

III. SHORT TERM ACTION PROJECTS

One of the first decisions made by the Steering Committee was to promote action to fix problems that could be easily resolved. While it was understood that the study would need to move through many steps, technical analyses and public meetings before arriving at long range visions and solutions, it was equally clear that almost everyone familiar with the study area could identify one or more simple measures that could be taken to improve existing problems and conditions.

A public workshop was held in April 2000 to seek suggestions from residents and business owners. A long list of suggestions was the result. This list was reviewed by the Steering Committee and the study consultant to determine the feasibility of completing the actions in a short timeframe.

Approximately 50 short term action projects were selected by the Steering Committee. The selected actions included improvements to traffic control, signage, transit, pedestrian and bicycle facilities and streetscapes. The remaining suggestions were incorporated into the analysis of long-term actions.

The project selection review process included consideration of the results of the intersection analysis, presented in

Chapter II. In that analysis, each failing intersection was studied to determine the type of improvement that would be needed to improve all levels of service at all lane groups for all time periods to Level of Service (LOS) D or better for current conditions. In summary, it was determined that four intersections could be improved by signal timing adjustments only, 12 intersections required changes in geometric configuration, two intersections required the installation of traffic signals and six intersections required no improvements.

The intersections that could be improved without significant physical construction became likely candidates for short term action projects. The addition of a right turn lane from Route 202/35 westbound onto Lexington Avenue northbound is an example of a completed short term action project. This change significantly reduced delays at the intersection for motorists traveling westbound.

Westchester County, the NYS Department of Transportation and the three municipalities made a commitment to advance the selected actions while the plan was being developed. The members of the Steering Committee also agreed to emphasize the connection between land use and transportation in their day-to-day decision making, which includes the review of development applications.

This chapter identifies the selected short term action projects, the responsible party and the status of implementation.



III. Short Term Action Projects

A. TRAFFIC CONTROL

1. Peekskill

Route 9/BMP at Annsville Circle Intersection. Several issues with the Route 9/BMP intersection and the Annsville Circle were identified by study participants. The first issue investigated was to find a way to reduce the length of the southbound queues on the BMP (toward Route 9 South). It was determined that the signal timing needs to be investigated. NYS DOT recommended the installation of additional signage to support the eastbound right turn only to the intersection and to relocate the truck advisory sign on traffic restrictions on the northbound lane of Route 9. These are pending and may be completed by spring 2004.

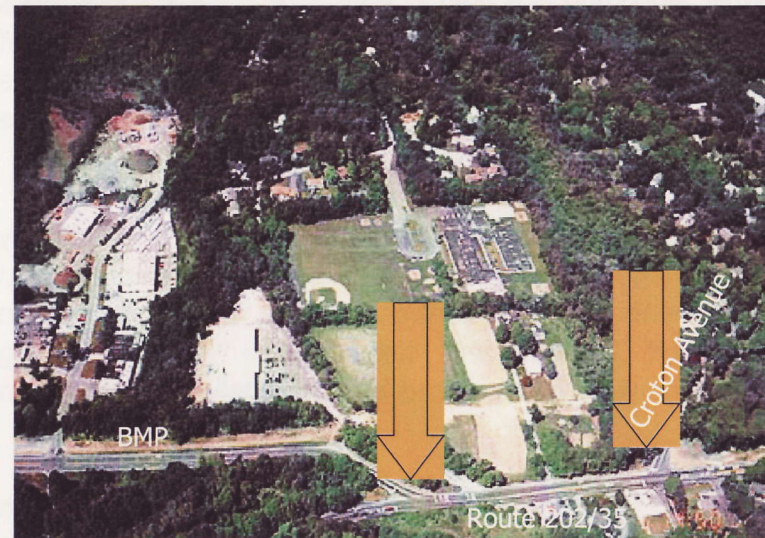


Route 9 at Annsville Circle and Bear Mountain Parkway

The second concern was for the safety of vehicles changing lanes within the Annsville Circle. A NYS DOT investigation of operation of the circle concluded that no further changes to the signs and pavement markings of the circle were needed.

