

# **TOWN OF CORTLANDT MASTER PLAN**

## **CHAPTER 5: TRAFFIC AND TRANSPORTATION**

### **A. INTRODUCTION**

***GOAL: Maintain and improve traffic flows, safety controls as well as pedestrian safety and increase the use of mass transit.***

Based on the results of the Master Plan Public Opinion Survey, traffic/transportation issues were among the most important issues cited by our residents. Increased traffic on Town and State roadways is one of the most tangible results of continued development in Cortlandt and in the surrounding communities. Peak commuter hour and high volume shopping traffic congestion on Routes 9, 6 and 202/35 corridors, Oregon Road and other local streets is an increasing concern. Since Cortlandt is situated between Route 9 in Peekskill and the Taconic Parkway in Yorktown and provides access south for Putnam Valley residents, traffic from adjacent municipalities will continue to stress our road network.

Many local roads in the northern part of Town including Oregon Road, Red Mill Road, Lockwood Road, Trolley Road, Dogwood Road, Westbrook Drive, Lexington Avenue and Gallows Hill Road and local roads in the central and southern parts of town (Croton Avenue, Furnace Dock Road, Maple Avenue and Mount Airy Road), are older roads, tree and stone wall lined and difficult to improve without adversely affecting unique visual and historic character in these areas. Road improvements on these older roads should be made in a manner that preserves the unique visual and historic character.



Route 6

The Master Plan seeks to address these and other issues by improving traffic planning within the Town. The Town's participation in the Routes 6, 35 and 202 Sustainable Development Study is a good first step. This study has produced the first comprehensive transportation model for the region that will help the Town identify problem locations from both a congestion and safety standpoint and will assist in future planning efforts.

Traffic Planning should be made a specific technical discipline within the Department of Technical Services. Utilizing recent information from the Sustainable Development Study and information from the many recent traffic studies, the traffic planning effort will be more comprehensive and help to integrate related traffic issues. This will also expand the Capital Improvement Planning and implementation programs currently in place.

## **B. BASE STUDIES SUMMARY**

The growth in traffic utilizing State and local roads in Cortlandt is an important consideration for the Master Plan. The sustained increase in traffic congestion both locally and regionally threatens to restrict development, economic growth and change the residential character of our Town as well as affect the quality of life for our residents, and possibly the swiftness of emergency response, if not mitigated. Thus, the long-range land use planning for the Town (as well as establishing capital improvement priorities) must be cognizant of traffic constraints and opportunities. Cortlandt's connection with the regional transportation network is along heavily traveled state and local roads with identified capacity constraints. The town is not directly served by the region's interstate highway system.

In terms of transportation planning since the 1991 Master Plan, the Town retained traffic consultants who prepared and submitted comprehensive traffic studies in three distinct problem areas; the Northeast Traffic Quadrant; East Main Street (Route 6); and Albany Post Road (Route 9A). Both the Northeast Traffic Quadrant and the Route 9A Corridor Studies recommended various traffic improvements within these areas.

Since 2000 the Town of Cortlandt has participated in the Route 6/202/35 Bear Mountain Parkway Sustainable Development Study along with the Westchester County Planning Department, the New York Metropolitan Transportation Council, the New York State Department of Transportation and the municipalities of Peekskill and Yorktown. This development study includes documentation for these major roads as well as for the northeast quadrant roadways and considers changing land use policies to better manage transportation demand for the study area which includes areas in Cortlandt from north of Maple Avenue to the town's northerly boundary with Putnam County.

The Sustainable Development Study also examines long-term traffic improvements such as the completion of the Bear Mountain Parkway to the Taconic State Parkway and recommends driveway access management, improvements to bus transit facilities and changes to approximately 18 intersections.

The purpose of these enhancements is to improve traffic flow and safety including bicycle and pedestrian connections. This study examined four different land use scenarios that would reduce potential new traffic volumes by controlling development on vacant parcels greater than 5 acres. The master plan envisions a similar effect in reducing traffic volume town-wide by modifying the lot count formula which will reduce the future build out of new homes.

In addition potential future traffic volumes will be reduced by the elimination of both the Planned Village Development (PVD) and Reuse Special Permits (SRC) and the inclusion of 50% of the wetland buffer into the lot count formula. As noted in the Commercial/Industrial Land Use Section the proposed reduction in the maximum size of new commercial buildings and parking lots from what is currently allowed under zoning will further reduce future traffic volumes.

