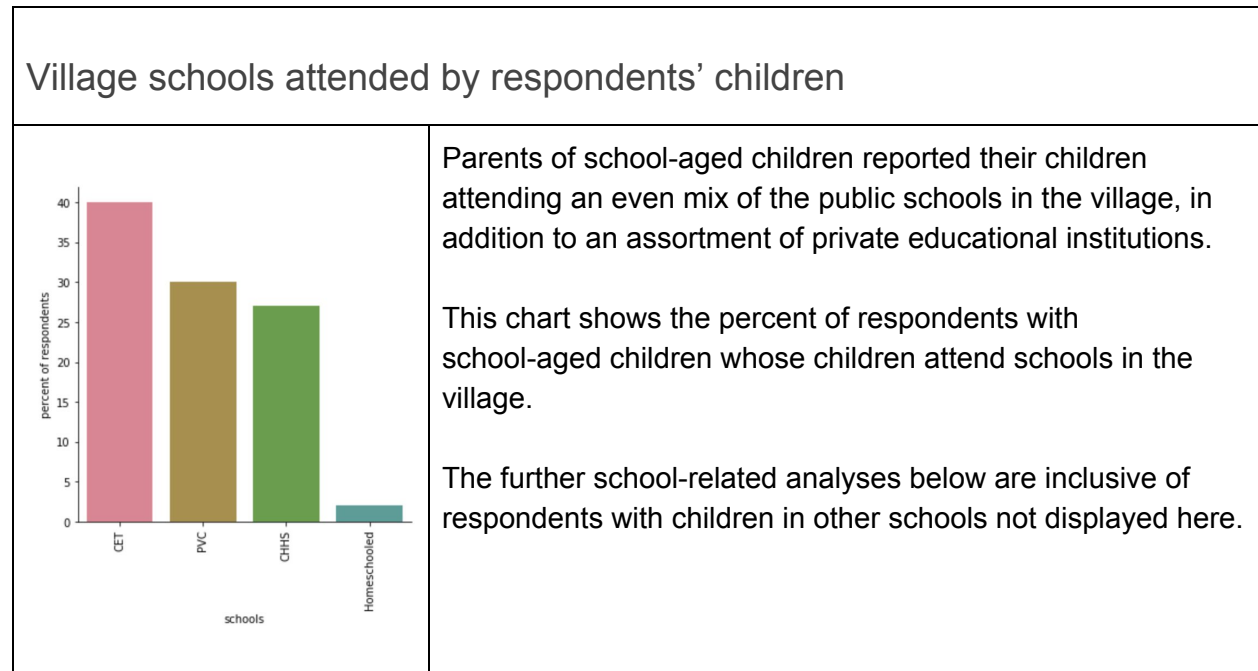
"PEOPLE DON'T STOP FOR PEDESTRIANS IN THE CROSSWALKS!"

<p><i>"Unless I'm at Croton landing I don't feel safe."</i></p> <p><i>"Many cars drive through stop signs."</i></p> <p><i>"The intersection of Benedict Ave, Cleveland drive and Truesdale is very dangerous."</i></p> <p><i>"Harmon is very much a family neighborhood and unfortunately it is unsafe due to speeding cars."</i></p> <p><i>"The speed of traffic [on Cleveland] makes me terrified to allow my kids to walk to the Library or the Upper Village."</i></p>	<p><i>"Cars at times drive over 40 mph between Georgia lane and the turn at sunset trail"</i></p> <p><i>"Would you want a death to be a result of encouraging more biking?"</i></p> <p><i>"The speed limit on Maple st needs to be enforced before a child gets seriously injured."</i></p> <p><i>"Kids can't cross stree safely and it is nerve wracking to walk on curvy sidewalks with cars speeding around 40 mi per hour regularly."</i></p> <p><i>"I nearly got run over by a reckless driver while I was on a crosswalk a few years ago"</i></p>	<p><i>"Benedict Avenue - a straightaway with no stop signs, no speed limit signs...it feels like a speedway to me."</i></p> <p><i>"Actually stop, fine heavily (or otherwise) those idiots behind the wheel who just don't give a [expletive deleted] about the speed limits or congestion, blind corners, pedestrian areas or the like."</i></p> <p><i>"Cars go way too fast and ignore the speed limits and there are never police around."</i></p> <p><i>"Too many speeding cars or cars illegally parked causing backups and aggressive driving. It's a mess."</i></p> <p><i>"It's about a 50% chance a car will slow and yield to pedestrians."</i></p>
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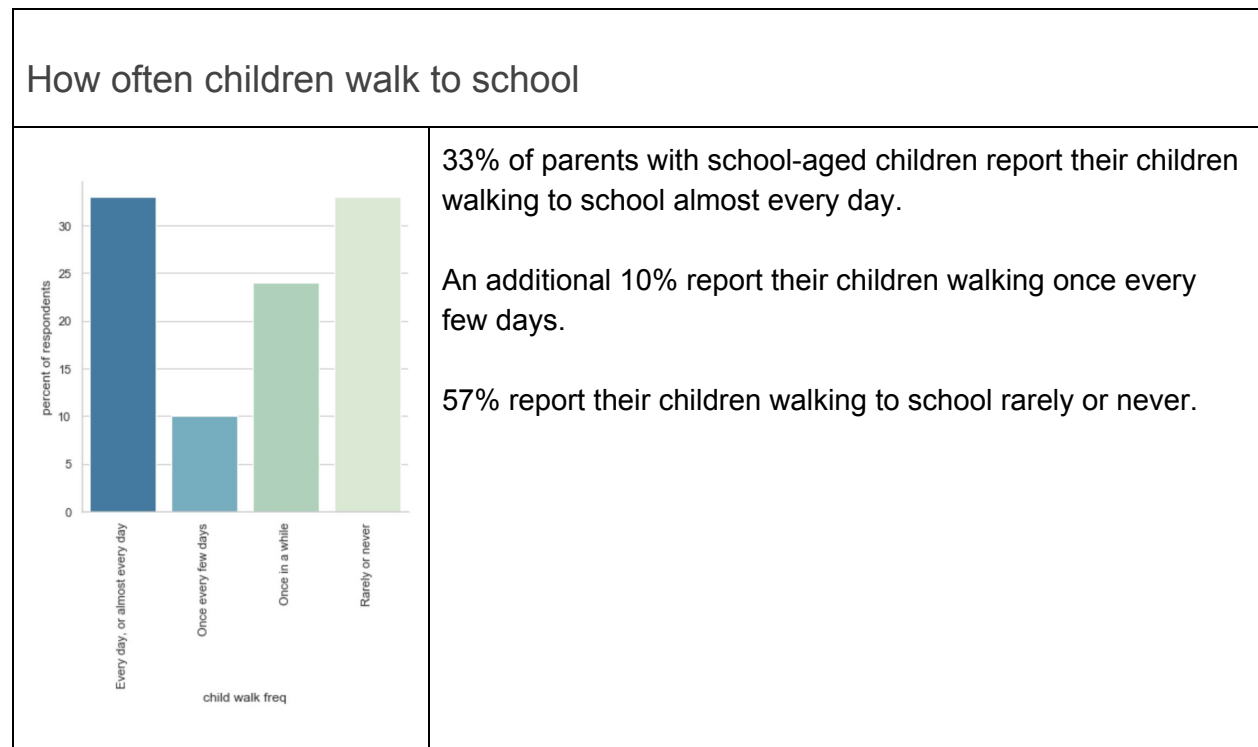
A few of the comments we received from drivers about pedestrians and bicyclists

<p><i>"My pet peeve is people walking in the road!,,!!!"</i></p> <p><i>"Bicycles riding in the road are very dangerous [...] There should be a law against bicycling and jogging on the 2 lane roads."</i></p> <p><i>"People, children and adults, should be better trained about rules of the road, courtesy, etc. for bicycles and cars."</i></p>	<p><i>"Our roads barely have space for cars when they pass and going around bike riders poses a safety threat."</i></p> <p><i>"I feel half of walkers and bikers are clueless to road etiquette."</i></p> <p><i>"Bikes and cars should not be on same road. Bicyclist are dangerous."</i></p>	<p><i>"[Croton Point Avenue] is too narrow and traffic too hectic for biking during peak times."</i></p> <p><i>"Only a fool would bike on some of the roads in Croton [...] Outlaw cycling on roads that do not have an adequate shoulder."</i></p> <p><i>"Need better education for pedestrians: Cross the street in the crosswalks."</i></p>
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School children