2. Cortlandt

The study participants identified the need for 16 traffic control projects in Cortlandt at public meetings. Many of these projects were in the planning stage before the Sustainable Development Study began. Through the efforts of the Steering Committee, funding for several of these projects became available. The scope of some projects was modified when a potential was identified that the land use and environmental recommendations to be made by the final Plan could result in alternative solutions.



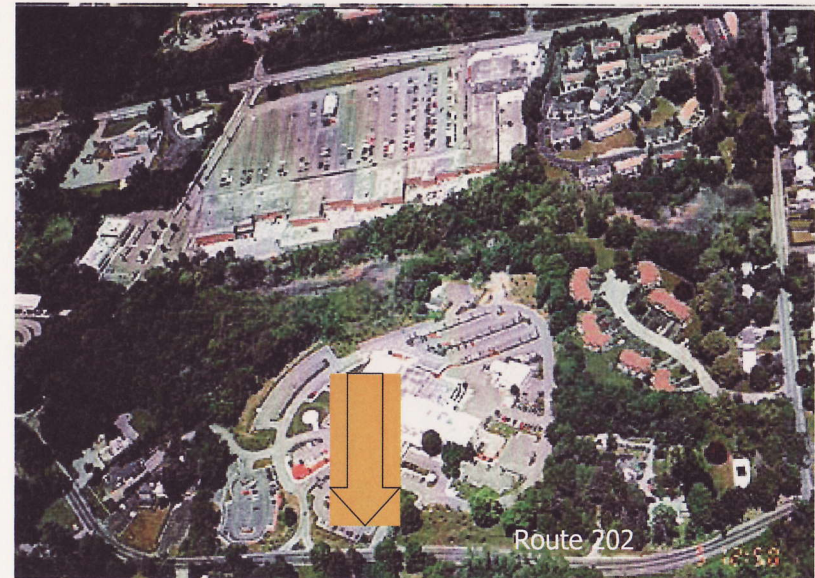
BMP & Route 202/35 and Route 202/35 & Croton Avenue intersections

a. Traffic Signal Coordination on Route 202/35 at BMP and Croton Avenue. A question was raised about the need to coordinate the traffic signal lights at the BMP and Route 202/35 intersection with the traffic signal lights at the Croton Avenue and Route 202/35 intersection. An analysis by NYS DOT was conducted as part of the Study Corridor Signal Optimization Project. Intersection data was collected including periods related to school travel. An analysis using Synchro traffic modeling software was conducted. Signal timing changes were recommended. Implementation is pending.

b. Route 202/35 at Croton Avenue. A need was expressed to reduce long traffic queues on northbound Croton Avenue at Route 202/35, particularly to better accommodate the traffic from Walter Panas High school. To alleviate the problem, the Town of Cortlandt is negotiating with developers to fund improvements for a new left turn lane at this intersection. The project is expected to be complete by summer 2005.

c. Route 202/35 at Conklin Avenue and at Lafayette Avenue. Cortlandt has initiated an intersection analysis to determine the impact of left turn movements on traffic flow from Route 202/35 to Conklin Avenue. Cortlandt has identified the need for a dedicated left turn lane on Route 202/35 at this intersection to improve safety. This improvement will be included in the Route 202/35 project at Lafayette Avenue.