As noted in the "Town of Cortlandt Economic Development Strategy Report" prepared by Ferrandino & Associates Inc. dated May 1999, transportation service provides both opportunities and constraints for Cortlandt to compete for new industry and business. In addition there was a 1997 Town-wide survey prepared by Chelsea Direct Marketing Inc. with an 18.6% response rate, 76% of the respondents traveled to work by car, 21% by train, 1% by bus, 1% by carpool and 2% by other means. Also based on this survey, 10% of the responded traveled 20-24 miles to work, 11% traveled 30-34 miles and 10% traveled 40-44 miles.

The Town also has several miles of local roads in residential areas that are lined with stone walls and large trees. These features add to the scenic value and quality of life in these neighborhoods. The Master Plan seeks to retain scenic features on local roads to the greatest extent possible when planning for future road improvements. Some examples of roads with scenic features include:

- ❖ Croton Avenue
- ❖ Paulding Lane
- ❖ Teatown Road
- ❖ Red Mill Road
- ❖ Lockwood Road
- ❖ Gallows Hill Road
- ❖ Furnace Dock Road
- ❖ Sunset Road
- ❖ Watch Hill Road

- ❖ Washington Street
- ❖ Kings Ferry Road
- ❖ Quaker Ridge Road and many others.

Public roadways in the Town of Cortlandt are defined by their jurisdiction -- New York State, Westchester County, and town roadways. These can be further classified as local, feeder/collector, and arterial roadways, depending on their location and the amount of use they receive.

There are no interstate highways in the Town of Cortlandt; the entire northwest quadrant of Westchester County, in fact, is not served by a major east-west or north-south Federal Interstate Highway. The north/south I-684 is located about 15 miles to the east, while I-84 and I-287 are located some 15 miles to the north and south of Cortlandt, respectively.

For mass transit, the primary public transportation service for the Town of Cortlandt is the rail line of the Metro-North commuter railroad at the Cortlandt Station on Memorial Drive off Route 9A in Montrose. Other nearby Metro-North railroad stations used by Cortlandt residents includes Peekskill and Croton-on-Hudson. For public bus travel all bus service in the Town of Cortlandt (including local routes and express bus service to White Plains) is provided by the Westchester County Department of Transportation. Improvements to County bus stops along local roads may be needed to increase pavement width, sight distance and to provide and maintain bus shelters.

### **C. OBJECTIVES AND POLICIES**

The following objectives and policies are intended to implement the goal to maintain and improve traffic flows in the Town and increase use of mass transit.

#### **OBJECTIVE: Expand transportation planning in the Department of Technical Services**

Expansion of transportation planning includes: the monitoring of traffic congestion and safety concerns, including the safety of pedestrians and school children, setting priorities for road improvements, promoting mass transit and promoting the use of State roads and highways for commuter and truck traffic.

**Policy 75: Establish transportation planning as a specific technical area within municipal government and offset the costs through the utilization of grants and fees paid for Planning Board applications.**

As indicated by available traffic data in the base studies, it is very clear that managing and planning are both critical to controlling and improving traffic conditions. Thus, transportation planning is an expertise that must be provided on a municipal or regional level and on a continuous basis.

This effort should be lead by a professional with specific experience in traffic management and road system design. The work should not be only reactive (i.e., only responding to development applications) but should provide a progressive and systematic approach to dealing with traffic and transportation issues in the Town.

As part of transportation planning the Town should make use of the Geographic Information Systems to map existing transportation facilities, plan for necessary improvements and conduct regular roadway maintenance. Additionally, to improve the evaluation of transportation systems, the Town should standardize analytic methods, which include creating a system-wide data base with a transportation/traffic modeling program that would be updated each time a development or road improvement are proposed. The ultimate goal is to create a regional, holistic approach to traffic management and evaluation.

The Transportation Planning Program should also include a traffic volume counting program and traffic accident analysis to regularly monitor the Town's busiest streets (i.e., twice yearly counts along Oregon Road, Kings Ferry Road, Watch Hill Road, Red Mill Road, Lockwood Road, Trolley Road, Gallows Hill Road, Lexington Avenue, Lafayette Avenue, Maple Avenue, Croton Avenue, Furnace Dock Road and Westbrook Drive, among others) as well as special counts in response to specific planning activities.

