



**Department of
Transportation**

Transportation Corridors Needs/Issues, Goals & Strategies Report

**Route 6, Route 202/35, and Bear Mountain Parkway
City of Peekskill, Towns of Cortlandt and Yorktown
Westchester County**

July 2023

Developed by New York State Department of Transportation in partnership
with the City of Peekskill, Towns of Cortlandt and Yorktown, and
Westchester County

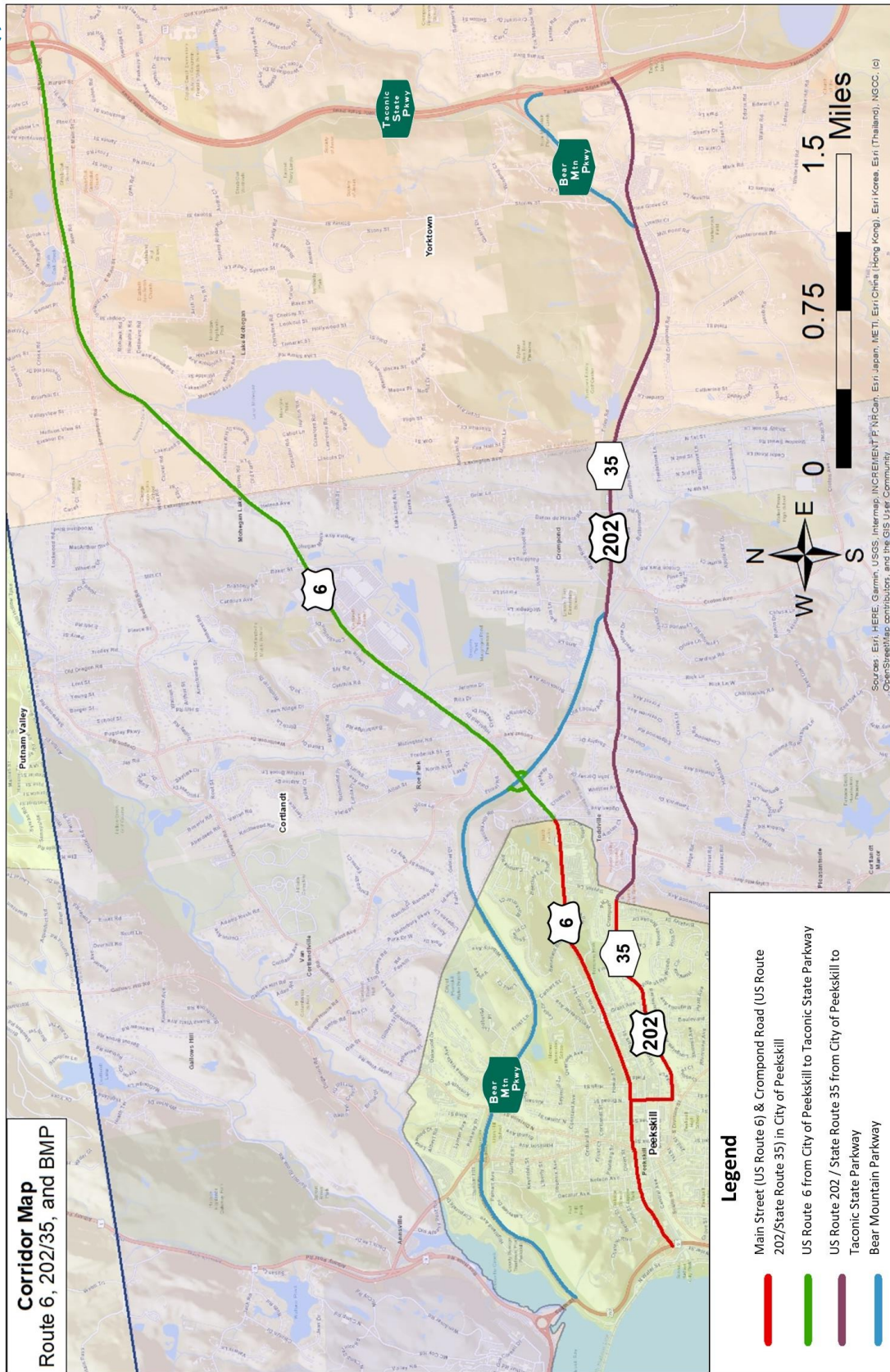
**Transportation Corridors Needs/Issues, Goals & Strategies Report
Route 6, Route 202/35, and Bear Mountain Parkway,
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Transportation Corridors Needs/Issues, Goals & Strategies Report

