

January 26, 2023

Frank Balbi, Superintendent  
Department of Public Works  
Village of Croton-on-Hudson  
1 Van Wyck Street  
Croton-on-Hudson, NY 10520

RE: Village-wide Speed Limit Traffic Engineering Review  
Village of Croton-on-Hudson, Westchester County NY

Dear Superintendent Balbi:

In conjunction with the Village's request, DTS Provident Design Engineering, LLP (DTS Provident) is pleased to submit this Traffic Engineering Review which discusses the impacts and advantages and disadvantages of lowering the Village-wide speed limit from 30 mph to 25 mph, as now permitted under the new State Law. If the Village decides to make this modification, then DTS Provident will prepare an official Engineering Study documenting the engineering support for this change, as required by State Law.

### **Introduction**

Speed limits are generally traditionally set by various factors including current prevailing or 85<sup>th</sup> percentile speeds, roadway curvature, grades, roadway width, number of lanes, surrounding area, traffic control, on-street parking, sidewalks/crosswalks and pedestrian activity, sight distance, crash history, roadway purpose/classification, etc. and established by law. Until recently, New York State Law required the Village to have a Village-wide speed limit of 30 mph.

DTS Provident has reviewed the possibility of the conversion of the Village Speed Limit from 30 mph to 25 mph in conjunction with the new State Law. DTS Provident has reviewed the State law and had discussions with other municipalities as well as with the County.

DTS Provident feels that typical residential roadways having a 25 mph speed limit is appropriate but some main roadways should remain at 30 mph. An Engineering Study is required by the State Law to change the speed limit to 25 mph if the Village decides to go that route. It should be noted that many Engineering Studies regarding the impacts of the change of the speed limit in an area like Croton-on-Hudson have indicated that the speed limit change has little or no impact

on actual travel speeds. Drivers will tend to drive at the speed that they feel comfortable at. Thus, the speeds would tend to be the similar, however, there just would be more offenders of the law.

### **Document Review**

In preparation of this memorandum, in addition to the new law, other various pertinent documents were reviewed including, but not limited to:

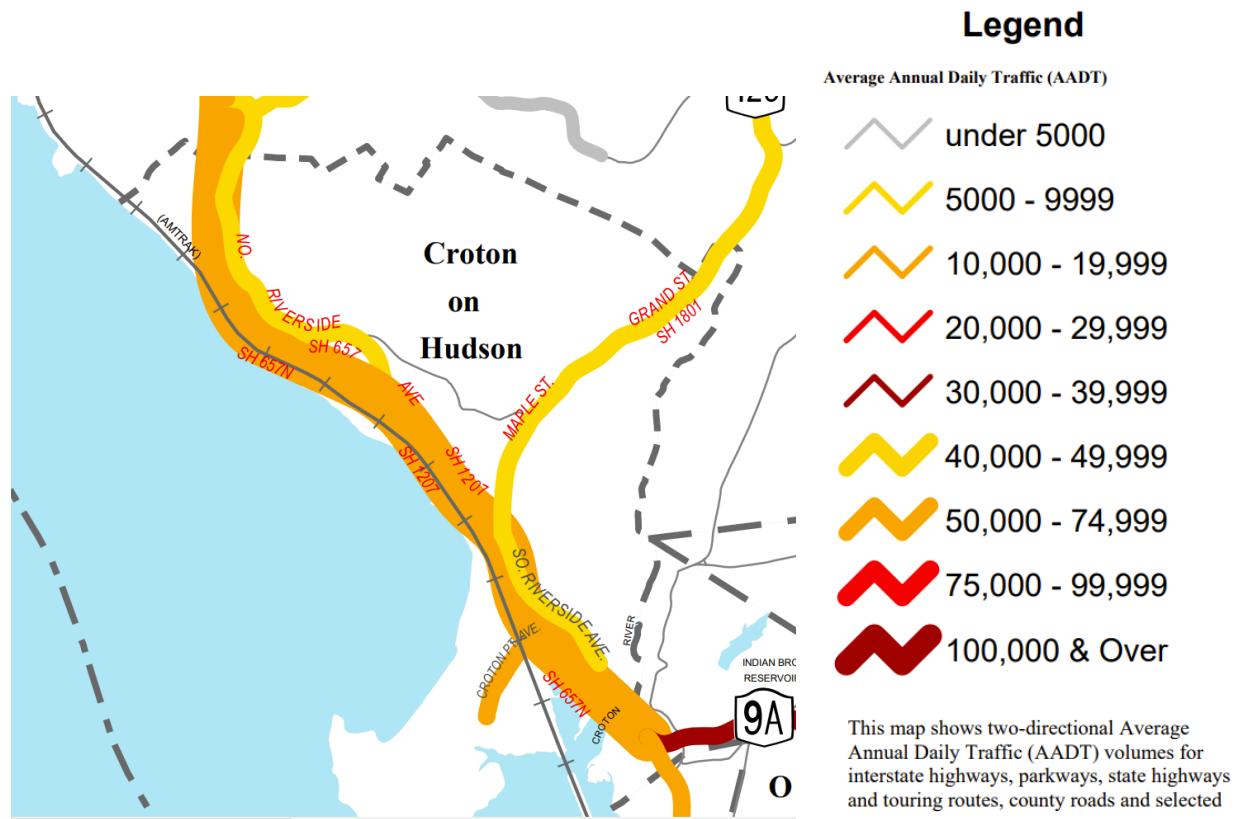
- New York State Vehicle and Traffic Law
- New York State Department of Transportation (NYSDOT) Highway Design Manual
- New York State Department of Transportation Traffic Safety & Mobility Instruction (TSMI) 17-05 – Speed Limits
- Federal Manual on Uniform Traffic Control Devices (MUTCD)
- NYSDOT Supplement to the Federal MUTCD
- Methods and Practices for Setting Speed Limits: An Information Report
- Traffic Volume Data and Roadway Classification Information from the NYSDOT and Westchester County