Sharp increases in traffic volumes caused by cut-through traffic should be monitored and corrective action should be taken, as necessary. Short term improvements should include signage, striping, minor geometric improvements, and sight distance enhancements and install all-way stop signs in appropriate locations.

Information from the proposed "traffic monitoring program" would be delivered to the Town Board and the Planning Board in an effort to provide a rational basis for decision-making with respect to traffic planning. The monitoring of roadway conditions should include regular evaluation of sight distances from intersections and the removal of roadside vegetation.

Even though Cortlandt has an established system of roads and neighborhoods some opportunities exist for the construction of new roadways. If a traffic monitoring program is in place, it will help provide relevant data with respect to the best locations for new connecting roads and new roadways. Significant short and long term improvements should be made to the existing local and arterial roads to improve traffic flow and safety.

**Policy 76: Continue to utilize the Town's Capital Improvement Program (CIP) for Town highway projects.**

As recommended in the 1991 Master Plan the Town has successfully implemented the Capital Improvement Program on a continuing basis to plan and fund needed improvements to roads involving drainage, sight distance, traffic controls, re-paving, roundabouts and horizontal, geometric and other improvements.

As mentioned above in Policy #1 for transportation planning purposes, a current and readily accessible data base is an important element of the Capital Improvement Program, it is also an important asset for responding to proposed development plans and documenting transportation needs to County and State officials.

**Policy 77: Improve coordination in traffic planning with various departments, State Agencies, and consultants during the review process of applications for site plan, special permit and subdivision approvals.**

Since one of the goals of the Master Plan is to establish an efficient and systematic review process for new development, it would be appropriate to ensure that proposed site development plans, subdivisions and special permits are assessed for optimal traffic circulation, both internally and externally. Although it is recognized that traffic is already very much a focus of the Planning Board, it is recommended that a comprehensive traffic planning checklist be developed for use in all projects that go through the SEQRA, site plan, subdivision and special permit review processes. It should be noted that SEQRA requires the applicant to evaluate traffic impacts such as level of service at intersections and various safety issues. Comprehensive traffic guidelines and standards should be developed to provide to applicants and incorporate into the Town's development regulations.

For example, among the considerations of site review in commercial zones would be limiting multiple driveway entrances and exits and connecting parking lots which may warrant granting of easements such as the easement that was granted by Dunkin Donuts to connect their parking lot to Circuit City. The development of the checklist and coordination of various Town departments, State agencies, and consultants should be an ongoing role of the transportation planning function.

**Policy 78: The Town should continue to participate in regional transportation planning.**

The Town continues to aggressively participate in regional transportation planning such as the Route 202/35/6 Bear Mountain Parkway Sustainable Development Study with the New York State Department of Transportation, the New York Metropolitan Transportation Council, the Westchester County Planning Department and the City of Peekskill and the Town of Yorktown.

The Town continues to benefit from participating in the annual NYSDOT Transportation Improvement (TIP) Program by proposing to the State needed traffic improvements within the Town's major transportation corridors.

As recommended in Policy #1 above, if the Town establishes transportation planning as a specific technical area within municipal government, one of its major responsibilities would be participating in regional transportation planning and obtaining maximum funding and responsiveness from County and State transportation officials for local traffic concerns.

The town should consider establishing an Inter Municipal Agreement with adjacent municipalities to coordinate regional traffic improvement efforts. Such an agreement would be particularly helpful between Cortlandt and Yorktown, specifically in the northeast quadrant where recent development along the border has taken place. The Plan suggests future development in this area be closely coordinated between the two Towns so as to better plan for and mitigate traffic impacts in this area.

**Policy 79: Establish Transportation Systems Management (TSM) criteria to plan for maintaining and improving traffic conditions in the Town.**

Consider and implement a TSM with traffic reduction guidelines to be utilized for any contemplated large-scale commercial, residential or institutional developments. The TSM could include incentives or requirements for car-pooling, staggered work hours, and/or van transportation for local employees. Incentives could also be used to get existing employers (e.g., the FDR VA Hospital, the Hudson Valley Hospital Center and the Bethel Nursing Home) to implement some of these initiatives. Project reviews and approvals by the Planning Board of large residential developments should include provisions for shuttle transportation to the local train station and shopping centers.

In addition, if as part of its new transportation planning function the Town works with the villages of Croton-on-Hudson and Buchanan, the TSM investigation could include existing large employers outside of the Town's jurisdiction (i.e., Entergy). Finally, the TSM could be the mechanism to implement other traffic reduction techniques, such as park and ride lots, HOV priority parking at the train stations, etc

Since the TSM would require ongoing organization and implementation efforts, this would be an important component of the transportation planning function.