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Executive Summary

Transportation Corridors Needs/Issues, Goals & Strategies Report Route 6, Route 202/35, and Bear Mountain Parkway, City of Peekskill, Towns of Cortlandt and Yorktown, Westchester County

As a result of NYSDOT meeting with elected officials representing the Tri-Community area of the City of Peekskill, Town of Cortlandt and Town of Yorktown on January 11, 2023, a formal Working Group was formed, comprised of individuals representing the Town of Cortlandt, Town of Yorktown, City of Peekskill, Westchester County Department of Public Works and Transportation (WCDPWT), and New York State Department of Transportation (NYSDOT). The Working Group was tasked with developing a set of prioritized strategies, long and short term, that could be implemented, as funding is identified, to help address transportation needs and issues along the Route 6, 202/35, and Bear Mountain Parkway (BMP) corridors. To complete this effort, the group met three times between February 15, 2023 and April 19, 2023. The following summarizes the identified transportation needs/issues and potential strategies for improvements.

Congestion Mitigation

- Review Route 6 and Route 202/35 traffic signal timing and detection equipment
- Expand the existing adaptive traffic signal system on Route 6
- Intersection improvements/reconstruction:
 - Route 6 at Lexington Avenue
 - Route 6 at Mohegan Avenue/ Lakeland Street
 - Route 202/35 at BMP/Croton Avenue
 - Route 202/35 at Lexington Avenue
- Construct a new roadway to connect the BMP to the BMP extension
- Add turning lanes along Route 6 from the Taconic State Parkway to Lexington Avenue
- Add turning lanes along Route 202/35

Safety/Operational Enhancements

- Signalize BMP westbound ramp
- Reconfigure BMP westbound ramp geometry to increase truck turning radius
- Intersection improvements/reconstruction:
 - Main Street (Route 6) at North Division Street/Bank Street
 - Route 202/35 at Garden Lane intersection
- Reconstruct BMP and Route 6, Highland Avenue, and Division Street Interchanges
- Widen Route 202/35 to add a center turning lane

Pedestrian and Bicyclist Improvements

- Construct sidewalk along Route 6
- Consider bicyclists in future projects along Route 202/35
- Construct new pedestrian and bicycle facilities along Route 6, Route 202/35, and BMP

State of Good Repair

- Repair existing signal and pedestrian infrastructure along Route 6 in the City of Peekskill
- Resurface/reconstruct the BMP

Reduce Truck Traffic on Main Street (Route 6) in the City of Peekskill

- Conduct Traffic Impact Study of the removal of daytime truck restrictions on the BMP

For more detailed information regarding these potential strategies for improvement, please refer to Part III and IV of this report, starting on page 9.

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Part I. Needs/Issues Assessment

The Working Group's first step was the development and general prioritization of transportation needs along the study area corridors. The study area was organized into four focus areas, as follows:

- Routes 6 and 202/35 in the City of Peekskill
- Route 6 from the City of Peekskill to the Taconic State Parkway
- Route 202/35 from the City of Peekskill to the Taconic State Parkway
- Bear Mountain Parkway (BMP)

Prioritized Issues/Needs: Routes 6 and 202/35 in the City of Peekskill

1. Truck Traffic

The City of Peekskill attributes the large number of trucks in the city downtown during the day to the daytime truck weight limit on the Bear Mountain Parkway. It was expressed that the truck traffic creates environmental justice issues and has negative economic and community impacts. Truck traffic creates noise, pollution, and negatively impacts recent complete streets improvements.