### **Field Investigation and Traffic Volumes**

DTS Provident has driven the roads in the Village to review current conditions and operating speeds. Various geometric and topographic features were also observed as well as the other items previously discussed.

Traffic Volume data was obtained from the NYSDOT as well as Westchester County. The traffic volume data, roadway jurisdictions and roadway functional classifications are shown on the Table attached at the end of this letter.

Below is an older illustration of the road volumes in the Village which illustrates the higher volumes on the State and County Roads.



### Advantages/Disadvantages

There are many studies that document that the main advantage of lowering the travel speed of a vehicle is that the chance of survival and reduced injury severity, particularly to a pedestrian, is significantly higher if a person, or vehicle, is hit at a lower speed. Thus, maintain lower travel speeds, especially in areas where there may be pedestrians, is important.

However, there have also been many studies that show that changing the speed limit of a roadway in and of itself does not have a significant impact on the actual travel speeds that drivers are doing. Drivers tend to drive at speeds that they feel comfortable with. Thus, while speeds may not change, the number of vehicles travelling over the posted speed limit will increase.

### **State and County Roadways**

The Village does not have jurisdiction over the speed limit on State and County Roadways in conjunction with this new law. However, aside from US Route 9, there are limited State and County Roadways in the Village limits as described below and illustrated on the figure attached below.

The following are the State Roads in the Village:

- US Route 9
- North Riverside Avenue/South Riverside Avenue [portion north of Maple Street] (NY Route 9A)
- Maple Street/Grand Street [portion east of Maple Street] (NY Route 129)
- Municipal Place

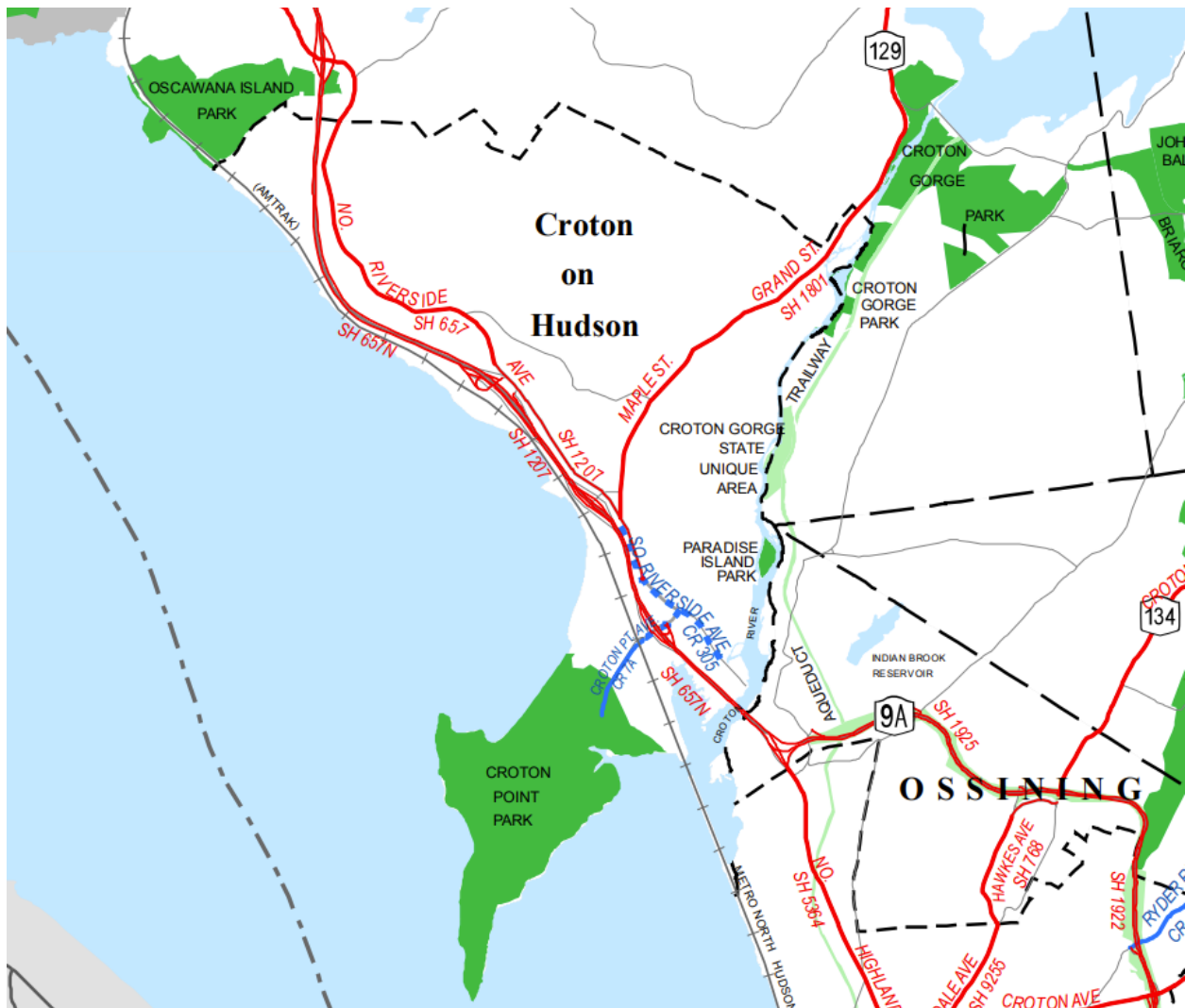
The following are the County Roads in the Village:

- Croton Point Avenue (only portion west of the Metro North railway tracks)

Note : South Riverside Avenue is a former County Road and has Referral Jurisdiction so certain local Planning and Zoning actions by the Village on or near this road are subject to referral to the Westchester County Planning Board as if still a County Road. The same applies to the portion of Croton Point Avenue east of the Metro North railway tracks.

DTS Provident has held some preliminary discussions with representatives of Westchester County. The County does not currently have any plans to modify the speed limits on any of their roads. However, the County stated that they would be willing to discuss/consider with the Village a reduction to 25 mph on some County Roads if the Village desired so and that an Engineering Study supports it. If the County Roads all remain at 30 mph, and the Village Roads are 25 mph, there would be additional speed limit signs and it could be confusing to some drivers as most do not know what roads are County Roads. As there are limited County Roads in the Village, this is not too large of an issue in the Village.

The NYSDOT does not currently have plans to modify the speed limits on State Roads.



### Roads Connecting to Adjacent Municipalities

It is also important to review the roads within the Village that continue into adjacent municipalities, including what their speed limits are, whether the adjacent municipality plans to reduce the speed limits on the road, and what the speed differential would be between the two municipalities. There should be some consistency between the municipalities or not too big of a differential in speed limits.

The following are the roads that cross the border with other municipalities:

- Cortlandt Street/Furnace Dock Road
- US Route 9 (twice)
- NY Route 9A (Albany Post Road)
- Baltic Place
- Scenic Drive
- South Mount Airy Road
- Batten Road
- Grand Street (NY Route 129)
- Quaker Bridge Road

A review of these roadways (exclusive of the State Roadways) will not have a significant negative impact from the reduction of the Village roads to 25 mph for vehicles traveling across the Village Line.

It is noted that NY Route 129 already has a 15 mph difference at the Village Line, dropping from 45 mph in the Town of Cortlandt to 30 mph in the Village. This is a large drop. If the Village is to eventually petition the State to go to 25 mph on NY Route 129, it would become a drop of 20 mph, or 44%. Thus, it is not likely that the State would permit this large of a drop in speed limit.

### **Street Categories**

The streets in the Village fall under different street categories.

TSMI 17-05 classified streets in a community under three categories for an area speed zone evaluation:

- *Through Streets* – passes completely through the area and carries some traffic other than that generated in the area.
- *Major Streets* – are the main arteries in providing access to and from various sections of the community
- *Minor Streets* – generally only serving its local residents.

The NYSDOT states that Through Streets should generally not be included in an area speed restriction. Major streets may or may not be included in an area speed reduction while minor streets typically are.

The Through Streets in the Village tend to be the State Highways, and as stated above, the NYSDOT does not have current plans to modify the speed limits on State Highways. There are limited Major Streets and these could be considered for either 30 mph or 25 mph such as Cleveland Drive and will need to be reviewed further.