As recommended the establishment of transportation planning as a specific area within town government, an on-staff traffic professional should be employed to advise the Town Board and Planning Board on potential cumulative traffic impacts from proposed developments and recommend ways to mitigate such impacts, including but not limited to road modifications, reducing project size or denying approvals. Furthermore, the traffic professional can evaluate the beneficial impacts of proposed road modifications and intersection improvements.

**Policy 80: Consolidate and simplify traffic control signage, while still fulfilling mandated size regulations and other requirements.**

Another task in the transportation planning function would be to evaluate the consolidation of duplicate traffic signs to aesthetically improve the streetscape. In addition, they can ensure existing signage meets the code for required size, color and other specifications.

The Town should continue to use its standard street identification signs at all intersections except in those areas where Waterfront tourism is being proposed and those areas where Historic Districts are being proposed. Street identification signs, especially in the smaller hamlet type areas, offer an opportunity to continue streetscape type improvements.

The Town's Traffic Safety Committee should continue to perform its advisory role to the Town Board on reviewing proposed road signage requests from residents. Likewise, street signs should carry full street names that are easy to read and there should be no duplication of road names.

**Policy 81: Provide for sight easement requirements in the Town Subdivision and Site Plan Regulations.**

Sight easements at new road intersections, depending on the width of the public right-of-way, may be required in new subdivisions over private land. The technical requirements for sight easements and general restrictions should be stated in the Town Subdivision and Site Development Plan Regulations under street design guidelines. Town standards require that new road intersections be located at a point that satisfies required sight distance standards. However, the removal of large trees, stone walls and other historical and environmentally important features should be discouraged.

**Policy 82: Assess operational classification of the busiest Town roads and seek transfer to the County or State DOT for roads clearly functioning as arterials.**

The Base Studies indicate that several Town roads serve as important secondary arterials. It may be in the best interests of the Town to have these roads classified accordingly and have their jurisdiction transferred to the State or County to secure other sources of revenue for maintenance and capital improvements. Roads that may fit this designation include those that carry a significant volume of inter-County traffic, such as Oregon Road and Lexington Avenue.

It should be noted that past attempts to transfer ownership of Lexington Avenue to Westchester County has not been successful since the county required that Lexington Avenue be first improved by the town to county road standards. The Town should meet with County officials to discuss the required upgrades to these roads. It is also noted that this policy is carried over from the 1991 Master Plan in the event that at some point in the future such a transfer of road ownership and maintenance is possible.



**Policy 83: Minimize the use of cul-de-sacs in new developments. The Town has a considerable number of existing lengthy cul-de-sacs which have proven to be difficult for garbage pickup, snow removal and most importantly for emergency response purposes.**

The Plan encourages the Town to minimize any future construction of cul-de-sacs, which should be limited to no longer than 500 feet and to create linkages in local roadways wherever possible.

**Policy 84: Pursue opportunities to obtain funding and approval for major capital projects including: A new Route 9/9A interchange, completion of the Bear Mountain Parkway to the Taconic State Parkway; plan for future road rights-of-way and shared access; Provide for improvements to existing roads and implement recommendations from the Sustainable Development Study as approved by the Town Board.**

As described above, there are opportunities for new roads and changes to the existing local or regional highway system in Cortlandt. A review of the Base Studies and previous Master Plan efforts indicates that certain major improvements are justified. At present, the following projects should be pursued:

- A. **Provide new Route 9 access in Montrose** - New access to and from the north and south bound lanes of Route 9 to Memorial Drive where the New York State Police Headquarters Troop K – Zone 3 and the Cortlandt Regional Paramedics are located in the Cortlandt Emergency Services Building and where the Metro-North Cortlandt Station is located, is a clear and important recommendation. The new interchange will provide critical access to Route 9 for the NYS Police, the Paramedics and the approximately 700 weekday train commuters. In addition, this interchange will provide an additional evacuation route for a potential Indian Point emergency. This proposed interchange will also help to reduce the amount of traffic on Albany Post Road (Rt. 9A) and provide more direct traffic access for the FDR VA Hospital.
- B. **Completion of Bear Mountain Parkway** - Currently, the Town experiences serious traffic congestion along Route 35/202 from the Bear Mountain Parkway (BMP) eastward to the Taconic. The Bear Mountain Extension was originally planned to connect not to Route 202/35 as it is currently channeled, but instead to the Taconic State Parkway. If the BMP had been build as originally envisioned, it would have permitted Route 35 to operate as a secondary arterial and commercial corridor, while providing a through route for non-locally based traffic.