2. Current State of Repair and Operations on Main Street

Poor pavement was noted along the corridor and the need for retaining wall repairs, pedestrian improvements, and signal infrastructure replacement and upgrades was noted.

3. Pedestrian and Bicyclist Upgrades

Along Main Street (Route 6) and Crompond Road (Route 202/35) in the City of Peekskill there is a lack of adequate pedestrian accommodations. There are conflicts between pedestrians and truck traffic at the intersections of Main Street and North Division Street & Bank Street. Bike lanes were also noted as being needed along these corridors.

Prioritized Issues/Needs: Route 6 from City of Peekskill to Taconic State Parkway

1. Congestion along Route 6

The most notable issue along Route 6 from the City of Peekskill to the Taconic State Parkway (TSP) is the congestion along the corridor. The congestion is concentrated in the Mohegan Lake Hamlet where Route 6 is reduced to two through lanes.

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2. Safety and Operations of Route 6 and BMP Interchange

The Bear Mountain Parkway at Route 6 interchange was identified as needing safety improvements.

3. Incomplete sidewalks in Town of Cortlandt

The existing sidewalk infrastructure along the Route 6 corridor in the Town of Cortlandt is inconsistent and provides an incomplete network for pedestrians.

Prioritized Issues/Needs: Route 202/35 from City of Peekskill to Taconic State Parkway

1. Congestion along Route 202/35

Similar to Route 6, the #1 priority issue along Route 202/35 was congestion between the two sections of the Bear Mountain Parkway. The specific locations along Route 202/35 included:

- Bear Mountain Parkway and Croton Avenue
- Lexington Avenue
- Westbound lane drop in the Town of Yorktown east of Lexington Avenue.

The signals at Route 202/35 at the Bear Mountain Parkway and Croton Avenue were noted as not operating well and the left turn movement from 202/35 to the Bear Mountain Parkway creates a queue resulting in delay at the intersection. For westbound traffic on Route 202/35 the traffic signal at Lexington Avenue creates long queues.

2. Safety within 2-lane section in Town of Yorktown

The section of Route 202/35 in the Town of Yorktown, east of Lexington Avenue, was noted as having safety needs related to making left turns into businesses. Negative economic impacts were attributed to the difficulty of making left turns in this area. The ability to make lefts is further impacted as a result of queuing in the westbound lane from congestion at the Lexington Avenue intersection.

3. Bike lane connections to Hudson River

There is an expressed desire and need to bike east-west along the Route 202/35 corridor to the Hudson River. Currently, bicyclist must share the road with motorist or ride on the shoulder.

Prioritized Issues/Needs: Bear Mountain Parkway

1. Bear Mountain Parkway should be a corridor of regional significance

The Bear Mountain Parkway, in its current state, does not serve a regional function because the two segments of the Bear Mountain Parkway are not connected.

2. Bear Mountain Parkway interchange geometry

The Highland Avenue and Division Street interchanges within the Town of Cortlandt section of the Bear Mountain Parkway were noted to have safety concerns related to the geometry of the ramps and approaches. The ramps at Route 6 and the westbound Bear Mountain Parkway, were identified as having both an operational problem and a crash history. This location is also referenced in the Route 6 from Peekskill to Taconic State Parkway section above.

3. Current State of Repair

The Bear Mountain Parkway pavement is noted as being in poor condition.

4. Trucks Prohibited from BMP During Daytime

The prohibition of 5-ton or greater trucks from using the BMP between 7AM and 7PM may be resulting in more truck traffic going through the City of Peekskill.