Additionally, the need was identified for installation of a

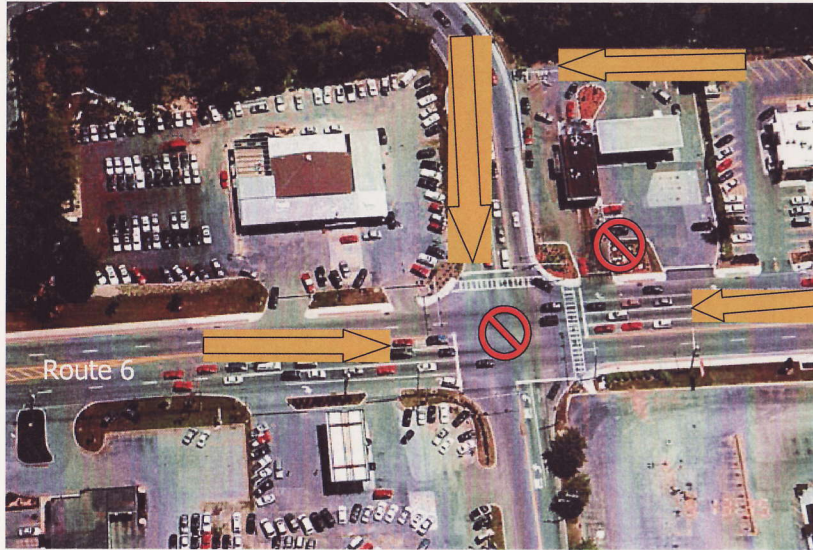


Route 202/35 and Lafayette Avenue

traffic signal and left turn lane on Route 202/35 at Lafayette Avenue. The Town has received authorization from NYS DOT to proceed with the design. The project is expected to be completed by fall 2005. In early 2002, budget constraints resulted in inadequate funds being available for these improvements. It is important to note that funding became fully available through the efforts of the Sustainable Development Study participants.

d. Cortlandt Town Center Access. Workshop participants and the Steering Committee identified numerous potential changes to the Route 6 and Westbrook Drive intersection and the area encompassing the Cortlandt Town Center. It was recommended that the westerly exit from the Cortlandt Town Center on Route 6 at Westbrook Drive be

III. Short Term Action Projects



Route 6, Westbrook Drive and Cortlandt Town Center driveway

changed as follows:

- Change the middle lane to a second left turn lane.
- Change the right turn lane to a combined right/through lane.

Before these changes can be made, the receiving lanes on Route 6 westbound must be widened to accept traffic from two left turn lanes. This widening should occur when a dedicated right turn lane is installed on southbound Westbrook Drive at Route 6. e without impacting pedestrian movement.

A final improvement to this intersection will involve the installation of an access drive behind (to the south of) Wendy's and a Mobil station. This new access drive will connect to the

Cortlandt Town Center driveway and improve the safety of access to/from these existing businesses on the south side of Route 6 west of the Cortlandt Town Center/Westbrook Drive intersection.

All of the above actions require NYS DOT permits. Since each revision in this area would be interdependent on the others, the projects will be undertaken in the order presented above. The overall plan will require an environmental review to determine the potential impact on the wetlands adjacent to the Wendy's and Mobil sites.

The preliminary results of a traffic and safety review of the intersection includes a recommendation for installation of a "No Turn on Red" sign at Westbrook Drive in order to protect pedestrians crossing Route 6 and Westbrook Drive. In addition, installation of "No left turn" signs appears to be needed along Route 6 westbound in order to eliminate the westbound Route 6 left turn movements into the commercial driveways on the south side of Route 6. Frequently, vehicles waiting to turn block traffic on Route 6 thereby compromising traffic through the intersection. NYS Dot will assist with the development of plans and expediting approvals. Improvements are expected to be complete by spring 2005.

e. Route 6 Left Turns. The Town of Cortlandt has submitted a formal request to NYS DOT to restrict left turns out of Wendy's, ShopRite and Regina Avenue onto Route 6.

f. Westbrook Drive, Red Mill Road and Oregon Road. Participants at public meetings suggested that Cortlandt

relocate the stop bar at the traffic light on eastbound Oregon Road to be closer to the intersection at Westbrook Drive and Red Mill Road. This project was completed by the Town of Cortlandt in spring 2001.