On limited length roadways within the Village, it is generally not standard practice to have different speed limits on the roadway. One location within the Village that this could be done is on South Riverside Avenue. The portion controlled by the Village, thus south of Maple Street, could be 25 mph, while the area north of Maple Street, which is controlled by the State would remain at 30 mph. If the Village was to petition the State for a section to be 25 mph, it would be for the section between High Street and Brook Street due to the on-street parking on both sides, the narrowness of the roadway section, the activity in the area, and the pedestrian crossings. There is currently a temporary speed radar sign operating in this area.

On all of the local residential streets, it is the opinion of DTS Provident that the speed limit could be reduced to 25 mph.

### **School Speed Limit**

The Village currently has 20 mph speed limits in the vicinity of the schools during certain hours. The typical standard is to set the speed limit in the school areas to be 5-10 mph less during school hours than the speed limit during non-school hours. If the roadway speed limit is reduced to 25 mph, the Village must decide whether the school speed limit should remain at 20 mph or be reduced to 15 mph.

### **Proliferation and Costs of Signs**

Two other factors for consideration are the proliferation and costs of the installation of the speed limit signs. As the Village-wide speed limit is currently 30 mph, the speed limits signs throughout the Village and at the borders as well as at the US Route 9 ramps will need to be changed. If the majority of the roadways are 25 mph, but State and County roads remain at 30 mph (or higher), along with some main Village roads staying at 30 mph, there could be some confusion amongst drivers and a proliferation of speed limit signs, which some may feel results in sign pollution. There is also a cost to the Village for obtaining/fabricating (the Village purchases their signs) and installing each sign.

### **Police Department Opinion**

DTS Provident feels strongly that the Police Department has their opinions heard on this matter as they will be involved in the enforcement of it.

## **Conclusions**

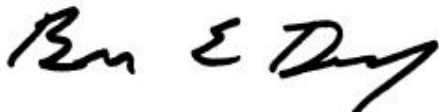
The Village Council has the ability to convert the Village-Wide Speed Limit to 25 mph on the roads under Village Jurisdiction. There are specific legal and technical requirements that would need to be followed including an Engineering Study signed by a Professional Engineer. Then the Village would be required to hold a public hearing and to pass a new/modified Ordinance, along with any other legal requirements in the State Law. Enacting the speed limit change does not preclude the Village from making other modifications in the future.

If the Village does change the speed limit to 25 mph, DTS Provident feels that some roadways as stated above remain at 30 mph. The Village cannot change the speed limits on the County and State Roads. The County has stated that they will be willing to work with the Village if changes are desired and supported by an Engineering Study. The State does not currently have plans to modify the speed limits on the State roadways.

If you have any questions on the above, please let us know. The next step would be to meet with the Village representatives including the Police Department.