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Part II. Corridor Transportation Goals

The Working Group developed a set of guiding goals based on the transportation needs/issues identified and outlined in Part I of this report. The corridor transportation goals established are as follows:

Goals: Routes 6 and 202/35 in the City of Peekskill

- Mitigate truck impact on Peekskill's community, economy, and environment
- Improve Main Street to a state of good repair and healthy operations
- Improve pedestrian and bike facilities in City of Peekskill

Goals: Route 6 from City of Peekskill to Taconic State Parkway

- Mitigate congestion along Route 6
- Enhance Route 6 and BMP Interchange Safety
- Complete sidewalk network in the Town of Cortlandt

Goals: Route 202/35 from City of Peekskill to Taconic State Parkway

- Mitigate congestion along Route 202/35
- Enhance safety on Route 202/35 in the Town of Yorktown
- Provide bicyclists connections to Hudson River

Goals: Bear Mountain Parkway (BMP)

- Complete the Parkway and establish as a regionally significant corridor
- Enhance BMP interchange geometry
- Improve the BMP to a state of good repair
- Remove the existing daytime truck weight limit

Part III. Strategies for Future Consideration

Following the development of the guiding transportation goals for each of the corridors, the following strategies were developed by NYSDOT in cooperation with the Working Group members as outlined below:

Routes 6 and 202/35 in the City of Peekskill

- **Goal - Mitigate truck impact on Peekskill's community, economy, and environment**
 - **Strategy - Reduce truck traffic on Main Street (Route 6), Conduct Traffic Impact Study of the Bear Mountain Parkway**

If the 5-ton weight limit on the BMP were to be removed, it is believed that commercial truck traffic traveling through the city along Main Street (Route 6) would utilize the BMP instead, thereby reducing truck traffic along Main Street in the city, most specifically during the day. The existing volumes of truck traffic in the city creates noise, pollution, and negatively impacts recent complete streets improvements. Truck traffic also repeatedly damages pedestrian infrastructure and pushes pavement at intersections.

To consider removing the existing daytime 5-ton weight limit on the Bear Mountain Parkway, municipal resolutions would be necessary from the City of Peekskill and Town of Cortlandt. In addition, a Traffic Impact Study would be necessary. The study would outline the proposed project, traffic impacts, and the mitigation of the traffic impacts. The study would consist of the following sections:

- Existing Conditions & Origin/Destination Study of Trucks
- Proposed Development
- Capacity/Operational Analysis
- Crash Analysis

Prior to engaging in a full Traffic Impact Study, it is recommended a truck origin-destination study be conducted first. The study would target commercial vehicles that are currently prohibited from accessing the Bear Mountain Parkway during the daytime to confirm and document the existing conditions, confirming the need for a full Traffic Impact Study.

- **Goal - Improve Main Street to a state of good repair and healthy operations**
 - **Strategy - Repair existing infrastructure along Main Street (Route 6)**

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Repairs are needed for a collapsing retaining wall at 633 Main Street. Traffic signal and pedestrian signals need replacement and crosswalks require resurfacing. The City of Peekskill also noted the need to repair an embankment along North Division Street, which is outside the limits of this study, but included for informational purposes.

- **Strategy - Extend adaptive traffic signal system through City of Peekskill**

Considerations should be made to extend the existing adaptive and preemptive traffic signal system along Route 6 from the Town of Cortlandt into the City of Peekskill. The existing communication system along Route 6 in the town is owned and operated by NYSDOT and would need to be coordinated with any new system installed by Westchester County.

- **Strategy - Improve Main Street at North Division Street/Bank Street Intersection**

There are conflicts between pedestrians and truck traffic at the intersections of Main Street and North Division Street & Bank Street. Consider intersection realignment and improved turning radius.

- **Goal - Improve pedestrian and bike facilities in City of Peekskill**

- **Strategy - Construct new pedestrian and bicycle facilities along Main Street (Route 6) and Crompond Road (Route 202/35).**

Consider the construction of new pedestrian facilities to improve walkability along Route 6 and Route 202/35 within the City of Peekskill. There is a desire for bicycle lanes that provide connection to the Peekskill waterfront.

Route 6 from City of Peekskill to Taconic State Parkway

- **Goal - Mitigate congestion along Route 6**

- **Strategy - Review existing adaptive signal system timing and detection equipment and expand adaptive signal system to include all signals between Conklin Avenue and Mohegan Avenue**

There are multiple signalized intersections along Route 6 that are included within the existing adaptive signal system. The signal system time and equipment should be reviewed to ensure the adaptive signal system is optimally performing. Providing additional signalized intersections to the adaptive system could also result in an improved traffic flow along Route 6.

