

Key Findings:
Port Cortlandt Technical Memorandum
Traffic Impact Assessment (9/17/20)

The traffic analysis presented in the technical memorandum will be subject to further refinement as the Port Cortlandt project evolves, to include any additional intersections requested by the Town and the public through the Draft Generic Environmental Impact Statement (DGEIS). The selection of these initial intersections for analysis was based on AKRF's familiarity with area traffic and transportation conditions in the vicinity of the project site.

- The Port Cortlandt site would be accessible from a single driveway on Broadway, about 200 feet south of the entrance to Continental Products. The site driveway would provide a single entry lane and single exit lane and approximately 300 parking spaces on-site, located adjacent to the northeastern edge of the quarry, over 1,000 feet from 11th street and 800 feet from the nearest residence on Broadway. The driveway would require a revised easement through the Indian Point Energy Center property and is proposed at this location to minimize traffic and noise impacts on local residences and Continental Products operations.
- To provide for a conservative analysis, all deliveries to the site were assumed to be made by truck rather than by vessel, and semi-trailers would have the entry/exit restrictions similar to Continental Products (access/egress to the north with no traveling on Bleakly Avenue).
- The traffic impact assessment consists of an analysis of baseline traffic conditions comparing future potential traffic conditions in 2023, both with and without the project. The peak hours for the study area were determined to be as follows:
 - Weekday AM: 7:30 – 8:30 AM
 - Weekday PM: 4:45 – 5:45 PM
 - Saturday Midday: 12:30 – 1:30 PM
- A review of the pending development projects lists from the Town and the City of Peekskill revealed that no major development projects are planned in the immediate area of the Port Cortlandt site.
- In the Town of Cortlandt, impacts for both signalized and unsignalized intersections are identified as: (1) any change in Level of Service (LOS) D or better to LOS E or F; (2) any change from LOS E to LOS F; or (3) any increase of 10 percent or greater in delay for LOS F.
- With the projected increase in traffic to and from the site, traffic impacts as per the Town's criteria are projected to occur at three of the study area intersections for the peak hours examined:
 - Welcher Avenue and Route 9A/Route 9 Southbound Off-Ramp
 - Welcher Avenue and Route 9 Northbound Ramps
 - Route 9 and Bear Mountain Parkway/Jans Peeck Bridge
- The three locations identified as having potential traffic impacts are all signalized intersections under the jurisdiction of the New York State Department of Transportation (NYSDOT). Potential traffic mitigation measures could include the following:
 - Retiming the traffic signals
 - Upgrading the traffic signal components, including vehicle detection, traffic signal hardware (controllers), signal communications and/or software

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- The goal of the proposed improvements (to be funded by the Port Cortlandt project) are to optimize traffic operations at each intersection, similar to the improvements installed on U.S. Route 6 as part of the Cortlandt Crossing project. Approval from NYSDOT would be required to explore and implement the proposed mitigation measures.