Very truly yours,

**DTS PROVIDENT DESIGN ENGINEERING, LLP**



Brian E. Dempsey, P.E., PTOE, RSP1  
Partner



Road	NYS Roadway Inventory Federal Aid Eligible (FAE)	NYS Roadway Classification	Location	AADT	Two-Way Peak Hour Volume	Peak Hour Time	Year	Roadway Jurisdiction
US Route 9	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from Start/End of NYS Route 9A Overlap	25,263	2,632	6:00 PM - 7:00 PM	2019	State
US Route 9	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from End of NYS Route 9A Overlap to Acc 9A Montrose	44,236	4,126	8:00 PM - 9:00 PM	2018	State
Croton Point Avenue 1	FAE Local Road	Urban Major Collector	from Park Entrance to East End Bridge over Railroad	3,886	482	4:00 PM - 5:00 PM	2017	County
Croton Point Avenue 2	FAE Local Road	Urban Major Collector	from East End Bridge over Railroad to Riverside Avenue	14,278	1,268	8:00 AM - 9:00 AM	2017	County
NYS Route 9A NB Off-Ramp/NYS Route 9A	FAE US, NY and Reference Route	Urban Minor Arterial	from NYS Route 9A NB Off Ramp to Maple Street	7,735	678	7:00 PM - 8:00 PM	2017	County
US Route 9 NB On-Ramp 1	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from Croton Point Ave onto US Route 9 NB	2,826	382	7:00 PM - 8:00 PM	2017	Road/Local Jurisdiction
US Route 9 SB Off-Ramp 1	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from US Route 9 SB to Croton Point Avenue	2,755	442	8:00 AM - 9:00 AM	2017	State
Half Moon Bay Drive	Non FAE US, NY and Reference Route	Urban Local Road	from Croton Point Avenue to Municipal Place	407	35	6:00 PM - 7:00 PM	2016	Local
US Route 9 SB On-Ramp 1	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from Municipal Place to US Route 9 SB	3,612	324	9:00 AM - 10:00 AM	2017	State
US Route 9 NB Off-Ramp 1	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from US Route 9 NB to Municipal Place	3,192	324	6:00 PM - 7:00 PM	2017	State
US Route 9 NB On-Ramp 2	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from Municipal Place to US Route 9 NB	1,905	192	6:00 PM - 7:00 PM	2017	State
US Route 9 SB Off-Ramp 2	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from US Route 9 SB to Municipal Place	1,903	201	8:00 AM - 9:00 AM	2017	State
US Route 9 SB On-Ramp 2	FAE Interstate Route	Urban Principal Arterial Interstate	from Senasqua Road to US Route 9 SB	62	7	1:00 PM - 2:00 PM	2017	State
US Route 9 SB On-Ramp 3	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from NY9A/US 9 SB Off to US Route 9 SB On-Ramp	933	128	8:00 AM - 9:00 AM	2017	State
US Route 9 SB On-Ramp 4	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from NY9A to US Route 9 SB	982	129	8:00 AM - 9:00 AM	2017	State
US Route 9 SB Off-Ramp 3	FAE US, NY and Reference Route	Urban Principal Arterial Interstate	from Diverge to NY9A/Senasqua Road	28	4	3:00 PM - 4:00 PM	2011	State
US Route 9 SB Off-Ramp 4	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from US Route 9 SB Off-Ramp to Diverge	863	84	8:00 AM - 9:00 AM	2017	State
US Route 9 NB On-Ramp 3	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from NYS Route 9A to US Route 9 NB	495	57	5:00 PM - 6:00 PM	2011	State
US Route 9 NB Off-Ramp 2	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from US Route 9 NB to NYS Route 9A	139	1,308	7:00 PM - 8:00 PM	2017	State
Warren Road	FAE Local Road	Urban Local Road	from Albany Post Road to End Loop	162	19	12:00 PM - 1:00 PM	2018	Local
US Route 9 SB On-Ramp 5	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from Albany Post Road to US Route 9 SB	162	14	4:00 PM - 5:00 PM	2017	State
US Route 9 NB Off-Ramp 3	FAE US, NY and Reference Route	Urban Principal Arterial Expressway	from US Route 9 NB to Albany Post Road	5,918	615	6:00 PM - 7:00 PM	2018	State
Riverside Avenue (NY 9A)	FAE US, NY and Reference Route	Urban Minor Arterial	from Maple Street to Old Post Road	4,885	450	6:00 PM - 7:00 PM	2017	State
Albany Post Road (NY 9A)	FAE US, NY and Reference Route	Urban Minor Arterial	from Old Post Road to US 9 Overpass (Montrose)	5,033	481	5:00 PM - 6:00 PM	2017	State
Old Post Road N (1)	FAE Local Road	Urban Major Collector	from Brook Street to N Riverside Ave	1,378	138	5:00 PM - 6:00 PM	2018	Local
Old Post Road N (2)	FAE Local Road	Urban Major Collector	from Grand Street to Brook Street	2,900	263	5:00 PM - 6:00 PM	2019	Local
Brook Street	FAE Local Road	Urban Minor Arterial	from Old Post Road to Riverside Avenue	1,096	94	4:00 PM - 5:00 PM	2018	Local
Maple Street	FAE US, NY and Reference Route	Urban Minor Arterial	from Riverside Avenue to Quaker Bridge Road	5,776	657	8:00 AM - 9:00 AM	2018	State
Benedict Boulevard	FAE Local Road	Urban Major Collector	from Riverside Avenue to Cleveland Drive	3,779	375	8:00 AM - 9:00 AM	2018	Local
Franklin Avenue	Non FAE US, NY and Reference Route	Urban Local Road	from Dead End to Truesdale Drive	197	17	6:00 PM - 7:00 PM	2015	Local
Nordica Drive	Non FAE US, NY and Reference Route	Urban Local Road	from Old Post Road to South End	101	9	6:00 PM - 7:00 PM	2015	Local
Morningside Drive	Non FAE US, NY and Reference Route	Urban Local Road	from Truesdale Drive to Dead End	544	56	7:00 PM - 8:00 PM	2015	Local
Cleveland Drive 1	FAE Local Road	Urban Major Collector	from Benedict Boulevard to Old Post Road	2,081	259	8:00 AM - 9:00 AM	2018	Local
Cleveland Drive 2	FAE Local Road	Urban Major Collector	from Old Post Road to Gerstein Street	2,134	326	8:00 AM - 9:00 AM	2018	Local
Gerstein Street	FAE Local Road	Urban Major Collector	from Wood Road to Cleveland Drive	1,520	196	9:00 AM - 10:00 AM	2016	Local
Wood Road	FAE Local Road	Urban Major Collector	from Grand Street to Gerstein Street	1,105	194	8:00 AM - 9:00 AM	2019	Local
Grand Street (NY 129)	FAE US, NY and Reference Route	Urban Minor Arterial	from Quaker Bridge Road to Underhill Road	7,869	869	8:00 AM - 9:00 AM	2015	State
Dailey Drive	Non FAE US, NY and Reference Route	Urban Local Road	from Grand Street to End Loop	187	22	6:00 PM - 7:00 PM	2015	Local
Glengary Road	Non FAE US, NY and Reference Route	Urban Local Road	from Mount Airy Road to North End	589	51	8:00 PM - 9:00 PM	2015	Local
Wells Avenue	Non FAE US, NY and Reference Route	Urban Local Road	from Maple Street to Beekman Avenue	242	22	8:00 PM - 9:00 PM	2015	Local
Barton Place	Non FAE US, NY and Reference Route	Urban Local Road	from Van Wyck Street to Dead End	26	3	5:00 PM - 6:00 PM	2015	Local
Baltic Place	Non FAE US, NY and Reference Route	Urban Local Road	from Scenic Drive to Croton Village Line	1,836	174	7:00 PM - 8:00 PM	2016	Local