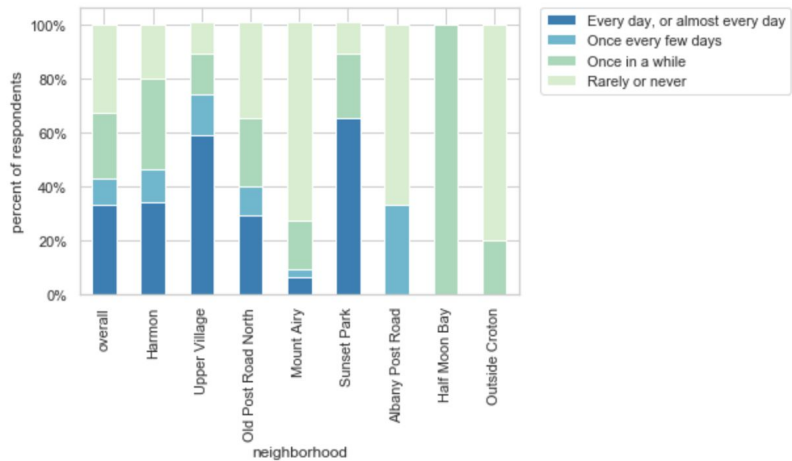
Children walking to school



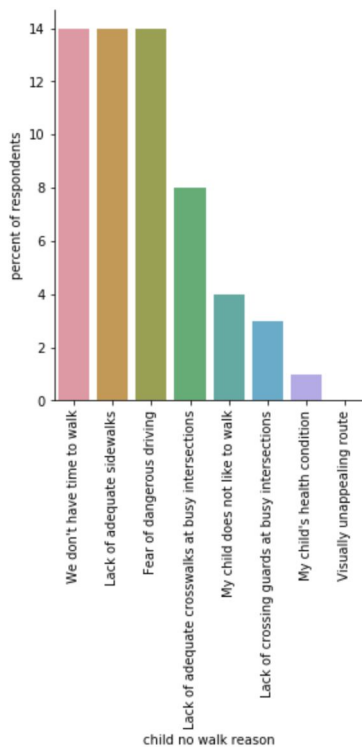
How often children walk to school, by neighborhood

Sunset Park residents were most likely to report their children walking to school almost every day, at 47%, compared to the village-wide average of 25%.

No respondents from the Half Moon Bay, Albany Post Road, or Outside Croton groups reported their children walking to school every day.



Why don't children walk to school more often?



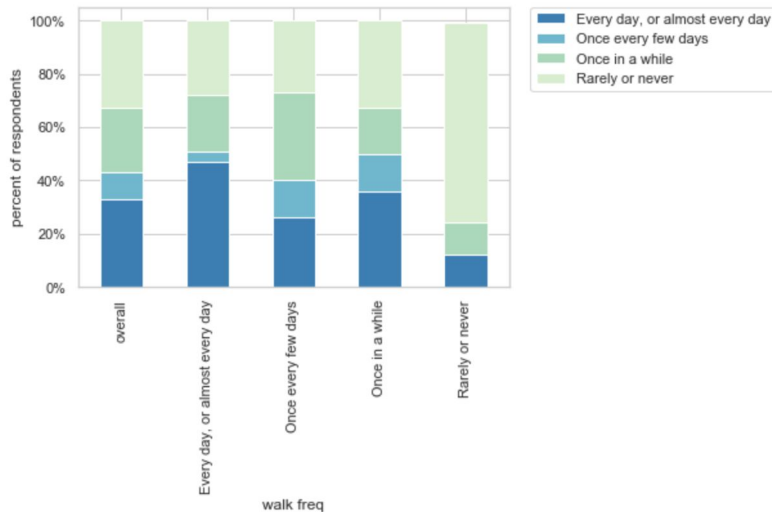
The most common reasons given by parents explaining why their children do not walk to school:

1. lack of time (14%)
2. lack of adequate sidewalks (14%)
3. fear of dangerous driving (14%)
4. lack of adequate crosswalks (8%)

Parents walking habits in relation to their children's walking habits

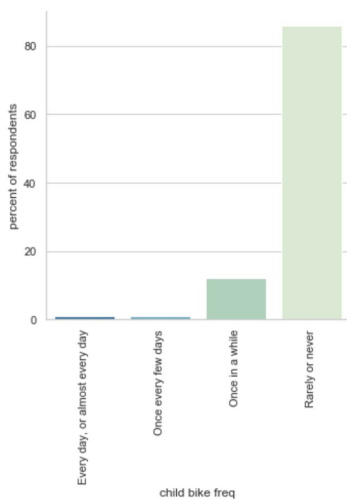
Parents who rarely or never walk around the village themselves were three times as likely as others to have children who also rarely or never walked to school, despite being old enough and living close enough to do so.

The horizontal axis in the chart indicates the parent's walking frequency, while the vertical axis shows how likely children of those parents are to walk to school.



Children bicycling to school

How often children bicycle to school



86% of parents reported their children rarely or never ride bicycles to school.

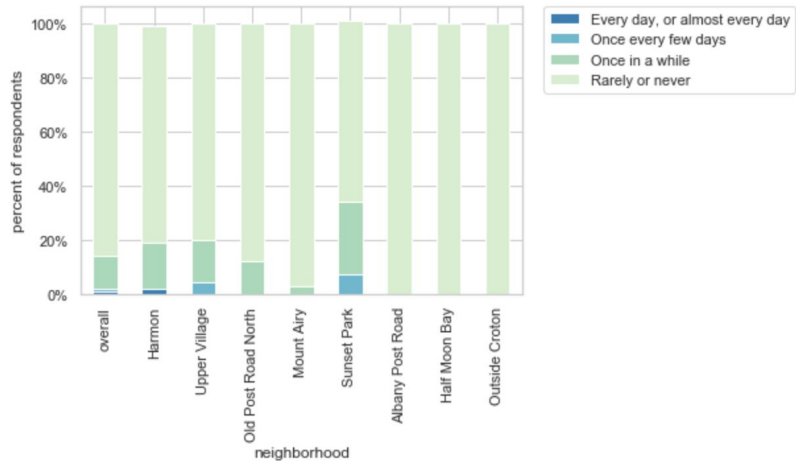
12% reported their children doing so "once in a while".

An additional 2% of parents reported their children riding a bicycle to school once every few days or more.

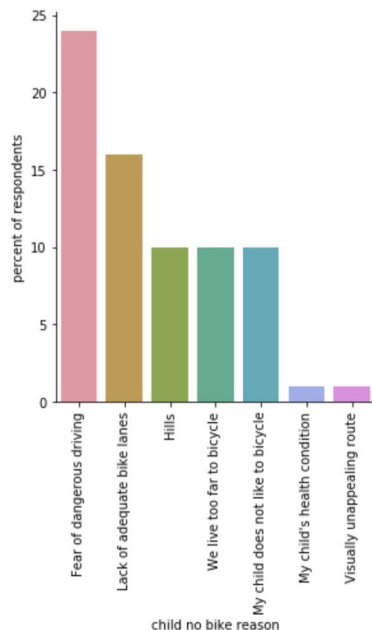
How often children ride a bicycle to school, by neighborhood

14% of parents of school children old enough to cycle reported their children bicycling to school “once in a while” or more.

Sunset Park residents were most likely to report their children bicycling to school once in a while or more, at 34%.



Why don't children ride a bicycle to school more often?



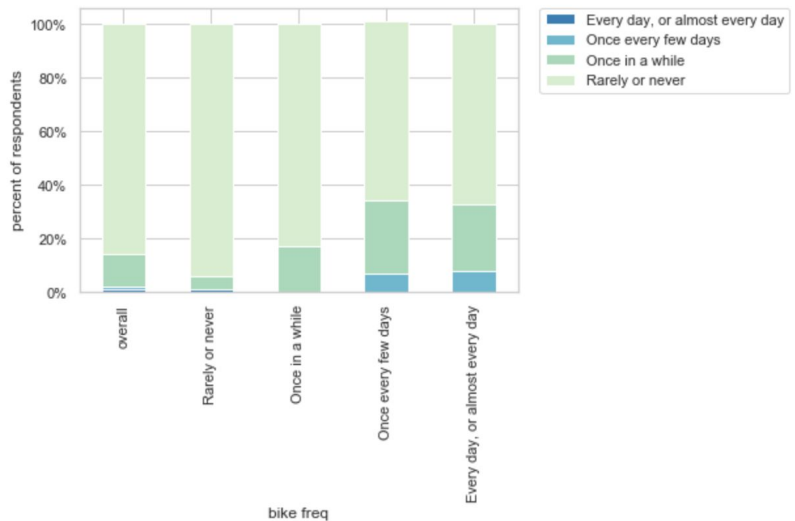
The most common reasons given by parents explaining why their children do not bicycle more often to school:

1. fear of dangerous driving (24%)
2. lack of adequate bike lanes (16%)
3. hills (10%)
4. living too far from school (10%)
5. lack of child interest (10%)

Parents bicycling habits in relation to their children's bicycling habits

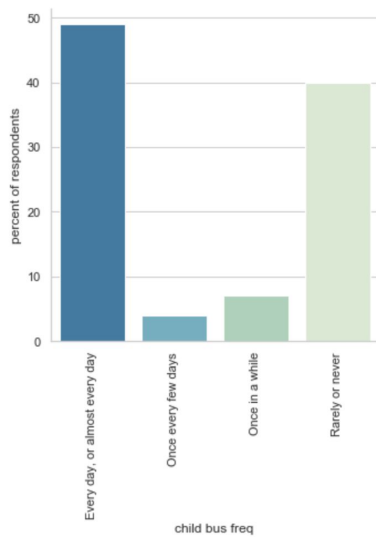
Parents who themselves bicycle once every few days or more reported their children bicycling to school approximately three times more often than children of parents who rarely or never cycle.