g. Oregon Road, Lockwood Road and Old Oregon Road. Cortlandt has proposed improvements to lane striping and other safety measures at Oregon Road, Lockwood Road and Old Oregon Road. The improvements would be funded by a nearby developer.

h. Route 6 at Baker Street. Cortlandt has proposed the addition of a shoulder acceleration/deceleration lane and a traffic light at the Baker Street intersection with Route 6 as an interim improvement to reduce congestion. NYS DOT will review accident data and evaluate the feasibility of installing a light. Another suggestion was made that the curbcuts on Route 6 in front of the beverage store (across from Baker Street) should be eliminated and new access provided to the store via a connection to the Cortlandt Town Center access road.

i. Route 202/35 at Old Crompond Road. In order to reduce congestion on Old Crompond Road. Cortlandt has suggested that a left turn lane be added on the Old Crompond Road approach to Route 202/35 and that a stop bar be painted on Route 202/35 eastbound. The feasibility of these actions are to be considered as part of the analysis of the Lexington Avenue/Route 202/35 intersection, discussed below.

j. BMP and Route 202/35. The public suggested that there was a need to restripe the Bear Mountain Parkway approach to Route 202/35. No short term improvements have been identified.

k. Bypass Road from Route 6 to Lexington Avenue. One long term improvement identified and evaluated during the sustainable development study is the construction of a "Route 6 Bypass" that would extend from Cortlandt east through Yorktown to the east side of Mohegan Lake hamlet. (See **Chapter IV, Scenario 4.**) It has been determined that this road could be constructed in phases. One possibility is to construct the bypass from Route 6 across from Regina Avenue to Lexington Avenue just north of Mohegan Manor. This road would be constructed on property owned by a developer who has presented a multi-family development proposal to the Town showing this road improvement. If at the completion of the application review process the Town finds the development proposal in accordance with planning policy and zoning, such a two-lane bypass would provide some relief at the Route 6/Lexington Avenue intersection.

3. Cortlandt/Yorktown

a. Route 202/35 at Lexington Avenue. The municipalities and the public identified a need to reduce the long traffic queues on Route 202/35 and on Lexington Avenue due to increasing left turn movements at and near the intersection. NYS DOT has initiated a Lexington Avenue/Route 202/35 intersection analysis to determine the impact of left turn movements on the traffic flow on both Route

III. Short Term Action Projects

202/35 and Lexington Avenue. NYS DOT is in the process of redesigning the intersection. The redesign will include an additional left turn lane on the eastbound approach to the intersection. The intersection work is scheduled for construction in fall 2004.

A right turn lane from Route 202/35 onto Lexington Avenue has been constructed on the westbound approach to the intersection. This project was completed in summer 2002.

b. Route 6 at Lexington Avenue. There are long queue lengths on the through eastbound lane of Route 6 approaching Lexington Ave. The long queue prompts some vehicles to use the left turn lane as a bypass. The use of the left turn lane appears to add to the congestion and to