Westchester County DPW Traffic Counts

Station #	Municipality	Road	Beginning Point	Ending Point	Count/Loc	Month	Year	AA/D
878041	Cortlandt	Oregon Rd.	Peekskill C/L	Varian Rd	OREGON RD. N/CATHRINE ST. NB/SB	9	2017	11804
878051	Cortlandt	Oregon Rd.	Varian Rd.	Peekskill Hollow Rd.	OREGON RD. S/AVARIAN RD. NB/SB	9	2017	12033
878773	Cortlandt	Red Mill Rd.	Oregon Rd.	Lexington Ave.	RED MILL RD. E/STONEFIELD FARM. W/B/E/B WASHINGTONTOWNE/STATION RD	5	2018	8679
878832	Cortlandt	Washington St.	Furnace Dock Rd	Montrose Station Rd.	WASHINGTON ST. N/MONTROSE STATION RD.	5	2018	2,428
878575	Cortlandt	Washington St.	Walcher Ave.	Montrose Station Rd.	WASHINGTON ST. N/MONTROSE STATION RD.	5	2018	1,468
878062	Croton-on-Hudson	Croton Pt. Ave.	CR7A/Bridge	S. Riverside Ave./CR305	CROTON POINT AVE. W/RT9A. E & W/B	8	2013	8805
878062	Croton-on-Hudson	Croton Pt. Ave.	Croton Pt. Park	CR7/Bridge End	CROTON POINT AVE. W/RT9A. E & W/B	8	2013	8805
878392	Croton-on-Hudson	S. Riverside Ave.	Van Cortlandt Manor	Hudson St.	S. RIVERSIDE AVE. S/CROTON PT. AVE. N/SB	8	2013	6364
878621	Dobbs Ferry	Ashford Ave.	US9	Irvington V/L	ASHFORD AVE. E/IRVINGTON ST. E/W/B	4	2018	17,315
878712	Dobbs Ferry	Cyrus Field Rd.	Irvington V/L	Saw Mill Pkwy	CYRUS FIELD RD. W/S/M.R. PKWY.	7	2017	1840
878235	Eastchester	Bronx River Pkwy NB Exit to Hamey Rd	Bronx River Parkway	Hamey Rd.	Exit 10E NB B.R.P. Exit Ramp to Hamey	9	2015	4,308
878245	Eastchester	Bronx River Pkwy NB Exit to Strathmore Rd	Bronx River Parkway	Strathmore Rd	Exit 10W NB B.R.P. to Strathmore Rd WB	9	2015	1,060
878164	Eastchester	Bronx River Pkwy.	Yonkers C/L	Yonkers C/L	BRP SCARSDALE RD SENSYS	5	2013	31949
878166	Eastchester	Bronx River Pkwy.	Scarsdale Rd.	Hamey Rd.	BRP @ Hamey Rd. SENSYS	4	2013	32261
878224	Eastchester	Brook St.	Scarsdale Rd.	NY22	BROOK ST. W/UTUDOR ST	7	2015	12,482
878214	Eastchester	Hamey Road	Bronx River Parkway	Scarsdale Rd.	HARNEY RD. E/ GARTH RD. E & W/B	7	2015	13,004
878255	Eastchester	Hamey Road WB Ent. To B.R.P. NB	Hamey Rd.	Bronx River Parkway NB	Hamey Rd WB ent. To BRP NB	9	2015	3,998
878265	Eastchester	Hamey Road WB Ent. To B.R.P. SB	Hamey Rd.	Bronx River Parkway SB	Hamey Rd WB ent. To BRP SB	9	2015	2,788
878824	Eastchester	Leewood Dr. N/B Off Ramp	BRP	Leewood Dr.	LEEWOOD DR. EXIT RAMP FROM B.R.P. NB	4	2015	1,858
878834	Eastchester	Leewood Dr. N/B On Ramp	Leewood Dr.	BRP	LEEWOOD DR. ENTRANCE RAMP TO B.R.P. NB	4	2015	961
878844	Eastchester	Leewood Dr. S/B Off Ramp	BRP	Leewood Dr.	LEEWOOD DR. EXIT. RAMP FROM B.R.P. SB	4	2015	2,874
878854	Eastchester	Leewood Dr. S/B On-Ramp	Leewood Dr.	BRP	LEEWOOD DR. ENT. RAMP TO B.R.P. SB	4	2015	2,225
878951	Eastchester	Main St.	Tuckahoe V/L	CR69II	MAIN ST. W/MIDLAND PL.	12	2017	10401
878961	Eastchester	Main St.	CR37	NY22	MAIN ST. W/HALL AVENUE	7	2015	6,822
878701	Eastchester	Mill Rd.	New Rochelle C/L	NY22	MILL RD. E/LONGVIEW RD. W/B/E/B	7	2015	13,265
878911	Eastchester	New Rochelle Rd.	Cross County Pkwy.	Hutchinson Riv. Pkwy.	NEW ROCHELLE RD E/CCP	6	2015	17,885