The horizontal axis in the chart indicates the parent's bicycling frequency, while the vertical axis shows how likely children of those parents are to bicycle to school.



Children taking the bus to school

How often children take a bus to school



About half of all parents with school-age children reported their children taking the school bus almost every day, while 47% reported their children riding the bus “once in a while” or less.

Respondents who indicated their children take the bus “rarely or never” may include residents who simply do not have school bus service available where they live, due to living too close to school.

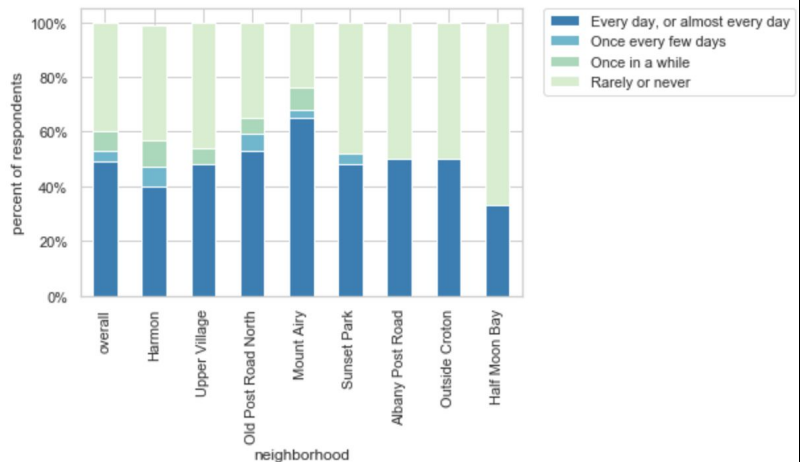
Although the survey design did not allow it, if we could somehow exclude residents who do not have available bus service from this analysis, our best educated guess is that no more than 30% of respondents would have reported their children riding the bus “rarely or never”.

How often children take a bus to school, by neighborhood

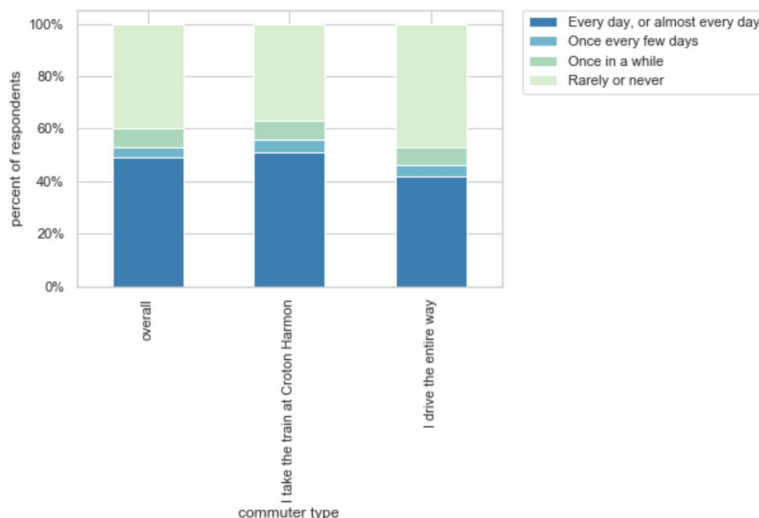
Only $\frac{1}{2}$ of school-aged children regularly take a school bus.

Children living on Mt. Airy were most likely to take the bus to school with about $\frac{2}{3}$ of parents reporting their children doing so nearly every day.

Those living in Half Moon Bay were least likely, with only $\frac{1}{3}$ reporting their children take the bus at all.



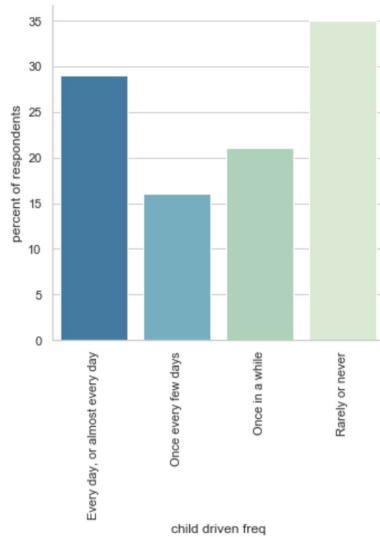
Parents' commute habits in relation to their children's bus habits



Parents who commute to work by train were 10% more likely to see their children take the bus once every few days or more, compared to parents who drive to work.

Parents driving their children to school

How often parents drive their children to school

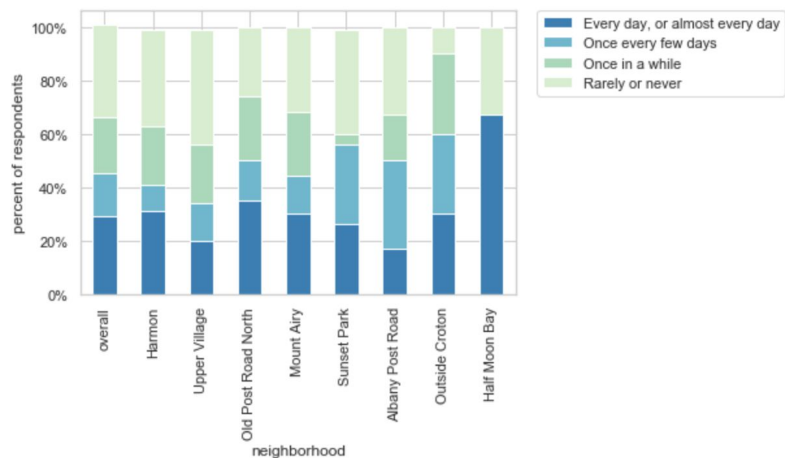


43% of all respondents with school-age children reported driving them to school every few days or more.

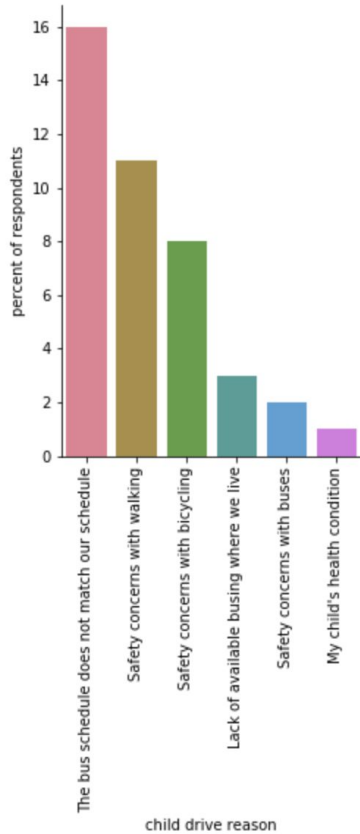
Parents who drive to work were about 10% more likely to drive their kids to school every day than parents who commute on Metro North.

How often parents drive their children to school, by neighborhood

Respondents from the Half Moon Bay, Outside Croton, and Sunset Park groups were most likely to drive their children to school once every few days or more (66% and 60%, and 56%, respectively).



Why do parents drive their children to school?

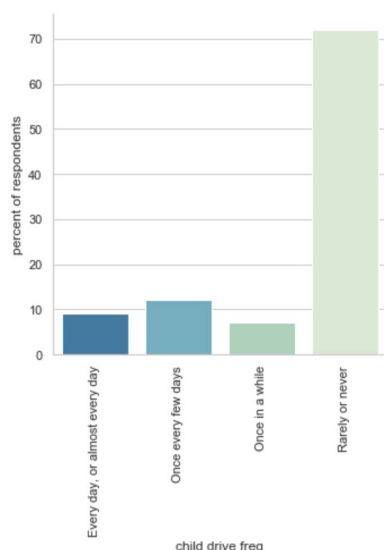


The most common reasons given by parents explaining why they drive their children to school, as opposed to using other modes of transportation:

1. conflicts with the bus schedule (16%)
2. safety concerns with walking (11%)
3. safety concerns with bicycling (8%)

Children driving themselves to school

How often children drive themselves to school

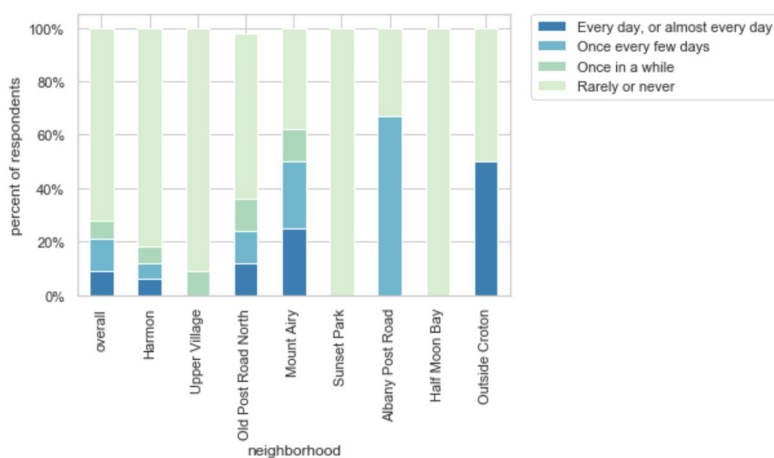


More than 1/3 of parents reported their children frequently driving themselves to school, while nearly 3/4 reported their children rarely or never doing so.