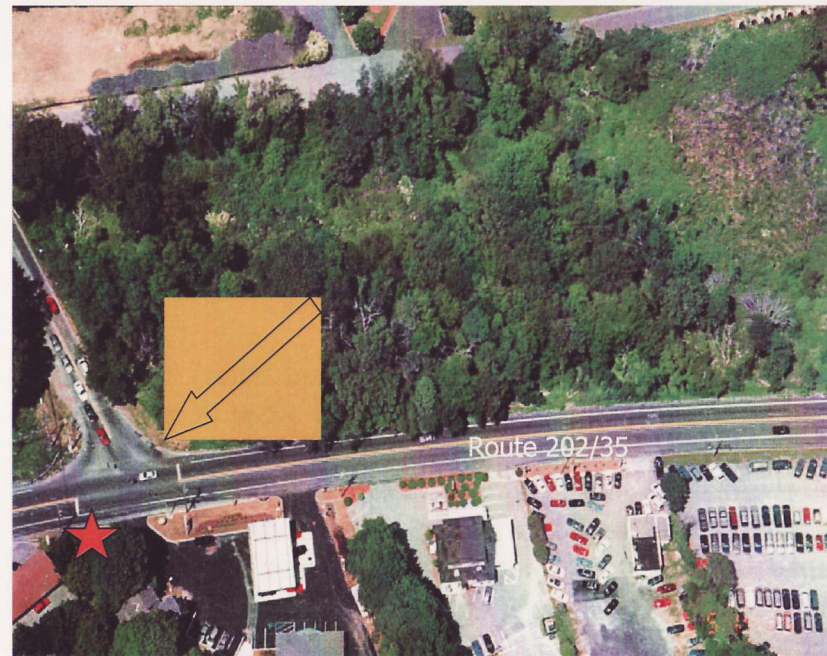
increase the accident potential at the intersection. The Town of Cortlandt would like NYS DOT to construct a right turn lane from eastbound Route 6 onto Lexington Avenue. Field reviews indicate that construction of a right turn lane would be a major project, not a short term action.

As a short term action, the Town of Cortlandt has requested NYS DOT to repaint the "Left Turn Only" indicators on Route 6 eastbound. This work will be part of yearly maintenance of Route 6 and should be completed in fall 2004.

In addition, NYS DOT has adjusted the Lexington Avenue/Route 6 intersection traffic signal timing in order to reduce



Route 6 and Lexington Avenue



A right turn lane has been added on Route 202/35 westbound at Lexington Avenue. Additional improvements will be made to improve efficiency.

the congestion on all approaches to the intersection. Further investigation is needed to determine the feasibility of coordinating the signal timing with the Route 6/Strawberry Road traffic signal.

4. Yorktown

a. Route 6 at Mohegan Avenue. Yorktown had requested NYS DOT to install a traffic signal at the intersection of Route 6 and Mohegan Avenue and to review the length of the left turn lane on Route 6. A private developer installed a new signal at the intersection in fall 2002. The signal light timing has been adjusted but will be further investigated as part of the NYS DOT's Corridor Signal Optimization project which includes coordination of signals on Route 6 at Strawberry Road and Lexington Avenue. NYS DOT is reviewing the left turn lane length to determine if there is a need to reconfigure the lanes.



Lexington Avenue and Route 6

b. Route 202/35 at Taconic State Parkway. Yorktown requested NYS DOT to install a traffic signal on Route 202/35 eastbound to allow left turn movements to the northbound Taconic State Parkway. The improvement was completed by NYS DOT as part of the Taconic State Parkway widening project. The signal will be in operation when the Taconic State Parkway project is complete.

c. Route 6 through Mohegan Lake Hamlet. Yorktown submitted plans to NYS DOT for a work permit to install flexible tubular markers in the center turning lane along Route 6 at Mohegan Lake. Yorktown will pay for the requested improvements. The project should be completed by fall 2004.

B. SIGNAGE

1. Peekskill

a. "No Engine Brakes" Sign. The City of Peekskill would like to encourage truckers to reduce excessive noise by not using engine brakes when passing through downtown Peekskill. Westchester County has offered to provide "No Engine Brakes" signage to the City. If Peekskill decides that the signage is appropriate, the City would erect the signs and be responsible for maintenance.

b. Bear Mountain Parkway at Frost Lane. The City requested NYS DOT to install "Approaching Intersection" signage along the Bear Mountain Parkway before the Frost

III. Short Term Action Projects

Lane intersection to provide better warnings for drivers. NYS DOT investigated this request and installed the signs in 2001.

c. Route 9. The City has requested that an existing sign on Route 9, informing drivers of "Truck Restrictions on the Bear Mountain Parkway," be moved south of its present location. NYS DOT Traffic and Safety division will relocate the sign.