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A NYSDOT project currently in construction, PIN 8815.47 Route 6 Town of Cortlandt & Route 125 Town of Mamaroneck Pavement and Pedestrian Improvements, will install 360-degree camera video detection systems during the 2023 construction season at the following intersections:

- Conklin Avenue
- Jerome Drive
- Constitution Drive
- Cortlandt Town Center
- Baker Street
- Lexington Avenue

Additionally, there are proposed permit projects at the following intersections that anticipate adding adaptive traffic signal technology to Route 6:

- Jacobs Hill
- Locust Avenue
- Westbound Bear Mountain Parkway Ramp

NYSDOT is also currently working to incorporate the Route 6 and Mohegan Avenue intersection into the existing adaptive signal system.

o **Strategy - Increase intersection capacity through intersection improvements or reconstruction projects**

Eastbound and westbound traffic on Route 6 bottlenecks at the intersections of Lexington Avenue and the intersection of Mohegan Avenue/Lakeland Street. Modifying the existing intersections may result in improved operations. Consideration of modern roundabouts at these intersections should be given as part of any future reconstruction projects.

At the Route 6 and Lexington Avenue intersection, additional turning lanes from Route 6 eastbound to Lexington Avenue may also improve operations at the intersection.

o **Strategy - Increase roadway capacity via widening Route 6 or bypass**

Route 6 transitions from a four-lane to a two-lane roadway just west of the Strawberry Road/East Main Street intersection. The congestion that results from the lane drop could potentially be mitigated by increasing the capacity of the roadway through the construction of an additional travel lane in each direction or creating a bypass from Strawberry Road/East Main Street intersection that tied back into Route 6 west of Lexington Avenue. The social, environmental, and economic impacts of widening or constructing a

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new bypass would need to be further evaluated in detail and recommended for further study.

- **Goal - Enhance Route 6 and Bear Mountain Parkway Interchange Safety**

- **Strategy - Signalize Bear Mountain Parkway westbound ramp**

It is anticipated that this intersection will be signalized via a NYSDOT highway work permit with a local developer progressing the construction of a new gas station across from the Bear Mountain Parkway westbound ramp.

- **Strategy - Reconfigure westbound ramp geometry to increase turning radius**

Reconfiguring the Bear Mountain Parkway westbound ramp to increase the turning radius on the ramp would yield safety improvements, especially for commercial vehicles. This modification is interrelated to the work being proposed by the developer of the new gas station and may preclude this strategy from future consideration depending on the results of the proposed signal project.

- **Strategy - Reconstruct BMP and Route 6 interchange**

Another option to improve safety at the interchange would be a full reconstruction of the BMP at Route 6 interchange, including reconfiguring the ramp geometry, replacing the existing bridge carrying the BMP over Route 6, and adding acceleration and deceleration lanes in both directions.

- **Goal - Complete sidewalk network in Town of Cortlandt**

- **Strategy - Construct missing segments of sidewalk along Route 6 as a part of future local projects, permitted projects by local developers, and NYSDOT projects**

A federal earmark secured by the Town of Cortlandt for the construction of sidewalks was provided to NYSDOT to construct sidewalks and repave sections of Route 6 under NYSDOT project, PIN 8815.47 Route 6 Town of Cortlandt Pavement and Pedestrian Improvements. The project will begin construction of new sidewalk during the 2023 construction season along the north side of Route 6 between Conklin Avenue and Baker Street.

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Future local development projects will provide opportunities for additional segments of sidewalk to be constructed. Local municipalities can also pursue state/federal aid to fund future sidewalk projects along Route 6.