How often children drive themselves to school, by neighborhood

2/3 of respondents from the Albany Post Road area reported their children driving themselves to school once every few days or more.

In contrast, no residents of Sunset Park, Half Moon Bay, and the Upper Village reported their children driving to school this frequently.



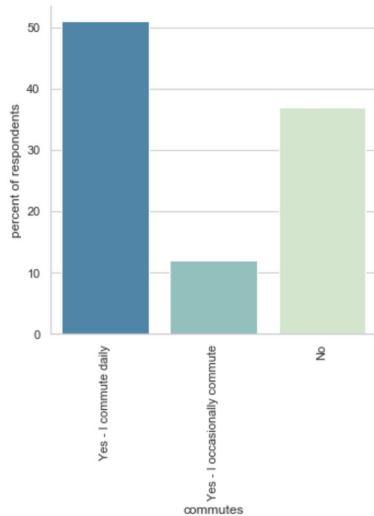
A few of the comments we received about children going to school

<p><i>"Does the village not care about safety of children getting to circle school?"</i></p> <p><i>"Stop the egregious speeding on Mt Airy. Children walk home from school on that road."</i></p> <p><i>"Looking forward, I want my children to be able to walk to school. Right now it is too dangerous."</i></p> <p><i>"I am nervous with my children as cars are unpredictable, speed and rarely stop for pedestrians."</i></p> <p><i>"No sidewalks in the area of CET; No crosswalks at Gotwald Circle,"</i></p>	<p><i>"Someone is going to get hurt or killed [on Maple], especially before and after school."</i></p> <p><i>"During school I find the five corners area very dangerous."</i></p> <p><i>"We need sidewalks on all the streets that are used by children to walk to school safely."</i></p> <p><i>"[On Benedict,] I pick up my son and carry him until we reach the next side street."</i></p> <p><i>"More paved sidewalks around CET!"</i></p>	<p><i>"I'm scared for when my kids are school age and want to walk by themselves."</i></p> <p><i>"During school times, parents speed down Thompson (dead end section) to drop students off at Middle school. It's like the Indy 500."</i></p> <p><i>"It's dangerous because of the speed people drive, especially dangerous for children."</i></p> <p><i>"Cleveland Drive is a main route to CET/PVA for walking students, and the sidewalks are uneven, poorly maintained, and often overgrown with shrubbery"</i></p>
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Commuters

Commuting

How often respondents commute

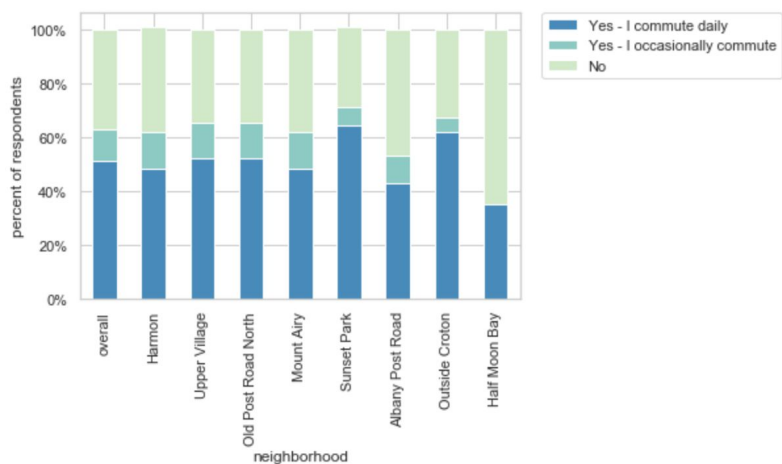


51% of all respondents commute to work nearly every day, and an additional 12% commute occasionally.

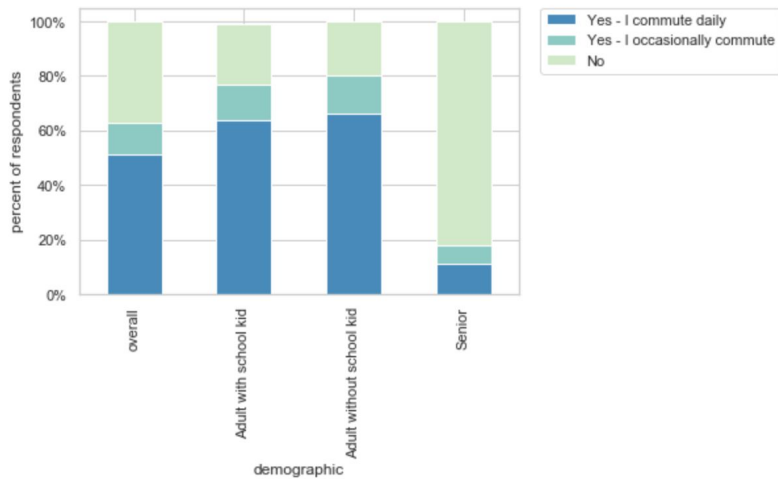
How often respondents commute, by neighborhood

Half Moon Bay and the Albany Post Road areas saw the smallest number of daily commuters, at 35% and 43%, respectively.

Sunset Park respondents were most likely to commute daily, at 64%.



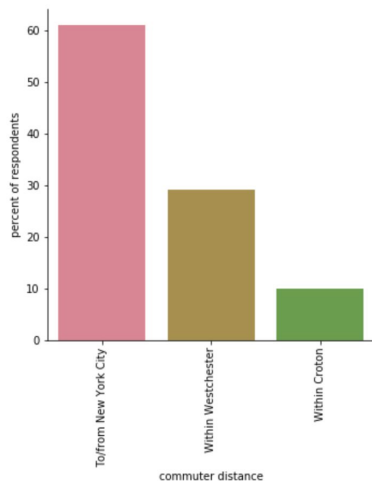
How often respondents commute, by demographic



Senior citizens are least likely to commute, with 11% doing so daily.

Commute distance

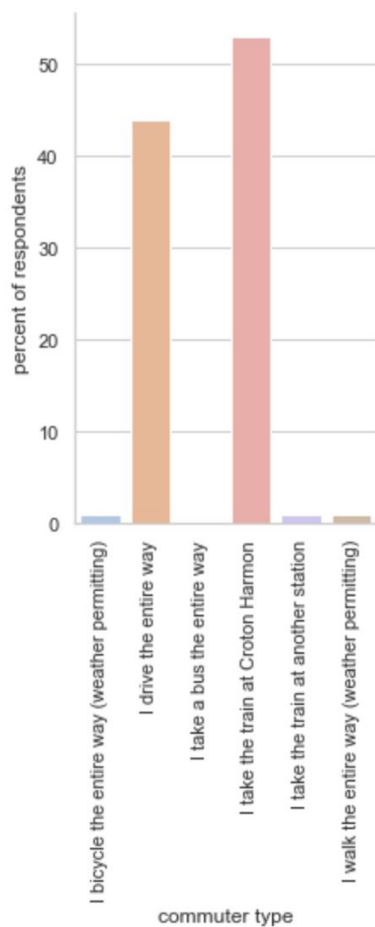
Where do respondents commute to?



The majority of respondents commute to New York City, followed by those who commute within Westchester. The remainder commute within Croton-on-Hudson, and a handful of individuals commute to other areas.

Modes of commute

How commuters reach work



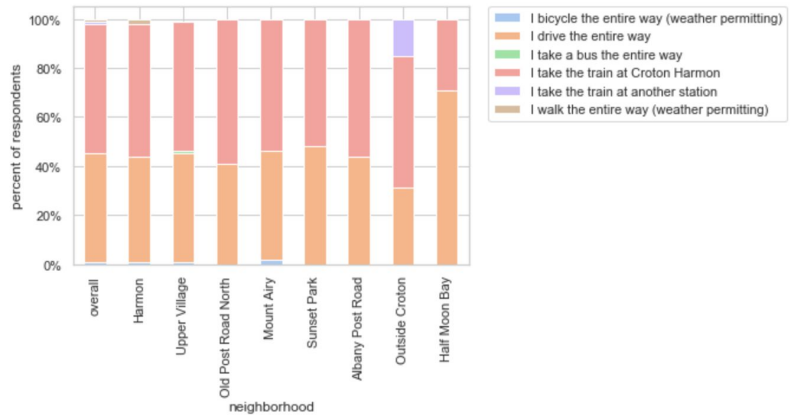
43% of commuting respondents reported driving to work, while 53% take the Metro North train at Croton Harmon.

The remaining few respondents reported a mix of cycling, walking, taking a bus, or taking a train at a different station.