2. Cortlandt



Bear Mountain Parkway truck restriction sign needs to be relocated.

a. Bear Mountain Parkway at Route 202/35. In order to reduce the confusion experienced by many motorists heading west on Route 202/35 toward the Bear Mountain Parkway entrance, Cortlandt has requested NYS DOT to revise the signage. Drivers mistakenly turn right into the bowling lanes driveway at Maple Row when they see the directional sign to Peekskill, Bear Mountain and Fishkill. The



Bear Mountain Parkway route sign needs to be relocated.

Town has also requested that a directional sign to Route 6 be added at this location. NYS DOT will relocate the "Bear Mountain Parkway Ahead" sign located on the east side of Maple Row to the west side of Maple Row and will add a directional sign for Route 6. NYS DOT has also added a "Signal Ahead" sign on the Bear Mountain Parkway approach to Route 202/35.

b. Route 6 at Barmore Hill. Cortlandt requested NYS DOT to install additional signage and striping on Route 6 at the bottom of the Barmore Hill in order to reduce the number of vehicles cutting into the queue on the through lane of Route 6. NYS DOT has evaluated the request and expects to install additional signage and striping in fall 2004.

c. Route 6 at Regina Avenue and ShopRite. Cortlandt requested NYS DOT to place "No Left Turn" traffic restrictions into and out of Regina Avenue, ShopRite and Wendy's. NYS DOT will consider this request as part of a corridor level

access study.

3. Cortlandt/Yorktown

Lexington Avenue, Pine Grove and Croton Avenue

NYS DOT has completed the investigation of installing "Approaching Intersection" signage along Route 202/35 for Lexington Avenue, Pine Grove and Croton Avenue. NYS DOT will install new signs where warranted.

4. Yorktown

Route 202/35. NYS DOT has installed a new and larger sign on Route 202/35 eastbound at bottom of the hill near B. J.'s Warehouse. The sign advises drivers that Taconic State Parkway traffic should stay in the right lane and all other traffic should stay in the left lane.



New sign warning Taconic State Parkway drivers to stay right.

5. Area-wide

Directional Signs. The study municipalities have been assisting Metro-North Railroad in its project to identify

locations for installation of directional signs to Hudson Line Stations.

The study municipalities have requested installation of hospital directional signs on eastbound Route 202/35 and at the Bear Mountain Parkway/Division Street interchange. Westchester County will work with Hudson Valley Hospital to develop an access plan. The plan will be submitted to NYS DOT for review and implementation.

C. TRANSIT

1. Bus Shelters



Westchester County Department of Transportation is inventorying existing bus stops.

III. Short Term Action Projects

Participants at the public meetings indicated that there should be bus shelters on Route 6 at the Beach Shopping Center in Peekskill. Westchester County has approached the developer of the property and reached an agreement for the developer to install concrete pads for shelters. Once installed, Westchester County will install new bus shelters.

2. Park and Ride Lots

Participants at the public meetings suggested that to reduce congestion in the study area, it would be appropriate to encourage the use of park and ride lots. Yorktown, Cortlandt and Peekskill will review the findings of the Westchester County "Park and Ride Master Plan" and investigate appropriate park and ride locations.