The recommendation for completion of the Bear Mountain Parkway has a long history, beginning with the Town's 1955 Master Plan and has been recommended in every Master Plan the Town of Cortlandt has adopted since 1955.

The completion of the BMP is currently being considered as part of the Route 202/35/6 Bear Mountain Parkway Sustainable Development Study as mentioned above. It should be noted that any extension of the BMP must be done in a way that ensures the protection of the west branch of the Hunter Brook and does not adversely impact the character of existing residential neighborhoods.

It should also be noted that if the Sustainable Development Study recommendation of allowing truck traffic to fully utilize the BMP (and alleviate the considerable truck traffic problem in the City of Peekskill) there will need to be considerable improvements made to the existing Bear Mountain Parkway on/off ramps and sight distance analysis and possible changes to traffic signals.

- C. **Plan for future roadway rights-of-way** - As part of the CIP, described above, other potential new roadways may be considered as part of future planning for the Town. If these roads are identified and mapped, the Town could actively pursue obtaining future roadway rights-of-way dedication and construction from proposed development in an area.

For example, a developer of a proposed subdivision or site development plan for commercial development should be required to build a connecting road between two major unconnected roadways or construct intersection improvements including land acquisition. Thus, planning ahead in this way can result in major cost savings to the Town when a new road is contemplated. A few examples of road improvements from the CIP are the Furnace Dock Road extension, the Battery Place Bridge, the Oregon Road/Red Mill Road/Westbrook Dive intersection improvements and proposed improvements to the Crompond Road/Lafayette Avenue intersection as well as the Baker Street/Route 6 intersection.

- D. **Provide for improvements to existing roads** - As part of the CIP, described above, other potential roadway improvements such as pavement width, drainage, sight distance and turning lanes, etc. may be considered for existing roads and intersections as part of planning for future development in the Town. If these roads and intersections are identified and mapped as to needed improvements, the Town could require such improvements by new development. The ability to “plan ahead” in this manner can result in major cost savings to the Town.

- E. **As recommended in the Sustainable Development Study, implement the following:**

- Provide a center turning lane on Route 202/35 from Yorktown to Peekskill;
- Create an alternate north-south route to alleviate traffic congestion in the northeast quadrant.
- Provide a Lexington Avenue Route 6 bypass to alleviate congestion at the Route 6 Lexington Avenue intersection.

- Evaluate road improvements to affect better traffic flow from Route 6 to 202/35 such as improving the Route 6/BMP interchange and the Route 6/Lexington Avenue interchange.

**Policy 85: Recommend the construction of a traffic circle at the intersection of Oregon Road, Westbrook Drive, Red Mill Road and Jay Road.**

The intersection of Oregon Road, Westbrook Drive, Red Mill Road and Jay Road is a major intersection in the Town located near the Putnam Valley border. Significant improvements including the construction of a traffic circle with appropriate streetscape type improvements such as decorative lampposts, plantings, and sidewalks are recommended in this area.

This intersection is also a major connecting area to the larger commercial areas of Route 6, Route 202/35 and will provide a more attractive gateway to adjacent areas.

**Policy 86: Promote the Route 6 Streetscape Concept**

The Town should evaluate with the NYSDOT the feasibility of constructing a landscaped center median along Route 6 to improve the visual quality and functionality of the corridor. Other “streetscape type” improvements envisioned include decorative lighting, sidewalks, trees and other pedestrian friendly improvements.

**Policy 87: Support the creation of bikeways and pedestrian trails.**

The Mid-Hudson South Bicycle & Pedestrian Plan was developed in 1999 by Westchester, Putnam and Rockland Counties in response to federal mandates requiring long range transportation plans include accommodations for bicycles and pedestrians. The plan identifies locations in the three counties where it might be feasible to develop bicycle and pedestrian facilities as an alternative means of transportation.

In the Town of Cortlandt the following routes are shown:

- 1) The Cortlandt Shoreline Trail from Camp Smith, through Verplanck, Montrose and connecting to the Village of Croton.
- 2) The Route 6/35/202 Trail from the Bear Mountain Parkway to the Yorktown border (the proposed trail continues all the way to the Taconic).
- 3) The Route 9 Corridor.