Route 202/35 from City of Peekskill to Taconic State Parkway

- **Goal - Mitigate congestion along Route 202/35**

- **Strategy - Review existing traffic signal timing and detection equipment**

Reestablishing functional traffic detection devices at the Route 202/35 at Croton Avenue intersection by installing new, in-pavement loops. Alternatively, the detection at Route 202/35 could be upgraded to cameras, thereby eliminating the need for pavement work. The camera option would require new signal poles to be installed. The Route 202/35 at Lexington Avenue signal timing was last modified in October 2022. The signal timing and detection equipment should be reviewed and modified as necessary.

- **Strategy - Improve/reconstruct intersections of Route 202/35 at BMP/Croton Avenue, and Lexington Avenue**

The Route 202/35 and Bear Mountain Parkway/Croton Avenue intersections could be considered for reconstruction. Strategies to consider include a new turning lane from Route 202/35 to the Bear Mountain Parkway, the realignment of where the Bear Mountain Parkway ties into Route 202/35, and the reconstruction of the intersection. If the Route 202/35 at Bear Mountain Parkway intersection were to be reconstructed, it may be necessary to reconstruct the Route 202/35 at Croton Avenue intersection because of the proximity of the two intersections. Construction of modern roundabouts should be considered.

- **Goal - Enhance safety on Route 202/35**

- **Strategy - Widen Route 202/35 to add a center turning lane**

The safety of motorists making left-turn movements into and out of commercial properties along the Route 202/35 corridor could be enhanced through the construction of a center-turning lane.

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- **Strategy - Improve Route 202/35 at Garden Lane intersection and access management**

Signalizing the Route 202/35 at Garden Lane intersection and adding a left turn lane while improving access management may provide better access to adjacent commercial properties and enhance safety for motorists making left turns into businesses. Consideration should be given to improving access to commercial businesses through rear access roadways. Any signalization of the intersection would require a level of service analysis.

- **Goal - Provide bicyclists connections to Hudson River**

- **Strategy - Consider bicyclists in future NYSDOT projects along Route 202/35**

There is a growing number of trailways and opportunities for cyclists in northern Westchester as well as the rest of the Hudson Valley region. Any future paving and reconstruction projects along Route 202/35 should consider the use of the facility by non-motorists.

- **Strategy - Construct a Shared Use Path along the Bear Mountain Parkway**

A Shared Use Path (SUP) could be considered along the Bear Mountain Parkway to provide transportation and recreation connections within the tri-community area to the Hudson River.

Bear Mountain Parkway

- **Goal – Complete the Parkway and establish as a regionally significant corridor**

- **Strategy - Construct new roadway to connect the Bear Mountain Parkway to the Bear Mountain Parkway Extension**

The connection of the Bear Mountain Parkway to the Bear Mountain Parkway Extension would require the construction of new roadway between the Bear Mountain Parkway's end point at Route 202/35 in Cortland and the extension's end point at Route 202/35 in Yorktown. The connection would increase regional east-west roadway capacity. Such a project would involve extensive evaluation of social, environmental, and economic impacts.

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- **Strategy - Widen Route 202/35 to add additional travel lanes**

Another option to consider, rather than building a new section of parkway, would be to consider widening Route 202/35 with additional travel lanes. The strategy would increase regional east-west roadway capacity while also likely having less social, environmental, and economic impacts.

- **Goal - Enhance Bear Mountain Parkway interchange geometry**

- **Strategy - Reconstruct BMP and Route 6, Highland Avenue, and Division Street**

The Bear Mountain Parkway at Route 6 (discussed above), as well as the Bear Mountain Parkway at Highland Avenue, and the Bear Mountain Parkway at Division Street could be considered for partial or full reconstruction to improve ramp geometry and acceleration and deceleration lanes.

- **Goal - Improve the Bear Mountain Parkway to a state of good repair**

- **Strategy - Resurface the Bear Mountain Parkway**

Resurfacing the Bear Mountain Parkway and the Bear Mountain Parkway Extension would result in the corridor's pavement returning to a good condition.

- **Strategy - Reconstruct the Bear Mountain Parkway**

Reconstructing the Bear Mountain Parkway from Route 6/9/202 to Route 35/202 would provide the opportunity to consider strategies such as full-depth pavement reconstruction, addition of a shoulder, and the removal of drainage from the travel lane.