878553	Eastchester	New Rochelle Rd.	New Rochelle C/L	California Rd.	NEW ROCHELLE RD. E/COLONIAL RD. E/W/B	7	2015	6,295
878553	Eastchester	New Rochelle Rd.	New Rochelle C/L	Bronxville V/L	NEW ROCHELLE RD. E/COLONIAL RD. E/W/B	7	2015	6,295
878275	Eastchester	WB Crossover Hamey Road WB -> Strathmore rd	Hamey Rd.	Strathmore Rd	Hamey Rd WB Cross over BRP to Strathmore Rd	9	2015	3,532
878681	Eastchester	Wimot Rd.	NY22	New Rochelle C/L	WILMONT RD. E/ECHO LANE. E/B/W/B	11	2017	11626
878651	Greenburgh	Ardsley Rd.	NY100	Bx. River Pkwy. Ramp	ARDSLEY RD. E/SEELEY RD. E/W/B	9	2018	15869
878651	Greenburgh	Ardsley Rd.	Bx. River Pkwy. Ramp	Scarsdale V/L	ARDSLEY RD. E/SEELEY RD. E/W/B	9	2018	15869
878641	Greenburgh	Ardsley Rd.	Old Sprain Rd.	NY100	ASHFORD AVE. W/SPRAIN RD. E/W/B	4	2015	11,546
878984	Greenburgh	Ardsley Rd. S/B Off Ramp	Ardsley Rd.	BRP	ARDSLEY RD. EXIT RAMP FROM B.R.P. SB	5	2017	1910
878984	Greenburgh	Ardsley Rd. S/B On Ramp	Ardsley Rd.	BRP	ARDSLEY RD. ENT. RAMP TO B.R.P. SB	5	2017	2451
878641	Greenburgh	Ashford Ave.	Ardsley V/L	Old Sprain Rd.	ASHFORD AVE. W/SPRAIN RD. E/W/B	4	2015	11,546
878251	Greenburgh	Benedict Ave.	Tarrytown V/L	Woodfield Ter.	ASHFORD AVE. W/SPRAIN RD. E/W/B	4	2015	10,913
878251	Greenburgh	Benedict Ave.	Benedict Ave.	Woodfield Ter.	BENEDICT AVE. PERMANENT COUNT W/O/LD	4	2015	10,913
878174	Greenburgh	Bronx River Pkwy.	Yonkers C/L	Scarsdale V/L	WHITE PLAINS RD. PERMANENT COUNT W/O/LD	4	2015	10,913
878174	Greenburgh	Bronx River Pkwy.	Yonkers C/L	Scarsdale V/L	CRANE RD SENSYS	4	2011	30936
878194	Greenburgh	Bronx River Pkwy.	Greenburgh T/L	White Plains C/L	CRANE RD SENSYS	4	2011	30936
878194	Greenburgh	Bronx River Pkwy.	White Plains C/L	White Plains C/L	CRANE RD SENSYS	4	2011	30936
878194	Greenburgh	Bronx River Pkwy.	White Plains C/L	White Plains T/L	COUNTY CENTER SENSYS	5	2013	15736
878405	Greenburgh	Cemetery Rd WB approach to B.R.P.	Cemetery Rd	Bronx River Parkway NB/SB	COUNTY CENTER SENSYS	5	2013	15736
878385	Greenburgh	Cemetery Rd WB crossover B.R.P.	Cemetery Rd	Old Tarrytown Rd	Cemetery Rd approach to BRP NB/SB 2 lanes	5	2018	6,633
878752	Greenburgh	E. Hartsdale Ave.	NY100	Bronx River Pkwy.	Exit 23 Cemetery Rd/Old Tarrytown Rd Cross over BR	4	2015	1,638
878083	Greenburgh	Heather Dell Rd.	Ardsley V/L	Ridge Rd.	E. HARTSDALE AVE. W/ROCKLEDGE RD. E/W/B	8	2015	14,460
878103	Greenburgh	Hillcrest Rd.	Ridge Rd.	NY100A	HEATHERDELL RD. E/ROUTE 9A EB. E/W/B	11	2017	6246
878651	Greenburgh	Jackson Ave.	Catskill Aqueduct	Yonkers C/L	HILLCREST RD. E/RIDGE RD. E & W/B	7	2018	4667
878651	Greenburgh	Jackson Ave.	Jackson Pkwy.	Yonkers C/L	JACKSON AVE. W/FORT HILL RD	4	2015	25,090
878153	Greenburgh	Jackson Ave.	Sprain Brook Pkwy.	Catskill Aqueduct	JACKSON AVE. W/FORT HILL RD	4	2015	25,090
878163	Greenburgh	Jackson Ave.	Sprain Rd. (No.)	Sprain Rd. (No.)	JACKSON AVE. W/SPRAIN RD. E & W/B	7	2018	20,155
878163	Greenburgh	Jackson Ave.	Sprain Rd. (No.)	Sprain Valley Rd.	JACKSON AVE. E/SPRAIN RD E & W/B	7	2018	20,828
878173	Greenburgh	Jackson Ave.	NY9A	Sprain Rd. (So.)	JACKSON AVE. W/SPRAIN RD. E/W/B	7	2018	20,155