A fourth location in the Oregon Road/Hollowbrook corridor should also be considered for possible bicycle and pedestrian facilities.

**Policy 88: Pursue opportunities for traffic calming measures to be instituted, where appropriate.**

Due to the fast and unobstructed movement of vehicles on roadways, it has become increasingly difficult for pedestrians and cyclists to use the same roads at the same time. This has also impacted the quality of life within neighborhoods. Various traffic calming techniques should be considered such as electronic speed signs, traffic “humps”, roundabouts, narrowing traveled lanes with the use of striping. These calming techniques as part of the transportation planning program detailed in Policy #1 and implemented to reduce traffic volume and speeds in residential areas.

**Policy 89: Develop an official map which will identify opportunities for the creation of new roads and the connection of existing roads, while giving consideration to the preservation of historic rock walls and other unique features of historic roadways.**

As part of the subdivision and site plan review and approval process the Planning Board should require land to be provided for future road right-of ways based on the Town's plans for future road improvements. Road and intersection improvements should incorporate traffic calming and aesthetic considerations as well as being safe and functional. The character of the surrounding neighborhood should be maintained with road and intersection improvements.

**Policy 90: Limit through truck traffic on local roads.**

The Town should continue to evaluate and restrict certain through truck traffic on local roads and in residential neighborhoods and continue to enforce truck restrictions. As mentioned previously, the Town should support the recommendation of the Sustainable Development Study to allow truck traffic on the BMP, provided proper enhancements and improvements are made to the roadway. Any unique characteristics of historic or scenic roads should be preserved to the greatest extent possible.

**OBJECTIVE: Evaluate the need for the creation of park-and-ride lots.**

**Policy 91: Evaluate the need for park-and-ride lots by analyzing those areas where the use is currently taking place, such as the intersection of Routes 9/9A in Montrose.**

Park-and-ride lots foster car-pooling and the use of public transit (particularly buses) when they are located in strategic areas along commuting routes. Cortlandt is at somewhat of a disadvantage since these locations are typically at highway interchanges and major transit centers, most of which are located outside the Town's jurisdiction.

However, there are opportunities that should be investigated including, Albany Post Road (Rt. 9A) in the vicinity of the existing Montrose/Crugers Route 9 interchange (i.e., where Furnace Dock Road meets Albany Post Road), along Route 9 in the vicinity of Annsville Circle (possible underutilized parcels), at the Cortlandt Town Center (possible available parking). The Town should seek State or Federal transportation grants as part of this effort and work with State and County officials to provide park-and-ride lots as needed.

Consideration should also be given to the design and location for park and ride lots to avoid potential adverse impacts on environmentally sensitive, scenic and historic areas and on neighborhood character. The size of park and ride lots will depend on parking demand and avoiding adverse environmental impacts.

**OBJECTIVE: Promote the use of public transit including bus/van and jitney service from large residential areas to train stations, plus reassess facilities and amenities at the Cortlandt Train Station.**



Cortlandt Manor Train Station

**Policy 92: Encourage the use of public transit by promoting bus, van and jitney service from large residential developments to local train stations.**

As part of the TSM identified above, the Town should promote the use of jitney-type service to and from large residential developments to local train stations. The jitney service, although encouraged by the Town, should be privately funded by the specific developments. Such service could include such existing complexes such as Amberlands, but also generally higher density residential nodes, such as the Mohegan Lake area.

In approving new large residential developments the Planning Board could also require that van service to the local train station be provided to mitigate traffic volumes during peak hours and to mitigate the reduced availability of parking spaces at the train station.

**Policy 93: Improve bus stops on the County Bee Line System.**

Designated bus stops should have safe and adequate pull offs on the side of the road for the County Bee Line bus. Each bus stop should have a shelter with paved walks for use by bus patrons. These bus stops should be maintained on a regular basis by Westchester County.



Cortlandt Manor Train Station

**Policy 94: Reassess facilities and amenities at the Cortlandt Train Station.**

Re-assess the need for additional facilities and amenities at the Cortlandt Train Station such as a Route 9 interchange, covered parking and commuter services such as restrooms and food service.

Currently Metro North owns, maintains and operates the Cortlandt Train Station and will be adding additional parking spaces in response to the increased demand for train service.