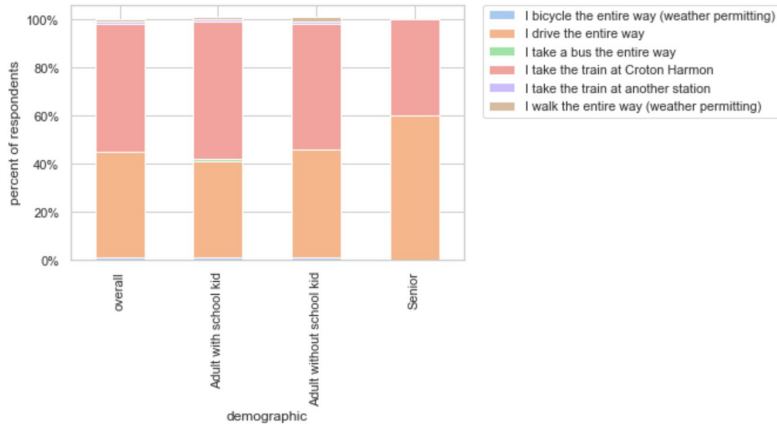
How commuters reach work, by neighborhood

Half Moon Bay commuters were the most likely to drive, with 71% reporting doing so, compared to the 44% average.

Commuters outside of Croton were least likely to drive to work, at 31%.



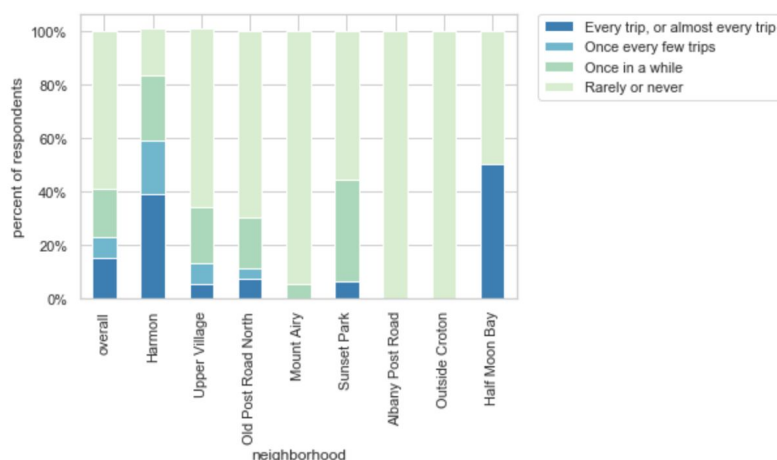
How often respondents commute, by demographic



Senior citizen commuters are more likely than other demographics to drive to work, at 60%.

Metro-North train commuters

How often train commuters walk to the station, by neighborhood



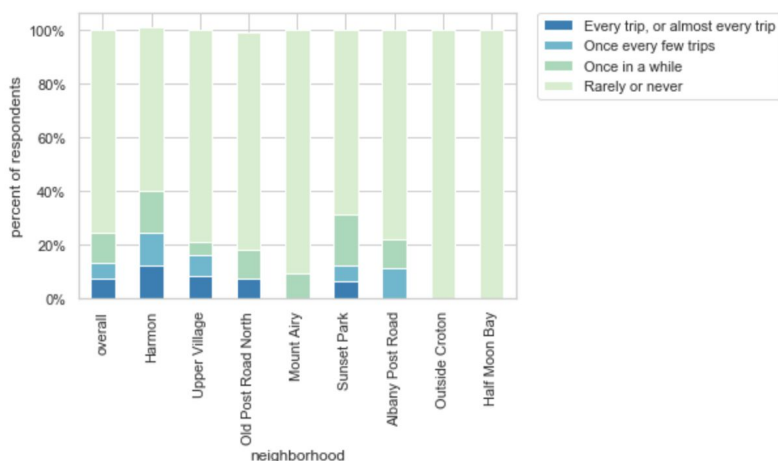
Of those who commute via Metro North at Croton, 22% walk to the station once every few trips or more, with residents of Harmon far more likely than others to do so, at 59%, followed by residents of Half Moon Bay at 50%.

How often train commuters bicycle to the station, by neighborhood

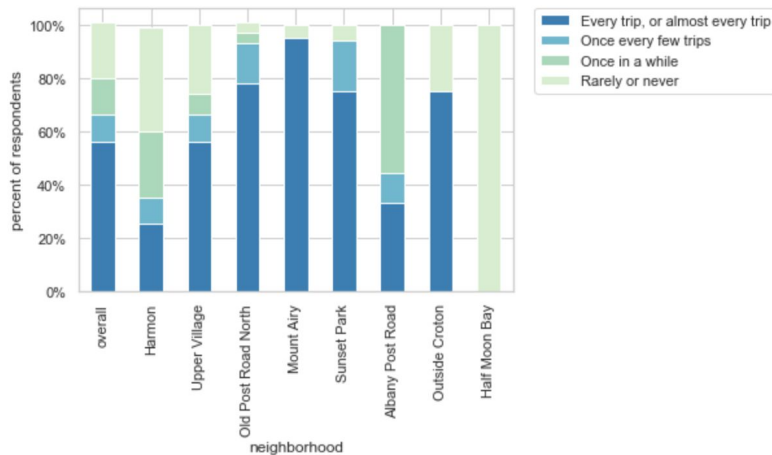
Cycling is unsurprisingly the rarest mode of transportation to the station, with 13% of train commuters claiming to cycle to the station once every few trips or more.

However, residents of Harmon were almost twice as likely as others to report doing so, at 22%.

Almost half of train commuters who report generally cycling every day drive to the station.



How often train commuters drive to the station, by neighborhood



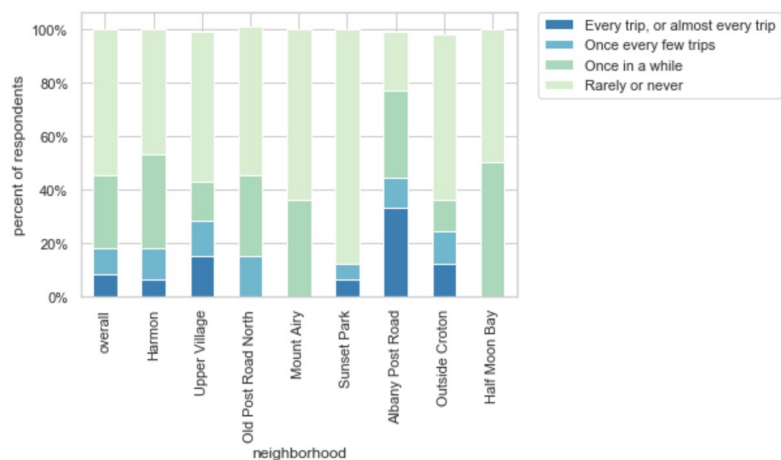
On average, 64% of Metro North commuters across the village reported driving to the station once every few trips or more.

Train commuters from Mt. Airy, Sunset Park, and Old Post Road North led this pack, with more than 90% driving this frequently or more.

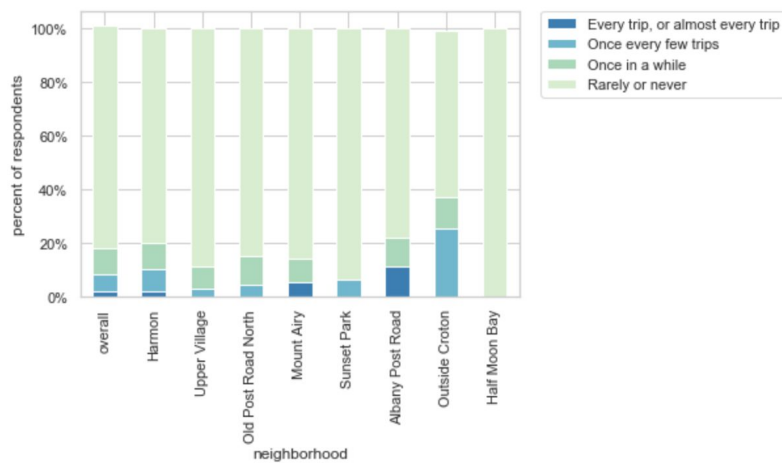
How often train commuters are driven to the station, by neighborhood

44% of train commuters from the Albany Post Road reported being driven to the train station once every few trips or more, compared to the village average of 18%.

40% of senior citizens reported being regularly driven to the station by others.



How often train commuters carpool to the station, by neighborhood



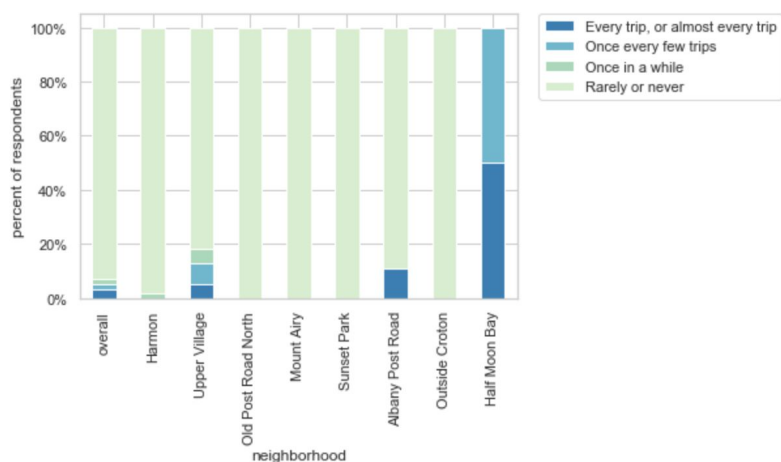
8% of commuting respondents reported carpooling once every few trips or more.