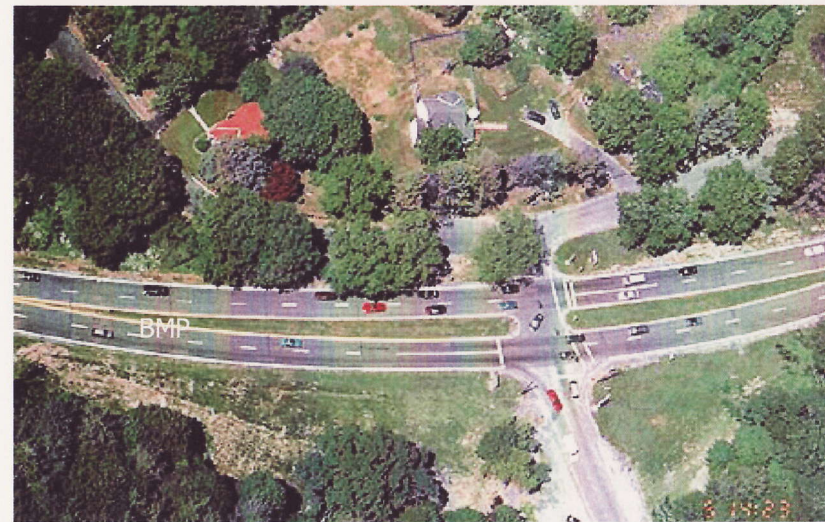
3. Bus Stops

Participants at the public meetings suggested that bus stops in the study area be enhanced. Westchester County is conducting an inventory of bus stops and will identify and program improvements.

D. PEDESTRIAN AND BICYCLE FACILITIES

1. Peekskill

a. Pedestrian Crossings. The City of Peekskill, as well as participants at the public meetings, expressed a need for improvements to pedestrian safety at the Frost Lane and Carhart Avenue crossings of the Bear Mountain Parkway. In



Changes to the pedestrian crossings of the Bear Mountain Parkway at Frost Lane and Carhart Avenue may be made in the future.

response, NYS DOT investigated to determine the appropriate location of a crosswalk across the Bear Mountain and decided not to relocate the existing crosswalk.

Over the long term, relocation of the existing pedestrian signals may be required along with construction of a pedestrian path Carhart Avenue to provide a link to the school. In the interim, NYS DOT has upgraded the pedestrian and flashing signals. NYS DOT will investigate redesign of the crossing as part of the analysis for improvements to the Bear Mountain Parkway.

b. Sidewalks. Westchester County has provided Community Development Block Grants (CDBG) to Peekskill for the construction of sidewalks in the City. Peekskill has

used the funding to construct new sidewalks on Park Street linking to Tompkins Park and on Howard Street and North James Street linking to Pugsley Park. New sidewalks will be constructed on North Division Street between Main Street and Monument Park.

2. Bear Mountain Parkway

The three study area municipalities have asked NYS DOT, with Westchester County's support, to include a pedestrian/bicycle pathway along the Bear Mountain Parkway as part of the long range plan for the corridor. NYS DOT will investigate the feasibility as part of the Bear Mountain Parkway study and identify pedestrian and bicycle pathway alternatives which have will have the capability to connect with existing paths and trailways.

3. Cortlandt

a. Route 6 at Westbrook Drive. Cortlandt has requested NYS DOT to lengthen the time for the pedestrian crossings of Route 6 and Westbrook Drive between Kohl's and Cortlandt Town Center and to install a "No turn on red" sign for the westbound right turn lane from Westbrook Drive onto Route 6. NYSDOT has upgraded one set of the pedestrian activated lights crossing Route 6 and has installed the "No turn on red" signs.

Cortlandt has also identified a need for a pedestrian signal across the Cortlandt Town Center access drive. The NYS DOT has evaluated this request and has determined that the



The intersection of Route 6 and Westbrook Drive is scheduled for a series of improvements.

installation of a pedestrian signal is warranted across the access drive. Construction is expected to be completed in mid-2005.

b. Route 6 at Locust Avenue. Cortlandt has requested NYS DOT to install a pedestrian crossing signal to permit crossings of Route 6 at Locust Avenue. NYS DOT is evaluating the town's request.

c. Sidewalks. As of spring 2004, Cortlandt is installing curbs and a sidewalk along the north side of Oregon Road between Westbrook Drive and Adams Rush Road. A local developer has funded this project.