- **Goal - Remove the existing daytime truck weight limit**

- **Strategy - Conduct Traffic Impact Study**

To consider removing the existing daytime 5-ton weight limit on the Bear Mountain Parkway, municipal resolutions would be necessary from the City of Peekskill and Town of Cortlandt. In addition, a Traffic Impact Study would be necessary. Details regarding the TIS are discussed on page 9.

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Part IV. Categorized & Prioritized Strategies for Future Consideration as Funding is Identified

The transportation strategies outlined in Part III of this report were further categorized as A, B or C based on the strategy's projected construction cost, potential for right-of-way, and environmental impacts. The strategies were then assigned a priority of high, medium, or low based on feedback from the Working Group members. Strategies already being progressed were also noted. The following defines the three categories:

Category A Strategies: Low cost with no right-of-way and no environmental impacts anticipated.

Category B Strategies: Low to medium cost with moderate design, and possible right-of-way and environmental impacts anticipated.

Category C Strategies: High cost with moderate/complex design, and possible right of way and environmental impacts anticipated.

The implementation of Category C strategies would be transformative to the transportation network in northern Westchester County. Category A and B strategies should be progressed to not preclude future consideration of Category C strategies or result in duplicated efforts.

Category A - Prioritization					
\$ = < \$5 million \$\$ = \$5 to \$25 million \$\$\$ = > \$25M					
Priority	Corridor	Goal	Strategy	Cost	Lead Agency
In Progress	Route 6	Congestion Mitigation	Review existing adaptive traffic signal system timing and detection equipment (<i>NYSDOT is currently reviewing</i>)	\$	NYSDOT
	Route 6	Congestion Mitigation	Expand adaptive traffic signal system to include all signals between Conklin Avenue and Mohegan Avenue (<i>Work progressing in NYSDOT PIN 8815.47 and as a NYSDOT highway work permit</i>)	\$	NYSDOT
	Route 6	Operations and Safety Enhancements	Signalize Route 6 at Bear Mountain Parkway westbound ramp (<i>Progressing signalization via a NYSDOT highway work permit</i>)	\$	NYSDOT
	Route 202/35	Congestion Mitigation	Review existing traffic signal timing and detection equipment (<i>NYSDOT is currently reviewing</i>)	\$	NYSDOT

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Category A - Prioritization \$ = < \$5 million \$\$ = \$5 to \$25 million \$\$\$ = > \$25M					
Priority	Corridor	Goal	Strategy	Cost	Lead Agency
High	Bear Mountain Parkway	Reduce Truck Traffic on Main St (Route 6)	Conduct Traffic Impact Study for the removal of the daytime truck restriction on Bear Mountain Parkway	\$	County, Local
Medium	Route 6, City of Peekskill	Congestion Mitigation	Extend adaptive traffic signal timing & preemptive signal systems through City of Peekskill	\$	County, Local
	Route 6	Congestion Mitigation	Conduct feasibility study of Route 6 widening or bypass from Strawberry Road/East Main Street to Baker Ave	\$	Local

Category B - Prioritization \$ = < \$5 million \$\$ = \$5 to \$25 million \$\$\$ = > \$25M					
Priority	Corridor	Goal	Strategy	Cost	Lead Agency
High	Route 6	Congestion Mitigation	Consider intersection improvements or reconstruction projects at intersection of Route 6 and Lexington Avenue	\$\$	NYSDOT
	Route 6	Operations and Safety Enhancements	Consider reconfiguring Route 6 at Bear Mountain Parkway westbound ramp geometry to improve turning radius	\$\$	NYSDOT
	Bear Mountain Parkway	State of Good Repair	Resurface the Bear Mountain Parkway	\$\$	NYSDOT