No senior citizens reported carpooling.

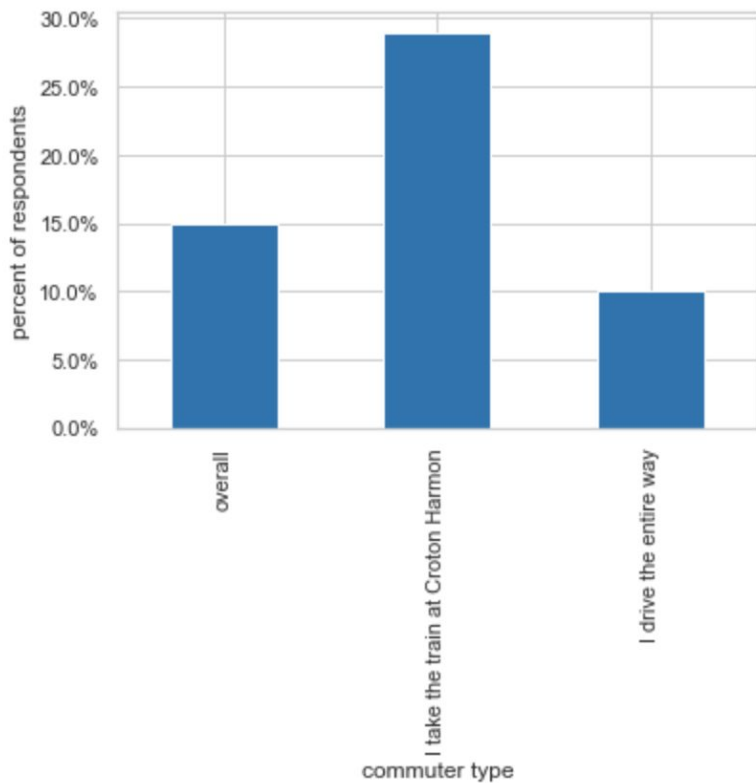
How often train commuters take a bus to the station, by neighborhood

Metro North commuters from Half Moon Bay almost universally reported taking a shuttle bus to the station.

There were also small but significant numbers of train commuters taking buses in the Upper Village and Albany Post Road areas.



How often train commuters complain about safety on Croton Point Ave



In unsolicited comments, 15% of all survey respondents flagged concerns with safety on Croton Point Avenue in their comments.

Of those who commute from the Metro-North station, this number jumped almost twofold to 29%.

A few of the comments we received about commuting

"There is a lot of speeding in Harmon especially around morning and evening commutes."

"There is no continuous safe pedestrian path [to and from the train station]."

"The train parking lot is also unsafe for pedestrians."

"Is enforcing laws around the train station optional?"

"Traffic is way too fast and frantic at rush hour, and there is a lack of adequate crosswalks and observance of crosswalks."

"I'd like to see a traffic cop at the train station for a longer period of time."

"The fact that the village does nothing to fix [Croton Point Avenue] shows how little it values commuters [...] even if they can't come out and complain as much."

"I find [the state of Croton Point Avenue] shocking, given the number of commuters."

"I love to walk to the train station without having to worry about getting hit by a car on a daily basis."

"More police presence during commuting times from the train station to main roads and intersections."

"I do not think we need bike lanes [...] Riding a bike to the train in a suit or high heels does not work."

"The bike lanes down by the train station are a waste and will make driving in the area difficult."

"As a driver I find bicyclists esp near the train station very distracting."

"There are a decent number of bike commuters."

"Biking in and out of the train station is a nightmare!"

"A safe and easy way to get to the train station everyday for 8 months a year would improve quality of life"

"Make it safer to walk and bike to the train station and Shoprite, seriously."

"When someone is badly injured or killed the feet dragging becomes shameful and liable."

Problem areas

Respondents to the survey left comments about a number of specific roads and intersections around the village. Below is a small sample of comments about the most common locations.

A few of the 105 comments we received about Rt. 129 and Maple Street		
<p><i>"Bike lanes throughout, but especially on 129 if possible. I always worry I am going to hit a biker even though I am super careful."</i></p> <p><i>"As for crossing over 129 from Batten, it's a life or death wish."</i></p> <p><i>"Sidewalks are needed along Grand to the edge of Village"</i></p> <p><i>"More side walks out by the croton gorge park."</i></p> <p><i>"I feel unsafe walking in certain places even on the sidewalk -- sometimes on Maple"</i></p> <p><i>"Crossing from Olcott to the sidewalk across Maple toward CVS could use a crosswalk"</i></p>	<p><i>"Grand Street near Batten Road, has no cross walks or sidewalks, making it scary to walk towards town. Would definitely walk more if there were sidewalks here."</i></p> <p><i>"I have fallen twice in the last 3 months on uneven sidewalks/cracks, on Maple and Van Wyck. ((I have no mobility issues))"</i></p> <p><i>"Motorists make Maple Street a two lane road in order to drive around other motorists turning left onto Olcott. This creates an unsafe condition for any adult or child walking along Maple St."</i></p>	<p><i>"A crosswalk is needed across 129 at Olcott."</i></p> <p><i>"Many people walk from Wells to Van Wyck shopping area but there's no cross walk or safety signs."</i></p> <p><i>"Someone is going to get hurt or killed [on Maple], especially before and after school."</i></p> <p><i>"The sidewalks on Maple are in a terrible state, and sometimes the hedges are overgrown so it's hard to pass."</i></p> <p><i>"The speed limit on Maple st needs to be enforced before a child gets seriously injured."</i></p>

A few of the 87 comments we received about Croton Point Avenue		
<p><i>"Between 6pm and 8pm, our police dept should be standing at Benedict and Riverside; Benedict and Young; Croton Point Ave, and write tickets for aggressive driving, failure to fully stop, failure to yield to walkers/bikes."</i></p> <p><i>" S Riverside/ CP Ave. are super dangerous. I have been in two bike accidents and witnessed two others."</i></p> <p><i>"We need a sidewalk when you exit the train station, you should not have to cross the street to walk on a sidewalk."</i></p>	<p><i>"Croton Point Ave is a disaster for cars, pedestrians and cyclists. The train parking lot is also unsafe for pedestrians."</i></p> <p><i>"The area close to Shop Rite and the Green Growler are dangerous during rush hours. Train riders that park at train station come out of station quickly and rarely give way to pedestrians or cyclists going down to Croton Point Park."</i></p> <p><i>"Croton Point Avenue is a disgrace to 20th century safety concerns let alone the 21st century."</i></p>	<p><i>"[Problem area:] Croton point avenue near gas stations. Have to ride on sidewalk"</i></p> <p><i>"Croton Point Ave is v dangerous for everyone, including drivers"</i></p> <p><i>"Croton Point Ave is a nightmarish hellscape, and bike lanes and traffic lights are going to do almost nothing to change that."</i></p> <p><i>"[The] utter lack of police monitoring of traffic at train station makes walking along Croton Point Avenue dangerous. I live close enough to walk and I'm afraid I'll be hit by a car on CPA—not worth the risk to me, especially after dark, so I am forced to drive."</i></p>

A few of the 83 comments we received about South Riverside Avenue

<p><i>"It'd make sense for there to be a sidewalk from Riverside to ShopRite."</i></p> <p><i>"[Suggestion:] a pedestrian connection between Van Wyck Street and S Riverside (to help reduce parking loads on said streets which exacerbate the vision problems on both sides of the street)"</i></p>	<p><i>"The trickiest part of walking to the train station is crossing [South] Riverside Avenue at Benedict Boulevard"</i></p> <p><i>"From diner to Mobil gas to Croton Commons -- discontinuous sidewalks discourage foot traffic."</i></p> <p><i>"Walk to shop rite needs stairs and other pedestrian infrastructure."</i></p>	<p><i>"The pedestrian or bike approach to Shoprite is absolutely unacceptable with my toddler along. Horrible, and no one can expect us to go the safer very long way"</i></p> <p><i>"Perhaps better or more painted crosswalks, blinking yellow caution lights and/or pedestrian signs in busy areas like Riverside."</i></p> <p><i>"The area around South Riverside by the fire station is in need of attention for parking/safety of transient visitors for restaurants/etc."</i></p>
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A few of the 44 comments we received about Cleveland Drive