III. Short Term Action Projects

4. Yorktown

a. Lexington Avenue. Participants at the public meetings noted that Lexington Avenue lacks proper pedestrian facilities south of Route 6 in the Mohegan Lake area. NYS DOT has investigated the road and determined that an inadequate drainage system is impacting pedestrian movement along the east side of Lexington Avenue. NYS DOT will improve the drainage system and shoulder area along the east side of Lexington Avenue to provide for a pedestrian path.

b. Sidewalks. Westchester County has provided Community Development Block Grant (CDBG) funding to Yorktown for the construction of sidewalks in the town. Yorktown used recent funding to construct new sidewalks on East Main Street between Route 6 and Route 132 in fall 2001. The Town has applied for additional CDBG funding for sidewalks and streetscapes improvements in the Mohegan Lake hamlet.

c. Bicycle Racks. Prior to this study in 2001, Yorktown installed two bicycle racks at the John C. Hart Memorial Library on East Main Street in Shrub Oak.

d. Pedestrian Bridge over Taconic State Parkway. NYS DOT is installing a pedestrian bridge over the Taconic State Parkway, at Yorktown's request, as part of the reconstruction of the Parkway. Yorktown is pursuing additional trail connections to FDR State Park among other sites.

E. STREETScape

1. Peekskill

Downtown Preservation and Improvements. Peekskill residents at the public meetings recommended the preservation of historic buildings along Main Street. The City of Peekskill administers a low interest loan program for facade renovations for business and commercial business owners.

Westchester County has provided Community Development Block Grant funding and design assistance to Peekskill to improve the plaza in front of Bohlmann Neighborhood Center



Westchester County and the City of Peekskill have teamed to improve several of the parks in the downtown.

and Pugsley Park. The county has designed these new parks to include new landscaping, fencing, lighting, benches and streetscape elements. The projects were completed in 2001 and 2002.

The City has developed a three-year sidewalk program and will apply to the County for additional funding for more projects in the next CDBG funding cycle.

2. Yorktown

Hamlet Improvements. Yorktown has undertaken streetscape improvement programs in the town's hamlets. Yorktown completed streetscape improvements in Shrub Oak



The Town of Yorktown has placed two bicycle racks at the John C. Hart Library in Shrub Oak.



The Town of Yorktown has included the Strawberry Road/Route 6 intersection as part of the Town's beautification program

in 2001. The work included construction of two sidewalks, a pocket park and new lighting. The Town is considering further improvements.

Yorktown has targeted the Mohegan Lake hamlet area for streetscape improvements and has applied to Westchester County for CDBG funding.

3. Cortlandt

"Cortlandt Boulevard." Cortlandt has met with NYS DOT to discuss various streetscape improvement opportunities for Route 6 including a landscaped center median, additional

III. Short Term Action Projects

landscaping, decorative lighting and removal of utility poles. The NYS DOT is evaluating the concepts. Cortlandt is considering the formation of a Transportation Improvement District to pay for a portion of the improvements.

4. Area-wide

Adopt an intersection. The study municipalities have requested NYS DOT to initiate an "Adopt an Intersection" program to encourage new plantings, landscaping and general clean up of intersections in the study area. The Town of Yorktown initiated such a program on its own. The program now includes several intersections such as the Strawberry Road/Route 6 intersection.

The municipalities will continue to identify intersections that may need improvement. NYS DOT will expedite the needed permits for construction in State right-of-way for the beautification projects. The municipalities will encourage civic groups and businesses to participate in the program.

F. TELECOMMUTING AND CARPOOLING

Participants at the public meetings noted a need for more information on telecommuting and car-pooling options.

NYS DOT has approached MetroPool to initiate a carpool/vanpool program centered on the Cortlandt train station. The program would include reserved parking spaces for participants, which would be located close to the train platform entrances. MetroPool has also promoted a pilot

program with the youth football teams in Cortlandt that encourages carpooling.

Westchester County has made information available to major employers at sites in the study area on the benefits of telecommuting. This information has been provided in conjunction with the Westchester County Smart Commute Program. The programs are expected to continue.

MetroPool