# Westchester County D.P.W Division of Traffic Engineering

CROTON ON HUDSON  
001  
VOL  
013

Site Code: 001  
Station ID: 062  
CROTON POINT AVE  
CROTON POINT AVE W/RT 9  
Latitude: 0' 0.0000 Undefined

Start Time	26-Aug-13		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	36	20	40	21	*	*	*	*	*	*	*	*	38	20
01:00	*	*	23	16	26	17	*	*	*	*	*	*	*	*	24	16
02:00	*	*	13	7	17	12	*	*	*	*	*	*	*	*	15	10
03:00	*	*	11	12	12	14	*	*	*	*	*	*	*	*	12	13
04:00	*	*	21	76	25	70	*	*	*	*	*	*	*	*	23	73
05:00	*	*	77	260	57	244	*	*	*	*	*	*	*	*	67	252
06:00	*	*	182	649	182	609	*	*	*	*	*	*	*	*	182	629
07:00	*	*	<b>304</b>	<b>875</b>	<b>309</b>	<b>889</b>	*	*	*	*	*	*	*	*	<b>306</b>	<b>882</b>
08:00	*	*	275	445	231	430	*	*	*	*	*	*	*	*	253	438
09:00	*	*	151	219	187	208	*	*	*	*	*	*	*	*	169	214
10:00	149	160	149	205	160	211	*	*	*	*	*	*	*	*	153	192
11:00	<b>168</b>	<b>174</b>	173	141	*	*	*	*	*	*	*	*	*	*	170	158
12:00 PM	156	188	161	206	*	*	*	*	*	*	*	*	*	*	158	197
01:00	138	151	142	161	*	*	*	*	*	*	*	*	*	*	140	156
02:00	181	155	187	172	*	*	*	*	*	*	*	*	*	*	184	164
03:00	365	192	375	222	*	*	*	*	*	*	*	*	*	*	370	207
04:00	305	188	337	185	*	*	*	*	*	*	*	*	*	*	321	186
05:00	446	212	426	240	*	*	*	*	*	*	*	*	*	*	436	226
06:00	<b>645</b>	<b>261</b>	<b>603</b>	<b>276</b>	*	*	*	*	*	*	*	*	*	*	<b>624</b>	<b>268</b>
07:00	462	176	528	220	*	*	*	*	*	*	*	*	*	*	495	198
08:00	279	109	345	103	*	*	*	*	*	*	*	*	*	*	312	106
09:00	163	81	200	110	*	*	*	*	*	*	*	*	*	*	182	96
10:00	97	58	99	57	*	*	*	*	*	*	*	*	*	*	98	58
11:00	91	60	141	79	*	*	*	*	*	*	*	*	*	*	116	70
Lane	3645	2165	4959	4956	1246	2725	0	0	0	0	0	0	0	0	4848	4829
Day	5810		9915		3971		0	0	0	0	0	0	0	0	9677	
AM Peak	11:00	11:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	-	-	07:00	07:00
Vol.	168	174	304	875	309	889	-	-	-	-	-	-	-	-	306	882
PM Peak	18:00	18:00	18:00	18:00	-	-	-	-	-	-	-	-	-	-	18:00	18:00
Vol.	645	261	603	276	-	-	-	-	-	-	-	-	-	-	624	268

Comb. Total      5810      9915      3971      0      0      0      9677

ADT      ADT 9,675      AADT 8,805