<p><i>"The sidewalks along Cleveland Drive are in terrible disrepair and are very hard to push a stroller on."</i></p> <p><i>"Lack of sidewalk for Cleveland Dr to Gerstein St is baffling."</i></p> <p><i>"Cleveland Drive is a main route to CET/PVA for walking students, and the sidewalks are uneven, poorly maintained, and often overgrown with shrubbery — and the speed of traffic adjacent makes me terrified to allow my kids to walk to the Library or the Upper Village."</i></p>	<p><i>"Sidewalk accessibility along Cleveland from the Harmon area to the upper village is poor along the northern side of the street."</i></p> <p><i>"Kids can't cross street safely and it is nerve wracking to walk on curvy sidewalks with cars speeding around 40 mi per hour regularly. Cleveland Drive is very unsafe."</i></p> <p><i>"[Suggestion:] Police presence along Cleveland Ave and other key approaches to the Croton Harmon train station during morning and evening rush hour"</i></p>	<p><i>"It does get a little scary down by the intersection of Cleveland/Benedict in the morning, especially when parents are dropping their kids off at Circle School and double parking."</i></p> <p><i>"Cleveland, Benedict and Oneida are very bad for speeding."</i></p> <p><i>"No sidewalks on cemetery side of Cleveland, just before the library. Also, missing sidewalks on Cleveland North of Loconto/Hughes. This is dangerous, especially being so close to the elementary school."</i></p> <p><i>"NO ONE stops at 5 corners."</i></p>
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A few of the 41 comments we received about Benedict Boulevard

<p><i>"There should be a stop sign at Benedict and Young in both directions of Benedict, and one at Benedict and Penfield in both directions of Benedict."</i></p> <p><i>"Benedict Avenue - a straightaway with no stop signs, no speed limit signs...it feels like a speedway to me."</i></p> <p><i>"We need crosswalks to be able to get from Benedict to the side of Cleveland that Circle School is on."</i></p> <p><i>"The rotary [is a problem] because there is no real place to cross"</i></p>	<p><i>"I live in Harmon but do fear the fast driving on Benedict and Cleveland."</i></p> <p><i>"I was hit by a car at Benedict a few years ago. And I know other cyclist that were also hit. Since I survived the accident, I decided not to take any more risks."</i></p> <p><i>"Enforce the speed limits on Benedict"</i></p> <p><i>"There is speeding on Benedict Ave and people fly through the round about."</i></p>	<p><i>"Some areas have sidewalks that present a tripping hazard. Most are do to tree roots lifting the sidewalks. Cleveland and Benedict have a few of these conditions."</i></p> <p><i>"Benedict Blvd, tree has overtaken the sidewalk causing it to be pulled up and is a dangerous tripping hazard , tree should be removed."</i></p> <p><i>"Crossing the Harmon rotary is dangerous on the boulevard."</i></p> <p><i>"No crosswalks at Gotwald Circle"</i></p> <p><i>"The circle at Benedict/Cleveland/Truesdale is challenging to cross."</i></p>
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A few of the 39 comments we received about Municipal Place

<p><i>"Approaches to the river are TERRIBLE. [...] Municipal Place is especially BAD. Sidewalks on both sides of the street would help a lot."</i></p> <p><i>"Better and safer pedestrian access to Senasqua park under route 9 and through the tunnel. The cross walks do not line up and side walks are very unsafe."</i></p> <p><i>"Municipal place has killed my shocks in car."</i></p>	<p><i>"Croton is on an amazing piece of waterfront. Access to it should be facilitated, and especially by foot and bicycle to reduce car traffic."</i></p> <p><i>"Municipal Place, often to entry way into Croton is in horrible shape."</i></p> <p><i>"The interchange with Municipal Place and 9A is a bit dicey."</i></p> <p><i>"Right near the jeep place there should be a sidewalk. We walk on the shoulder."</i></p>	<p><i>"Municipal Gateway area, up the hill towards Harmon needs sidewalks installed the entire way."</i></p> <p><i>"The bike ride up Muni Pl. to Maple from the waterfront is sketchy."</i></p> <p><i>"If I was thinking of moving to Croton and saw the lack of upkeep [at the Municipal Place DPW lot], esp. with our tax rate, I wouldn't move here."</i></p> <p><i>"Municipal Place lot at entrance to 9 north is disgusting."</i></p>
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A few of the 26 comments we received about ShopRite

<p><i>"I would love if the walk to shop rite was pedestrian friendly...which it is definitely not"</i></p> <p><i>"Eliminate right turn from [Croton Point Ave] shoulder toward Shoprite (cars barely stop before turning from shoulder)"</i></p> <p><i>"I feel like I should be able to walk to Shop Rite, or my child should be able to walk to Straddles."</i></p>	<p><i>"There needs to be better sidewalk/walking/bike access to ShopRite"</i></p> <p><i>"Walking near shop rite and to the train station on the shop rite side is very dangerous."</i></p> <p><i>"The first time I tried to walk to ShopRite [...], I got to the traffic lights, and the sidewalk ran out."</i></p>	<p><i>"Make sense for there to be a sidewalk [...] I've noticed some ShopRite employees don't have cars and end up having to scoot along the guardrail to get to the bus or train station."</i></p> <p><i>"The entire entrance to ShopRite plaza is awful."</i></p> <p><i>"I am generally comfortable walking within the village but walking to ShopRite can be a safety concern."</i></p>
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A few of the 26 comments we received about Mount Airy

<p><i>"Stop the egregious speeding on Mt Airy. Children walk home from school on that road. It's a street not a drag strip."</i></p> <p><i>"Mount Airy Rd south is still in " the village". It would be helpful to have some public transportation or a lower speed limit"</i></p> <p><i>"Not bad here although some curves on Mt Airy might be dangerous."</i></p>	<p><i>"Slow cars down on Mt Airy and Upper North Highland. Sidewalk down to village would be nice."</i></p> <p><i>"On Mt Airy there are no sidewalks or bike lanes."</i></p> <p><i>"Mt airy rd south is a death trap. Drivers fly down the hill around the curve. In addition, there is no sidewalk. I always get nervous when I see people walking. It seems so dangerous!"</i></p>	<p><i>"I see lots of kids walking home or to Temple Israel from school on this road (a good way to keep healthy!) but very dangerous. We need to change this situation."</i></p> <p><i>"All village streets should have sidewalks, including Mt. Airy South."</i></p> <p><i>"No sidewalks on Mt. Airy is scary and not safe. And it is still in town."</i></p> <p><i>"There is no sidewalk on Mt airy South making it impossible for me or my children to safely walk to town"</i></p>
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A few of the 22 comments we received about Five Corners

<p><i>"There are also some areas that make me uncomfortable to drive let alone walk or bicycle, like the 5 corners area I have to drive through every day; nobody follows traffic laws and I have almost been hit several times."</i></p> <p><i>"Get drivers to start obeying STOP signs more especially at intersections like little five corners."</i></p>	<p><i>"[I feel] safe except for around rotaries or five corners"</i></p> <p><i>"[Suggestion:] Police officer at 5 corners instead of crossing guard"</i></p> <p><i>"If several cars arrive at Five Corners simultaneously, it can get dicey."</i></p>	<p><i>"Five corners is a nightmare in the morning"</i></p> <p><i>"I want the center of the upper village around Maple and also five corners to be safer for kids walking to school."</i></p> <p><i>"More speed awareness/radar feedback and enforcing stop signs, particularly 5 corners/Vet cemetery."</i></p>
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A few of the 17 comments we received about the trails at Half Moon Bay

<p><i>"The riverwalk behind Half Moon Bay needs to be repaired and reopened."</i></p> <p><i>"I wish the repairs of the walkway along the river in front of HMB would be completed so that I could walk in a southerly direction."</i></p> <p><i>"[Problem area:] Half Moon Bay walkway (stones) and ridges on bike path behind Half Moon Bay."</i></p>	<p><i>"[Suggestion:] Better route marking for cycling, better shoulders, better surfaces, especially Half Moon Bay paths."</i></p> <p><i>"The bike trail behind half moon bay is also in disrepair b/c of tree roots and really needs to be repaved."</i></p>	<p><i>"Trail from croton pt to landing the part behind half moon bay is awful and dangerous"</i></p> <p><i>"The bikeway behind Half Moon Bay is awful. Tree roots and blind spots are terrible on a road bike."</i></p> <p><i>"The path between Half Moon & Metro North needs repair."</i></p>
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A few of the 17 comments we received about North Riverside Avenue

<p><i>"[N Riverside near Croton Landing overpass] is neglected. Sidewalks are narrow, crumbling and dirty. The street is a two way street for cars but with cars parked on the street, only one car can pass at a time. There are numerous incidents of "road rage" and dangerous driving"</i></p>	<p><i>"North Riverside Avenue area. Road too narrow."</i></p> <p><i>"More visibility/better parking/traffic monitoring on North Riverside. It is hard to see when making a left from High Street or Farrington Road."</i></p>	<p><i>"Riverside always seems to be a bit ragged"</i></p> <p><i>"On N Riverside, there are no marked crosswalks for pedestrians"</i></p> <p><i>"There should be illuminated crosswalks on North Riverside by the Tavern to make it safer area for the community to enjoy."</i></p>
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All comments

See [Appendix 1](#) for a full set of comments submitted to the survey.

Methodology

How we planned the survey and analyzed results.



This report is based on a survey of 561 residents of Croton-on-Hudson and its environs. This is the number of responses we consider “qualified” for analytical purposes; another approximately 2 responses were submitted but not included in the analysis because they were duplicates of earlier submissions.