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Category B - Prioritization \$ = < \$5 million \$\$ = \$5 to \$25 million \$\$\$ = > \$25M					
Priority	Corridor	Goal	Strategy	Cost	Lead Agency
Medium	Route 6, City of Peekskill	Operations and Safety Enhancements	Consider intersection re-alignment and turn radius of intersection of Main Street (Route 6) and Division.	\$\$	County, Local
	Route 6, City of Peekskill	State of Good Repair	Repair the collapsing retaining wall at 633 Main Street (Route 6)	\$\$	County, Local
	Route 6 & Route 202/35 City of Peekskill	Bike/Ped Improvements	Consider construction of bicycle path connecting to the riverfront	\$\$	County, Local
	Route 6 & Route 202/35 City of Peekskill	Bike/Ped Improvements	Consider construction of new pedestrian facilities to improve walkability	\$\$	County, Local
	Route 6	Bike/Ped Improvements	Construct missing segments of sidewalk along Route 6 in Town of Cortlandt (<i>NYSDOT PIN 8815.47 is currently constructing sidewalk along north side of Route 6 between Conklin Avenue and Baker Street</i>)	\$\$	NYSDOT, Local
	Route 6	Congestion Mitigation	Consider intersection improvements or reconstruction projects at intersection of Route 6 and Mohegan Avenue	\$\$	NYSDOT
	Route 202/35	Congestion Mitigation	Consider Intersection improvements or reconstruction at Route 202/35 at Bear Mountain Parkway and Croton Avenue	\$\$	NYSDOT
	Route 202/35	Congestion Mitigation	Consider Intersection improvements/reconstruction at Route 202/35 at Lexington Avenue	\$\$	NYSDOT
	Route 202/35	Operations and Safety Enhancements	Consider Garden Lane intersection improvement/access management	\$\$	NYSDOT, Local

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Category B - Prioritization \$ = < \$5 million \$\$ = \$5 to \$25 million \$\$\$ = > \$25M					
Priority	Corridor	Goal	Strategy	Cost	Lead Agency
Low	Route 6, City of Peekskill	Bike/Ped Improvements	Resurface crosswalks and replace/upgrade pedestrian signals along Main Street	\$	County, Local
	Route 6, City of Peekskill	State of Good Repair	Upgrade traffic signal equipment along Main Street, including signal controllers and wiring	\$	County, Local

Category C - Prioritization \$ = < \$5 million \$\$ = \$5 to \$25 million \$\$\$ = > \$25M					
Priority	Corridor	Goal	Strategy	Cost	Lead Agency
High	Route 6	Congestion Mitigation	Consider widening/bypass Route 6 corridor from Strawberry Road/East Main Street intersection to Baker Street	\$\$\$	NYSDOT, Local
	Route 202/35	Bike/Ped Improvements	Consider bicyclists in future projects along Route 202/35	\$\$	NYSDOT
	Route 202/35	Operations and Safety Enhancements	Evaluate widening Route 202/35 to add additional travel lanes and/or a center turning lane	\$\$\$	NYSDOT
	Bear Mountain Parkway	Congestion Mitigation	Evaluate construction of new roadway to connect the Bear Mountain Parkway	\$\$\$	NYSDOT
	Bear Mountain Parkway	State of Good Repair	Evaluate partial/full reconstruction the Bear Mountain Parkway	\$\$\$	NYSDOT
	Route 6	Operations and Safety Enhancements	Evaluate Partial/Full interchange reconstruction of Route 6 at Bear Mountain Parkway	\$\$\$	NYSDOT

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Category C - Prioritization \$ = < \$5 million \$\$ = \$5 to \$25 million \$\$\$ = > \$25M					
Priority	Corridor	Goal	Strategy	Cost	Lead Agency
Medium	Bear Mountain Parkway	Bike/Ped Improvements	Consider constructing a shared use path along Bear Mountain Parkway	\$\$\$	NYSDOT
	Bear Mountain Parkway	Operations and Safety Enhancements	Evaluate partial/full interchange reconstruction at Division Street	\$\$\$	NYSDOT
	Bear Mountain Parkway	Operations and Safety Enhancements	Evaluate partial/full interchange reconstruction at Highland Avenue	\$\$\$	NYSDOT

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Appendix A. Participants

Name	Representing	Phone	Email
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