- The survey was fielded from 3 July 2019 to 15 August 2019.
- The survey was available as an online form using Google Forms, or as a printable PDF file. All responses were submitted using the online form.
- Respondents were recruited through blasts to the village government email list, village social media accounts, the CCMoms Google Groups email list, a letter published to the editor of the Croton Cortlandt Gazette as well as flyers and paper survey forms placed and distributed in partnership with several local community organizations and businesses.
- General questions on the survey achieved standard statistical significance, with 561 responses among an adult village population estimated at approximately 6,000. This allows for a baseline 95% confidence level with a 4% margin of error. More granular breakdowns of results (e.g. by neighborhood or by demographic) have not been analyzed for statistical significance and would surely not reach this level of confidence.
- Known and unknown biases in the survey design require caution and consideration and we make no claim that answers to all questions on the survey are representative of the views of residents of the village as a whole. Nevertheless, they do proffer insight and provide direction for further investigation and consideration.
- Respondents were residents who lived in all parts of the village and a few from surrounding areas. In order to analyze trends by neighborhood, respondents were aggregated into 8 groups, based on area of residence.
 - Harmon - this includes respondents who identified as residents of Harmon, near CET and the library, elsewhere on Cleveland Dr, the Duck Pond, and along Truesdale.
 - Upper Village - this includes respondents who identified as residents of the Upper Village, Bari Manor, and the Wells Ave area north of Maple St.
 - Old Post Road North - this includes respondents who identified as residents near Old Post Road North, the area nearest Croton Landing, the area surrounding North Riverside, Brook St, and the Lower Village.
 - Mount Airy - this includes respondents who identified as residents of Mt Airy, Batten Road, and along 129 near the dam.

- Sunset Park - this includes respondents who identified as residents of the area surrounding Sunset Park and Old Post Road South.
- Albany Post Road - this includes respondents who identified as residents of the areas surrounding Albany Post Road, Prickly Pear Hill, Scenic Dr, and Wolf Road.
- Half Moon Bay - this includes respondents who identified as residents of Half Moon Bay.
- Outside Croton - this includes respondents who identified as residents of the areas near Quaker Ridge, Teatown, Cortlandt, and a few in Ossining.
- Some questions on the survey were dynamic and only presented to respondents who had given specific answers to previous questions. For example, questions about commuting to work were only displayed to respondents who indicated that they commuted and questions about school children were only displayed to adults who had indicated that they had school-aged children.
- All questions were optional.
- All percentages displayed in this survey are based on the number of respondents who answered the relevant question, and do not include those who did not respond to the question.
- No personally identifying information was requested, and some potentially identifying information was scrubbed from the data. This report has focused on aggregate statistics on issues where sufficient numbers of responses were available in order to avoid accidentally disclosing any data that might lead to personal identification.
- The data analysis was performed using the [pandas](#) data science code library. Custom computer code developed for this survey has been [released open source](#) for anyone to copy and use to conduct a similar survey. We would be happy to help you plan and execute it.

Acknowledgements

This survey was conducted and compiled by the [Croton-on-Hudson Bicycle Pedestrian Committee](#), a volunteer group of non-partisan residents who serve in an advisory role to the mayor and the Board of Trustees.

The wonderful illustrations published here come from [ClassroomClipArt.com](#), and are copyright protected, used with permission.

The computer programming code we developed for this survey is [released open source](#) for any other committee or municipality to copy and use to conduct and analyze a similar survey in a similar style.

APPENDIX 1 - COMMENTS

The comments included in the report are a small sample of the comments submitted to the survey.

Complete set of comments

[The complete set of uncategorized comments](#) is available in a separate document.

Categorized comments

To make it easier to find comments related to specific issues, the section below includes links to comments categorized by the topics that they address.

Complaints

When asked to complain about anything related to transportation in the village, complaints were remarkably consistent:

- 83 complaints about the poor condition of the sidewalks, and 29 more about bushes or other obstructions on sidewalks. See more:
 - [Comments about the condition of the sidewalks](#)
 - [Comments about vegetation obstructing the sidewalks](#)
 - [Comments about missing sidewalks](#)
 - [Suggestions for maintaining sidewalks](#)
 - [Suggestions for more sidewalks](#)
 - [Suggestions for sidewalks on Mt Airy South](#)
- 46 complaints about road surfaces. See more:
 - [Comments about road surfaces](#)
- 45 complaints about cyclists riding on sidewalks and breaking the rules of the road. 7 more about cyclists who block the road by riding side-by-side.
 - [Comments about bicyclists breaking rules](#)
- 39 complaints about missing or unmaintained crosswalks, and another 17 about crossing guards.
 - [Comments about missing crosswalks](#)
 - [Suggestions for enforcing crosswalks](#)
 - [Suggestions for maintaining crosswalks](#)

- [Suggestions for more crosswalks](#)
 - [Comments about crossing guards](#)
- 17 complaints about insufficient street lighting.
 - [Comments about street lighting](#)
- and more...
 - [Comments about aggressive driving](#)
 - [Comments about driver lack of awareness](#)
 - [Comments about speeding cars](#)
 - [Suggestions for reducing car speeds](#)
 - [Comments about narrow roads](#)
 - [Comments about on-street parking](#)
 - [Suggestions for reducing on-street parking](#)
 - [Suggestions for limiting parking to one side](#)

Several particular streets in the village also attracted repeated concern from residents:

- 88 complaints about Croton Point Avenue. See more:
 - [Comments about Croton Point Ave](#)
- 72 complaints about South Riverside Ave, and 26 more about the section near ShopRite. See more:
 - [Comments about S. Riverside Ave](#)
 - [Comments about Shoprite](#)
- 52 complaints about Maple Street / Rt. 129, and 22 more about the section near CVS; 15 more about the roads around Croton Commons. See more:
 - [Comments about 129](#)
 - [Comments about Maple](#)
 - [Comments about CVS & Van Wyck Shopping area](#)
 - [Comments about Croton Commons](#)
- 46 complaints about Cleveland Drive, and 17 more about Gottwald Circle. See more:
 - [Comments about Cleveland Dr.](#)
 - [Comments about the area around CET](#)
 - [Comments about Gottwald Circle](#)
- 39 complaints about Municipal Place. See more:
 - [Comments about Municipal Place](#)
- 26 complaints about Grand St. See more:
 - [Comments about Grand St.](#)

- 26 complaints about Benedict Boulevard. See more:
 - [Comments about Benedict Boulevard](#)
- 22 complaints about the intersection known as Five Corners. See more:
 - [Comments about the Five Corners](#)
- and more...
 - [Comments about the dummy light](#)
 - [Comments about the Half Moon Bay trail](#)
 - [Comments about Morningside Dr.](#)
 - [Comments about Mt. Airy](#)
 - [Comments about North Riverside Ave](#)
 - [Comments about Olcott Ave](#)
 - [Comments about Old Post Road North](#)
 - [Comments about Old Post Road South](#)
 - [Comments about Truesdale Dr.](#)

Suggestions

Respondents were asked for suggestions on how they would help improve transportation across the village. As with the complaints, many of these surfaced consistent themes.

- Almost ⅓ of respondents (104) made suggestions for bike lanes on at least some streets, while 3% (17) explicitly suggested bike lanes were a bad idea.
 - [Comments in favor of bike lanes](#)
 - [Comments against bike lanes](#)
- 90 suggestions for more sidewalks, and another 63 for better maintenance of sidewalks; 13 explicitly suggested creating a sidewalk on Mt Airy Road South.
 - [Comments about sidewalk conditions](#)
 - [Suggestions for more sidewalks](#)
 - [Suggestions for maintaining sidewalks](#)
 - [Comments about a sidewalk on Mt Airy South](#)
- 67 suggestions on enforcing speed limits, another 44 for reducing speeds in general, and 24 for speed bumps.
 - [Comments about speeding](#)
 - [Suggestions for reducing speeds](#)
 - [Suggestions for enforcing speed limits](#)
 - [Suggestions for speed bumps](#)

- 12 suggestions for more traffic lights; 12 more for more stop signs; 10 more for dedicated pedestrian signals.
 - [Suggestions for traffic lights](#)
 - [Suggestions for stop signs](#)
 - [Suggestions for dedicated pedestrian walk signals](#)
- 38 suggestions for more crosswalks, 16 more for better maintenance of crosswalks; and 13 more for better enforcement of crosswalks.
- 9 suggestions for better educating pedestrians.
- 8 suggestions for outlawing cycling on at least some roads. Select suggestions from these respondents included,
 - “This is not Holland”
 - “Get rid of bikes”
 - “Outlaw cycling on roads that do not have an adequate shoulder”
 - “[Bicycles] should not be permitted on the roads.”
 - “Ban bicyclists and joggers on roads”
- and more...
 - [Suggestions for bike racks](#)
 - [Suggestions for cyclist education](#)
 - [Suggestions for pedestrian education](#)
 - [Suggestions for traffic calming](#)
 - [Suggestions for enforcing trimming of vegetation on sidewalks](#)
 - [Suggestions for improving access to Rt 9](#)
 - [Suggestions for more signs](#)
 - [Suggestions to outlaw cycling](#)